CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Planning Commission

FROM: Richard Thompson, Director of Community Development

BY: Esteban Danna, Assistant Planner

DATE: January 25, 2012

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

RECOMMENDATION

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

BACKGROUND

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

DISCUSSION

2004 Traffic Study

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

2008 Draft Parking Study

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

City Traffic Engineer Analysis

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

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

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

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

CONCLUSION

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

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

Attachments:

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

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RESOLUTION NO. PC 12-XX

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

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

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

A. On January 11 and 25, 2012 the Planning Commission of the City of Manhattan Beach conducted public hearings to consider a request submitted by the 1334 Partners, L.P., owners and operator of the Manhattan Country Club to amend its PD (Planned Development) Permit.

B. The applicant requests approval for the Manhattan Country Club to increase its number of memberships from 1,200 to 1,400. The applicant also proposes to remodel 19,150 square feet of the club house as well as a net interior building increase of 216 square feet by creating a split level in one of the racquetball courts (addition of 548 square feet), expanding the bathrooms onto current balcony space (addition of 195 square feet), and reallocation of interior dining room area space to exterior balcony dining (removal of 527 square feet). No changes are proposed to the existing 38,276 square foot professional office building located adjacent at 1334 Park View Avenue which is also regulated by this entitlement.

C. The Country Club property is legally described as Parcel 2, Parcel Map recorded in Parcel Map Book 145, pages 23-25 of Maps in the Office of the County Recorder of Los Angeles, and also known as Assessor Parcel 4138-018-900.

D. The property's zoning, Planned Development (PD), is intended to provide flexible zoning to encourage quality projects on larger commercial parcels, through orderly and thorough review procedures. Pursuant to Section 10.32.020 of the Municipal Code, uses in a PD District shall be permitted subject to an approved PD Plan. This Resolution constitutes the PD Plan, or PD Permit for the subject property.

E. The applicant for said Planned Development Permit amendment is 1334 Partners L.P. The applicant's objective is to enhance the Country Club amenities while increasing the number of memberships to support the club improvements.

F. Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, this application is Categorically Exempt, Class 1, Section 15301, California Environmental Quality Act (CEQA) Guidelines.

G. This approval amends and replaces all prior land use approvals, and all applicable findings and conditions are incorporated herein. The prior approvals include Resolutions 4128 and 4129 which were adopted by the City Council in 1984, granting a use permit and parking variance to allow the construction of the office building at 1334 Park View Avenue and Resolutions 4972 and 4973 which were adopted by the City Council on December 1, 1992, amending the site Planned Development Permit Amendment and granting a Use Permit for reduction in parking, to allow an increase in the total number of club memberships from 850 to 1,000. This approval also amends and replaces Resolution No. PC 04-18 allowing an increase in the total number of club memberships from 1,000 to 1,200 and conversion of office space to club use.

H. Pursuant to Section 10.32.060 of the Municipal Code, the following findings are made relative to the PD District:

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

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

EXHIBIT A
PC MTG 1-25-12

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

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

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

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

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

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

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

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

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

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

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

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

Implementation/Uses

1. The implementation of this permit shall be in substantial compliance with the project description, findings, and conditions of approval contained in this Resolution as well as the project description and plans reviewed by the Planning Commission on January 11 and 25, 2012. The remodel plan shall be consistent with the concept plan and project description submitted with this application.

2. The Country Club may increase its membership to no more than 1,400, including active and inactive memberships, and general and corporate memberships. No more than 50 of the total memberships shall be of the corporate category at any time. The number of tenants/subtenants and employees of

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

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

Traffic Engineering and Parking

4. The parking lots for the entire site shall provide a minimum of 244 parking spaces on-site, including Club, office tenant, visitor, and required accessible spaces. Seven spaces shall be allocated to the offices at 1334 Park View Avenue and all spaces so allocated to the offices during business hours shall be physically demarcated (striping color, raised pavement markers, e.g.) from the spaces allocated to Club members. The total number of parking spaces for the Club may be reduced if it is determined through plan-check that more accessible parking spaces are required and if the increase in the number of accessible spaces cannot be obtained by enlarging the parking surface.

5. In addition to 244 on-site spaces, the Club shall continue to provide by lease with the City, 50 additional spaces in the public parking lot adjoining the Club on the west side, for a total parking requirement of 294 spaces.

6. A complimentary full-time valet parking service shall be provided to serve members and guests of the Club in order to ensure efficient utilization of the parking lot. The valet service shall also be responsible for monitoring visitor and tenant spaces assigned to the office building at 1334 Parkview Avenue to minimize inconvenience and congestion within the parking lots. A valet parking plan shall be submitted to the Department of Community Development which shall be reviewed and approved by the Fire Department during plan check for any submitted building improvements.

7. All parking spaces allocated for 1334 Park View, including tenant and visitor, shall be available for Club use after 6:00 p.m. on week days, after 1:00 p.m. on Saturdays and all day on Sundays.

8. All Club employees, with the exception of managers, shall park in the 50 leased spaces in the public parking lot to the west of the Club, or by agreement at another nearby property that has been determined by the City to have a sufficient surplus of parking spaces (beyond the amount required for the use by development permit or Zoning Ordinance standard). All employee vehicles shall display current Country Club identification.

9. The tandem spaces on the west boundary of the “Club Lot” that were previously lengthened shall not be modified.

10. Eight visitor spaces may remain in their existing location to the east of the entrance driveway to provide parking for office visitors subject to a time limit of two consecutive hours. The visitor spaces may be used by the Club after 6:00 p.m. on week days and all day Saturdays and Sundays without a time limit. The Club management shall enforce the use of the visitor spaces regularly with the expectation that the on-site valet will not allow cars in the spaces that display Club member, tenant, or employee stickers or identification.

11. The applicant shall provide evidence to the City that signs have been installed minimally at the eight visitor spaces and at the entrance driveway, directing and informing drivers to appropriate areas. The signs shall be clearly visible and shall be reviewed and approved by the Department of Community Development prior to their installation.

12. The Club management shall inform all members and employees of City approved parking regulations on a regular basis including monthly newsletters, and verbal or written correspondence.

13. An existing hand car wash service provided to Club members may be continued, however any canopy or tools utilized by the car wash operation shall not restrict use, or infringe upon any of the 244 required striped parking spaces on the lot.

14. A special event parking management plan shall be submitted and approved by the Department of Community Development and Fire Department for all special events of more than 250 persons.

15. New sidewalk shall be constructed parallel and adjacent to Parkview Avenue on the south side of Parkview Avenue in the vicinity of the parking lot driveway (approximately 40 feet east of and west of the driveway) to provide a continuous straight pedestrian path along the south side of Parkview Avenue. Plans shall be reviewed and approved by the Department of Community Development and Public Works prior to installation.

16. Americans with Disabilities Act (ADA) compliant curb ramps shall be constructed where the new sidewalk identified in item 15 intersects the parking lot driveway in order to provide a continuous accessible pedestrian route along the south side of Parkview Avenue.

17. All accessible parking spaces within the parking lot should be marked and signed as necessary to conform with current standards contained in the current edition of Caltrans Standard Plans A90A and A90B. At least one accessible parking space should be signed and marked as van accessible.

18. A pedestrian walkway shall provide a continuous accessible route from the entryway to the sidewalk on the south side of Parkview Avenue. The walkway shall be designed and installed in a manner consistent with current ADA guidelines.

19. Bicycle parking shall be installed per MBMC 10.64.080 and Bicycle Master Plan.

Construction

20. A construction management plan shall be submitted during plan-check of the office conversion improvements which shall establish parking and delivery loading rules regulations. This plan shall be reviewed and approved by the Department of Community Development.

21. The remodel/addition shall comply with all applicable accessibility requirements.

22. No structure, overhang or wall shall be constructed within 10 feet of an existing sanitary sewer line adjacent to the west elevation of the subject development (condition 2 from prior Resolution 4128).

23. All storm and irrigation runoff water shall be contained on site by proper grading and drainage systems. Under no condition shall such water be allowed to flow across the property line onto adjacent properties, with the exception of the property line that separates Manhattan Country Club from the 1334 Office Building (condition 4 from prior Resolution 4128).

24. All mechanical equipment, existing or proposed shall be screened from public view (condition 7 from prior Resolution 4128).

Enforcement

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

Miscellaneous

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

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

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

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

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

AYES:

NOES:

ABSTAIN:

ABSENT:

_____

Richard Thompson
Secretary to the Planning Commission

_____

Sarah Boeschen
Recording Secretary

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CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Esteban Danna
Assistant Planner

FROM: Jack Rydell
Traffic Engineer

DATE: January 20, 2012

SUBJECT: Manhattan Country Club Parking Expansion Project
Parking Analysis

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

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

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

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

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

EXHIBIT B
PC MTG. 1/25/12

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GREENSPAN
engineers

PARKING ANALYSIS FOR THE MANHATTAN COUNTRY CLUB MEMBERSHIP EXPANSION PROJECT

Manhattan Beach, California
August 4, 2004

Prepared For:

MANHATTAN COUNTRY CLUB
1330 Parkview Avenue
Manhattan Beach, CA 90266

Prepared By:

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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Costa Mesa, CA 92626
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EXHIBIT C
PC Mtg. 1/25/12

LINSCOTT
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GREENSPAN
engineers

August 4, 2004

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

LLG Reference: 2.042537.1

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

Dear Mr. Scott:

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

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

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

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

PROJECT DESCRIPTION

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

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

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

Proposed Project

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

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

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

EXISTING PARKING SUPPLY

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

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

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

EXISTING PARKING SURVEYS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Club Lot and City "Leased" Lot Only

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

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

PARKING ANALYSIS

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

Code Parking Analysis

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

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

Forecast Parking Demand Based on Current Parking Usage Patterns

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

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

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

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

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

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

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

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

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

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

Special Events and Catering

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

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

SUMMARY OF FINDINGS AND CONCLUSIONS

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

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

2. MCC proposes to convert existing office space in the 1332 office building to "club space" to accommodate an increase in club membership from 1,000 memberships to 1,250 memberships.

3. The City of Manhattan Beach, through the issuance of a Planned Development Permit and Use Permit, requires that MCC provide 238 striped spaces on-site and lease 50 off-site striped spaces from the City.

4. Based on the results of our analysis, the projected peak parking demand for MCC, with a total of 1,250 club memberships is expected to occur at 10:00 AM and 11:00 AM on a weekday, when a demand of 168 spaces is forecast. With a planned parking supply of 192 striped spaces, this weekday peak requirement results in a surplus of 24 striped parking spaces. In addition, the peak parking demand for the adjacent 1334 Office Building is expected to occur at 2:30 PM and 3:00 PM on a weekday, when a demand of 63 spaces is forecast. With a planned parking supply of 77 striped spaces, this weekday peak requirement results in a surplus of 14 striped parking spaces. Given that MCC and the 1334 Office Building have a surplus of parking spaces, we conclude that the planned parking supply will accommodate the forecast peak parking demand of MCC and the adjoining office, with an additional 250 club memberships.

* * * * * * * * * * *

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

Very truly yours,
LINSCOTT, LAW & GREENSPAN, ENGINEERS

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Attachments

TABLES

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TABLE 1

SUMMARY OF EXISTING PARKING SUPPLY[1]
Manhattan Country Club, Manhattan Beach

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

[1] Source: Based on field inventory by LLG, Engineers, March, 2004.

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

[2] Parking spaces in tandem with a second space where access is gained by first moving another vehicle.

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TABLE 2A

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

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

otes:

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

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

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

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TABLE 2B

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

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

Notes:

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

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

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

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TABLE 3A

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

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

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

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TABLE 3B

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

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

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

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TABLE 4

PARKING DEMAND SUMMARY
Manhattan Country Club, Manhattan Beach

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

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TABLE 5A

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

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

Notes:

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

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TABLE 5B

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

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

Notes:

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

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TABLE 6A

FORECAST WEEKDAY PEAK PARKING DEMAND
Manhattan Country Club, Manhattan Beach

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

Notes:

[1] The existing peak demand was observed to be Wednesday March 3, 2004 at 10:00 AM and 11:00 AM.

[2] The number of parking spaces required for the additional 250 members = (0.25 x 117 spaces).

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

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TABLE 6B

FORECAST SATURDAY PEAK PARKING DEMAND
Manhattan Country Club, Manhattan Beach

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

Notes:

[1] The existing peak demand was observed to be Saturday March 6, 2004 at 11:00 AM.

[2] The number of parking spaces required for the additional 250 members = (0.25 x 63 spaces).

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

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TABLE 7

WEEKDAY HOURLY PARKING DEMAND FORECAST
Manhattan Country Club, Manhattan Beach

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

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

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

[3] Based on the Wednesday March 3, 2004 parking survey. Represents parking demand as observed in Zone B of the Office Lot.

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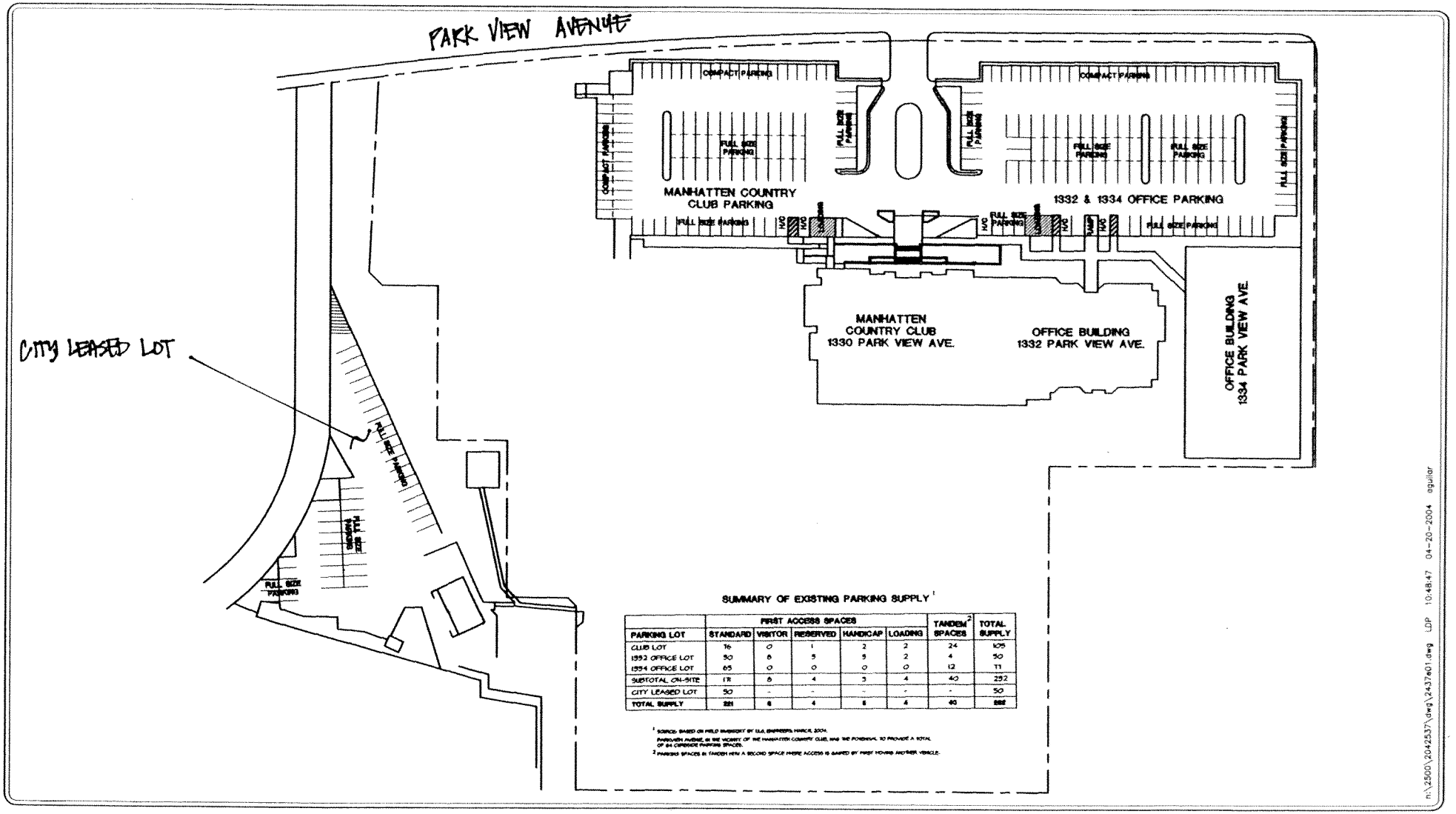
engineers

EXHIBITS



SUMMARY OF EXISTING PARKING SUPPLY[1]

	FIRST ACCESS SPACES					TANDEM[2] SPACES	TOTAL SUPPLY
PARKING LOT	STANDARD	VISITOR	RESERVED	HANDICAP	LOADING		
CLUB LOT	76	0	1	2	2	24	105
1332 OFFICE LOT	50	8	5	5	2	4	50
1334 OFFICE LOT	65	0	0	0	0	12	77
SUBTOTAL ON-SITE	171	8	4	3	4	40	232
CITY LEASED LOT	50	-	-	-	-	-	50
TOTAL SUPPLY	221	8	4	3	4	40	282

[1] SURVEY BASED ON FIELD INVENTORY BY LSA ENGINEERS, MARCH, 2004.
PARKVIEW AVENUE, IN THE VICINITY OF THE MANHATTEN COUNTRY CLUB, WAS TEMPORARILY RE-PAVED TO PROVIDE A TOTAL OF 84 CURBSIDE PARKING SPACES.

[2] PARKING SPACES IN TANDEM HAVE A SECOND SPACE WHERE ACCESS IS GAINED BY FIRST MOVING ANOTHER VEHICLE.

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N NO SCALE

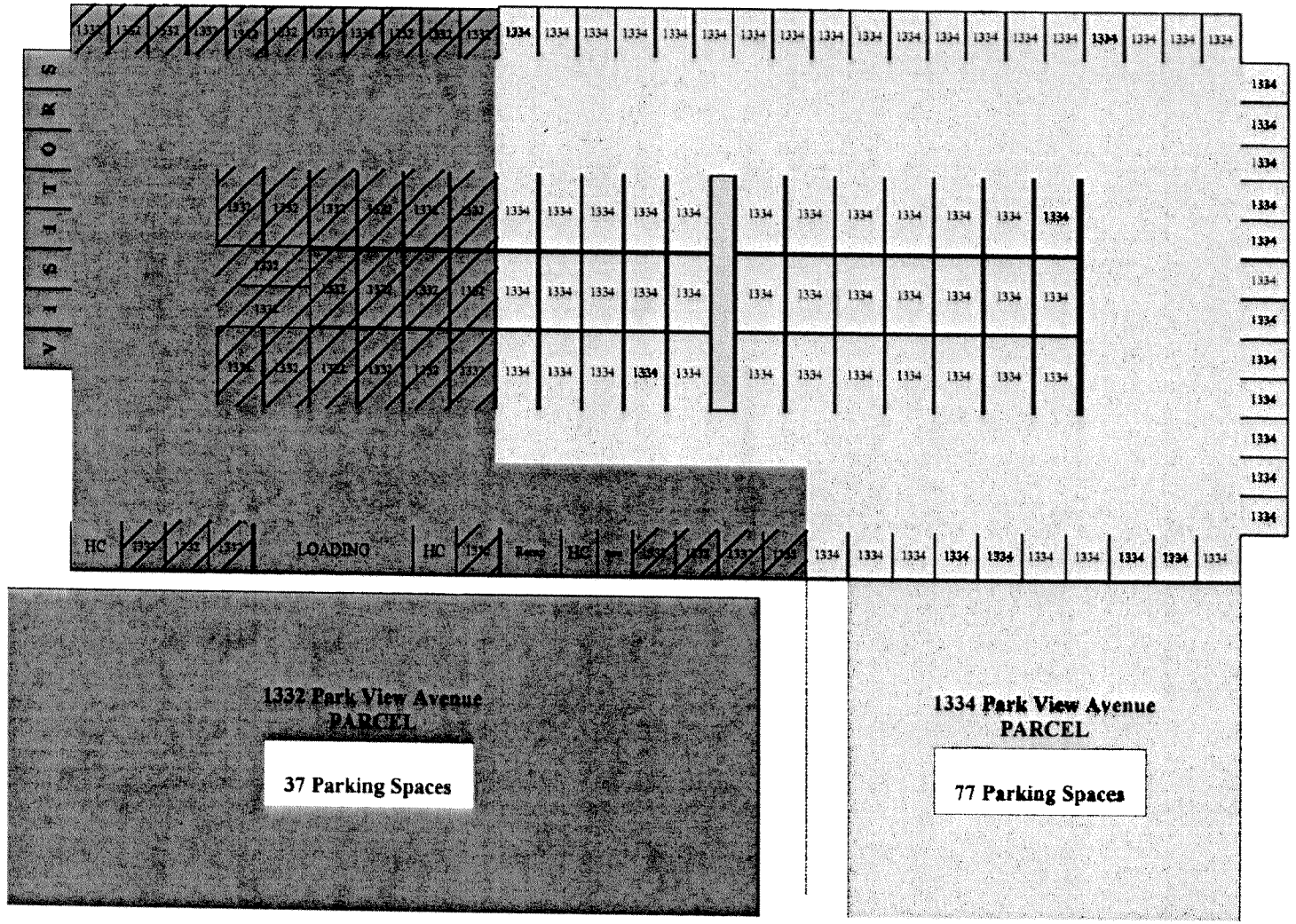
LINSCOTT LAW & GREENSPAN ENGINEERS

SOURCE: FISHER DESIGN COMPANY

EXHIBIT 1

EXISTING SITE / PARKING PLAN
MANHATTAN COUNTRY CLUB, MANHATTAN BEACH

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



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N NO SCALE

LINSCOTT
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GREENSPAN
ENGINEERS

KEY

MANHATTAN COUNTRY CLUB PARKING SPACES

OFFICE BUILDING PARKING SPACES

EXHIBIT 2

PROPOSED PARKING LAYOUT – OFFICE LOT

MANHATTAN COUNTRY CLUB, MANHATTAN BEACH

CHARTS

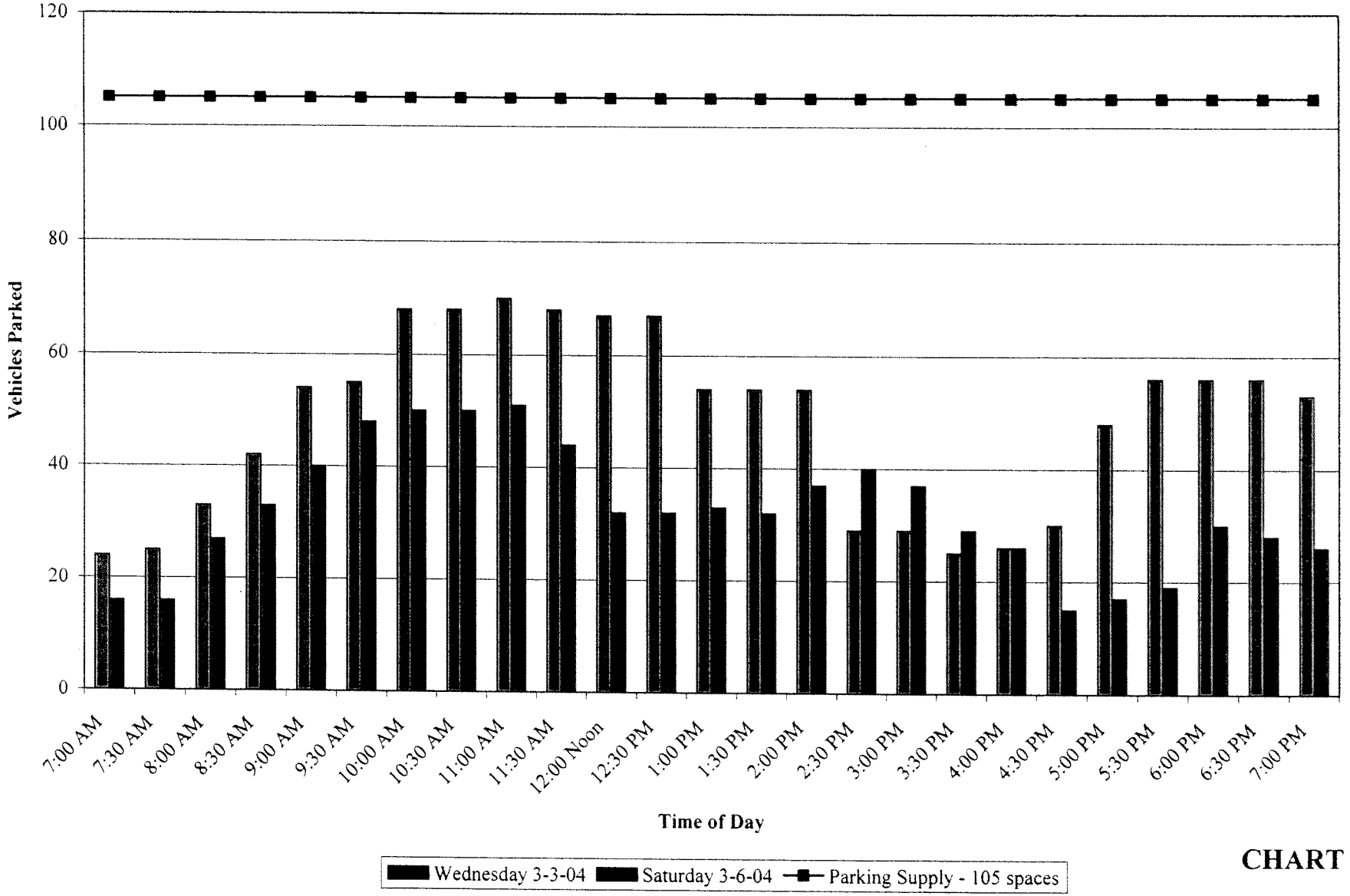

CHART 1

EXISTING PARKING DEMAND PROFILE
CLUB LOT
Manhattan Country Club, Manhattan Beach

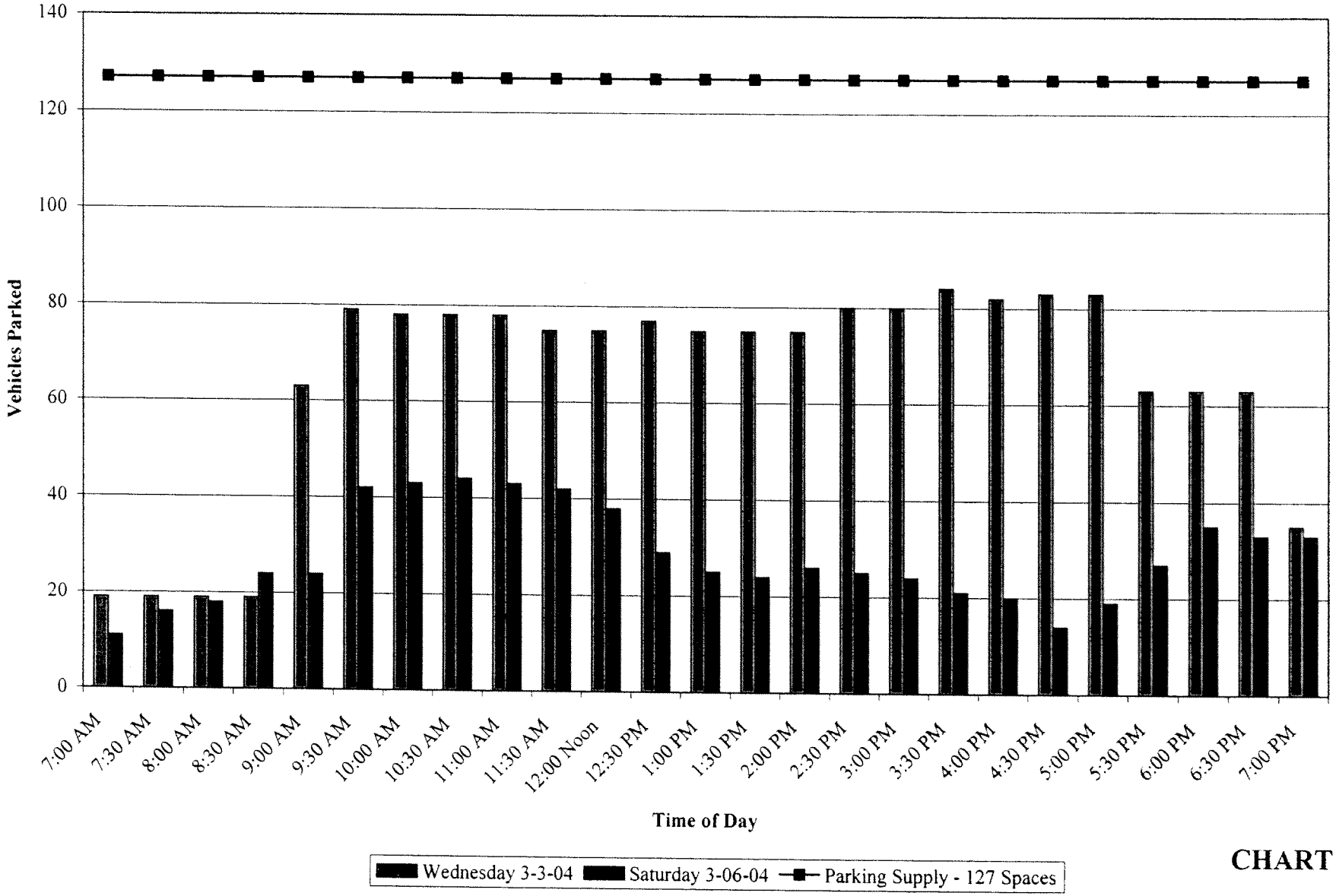

CHART 2

EXISTING PARKING DEMAND PROFILE
OFFICE LOT
Manhattan Country Club, Manhattan Beach

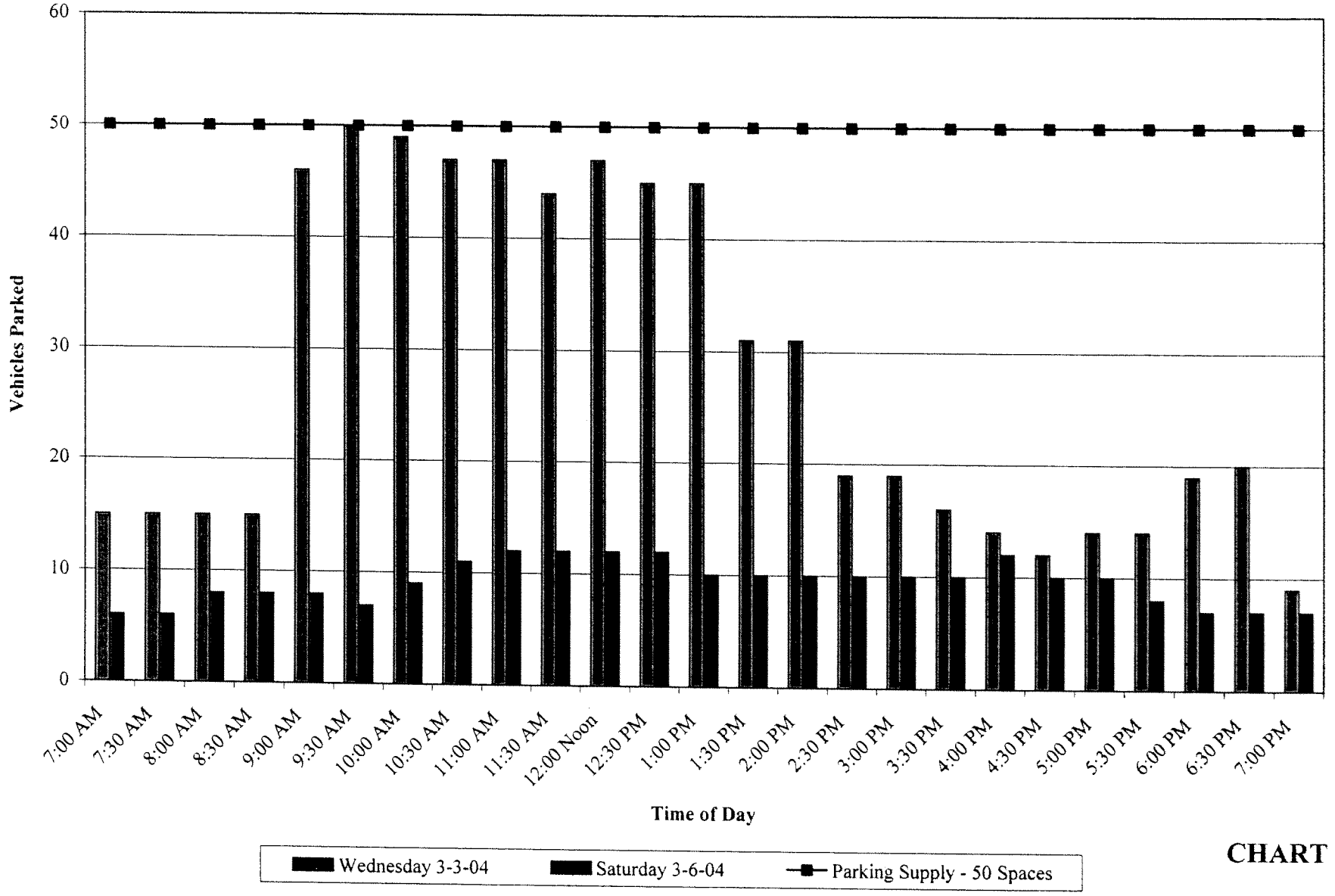

CHART 3

EXISTING PARKING DEMAND PROFILE
CITY LOT
Manhattan Country Club, Manhattan Beach

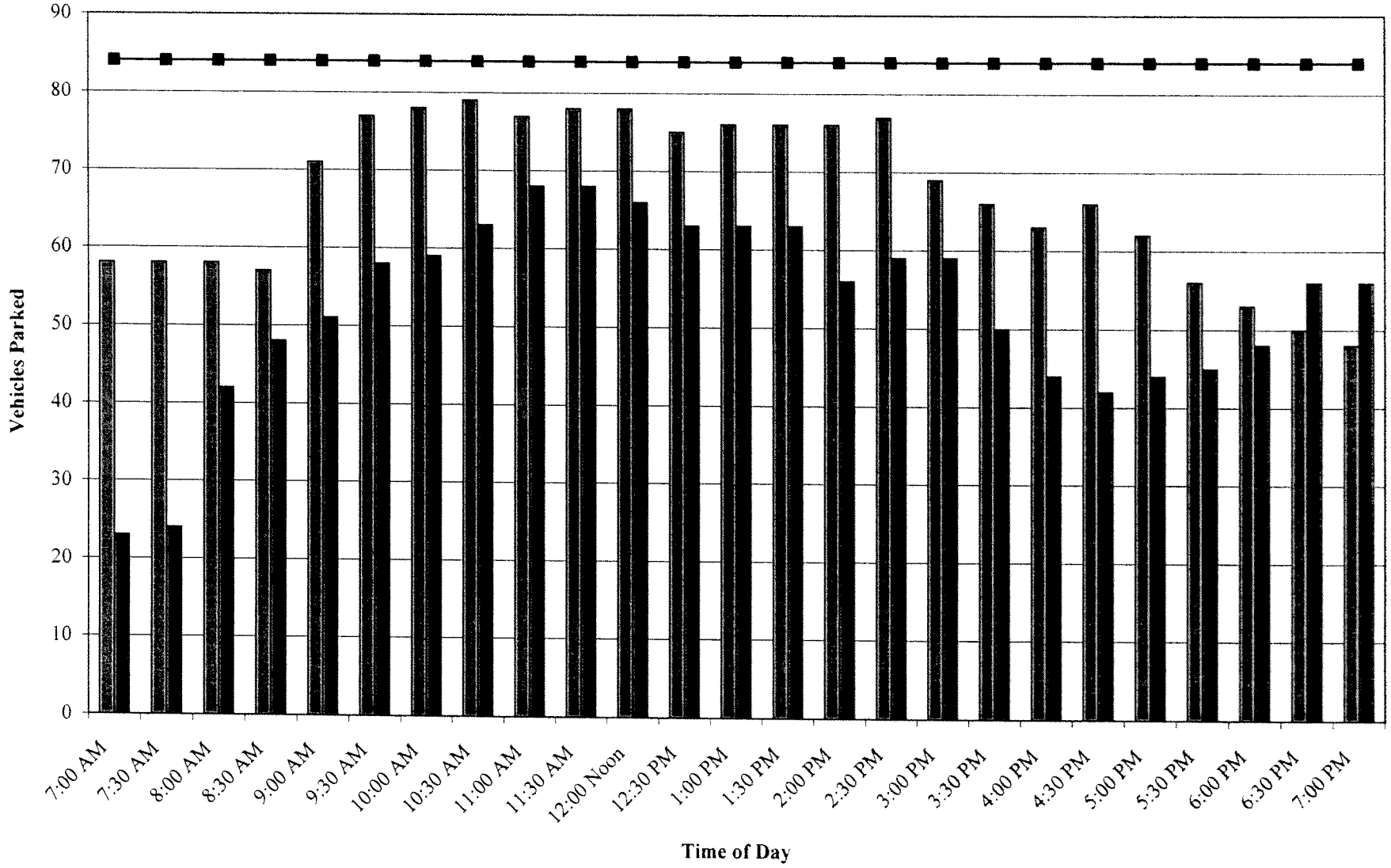

CHART 4

EXISTING PARKING DEMAND PROFILE
PARKVIEW AVENUE
Manhattan Country Club, Manhattan Beach

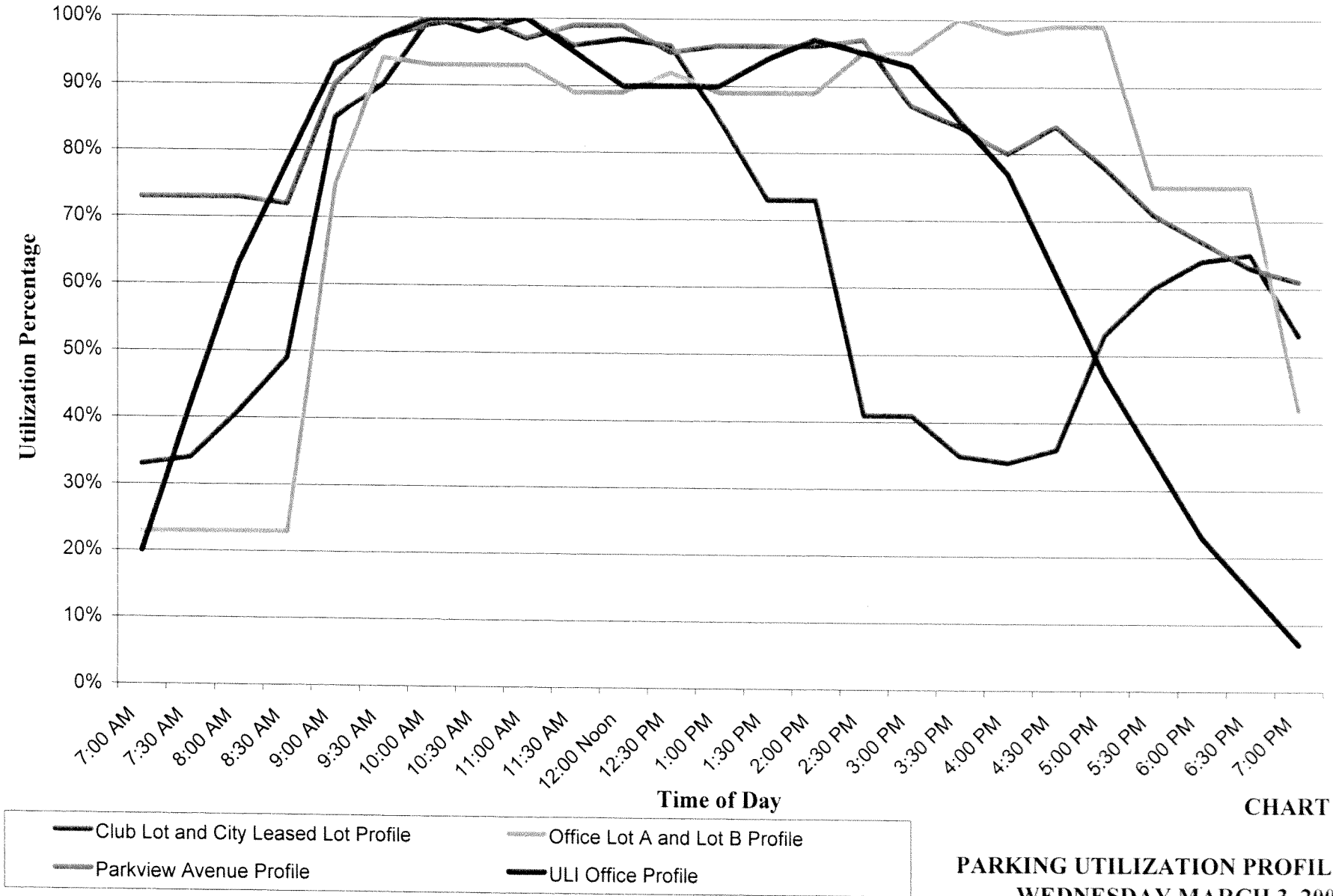

CHART 5

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

APPENDICES

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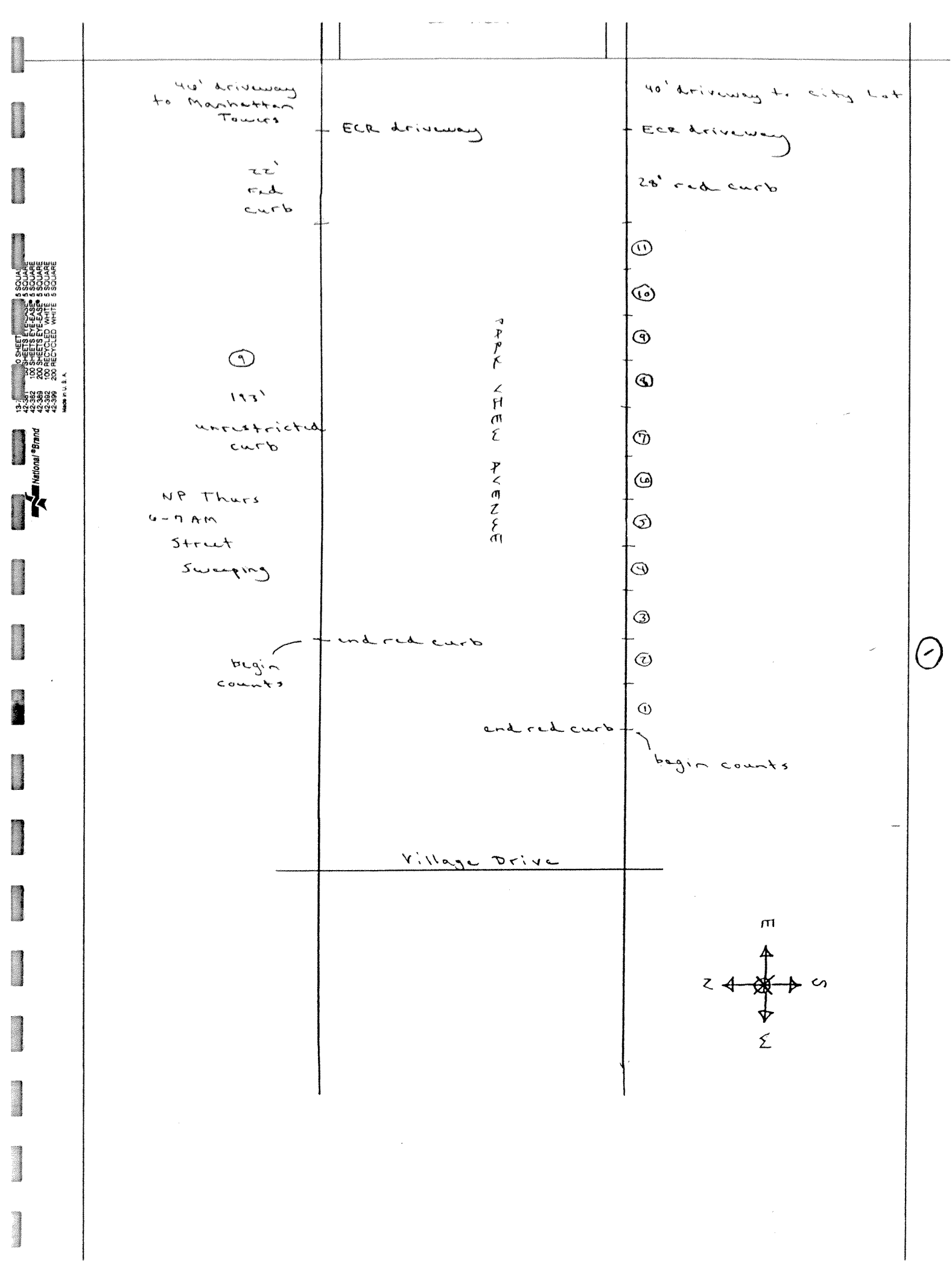
APPENDIX A

PARKVIEW AVENUE
PARKING INVENTORY SURVEY


40' driveway to Manhattan Towers
ECR driveway
22' red curb
9
193' unrestricted curb
NP Thurs 6-7 AM Street Sweeping
end red curb
begin counts
Park Avenue
40' driveway to City Lot
ECR driveway
28' red curb
11
10
9
8
7
6
5
4
3
2
1
end red curb
begin counts
Village Drive
N
W
E
S

see sheet 3

15' red curb

39' red curb

Begin office Lot

ECR driveway

43' driveway entrance to club

ECR driveway

34' red curb

(8)

175' unrestricted curb

(29) (28) (27) (26) (25) (24) (23) (22) (21) (20) (19) (18) (17) (16) (15) (14) (13) (12)

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

NP Fri 6-9 AM Street sweeping

(2)

PARK VIEW AVENUE

25' red curb

(12)

275' unrestricted curb

Spots (1) - (9) adjacent to the tennis courts

each spot is 21.5' long

21' of red curb

ECR

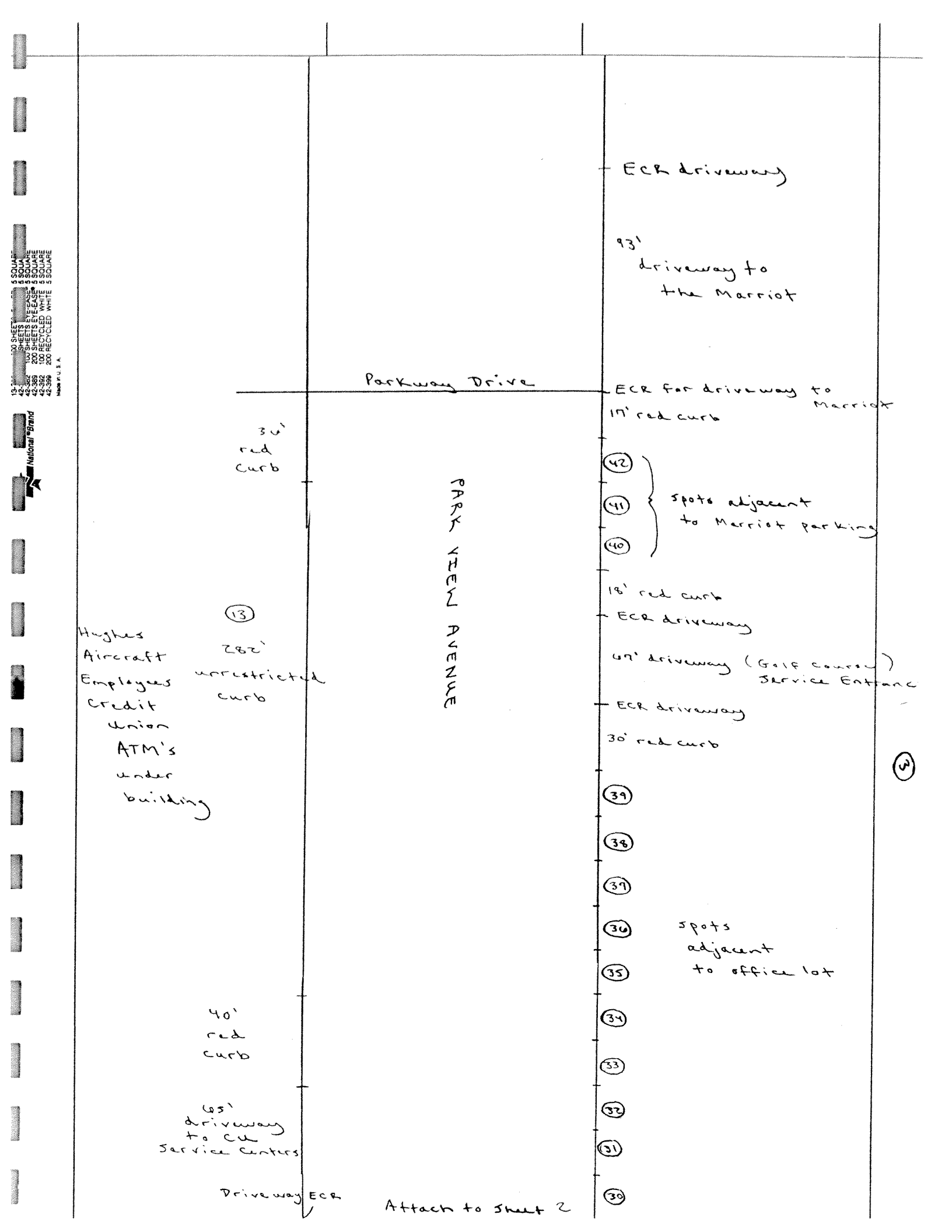
21' of red curb

ECR

Entrance to Manhattan Towers

see sheet 1

Entrance to City Leased Lot


ECR driveway
93'
driveway to
the Marriot
Parkway Drive
ECR for driveway to Marriot
17' red curb
36'
red
curb
42
41
40
spots adjacent
to Marriot parking
PARK VIEW AVENUE
18' red curb
ECR driveway
13
282'
unrestricted
curb
Hughes
Aircraft
Employees
Credit
Union
ATM's
under
building
69' driveway (Golf course)
Service Entrance
ECR driveway
30' red curb
3
39
38
37
36
35
spots
adjacent
to office lot
34
33
40'
red
curb
32
65'
driveway
to CH
Service Centers
31
Driveway ECR
30
Attach to Sheet 2

LINSCOTT LAW & GREENSPAN engineers

APPENDIX B

PARKING SURVEY SUMMARY

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

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

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

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

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

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

Notes:

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

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

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

Notes:

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

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

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

Notes:

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

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

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

Notes:

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

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

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

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

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

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

Notes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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October 7, 2004

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

LLG Reference: 2.04.2537.1

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

Dear Ms. Lackow:

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

Parking Analysis Overview

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

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

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

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

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

Supplemental Parking Survey Information

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

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

Parking Utilization

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

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

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

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

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

City Leased Lot

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

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

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

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

Valet Service Operation

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

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

Car Wash Operation

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

Compact Spaces

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

Office Lot

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

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

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

Employee Parking at Kinecta Credit Union

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

* * * * * * * * * * *

LINSCOTT LAW & GREENSPAN engineers

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

Very truly yours,
LINSCOTT, LAW & GREENSPAN, ENGINEERS

Richard E. Barretto, P.E.
Principal

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

LINSCOTT LAW & GREENSPAN engineers

TABLE 7B

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

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

Notes:

[1] Represents existing parking supply within City Lot leased by Manhattan Country Club.

[2] No change proposed in number of spaces to be leased by Manhattan Country Club.

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

[4] The **BOLD**, shaded data represents the peak parking demand.

LINSCOTT LAW & GREENSPAN engineers

TABLE 7A

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

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

Notes:

[1] Represents existing parking supply within City Lot leased by Manhattan Country Club.

[2] No change proposed in number of spaces to be leased by Manhattan Country Club.

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

[4] The **BOLD**, shaded data represents the peak parking demand.

LINSCOTT LAW & GREENSPAN engineers

TABLE 6

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

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

Notes:

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

[1] Number of vehicles with a MCC parking permit/decal.

[2] Number of vehicles without a MCC parking permit/decal.

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TABLE 5

SUMMARY OF PROPOSED PARKING SUPPLY[1]
Manhattan Country Club, Manhattan Beach

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

[1] Source: Manhattan Country Club and field inventory by LLG, Engineers, March, 2004.

[2] Parking spaces in tandem with a second space where access is gained by first moving another vehicle.

[3] Club Lot East is the former Office Lot - Zone A that will reassigned for MCC use with the proposed conversion.

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TABLE 4B

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

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

Notes:

[1] Represents existing parking supply within Club Lot of the Manhattan Country Club.

[2] Represents proposed parking supply with the addition of 44 spaces from the Office Lot (105 spaces + 44 spaces = 149 spaces).

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

[4] The **BOLD**, shaded data represents the peak parking demand.

LINSCOTT LAW & GREENSPAN engineers

TABLE 4A

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

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

Notes:

[1] Represents existing parking supply within Club Lot of the Manhattan Country Club.

[2] Represents proposed parking supply with the addition of 44 spaces from the Office Lot (105 spaces + 44 spaces = 149 spaces).

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

[4] The **BOLD**, shaded data represents the peak parking demand.

LINSCOTT LAW & GREENSPAN engineers

TABLE 3B

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

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

Detailed Parking Data Not Collected during 1999 Surveys

Notes:

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

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

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

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TABLE 3A

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

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

Detailed Parking Data Not Collected during 1999 Surveys

Notes:

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

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

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

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TABLE 2B

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

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

Notes:

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

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

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

LINSCOTT LAW & GREENSPAN engineers

TABLE 2A

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

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

Notes:

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

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

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

LINSCOTT LAW & GREENSPAN engineers

TABLE 1B

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

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

Notes:

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

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

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

LINSCOTT LAW & GREENSPAN engineers

TABLE 1A

SUMMARY OF OFF-STREET PARKING SURVEY DATA - WEDNESDAY AUGUST 25, 2004

Manhattan Country Club, Manhattan Beach

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

Notes:

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

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

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

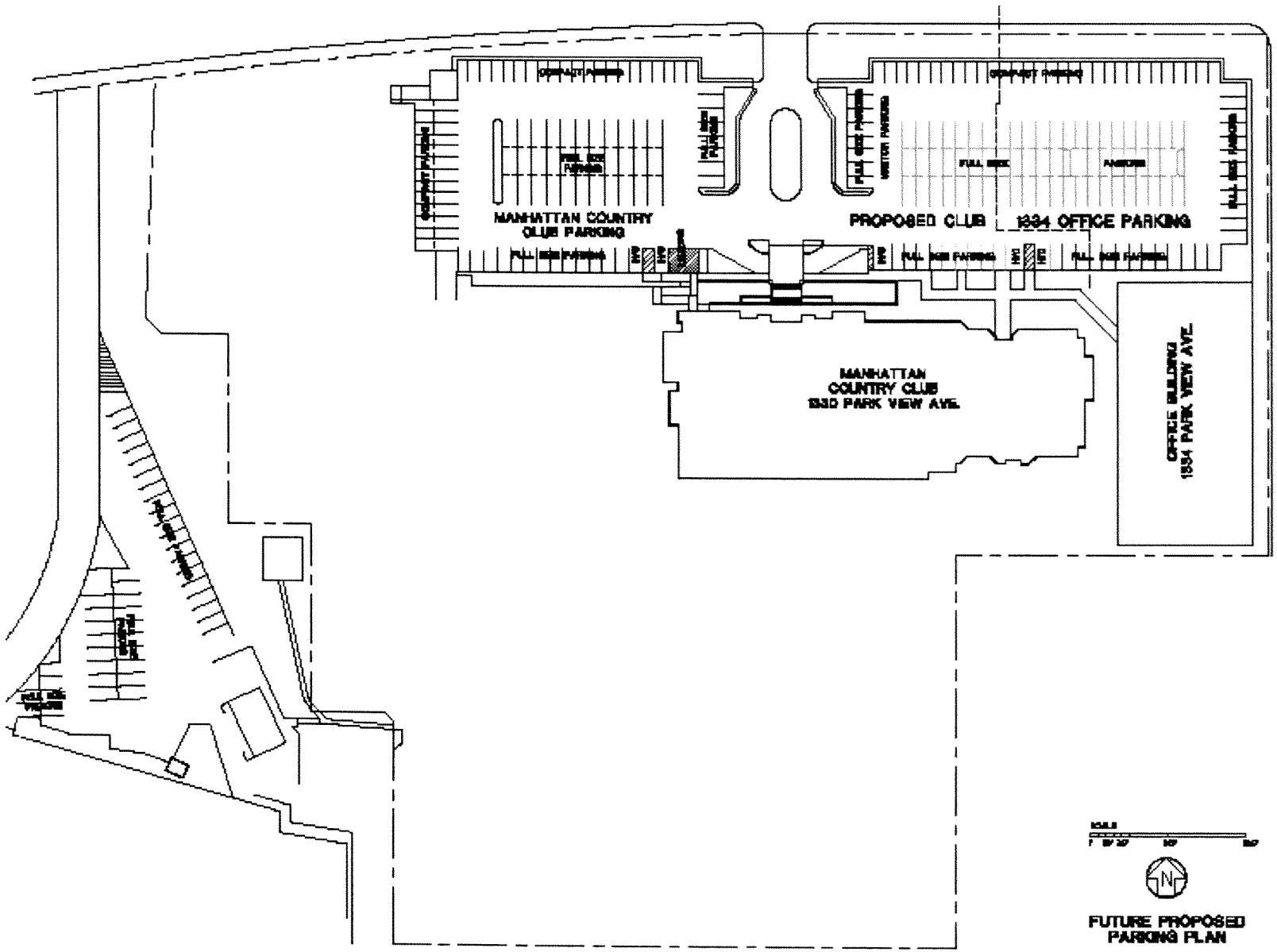
MANHATTAN COUNTRY CLUB PARKING
PROPOSED CLUB
1334 OFFICE PARKING
MANHATTAN COUNTRY CLUB 1330 PARK VIEW AVE.
OFFICE BUILDING 1334 PARK VIEW AVE.
FUTURE PROPOSED PARKING PLAN

FIGURE 2

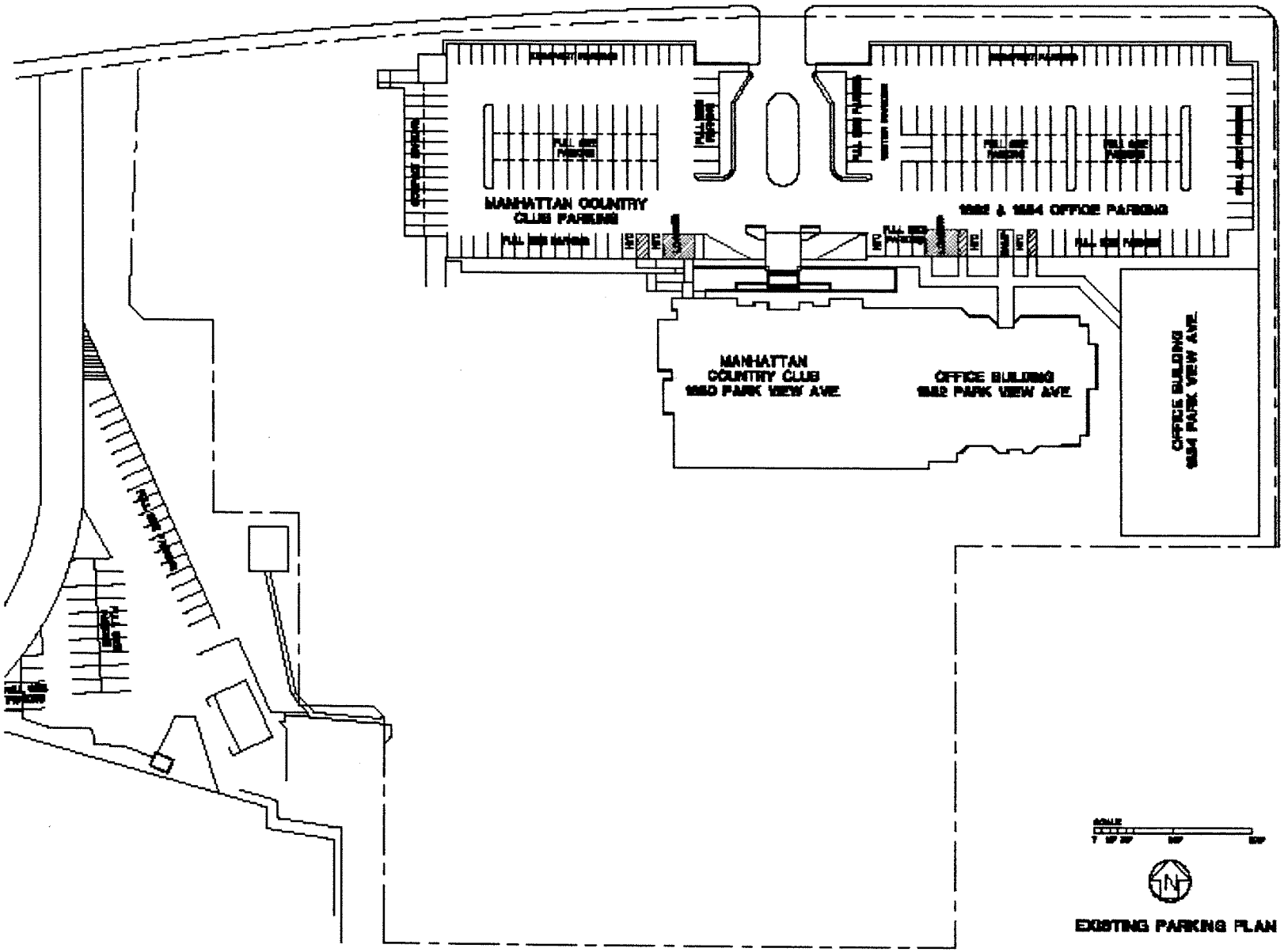
MANHATTAN COUNTRY CLUB PARKING
1662 & 1664 OFFICE PARKING
MANHATTAN COUNTRY CLUB 1660 PARK VIEW AVE.
OFFICE BUILDING 1662 PARK VIEW AVE.
OFFICE BUILDING 1664 PARK VIEW AVE.
EXISTING PARKING PLAN

FIGURE 1

CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Planning Commission

FROM: Richard Thompson, Director of Community Development

BY: Esteban Danna, Assistant Planner

DATE: January 11, 2012

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

RECOMMENDATION

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

APPLICANT

1334 Partners LP
1330 Parkview Ave
Manhattan Beach, CA 90266

PROJECT OVERVIEW

Location

Location	1330 Parkview Avenue
Area District	II

Landuse

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

EXHIBIT D
PC MTG 1-25-12

BACKGROUND

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

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

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

DISCUSSION

Addition/Remodel

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

Membership Increase

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Input

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

ENVIRONMENTAL REVIEW

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

CONCLUSION

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

Attachments:

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

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RESOLUTION NO. PC 11-XX

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

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

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

A. On January 11, 2012 the Planning Commission of the City of Manhattan Beach conducted a public hearing to consider a request submitted by the 1334 Partners, L.P., owners and operator of the Manhattan Country Club to amend its PD (Planned Development) Permit.

B. The applicant requests approval for the Manhattan Country Club to increase its number of memberships from 1,200 to 1,400. The applicant also proposes to remodel 19,150 square feet of the club house as well as a net interior building increase of 216 square feet by creating a split level in one of the racquetball courts (addition of 548 square feet), expanding the bathrooms onto current balcony space (addition of 195 square feet), and reallocation of interior dining room area space to exterior balcony dining (removal of 527 square feet). No changes are proposed to the existing 38,276 square foot professional office building located adjacent at 1334 Park View Avenue which is also regulated by this entitlement.

C. The Country Club property is legally described as Parcel 2, Parcel Map recorded in Parcel Map Book 145, pages 23-25 of Maps in the Office of the County Recorder of Los Angeles, and also known as Assessor Parcel 4138-018-900.

D. The property's zoning, Planned Development (PD), is intended to provide flexible zoning to encourage quality projects on larger commercial parcels, through orderly and thorough review procedures. Pursuant to Section 10.32.020 of the Municipal Code, uses in a PD District shall be permitted subject to an approved PD Plan. This Resolution constitutes the PD Plan, or PD Permit for the subject property.

F. The applicant for said Planned Development Permit amendment is 1334 Partners L.P. The applicant's objective is to enhance the Country Club amenities while increasing the number of memberships to support the club improvements.

E. Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, this application is Categorically Exempt, Class 1, Section 15301, California Environmental Quality Act (CEQA) Guidelines.

I. This approval amends and replaces all prior land use approvals, and all applicable findings and conditions are incorporated herein. The prior approvals include Resolutions 4128 and 4129 which were adopted by the City Council in 1984, granting a use permit and parking variance to allow the construction of the office building at 1334 Park View Avenue and Resolutions 4972 and 4973 which were adopted by the City Council on December 1, 1992, amending the site Planned Development Permit Amendment and granting a Use Permit for reduction in parking, to allow an increase in the total number of club memberships from 850 to 1,000. This approval also amends and replaces Resolution No. PC 04-18 allowing an increase in the total number of club memberships from 1,000 to 1,200 and conversion of office space to club use.

J. Pursuant to Section 10.32.060 of the Municipal Code, the following findings are made relative to the PD District:

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

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

EXHIBIT A
PC MTG 1-11-12

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

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

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

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

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

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

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

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

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

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

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

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

Implementation/Uses

1. The implementation of this permit shall be in substantial compliance with the project description, findings, and conditions of approval contained in this Resolution as well as the project description and plans reviewed by the Planning Commission on January 11, 2012. The remodel plan shall be consistent with the concept plan and project description submitted with this application.

2. The Country Club may increase its membership to no more than 1,400, including active and inactive memberships, and general and corporate memberships. No more than 50 of the total memberships shall be of the corporate category at any time. The number of tenants/subtenants and employees of

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

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

Traffic Engineering and Parking

4. The parking lots for the entire site shall provide a minimum of 244 parking spaces on-site, including Club, office tenant, visitor, and required accessible spaces. Seven spaces shall be allocated to the offices at 1334 Park View Avenue and all spaces so allocated to the offices during business hours shall be physically demarcated (striping color, raised pavement markers, e.g.) from the spaces allocated to Club members. The total number of parking spaces for the Club may be reduced if it is determined through plan-check that more accessible parking spaces are required and if the increase in the number of accessible spaces cannot be obtained by enlarging the parking surface.

5. In addition to 244 on-site spaces, the Club shall continue to provide by lease with the City, 50 additional spaces in the public parking lot adjoining the Club on the west side, for a total parking requirement of 294 spaces.

6. A complimentary full-time valet parking service shall be provided to serve members and guests of the Club in order to ensure efficient utilization of the parking lot. The valet service shall also be responsible for monitoring visitor and tenant spaces assigned to the office building at 1334 Parkview Avenue to minimize inconvenience and congestion within the parking lots. A valet parking plan shall be submitted to the Department of Community Development which shall be reviewed and approved by the Fire Department during plan check for any submitted building improvements.

7. All parking spaces allocated for 1334 Park View, including tenant and visitor, shall be available for Club use after 6:00 p.m. on week days, after 1:00 p.m. on Saturdays and all day on Sundays.

8. All Club employees, with the exception of managers, shall park in the 50 leased spaces in the public parking lot to the west of the Club, or by agreement at another nearby property that has been determined by the City to have a sufficient surplus of parking spaces (beyond the amount required for the use by development permit or Zoning Ordinance standard). All employee vehicles shall display current Country Club identification.

9. The tandem spaces on the west boundary of the “Club Lot” that were previously lengthened shall not be modified.

10. Eight visitor spaces may remain in their existing location to the east of the entrance driveway to provide parking for office visitors subject to a time limit of two consecutive hours. The visitor spaces may be used by the Club after 6:00 p.m. on week days and all day Saturdays and Sundays without a time limit. The Club management shall enforce the use of the visitor spaces regularly with the expectation that the on-site valet will not allow cars in the spaces that display Club member, tenant, or employee stickers or identification.

11. The applicant provide evidence to the City that signs have been installed minimally at the eight visitor spaces and at the entrance driveway, directing and informing drivers to appropriate areas. The signs shall be clearly visible and shall be reviewed and approved by the Department of Community Development prior to their installation.

12. The Club management shall inform all members and employees of City approved parking regulations on a regular basis including monthly newsletters, and verbal or written correspondence.

13. An existing hand car wash service provided to Club members may be continued, however any canopy or tools utilized by the car wash operation shall not restrict use, or infringe upon any of the 244 required striped parking spaces on the lot.

14. A special event parking management plan shall be submitted and approved by the Department of Community Development and Fire Department for all special events of more than 250 persons.

15. New sidewalk shall be constructed parallel and adjacent to Parkview Avenue on the south side of Parkview Avenue in the vicinity of the parking lot driveway (approximately 40 feet east of and west of the driveway) to provide a continuous straight pedestrian path along the south side of Parkview Avenue. Plans shall be reviewed and approved by the Department of Community Development and Public Works prior to installation.

16. Americans with Disabilities Act (ADA) compliant curb ramps shall be constructed where the new sidewalk identified in item 15 intersects the parking lot driveway in order to provide a continuous accessible pedestrian route along the south side of Parkview Avenue.

17. All accessible parking spaces within the parking lot should be marked and signed as necessary to conform with current standards contained in the current edition of Caltrans Standard Plans A90A and A90B. At least one accessible parking space should be signed and marked as van accessible.

18. A pedestrian walkway shall provide a continuous accessible route from the entryway to the sidewalk on the south side of Parkview Avenue. The walkway shall be designed and installed in a manner consistent with current ADA guidelines.

19. Bicycle parking shall be installed per MBMC 10.64.080 and Bicycle Master Plan.

Construction

20. A construction management plan shall be submitted during plan-check of the office conversion improvements which shall establish parking and delivery loading rules regulations. This plan shall be reviewed and approved by the Department of Community Development.

21. The remodel/addition shall comply with all applicable accessibility requirements.

22. No structure, overhang or wall shall be constructed within 10 feet of an existing sanitary sewer line adjacent to the west elevation of the subject development (condition 2 from prior Resolution 4128).

23. All storm and irrigation runoff water shall be contained on site by proper grading and drainage systems. Under no condition shall such water be allowed to flow across the property line onto adjacent properties, with the exception of the property line that separates Manhattan Country Club from the 1334 Office Building (condition 4 from prior Resolution 4128).

24. All mechanical equipment, existing or proposed shall be screened from public view (condition 7 from prior Resolution 4128).

Enforcement

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

Miscellaneous

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

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

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

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

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

AYES:

NOES:

ABSTAIN:

ABSENT:

Richard Thompson
Secretary to the Planning Commission

Sarah Boeschen
Recording Secretary

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RESOLUTION NO. PC 04-18

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

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

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

A. On August 11, and October 13, 2004 the Planning Commission of the City of Manhattan Beach conducted a public hearing to consider a request submitted by the 1334 Partners, L.P owner and operator of the Manhattan Country Club to amend its PD (Planned Development) Permit and Use Permit.

B. The applicant requests approval for the Manhattan Country Club to increase its number of memberships from 1,000 to 1,200. The applicant also proposes to remodel 11,035 square feet within existing commercial offices at 1332 Park View Avenue (within the same structure as the Club), to be replaced with club uses. The new club uses in the remodeled area are proposed to include an expanded gym, new Youth Center and new Adult Activity Center. The increase in memberships is proposed to be phased in proportion to vacancies as they occur at 1332 Park View Avenue. No changes are proposed to the existing 38,276 square foot professional office building located adjacent at 1334 Park View Avenue which is also regulated by this entitlement.

C. The Country Club property is legally described as Parcel 2, Parcel Map recorded in Parcel Map Book 145, pages 23-25 of Maps in the Office of the County Recorder of Los Angeles, and also known as Assessor Parcel 4138-018-900.

D. The subject property is located in Area District II and is zoned PD, Planned Development, as are all of the adjoining properties, with the exception of the Manhattan Village Soccer Field and Marriot Hotel Golf Course, to the south west and south east, which are zoned OS, Open Space, and the Manhattan Village residential development, to the south, which is zoned RPD, Residential Planned Development. The subject property is classified Manhattan Village Commercial in the Manhattan Beach General Plan.

E. The property's zoning, Planned Development is intended to provide flexible zoning to encourage quality projects on larger commercial parcels, through orderly and thorough review procedures. Pursuant to Section 10.32.020 of the Municipal Code, uses in a PD District shall be permitted subject to an approved PD Plan. This Resolution constitutes the PD Plan, or PD Permit for the subject property.

F. The applicant for said Planned Development Permit is 1334 Partners L.P. The applicant's objective is to enhance the Country Club amenities while increasing the number of memberships to support the club improvements.

G. An Initial Study was prepared, and a Negative Declaration has been proposed based on the Initial Study conclusions. The Planning Commission has reviewed the Initial Study and approves the Negative Declaration together with comments received in the public hearing and finds that there is no substantial evidence that the project will have a significant effect on the environment. During the public review the applicant revised the project description to decrease the requested membership cap from 1,250 to 1,200 and to increase the striped parking supply on-site by 14 spaces, to be achieved by re-configuring parking spaces and removing some landscaping. A parking analysis dated October 6, 2004 has been submitted and reviewed and concludes that the projected demand for parking, with an increase of 200 new memberships,

EXHIBIT B
PC MTG 1-11-12

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

H. A de minimis impact finding is hereby made that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

I. This approval amends and replaces all prior land use approvals, and all applicable findings and conditions are incorporated herein. The prior approvals include Resolutions 4128 and 4129 which were adopted by the City Council in 1984, granting a use permit and parking variance to allow the construction of the office building at 1334 Park View Avenue and Resolutions 4972 and 4973 which were adopted by the City Council on December 1, 1992, amending the site Planned Development Permit Amendment and granting a Use Permit for reduction in parking, to allow an increase in the total number of club memberships from 850 to 1,000.

J. Pursuant to Section 10.32.060 of the Municipal Code, the following findings are made relative to the PD District:

1. The proposed project is consistent with the goals and policies of the General Plan as follows:

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

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

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

2. The PD Plan and Permit will enhance the potential for superior urban design by uniting all uses of the Manhattan Country Club within the existing building as a single intuitive use.

3. The parking supply for the project will be adequate based on the detailed parking survey prepared for the project.

4. The subject project provides adequate provisions for utilities, services and emergency vehicle access and public service demands are not expected to exceed the capacity of existing and planned systems. A full-time valet operation will be provided to ensure that access within the parking lot is maintained.

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

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

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

Implementation/Uses

1. The implementation of this permit shall be in substantial compliance with the project description, findings and conditions of approval contained in this Resolution. The remodel plan shall be consistent with the concept plan project description submitted with the application.

2. The Country Club may increase its membership to no more than 1,200, including active and inactive memberships, and general and corporate memberships. No more than 50 of the total memberships shall be of the corporate category at any time. The increase in Club memberships shall be phased with the remodel construction, in proportion to vacancy of offices at 1332 Park View Avenue. The number of tenants/subtenants and employees of the 1334 Park View Offices which have Club memberships shall be included in the census of total memberships permitted in this Resolution.

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

Parking

4. The parking lots for the entire site shall be re-striped and altered to provide a minimum of 244 parking spaces on-site (an increase of 14 striped spaces, and net gain of 12 in total supply), including Club, office tenant, visitor and required disabled access spaces. Seven new spaces shall be allocated to the offices at 1334 Park View and all spaces so allocated to the offices during business hours shall be physically demarcated (striping color, raised pavement markers, e.g.) from the spaces allocated to Club members. The amount of added parking spaces for the Club may be reduced if it is determined through plan-check that more disabled parking spaces are required and if the increase in the number of disabled access spaces cannot be obtained by enlarging the parking surface.

5. In addition to 244 on-site spaces, the Club shall continue to provide by lease with the City, 50 additional spaces in the public parking lot adjoining the Club on the west side, for a total parking requirement of 294 spaces.

6. The 37 parking spaces previously assigned to the 1332 Park View commercial offices shall be reassigned for use by Club members, in addition to seven new spaces created due to re-striping (44 total).

7. A free full-time valet parking service shall be provided to serve members and guests of the Club in order to ensure efficient utilization of the parking lot. The valet service shall also be responsible for monitoring visitor and tenant spaces assigned to the office building at 1334 Park View Avenue to minimize inconvenience and congestion within the parking lots. A valet parking plan shall be submitted to the Department of Community Development which shall be reviewed and approved by the Fire Department during plan-check for any submitted building improvements.

8. All parking spaces allocated for 1334 Park View, including tenant and visitor, must be available for Club use after 6:00 p.m. on week days, after 1:00 p.m. on Saturdays and all day on Sundays.

9. All Club employees, with the exception of managers, shall park in the 50 leased spaces in the public parking lot to the west of the Club, or by agreement at another nearby property that has been determined by the City to have a sufficient surplus of parking spaces (beyond the amount required for the use by development permit or Zoning Ordinance standard). All employee vehicles shall display current Country Club identification.

10. The tandem spaces on the west boundary of the "Club Lot" shall also be lengthened to the degree possible, while retaining existing mature trees in this area.

11. Eight visitor spaces may remain in their existing location to the east of the entrance driveway to provide parking for office visitors subject to a time limit of two consecutive hours. The visitor spaces may be used by the Club after 6:00 p.m. on week days and all day on Saturdays and Sundays without a time limit. The Club management shall enforce the use of the visitor spaces regularly with the expectation that the on-site valet will not allow cars in the spaces that display Club member, tenant, or employee stickers or identification.

12. Signs shall be installed minimally at the eight visitor spaces and at the entrance driveway, directing and informing drivers to appropriate areas. The signs shall be clearly visible and shall be reviewed and approved by the Department of Community Development prior to their installation.

13. The Club management shall inform all members and employees of City approved parking regulations on a regular basis including monthly newsletters, and verbal or written correspondence.

14. An existing hand car wash service provided to Club members may be continued, however any canopy or tools utilized by the car wash operation shall not restrict use, or infringe upon any of the 244 required striped parking spaces on the lot.

15. A special event parking management plan shall be submitted and approved by the Department of Community Development and Fire Department for all special events of more than 250 persons. The parking plan may remain on file with the City for similar or annual events.

Construction

16. A construction management plan shall be submitted during plan-check of the office conversion improvements which shall establish parking and delivery/loading rules regulations. This plan shall be reviewed and approved by the Department of Community Development.

17. The remodel/addition shall comply with all applicable Disabled Access requirements.

18. No structure, overhang or wall shall be constructed within 10 feet of an existing sanitary sewer line adjacent to the west elevation of the subject development (condition 2 from prior Resolution 4128).

19. All storm and irrigation runoff water shall be contained on site by proper grading and drainage systems. Under no condition shall such water be allowed to flow across the property line onto adjacent properties, with the exception of the property line that separates Manhattan Country Club from the 1334 Office Building (condition 4 from prior Resolution 4128).

20. All mechanical equipment, existing or proposed shall be screened from public view (condition 7 from prior Resolution 4128).

21. All building construction shall meet with the 2001 California Codes which includes: 1999 National Electrical Code, 1997 Uniform Building Code, 2000 Uniform Mechanical Code and Uniform Plumbing Code.

Enforcement

22. A review of these conditions of approval will be conducted by the Planning Division within one year (October 13, 2005) of the initial date of the implementation of this approval. The applicant/business owner shall cooperate with the Department of the Community Development in its conduct of periodic reviews for compliance of conditions of approval.

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

Miscellaneous

24. This Resolution shall become effective within fifteen days unless 1) an appeal is filed previously by a party other than the City Council, or 2) an appeal is made by the City Council subsequently at a regularly scheduled meeting.

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

26. All prior land use approvals, including City Council Resolutions 4128 and 4129 adopted in 1984 and City Council Resolutions 4972 and 4973 adopted in 1992 are hereby rescinded and replaced.

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

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

RESOLUTION NO. PC 04-18

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

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

Richard Thompson (by) RL

Richard Thompson
Secretary to the Planning Commission

for Sarah Boeschen

Sarah Boeschen
Recording Secretary

LINSCOTT LAW & GREENSPAN engineers

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TRAFFIC IMPACT ANALYSIS

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT

Manhattan Beach, California
June 27, 2008

Prepared for:

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

LLG Ref. 2-08-2979-1

EXHIBIT C
PC MTG 1-11-12

Prepared by:
Daniel A. Kloos, P.E.
Senior Transportation Engineer

Prepared Under the Supervision of:
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TABLE OF CONTENTS

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TABLE OF CONTENTS

APPENDICES

Draft

LIST OF FIGURES

Draft

LIST OF TABLES

Draft

TRAFFIC IMPACT ANALYSIS

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT

Manhattan Beach, California
June 27, 2008

1.0 INTRODUCTION

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

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

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

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

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

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

1.1 Study Area

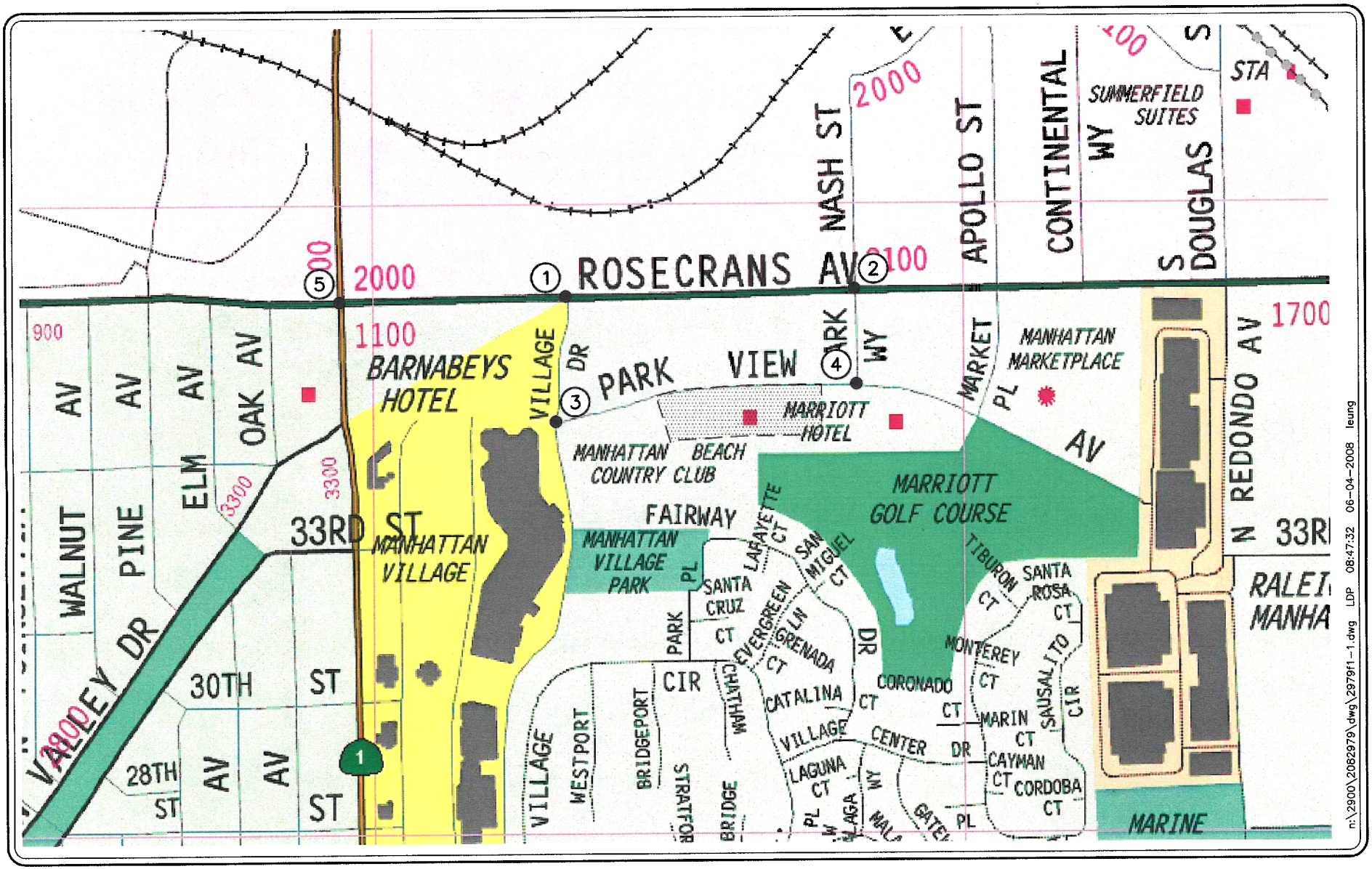
The five (5) key study intersections selected for evaluation were determined based on the approved Traffic Study Scope of Work and discussions with City of Manhattan Beach staff. ***Appendix A*** contains a copy of the approved Traffic Study Scope of Work. The key study intersections listed below provide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

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

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

Included in this Traffic Impact Analysis are:

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



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SOURCE: THOMAS BROS

KEY

(#) = KEY STUDY INTERSECTION

= PROJECT SITE

FIGURE 1–1

VICINITY MAP

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

2.0 PROJECT DESCRIPTION

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

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

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

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

2.1 Proposed Project

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

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

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

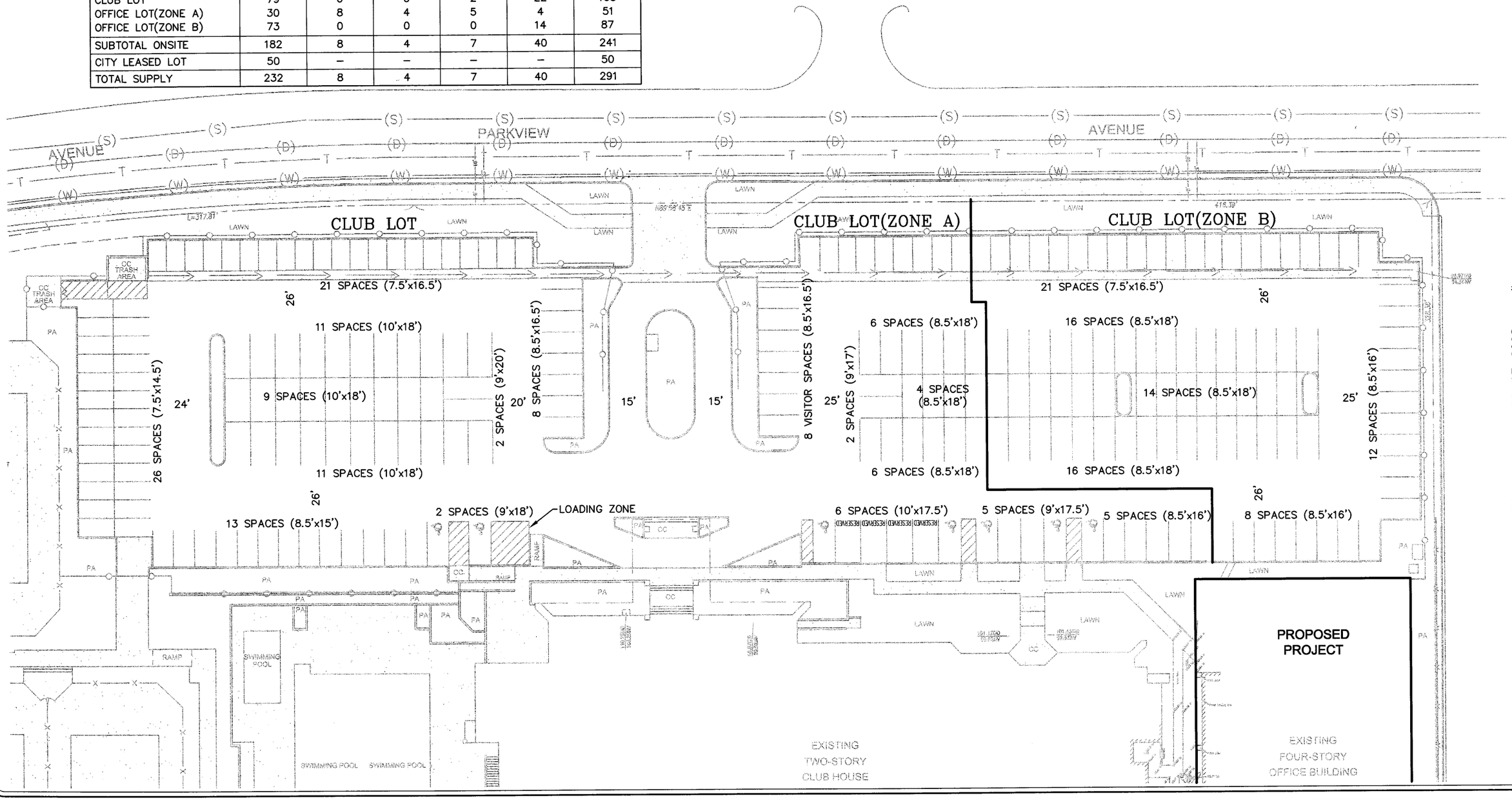

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FIGURE 2-1

EXISTING SITE PLAN

MANHATTAN COUNTRY CLUB, MANHATTAN BEACH

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

2.2 Alternative Project

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

2.3 Site Access

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

3.0 EXISTING CONDITIONS

3.1 Existing Street System

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

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

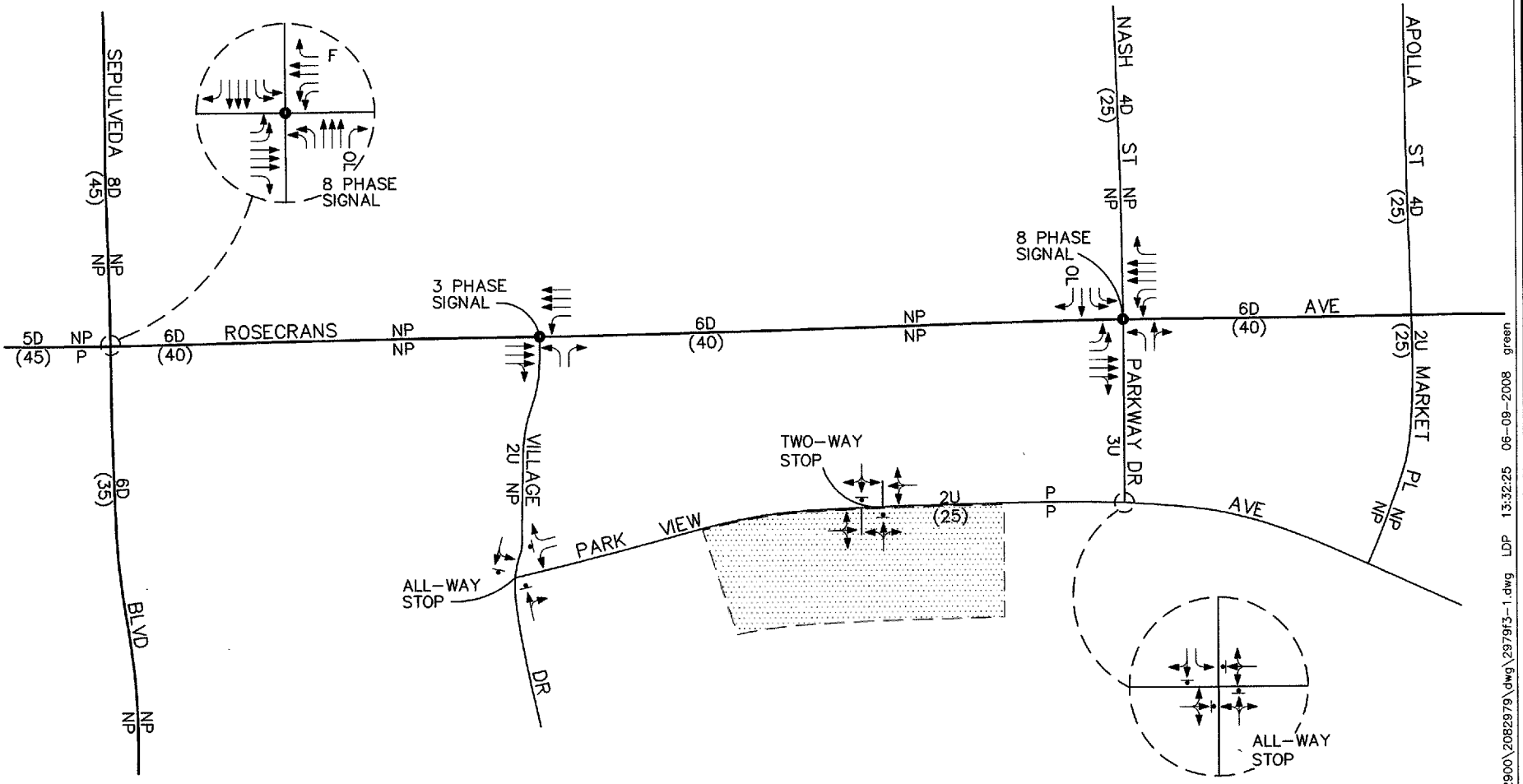
Rosecrans Avenue is generally a six-lane, divided roadway oriented in the east-west direction. On-street parking is not permitted along this roadway in the vicinity of the project. The posted speed limit on Rosecrans Avenue is 45 mph west of Sepulveda Boulevard and 40 mph east of Sepulveda Boulevard.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

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

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

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

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



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KEY

- ← = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL, ⊥ = STOP SIGN
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED F= FREE-RIGHT
- 2 = NUMBER OF TRAVEL LANES
- (XX) = POSTED SPEED LIMIT (MPH)
- OL = RIGHT-TURN OVERLAP
- ▒ = PROJECT SITE

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

3.2 Existing Traffic Volumes

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

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

3.3 Existing Intersection Conditions

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

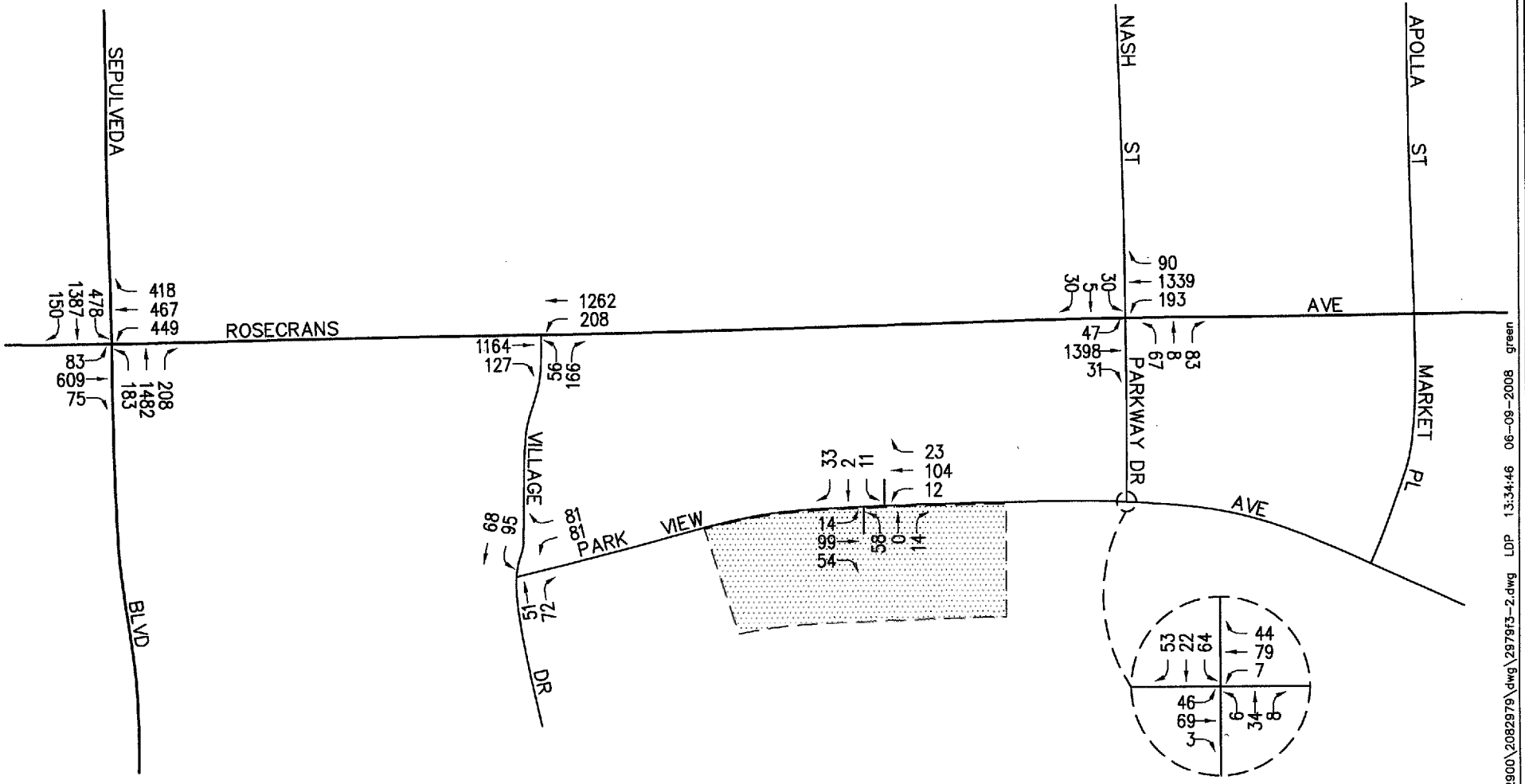
3.3.1 *Intersection Capacity Utilization (ICU) Method of Analysis*

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

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

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

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



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= PROJECT SITE

FIGURE 3-2

EXISTING SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

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

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

3.4 Existing Level of Service Results

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

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

TABLE 3-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS[1]

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

[1] Source: ***Transportation Research Board Circular 212 - Interim Materials on Highway Capacity.***

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[2]

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

[2] Source: *Highway Capacity Manual 2000*, Chapter 17 (Unsignalized Intersections).

TABLE 3-3

EXISTING PEAK HOUR LEVELS OF SERVICE[3]

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

[3] *Appendix B* contains the level of service calculation worksheets for the key study intersections.

4.0 TRAFFIC FORECASTING METHODOLOGY

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

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

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

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

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

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

5.1.1 *Weekday Trip Generation*

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

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

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

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

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

TABLE 5-1

WEEKDAY PROJECT TRAFFIC GENERATION FORECAST[4]

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

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

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

5.1.2 *Weekend Day (Saturday) Trip Generation*

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

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

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

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

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

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

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

TABLE 5-2

WEEKEND (SATURDAY) PROJECT TRAFFIC GENERATION FORECAST[5]

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

Notes:

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

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

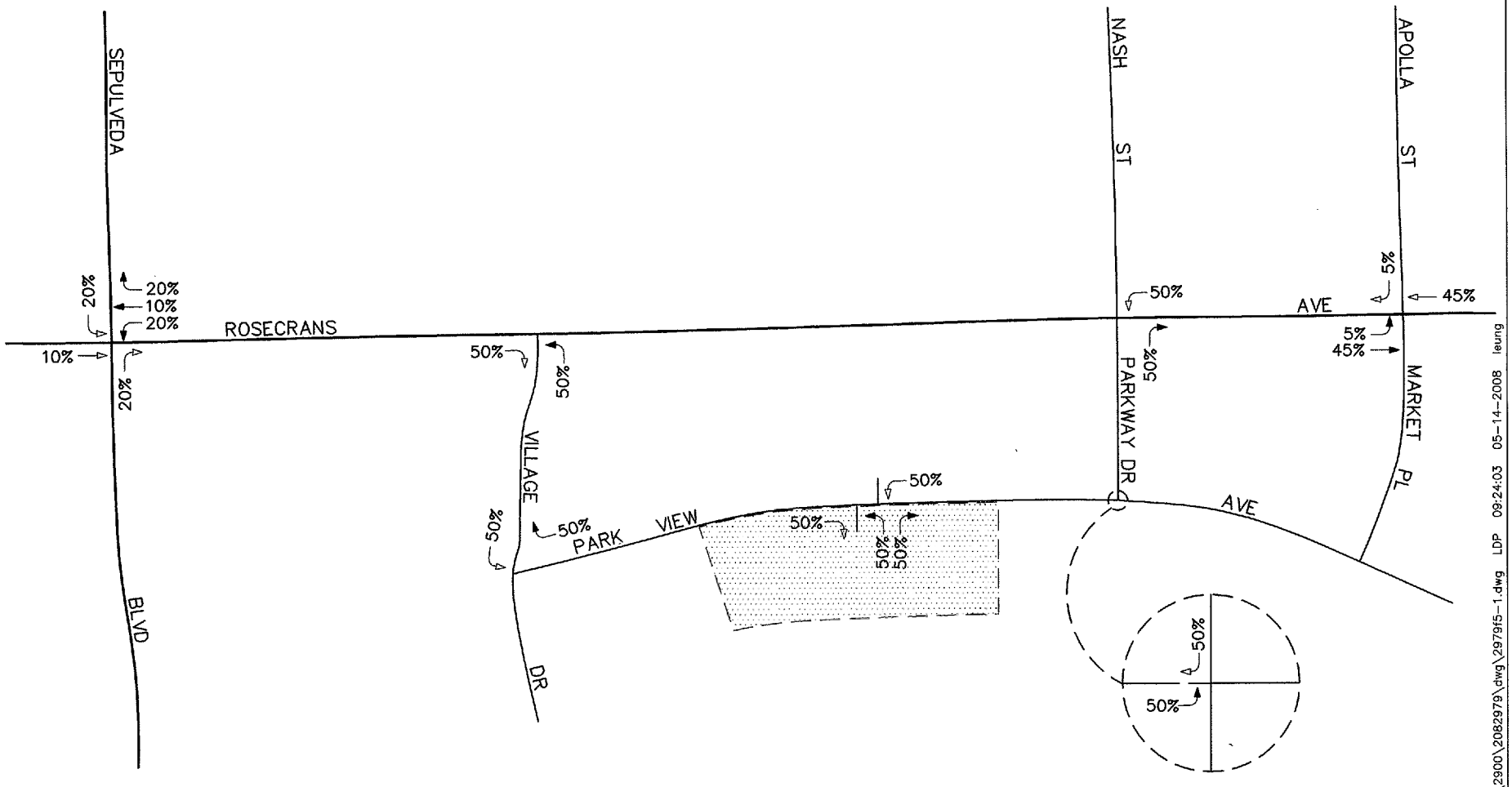
5.2 Project Traffic Distribution and Assignment

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

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

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

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



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KEY

= PROJECT SITE

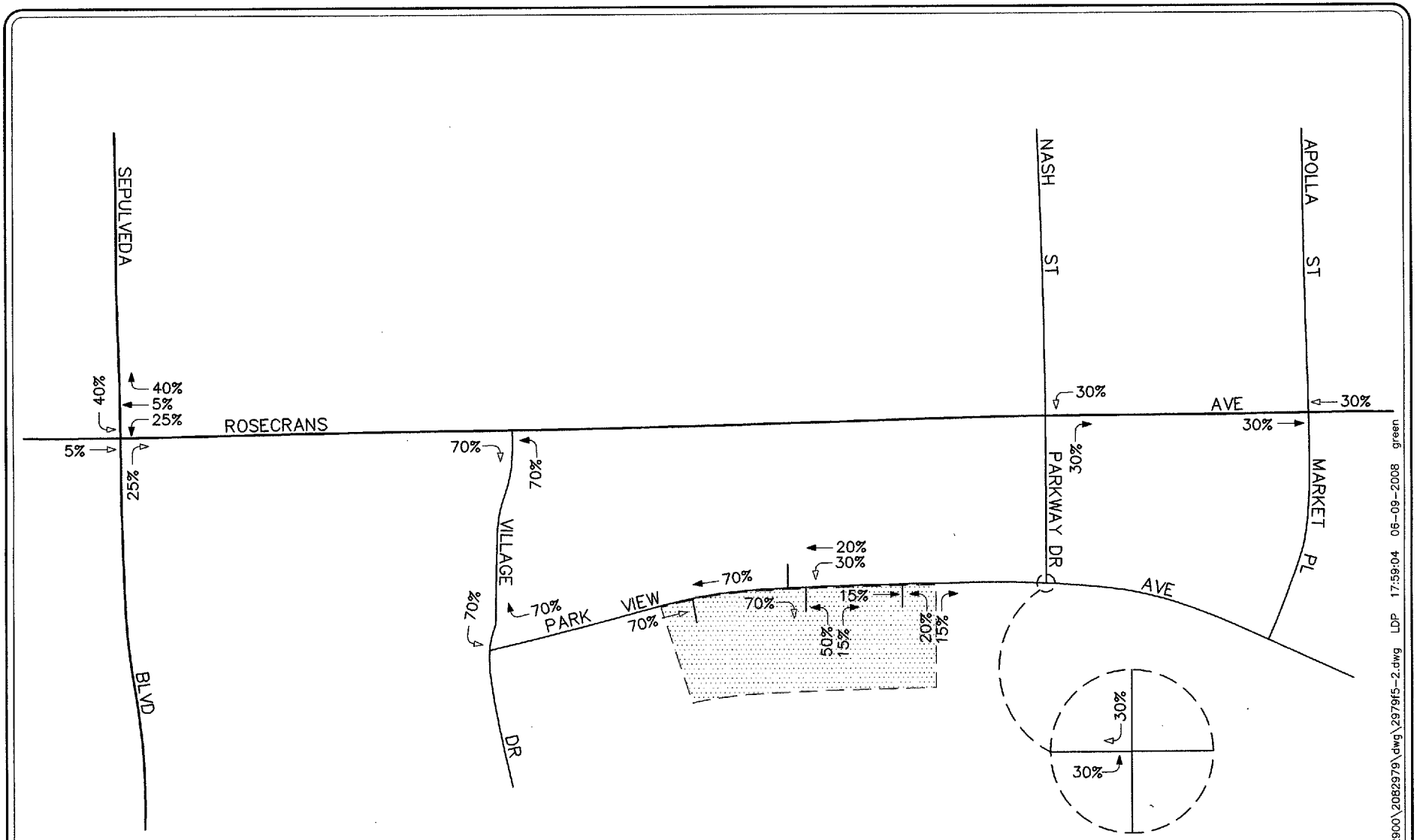
XX% = INBOUND PERCENTAGE

XX% = OUTBOUND PERCENTAGE

FIGURE 5-1

EXISTING OFFICE DISTRIBUTION PATTERN

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH



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KEY

= PROJECT SITE

← XX% = INBOUND PERCENTAGE

→ XX% = OUTBOUND PERCENTAGE

FIGURE 5-2

PROJECT DISTRIBUTION PATTERN

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

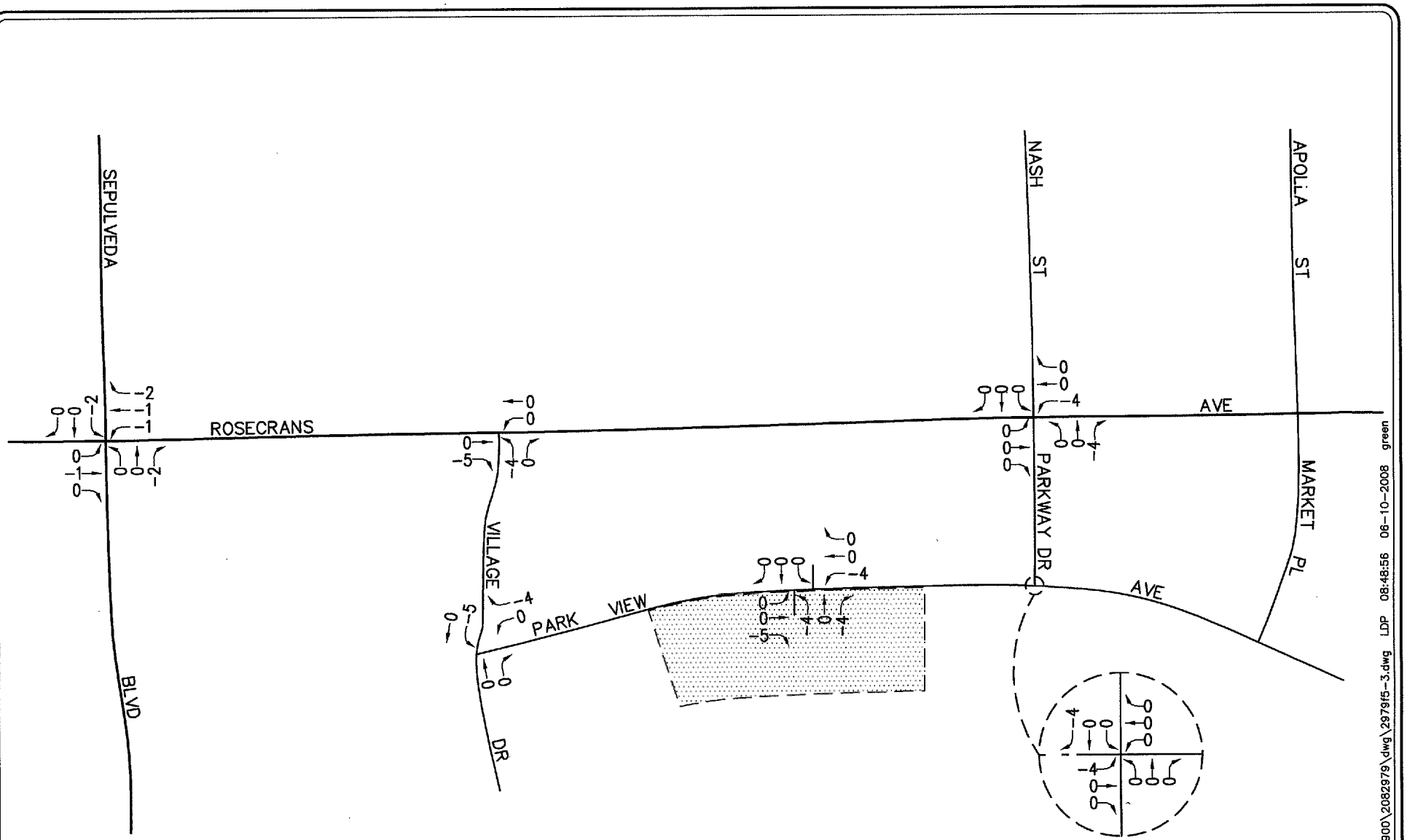

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FIGURE 5-3

SATURDAY MIDDAY PEAK HOUR EXISTING OFFICE TRAFFIC VOLUMES

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

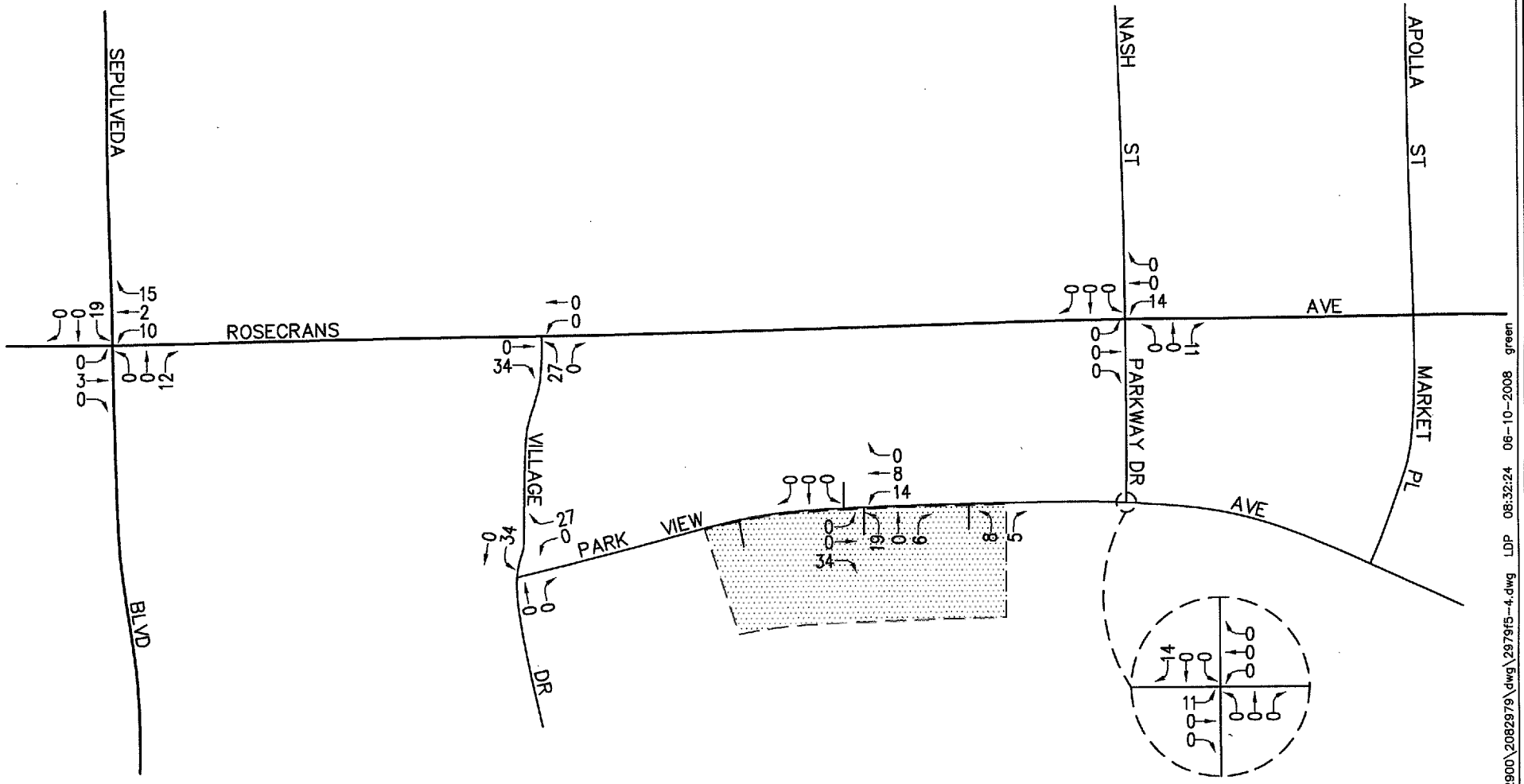

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FIGURE 5-4

SATURDAY MIDDAY PEAK HOUR PROJECT TRAFFIC VOLUMES

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Ambient Traffic Growth

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

6.2 Related Projects Traffic Characteristics

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

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

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

6.3 Year 2011 Traffic Volumes

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

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

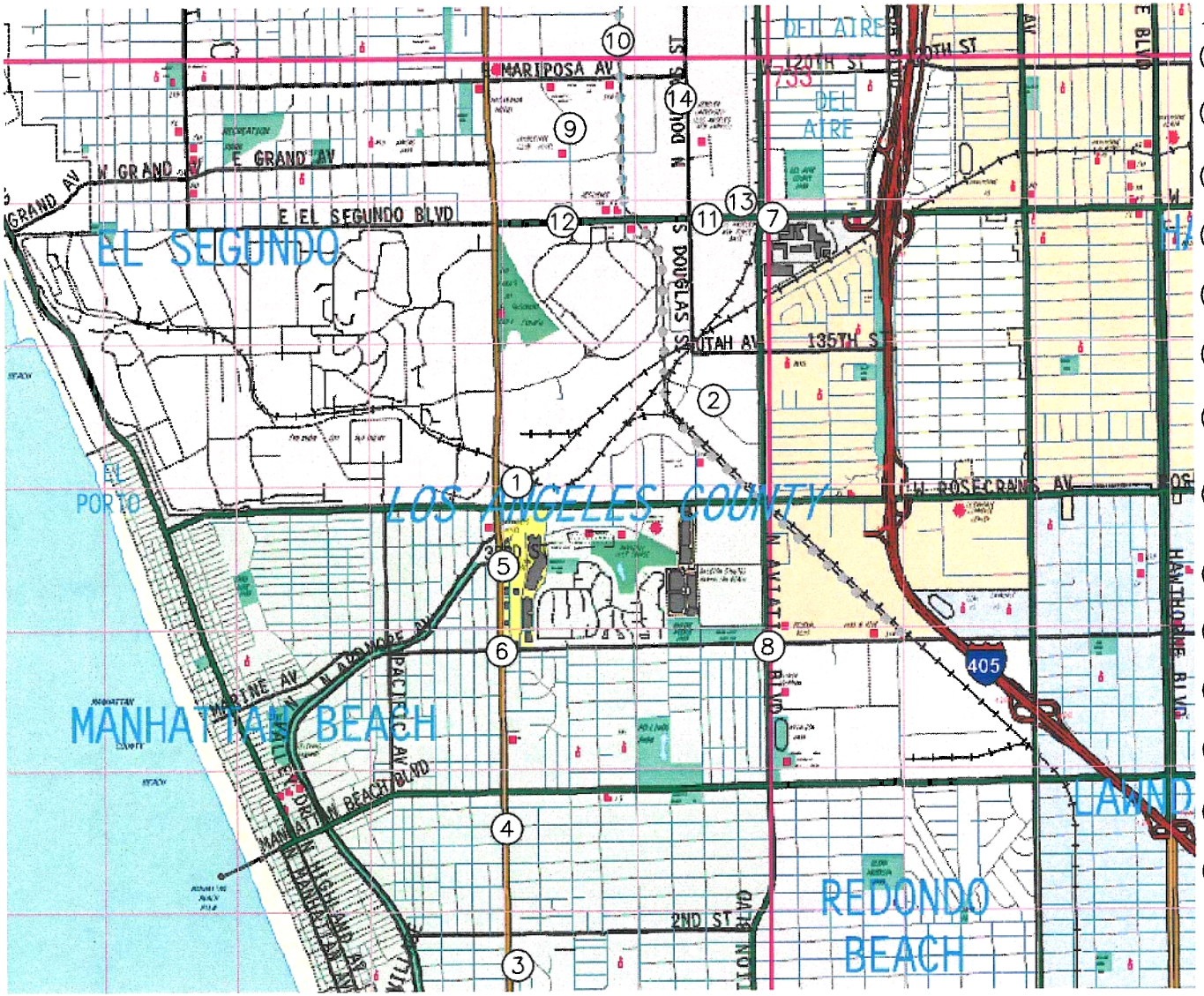
Figure 6-4 illustrates the Year 2011 forecast Saturday Midday peak hour traffic volumes, with the inclusion of the trips generated by the proposed Project.

TABLE 6-1

LOCATION AND DESCRIPTION OF RELATED PROJECTS[6]

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

[6] Source: City of Manhattan Beach, City of El Segundo and City of Hawthorne Planning Departments.



LEGEND

1. EL SEGUNDO VILLAGE SHOPPING CENTER
2. 606 HAWAII STREET RETAIL
3. 330 SOUTH SEPULVEDA BOULEVARD OFFICE
4. 1008 SEPULVEDA BOULEVARD MEDICAL OFFICE BUILDING
5. MANHATTAN VILLAGE SHOPPING CENTER
6. 2400 SEPULVEDA BOULEVARD RETAIL
7. AVIATION BOULEVARD AND EL SEGUNDO BOULEVARD CONDOMINIUMS
8. AVIATION BOULEVARD AND MARINE CONDOMINIUMS
9. 445 & 475 CONTINENTAL BOULEVARD OFFICE
10. 700 & 800 N. NASH RETIAL AND OFFICE PARK
11. 2350 E. EL SEGUNDO BOULEVARD OFFICE
12. 101 CONTINENTAL BOULEVARD HOTEL
13. 2400 E. EL SEGUNDO BOULEVARD CONDOMINIUMS
14. 445 N. DOUGLAS STREET WAREHOUSE

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SOURCE: THOMAS BROS.

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FIGURE 6-1

RELATED PROJECT LOCATION MAP

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

TABLE 6-2

RELATED PROJECTS TRAFFIC GENERATION FORECAST[7]

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

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

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

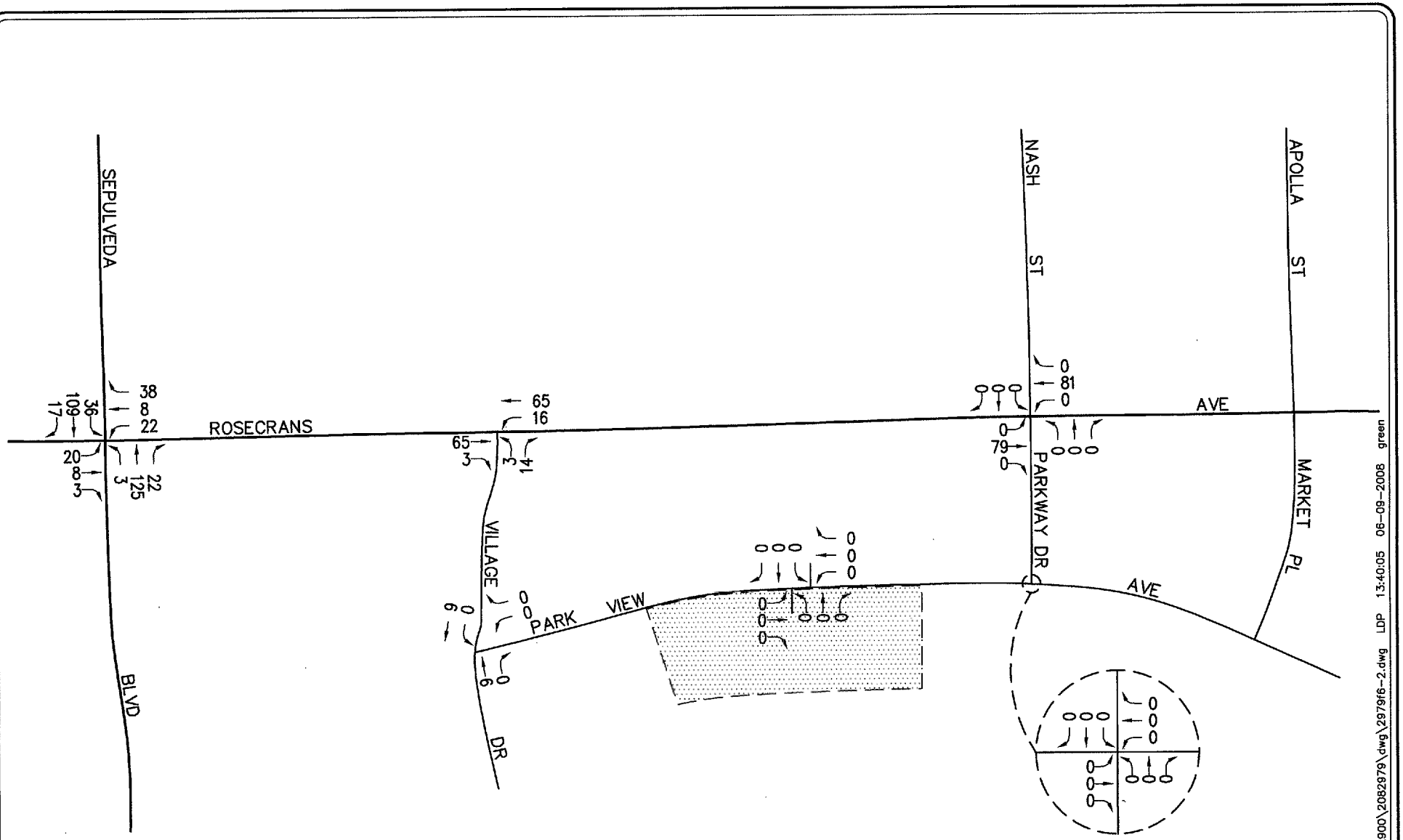

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FIGURE 6-2

YEAR 2011 RELATED PROJECTS SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

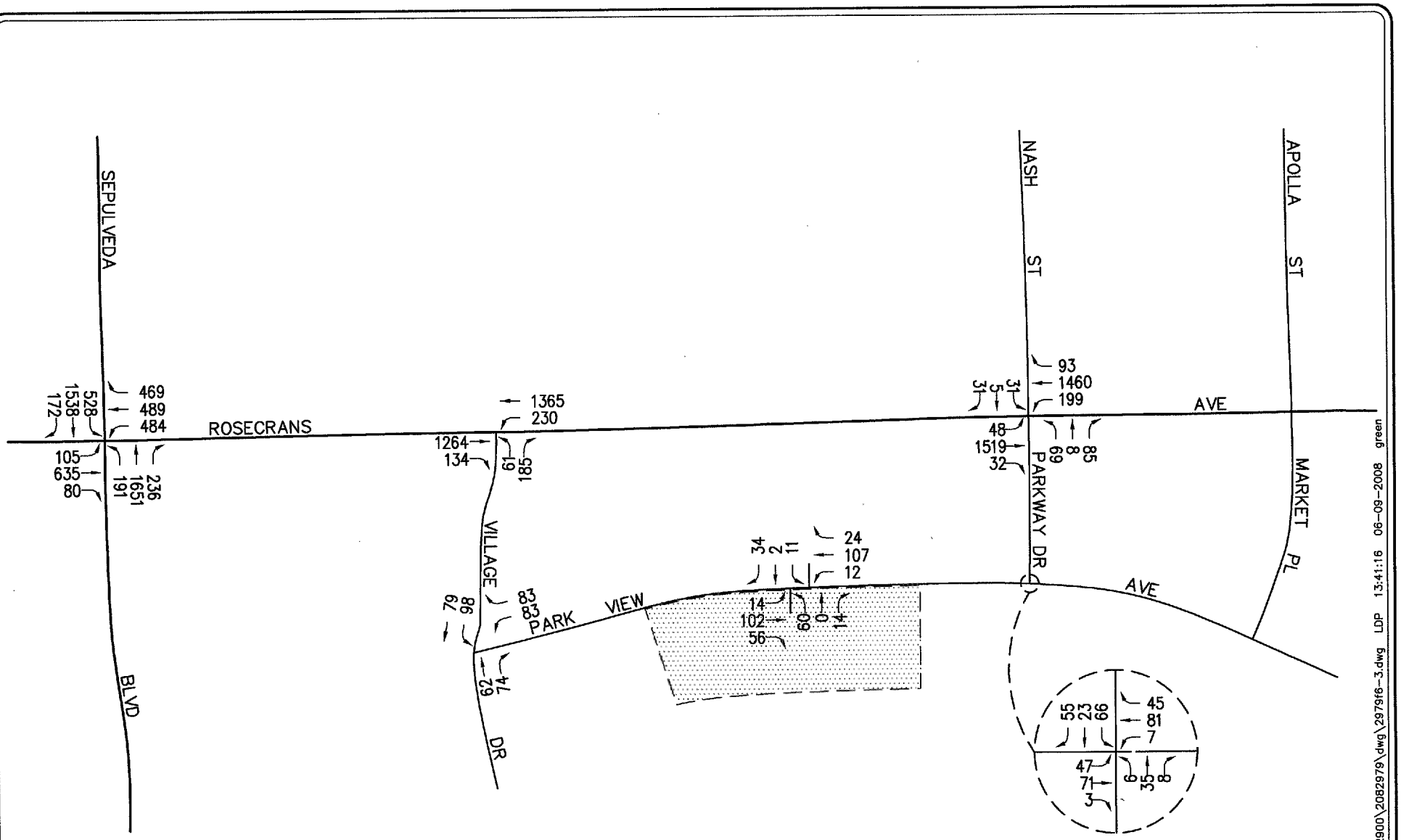

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FIGURE 6-3

YEAR 2011 SATURDAY MIDDAY PEAK HOUR BACKGROUND TRAFFIC VOLUMES

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

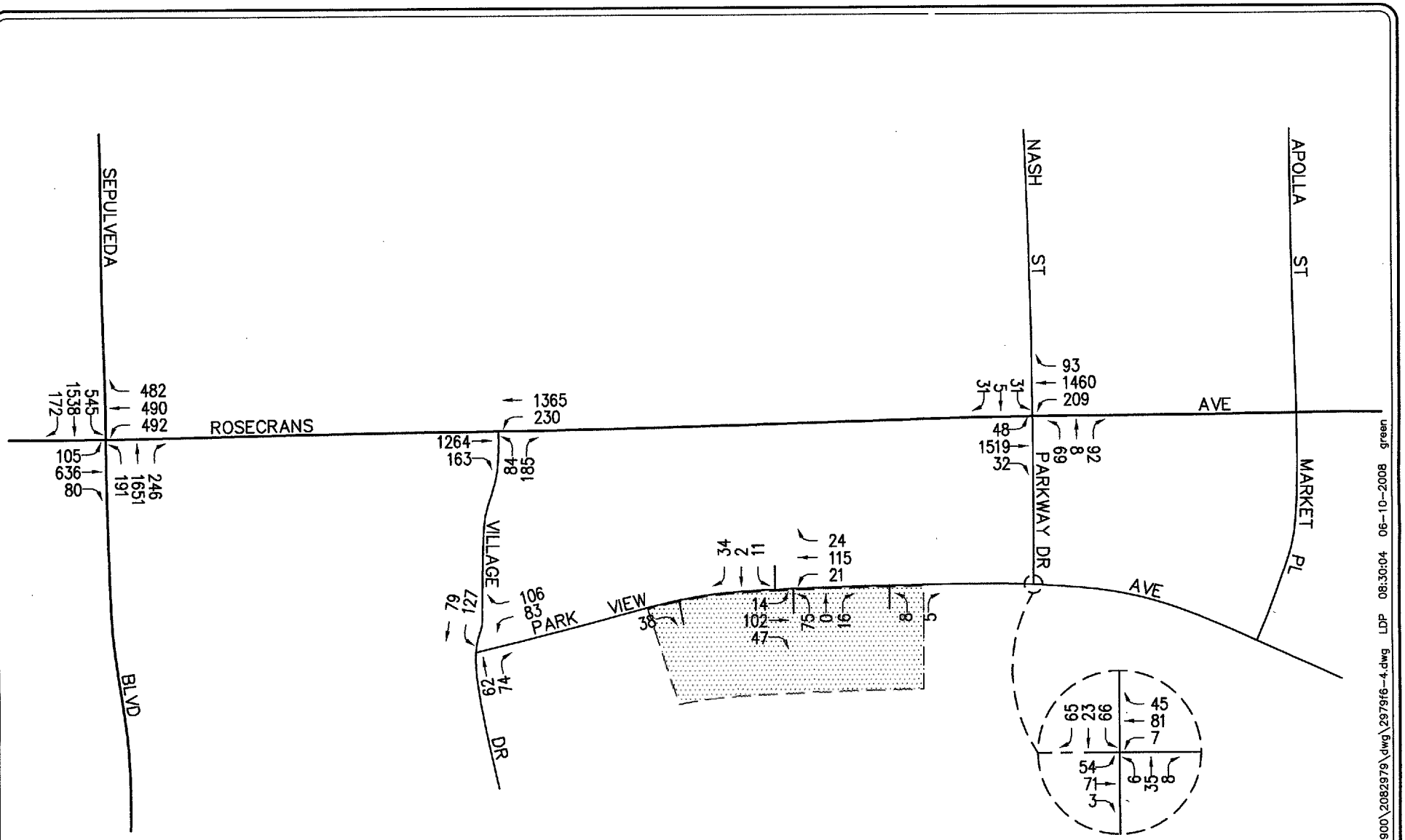

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FIGURE 6-4

YEAR 2011 SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES PLUS PROJECT TRAFFIC

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

7.1 Impact Criteria and Thresholds

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

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

- An unacceptable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key intersections is projected. The City of Manhattan Beach considers LOS D (ICU = 0.801 - 0.900) to be the minimum desirable LOS for all intersections; or

- The addition of Project traffic causes an increase of 0.020 or greater in the ICU value for signalized intersections, causing or worsening LOS E or F (ICU > 0.900).

- At unsignalized intersections, this report identifies a significant traffic impact when the addition of Project traffic results in a decrease in LOS by one level or more for those locations operating at LOS D or E.

7.2 Traffic Impact Analysis Scenarios

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

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

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

8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

8.1 Year 2011 Traffic Conditions

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

8.1.1 *Existing Traffic Conditions*

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

8.1.2 *Year 2011 Future Background Traffic Conditions*

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

8.1.3 *Year 2011 Future Traffic Conditions Plus Project*

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

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

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TABLE 8-1

YEAR 2011 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

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

Notes:

- s/v = seconds per vehicle

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

9.0 SITE ACCESS EVALUATION

9.1 Site Access Evaluation

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

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

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

9.2 Queuing Analysis For Project Access Locations

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

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

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

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

TABLE 9-1

PROJECT DRIVEWAY PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

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

9.3 Internal Circulation Evaluation

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

10.0 PARKING SUPPLY-DEMAND ANALYSIS

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

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

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

10.1 City Code Parking Analysis

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

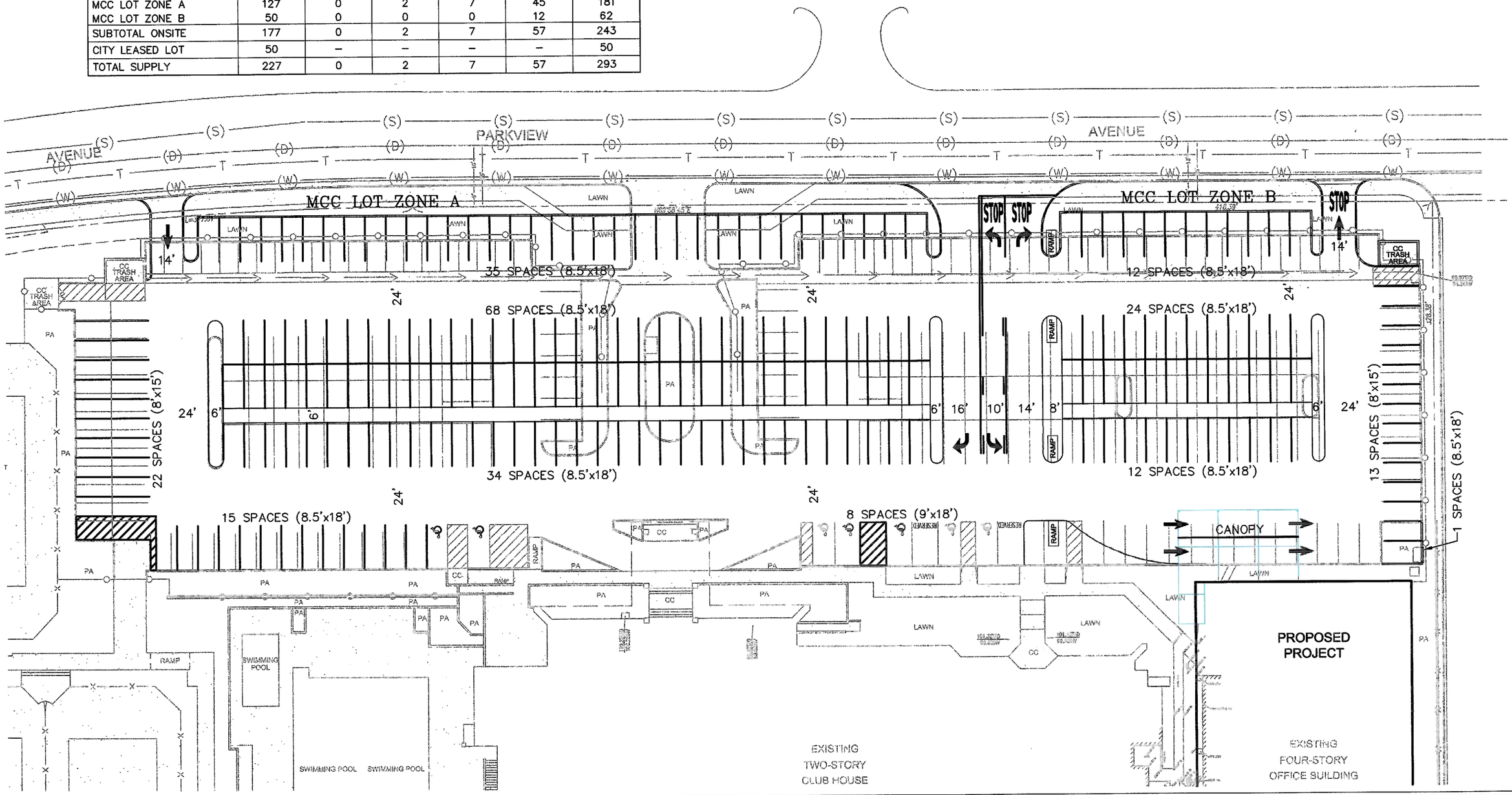
10.1.1 *Existing Parking Supply*

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

10.1.2 *Proposed Parking Supply*

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

SUMMARY OF PROPOSED PARKING SUPPLY OPTION 1						
PARKING LOT	FIRST ACCESS SPACES				TANDEM SPACES	TOTAL SUPPLY
	STANDARD	VISITOR	RESERVED	HANDICAP		
MCC LOT ZONE A	127	0	2	7	45	181
MCC LOT ZONE B	50	0	0	0	12	62
SUBTOTAL ONSITE	177	0	2	7	57	243
CITY LEASED LOT	50	–	–	–	–	50
TOTAL SUPPLY	227	0	2	7	57	293



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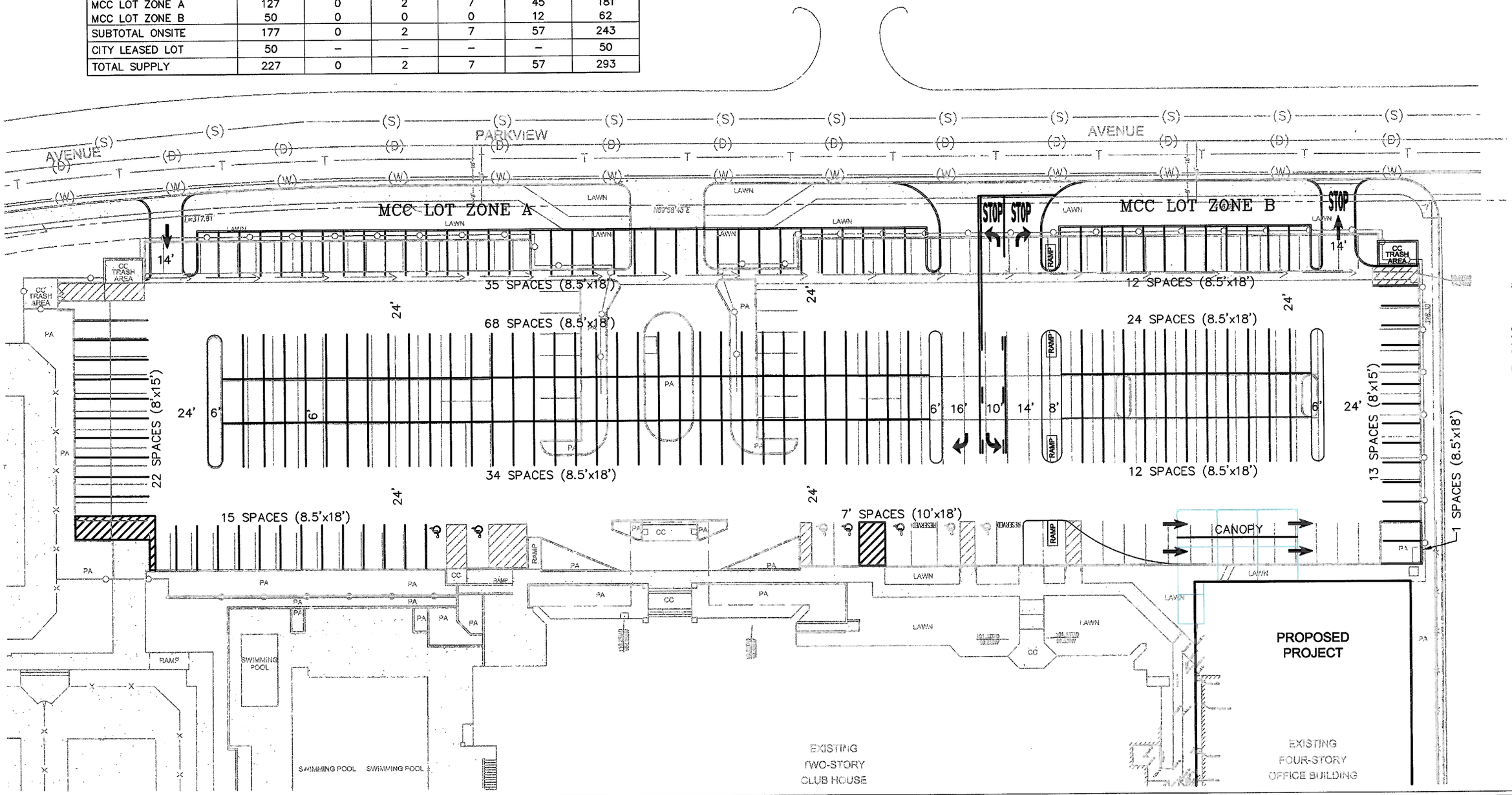
N SCALE: 1"=40'

FIGURE 10–1

CONCEPT PARKING PLAN OPTION 1
MANHATTAN COUNTRY CLUB, MANHATTAN BEACH

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



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N SCALE: 1"=40'

FIGURE 10-2

CONCEPT PARKING PLAN OPTION 2
MANHATTAN COUNTRY CLUB, MANHATTAN BEACH

10.1.3 *Proposed Project Parking Requirements*

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

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

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

10.2 Parking Forecast – 3rd Edition of Parking Generation

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

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

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

TABLE 10-1

CITY CODE PARKING REQUIREMENT[10]

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

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

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

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

TABLE 10-2

PARKING GENERATION EQUATIONS[13]

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

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

10.3 Forecast Parking Demand Based on Current Parking Usage Patterns

10.3.1 *Existing Parking Surveys*

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

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

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

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

10.3.2 *Existing MCC Parking Demand*

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

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

10.3.3 *Forecast Parking Demand*

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

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

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

10.4 Shared Parking Analysis

10.4.1 *Shared Parking Rationale and Basis*

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

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

TABLE 10-3

FORECAST WEEKDAY PEAK PARKING DEMAND

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

TABLE 10-4

FORECAST WEEKEND PEAK PARKING DEMAND

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

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

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

10.4.2 *Shared Parking Ratios and Profiles*

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

Hotel Profiles

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

Health Club Profiles

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

10.4.3 *Shared Parking Analysis Results*

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

TABLE 10-5

WEEKDAY SHARED PARKING ANALYSIS [1]

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

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

TABLE 10-6

WEEKEND SHARED PARKING ANALYSIS [1]

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

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

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

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

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

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

10.5 Alternative Project Parking Analysis

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

10.5.1 *Shared Parking Analysis Results*

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

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

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

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

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

TABLE 10-7

WEEKDAY SHARED PARKING ANALYSIS - ALTERNATIVE PROJECT [1]

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

Notes:
[1] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition* and parking surveys conducted at the Manhattan Country Club.
[2] Parking rates for all uses are based on *City of Manhattan Beach Planning and Zoning (Chapter 10.64 - Off Street Parking and Loading Regulations).*
[3] See Appendix C-5 through C-7 for details on the shared parking calculations for each project component.

TABLE 10-8

WEEKEND SHARED PARKING ANALYSIS - ALTERNATIVE PROJECT [1]

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

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

11.0 CONSTRUCTION TRAFFIC IMPACT ASSESSMENT

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

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

11.1 Construction Management Plan Criteria

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

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

APPENDIX A

TRAFFIC STUDY SCOPE OF WORK

APPENDIX B

EXISTING TRAFFIC COUNT DATA

APPENDIX C

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX D

TRUCK TURNING TEMPLATES

APPENDIX E

PARKING SURVEY DATA

CITY OF MANHATTAN BEACH

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

Applicant:	**Manhattan Country Club**
Filing Date:	**October 27, 2011**
Project Location:	**1330 Parkview Ave**
Project Description:	**Application of a Use Permit Amendment to increase membership from 1,200 to 1,400 members as well as a small addition and renovation to the existing building.**
Environmental Determination:	**This project is Categorically Exempt, Class 1, Section 15301, California Environmental Quality Act (CEQA) Guidelines.**
Project Planner:	**Esteban Danna, 310-802-5514, edanna@citymb.info**
Public Hearing Date:	**Wednesday, January 11, 2011**
Time:	**6:30 p.m.**
Location:	**Council Chambers, City Hall, 1400 Highland Avenue, Manhattan Beach**
Further Information:	**Proponents and opponents may be heard at that time. For further information contact project Planner. The project file is available for review at the Community Development Department at City Hall.** **A Staff Report will be available for public review at the Civic Center Library on Saturday, January 7, 2012, or at the Community Development Department on Monday, January 9, or City website: www.citymb.info on Friday, January 6 after 5 p.m.**
Public Comments:	**Anyone wishing to provide written comments for inclusion in the Staff Report must do so by January 4, 2012. Written comments received after this date will be forwarded to the Planning Commission at, or prior to the public hearing, but will not be addressed in the Staff Report. Oral and written testimony will be received during the public hearing.**
Appeals:	**The Planning Commission's decision is appealable to the Manhattan Beach City Council within 15 days from the date of the Planning Commission's decision. Appeals to the City Council shall be accompanied by a fee in the amount of $500.**

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

EXHIBIT D
PC MTG 1-11-12

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MANHATTAN
COUNTRY CLUB

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

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

General Plan Designation: Manhattan Village Commercial

Zoning Designation: Planned Development

Area District: II

Complete Project Description:

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

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

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

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

EXHIBIT E
PC Mtg. 1/11/12

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

Allocation of square feet on 2nd Floor of Club

Use		Existing	Proposed
Administrative Offices		1,854	1,045
F&B Support Areas (Kitchen, Staging, Emp. Rms)		2,097	2,762
Storgage		3,718	874
Special Event/General Assembly*	PD Approved	7,287	6,565
	Currently Built	4,447	6,565
**Conversion of 2,840 s.f. of leased office space to general assembly was approved in Oct-04 but has not yet been completed. Includes Youth Activity & Meeting spaces.*			
Member Bar/Dining Areas (Interior)		3,218	3,186
Exterior Balcony Dining Area		*2,193*	*2,720*
Restrooms		454	662

Allocations of 1st floor Club Space remain unchanged:

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

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

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

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

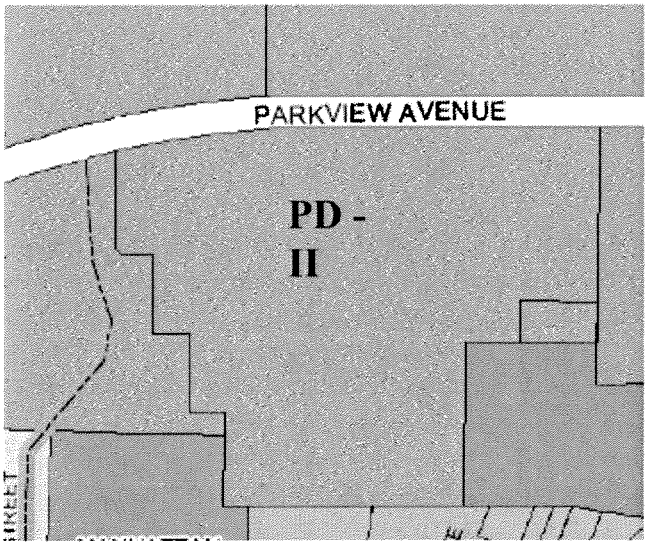
- It would allow for vast improvements to the Club facility well beyond basic maintenance.
- It would support the Club in adding significant amenities including expanded dining facilities, an expansion of the Youth activities and education center, an Adult activity area, a private screening room and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

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

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

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

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


PARKVIEW AVENUE
PD -
II

LINSCOTT LAW & GREENSPAN engineers

TABLE 1

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

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

Notes:

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

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

[2] The existing parking demand within the Office Lot - Zone A includes the 12 visitor spacesand 5 handicap spaces.

LINSCOTT LAW & GREENSPAN engineers

TABLE 2

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

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

Notes:

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

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

[2] The existing parking demand within the Office Lot - Zone A includes the 12 visitor spacesand 5 handicap spaces.

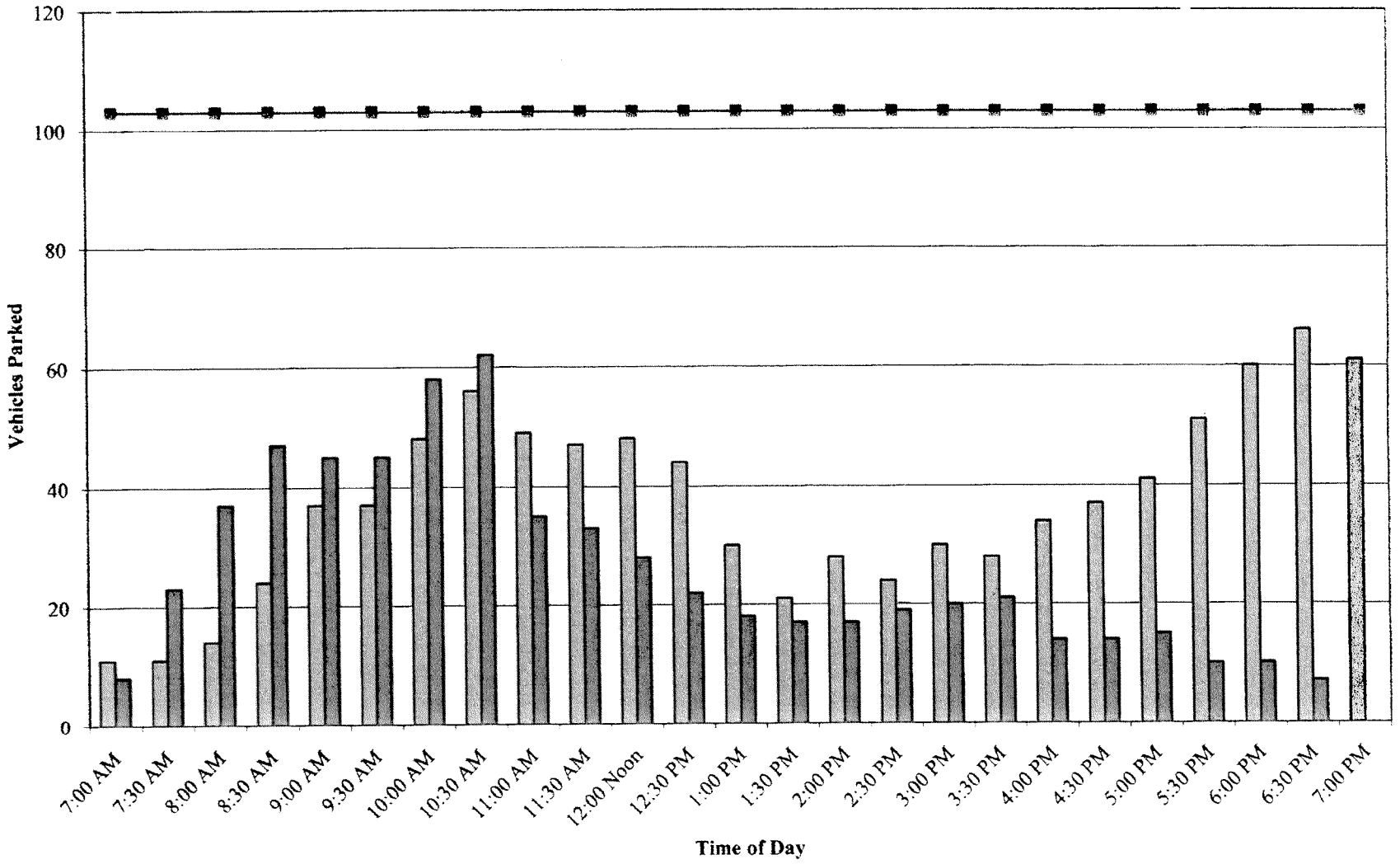


CHART 1

EXISTING PARKING DEMAND PROFILE
CLUB LOT
Manhattan Country Club, Manhattan Beach

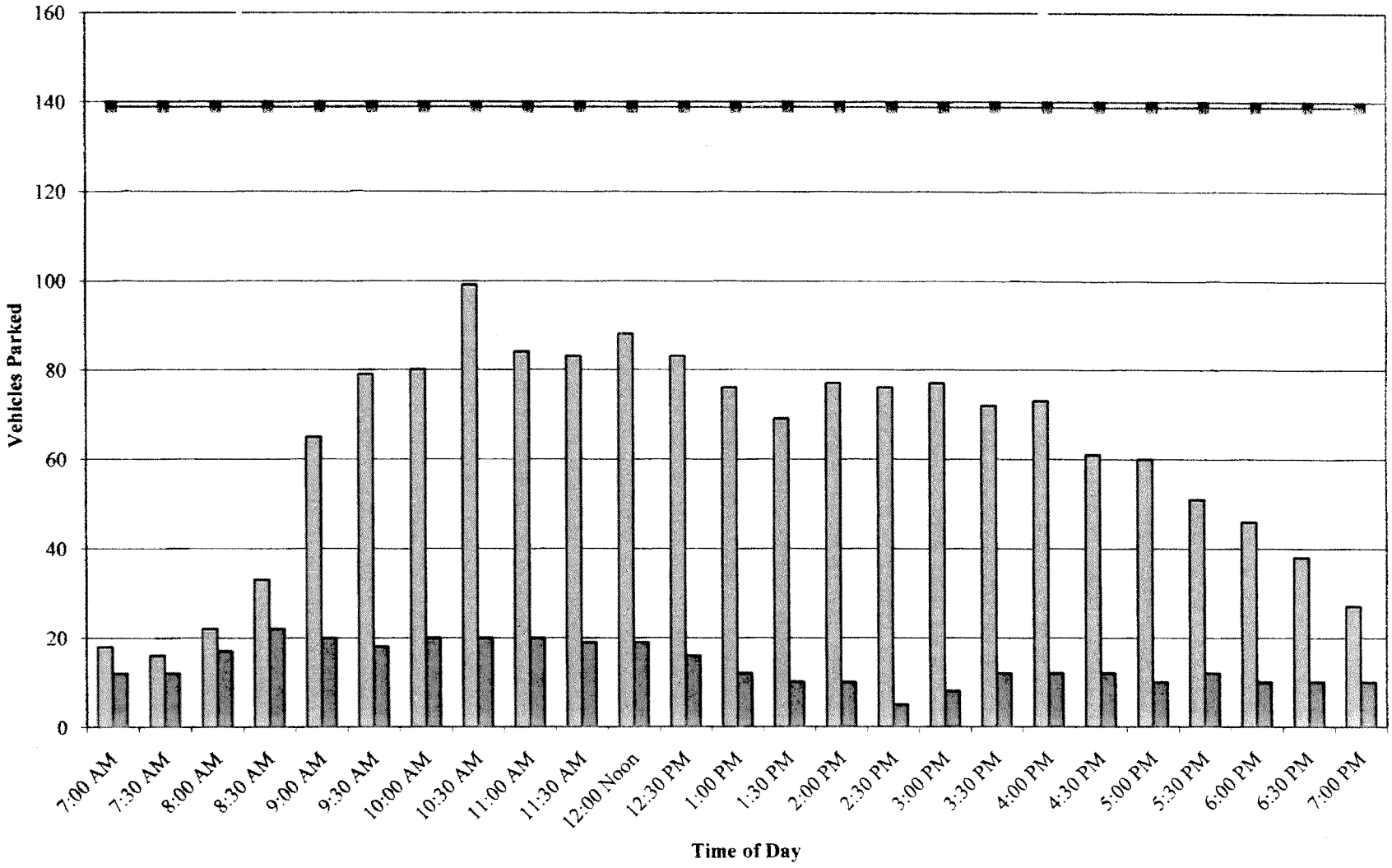


CHART 2

EXISTING PARKING DEMAND PROFILE
OFFICE LOT
Manhattan Country Club, Manhattan Beach

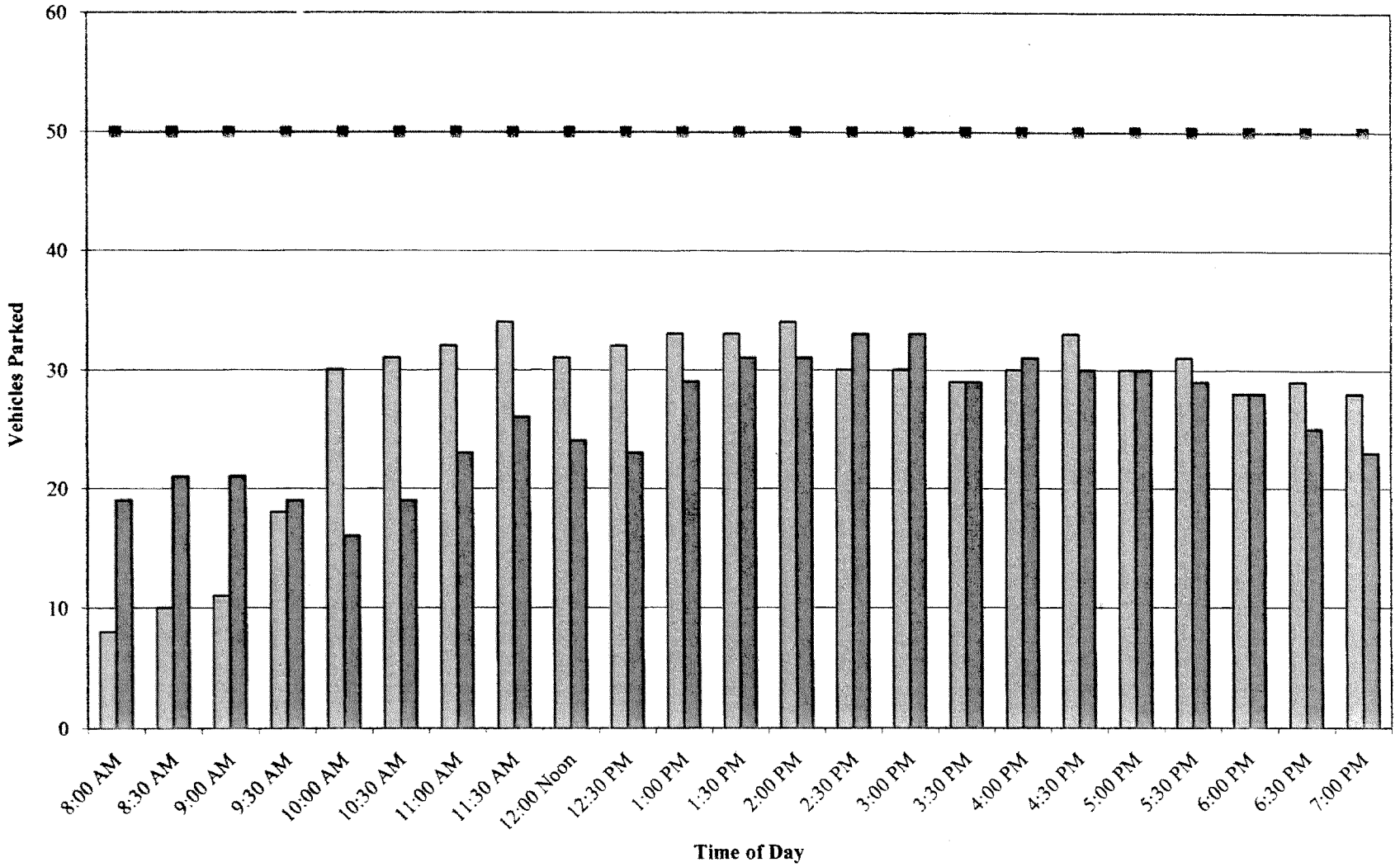


CHART 3

EXISTING PARKING DEMAND PROFILE
CITY LOT
Manhattan Country Club, Manhattan Beach

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

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

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

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

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

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

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

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

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

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

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

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

MASTER APPLICATION FORM

CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT

Office Use Only
Date Submitted:
Received By:
F&G Check Submitted:

1330 Parkview Avenue
Project Address

Assessor Parcel # 4138-018-900
Legal Description

Manhattan Village Commercial — *General Plan Designation*

Planned Development - II — *Zoning Designation* / *Area District*

For projects requiring a Coastal Development Permit, select one of the following determinations[1]:

Project located in Appeal Jurisdiction
- ☐ Major Development (Public Hearing required)
- ☐ Minor Development (Public Hearing, if requested)

Project not located in Appeal Jurisdiction
- ☐ Public Hearing Required (due to UP, Var., etc.)
- ☐ No Public Hearing Required

Submitted Application *(check all that apply)*

( ) Appeal to PC/PWC/BBA/CC		( ) Use Permit (Residential)	
( ) Coastal Development Permit		( ) Use Permit (Commercial)	
(✓) Environmental Assessment	1557	( ) Use Permit Amendment	
( ) Minor Exception		( ) Variance	
( ) Subdivision (Map Deposit)4300		(✓) Public Notification Fee / $85	85
( ) Subdivision (Tentative Map)		( ) Park/Rec Quimby Fee 4425	
( ) Subdivision (Final)		( ) Lot Merger/Adjustment/$15 rec. fee	
( ) Subdivision (Lot Line Adjustment)		(✓) Other Amend PD plan	1209

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

Pre-Application Conference: Yes X No ____ Date: ____ Fee: ____

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

Receipt Number: ____ Date Paid: ____ Cashier: ____

Applicant(s)/Appellant(s) Information

1334 Partners LP dba Manhattan Country Club
Name

1330 Parkview Avenue, Manhattan Beach, CA 90266
Mailing Address

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

Sara Neilson, Managing Director — 310-698-1833 / sara.neilson@manhattancc.com
Contact Person (include relation to applicant/appellant) — *Phone number / e-mail*

1330 Parkview Ave, Manhattan Beach CA 90266
Address,

Applicant(s)/Appellant(s) Signature — *Phone number*

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

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

OWNER'S AFFIDAVIT

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

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

_____
Signature of Property Owner(s) – (Not Owner in Escrow or Lessee)

_____
Print Name

_____
Mailing Address

_____
Telephone

Subscribed and sworn to before me, Anne Wharton, Notary Public
this 26th day of October, 2011
in and for the County of Los Angeles
State of California

NOTARY PUBLIC
ANNE WHARTON
Commission No. 1933768
NOTARY PUBLIC-CALIFORNIA
LOS ANGELES COUNTY
My Comm. Expires APRIL 24, 2015

Notary Public

****

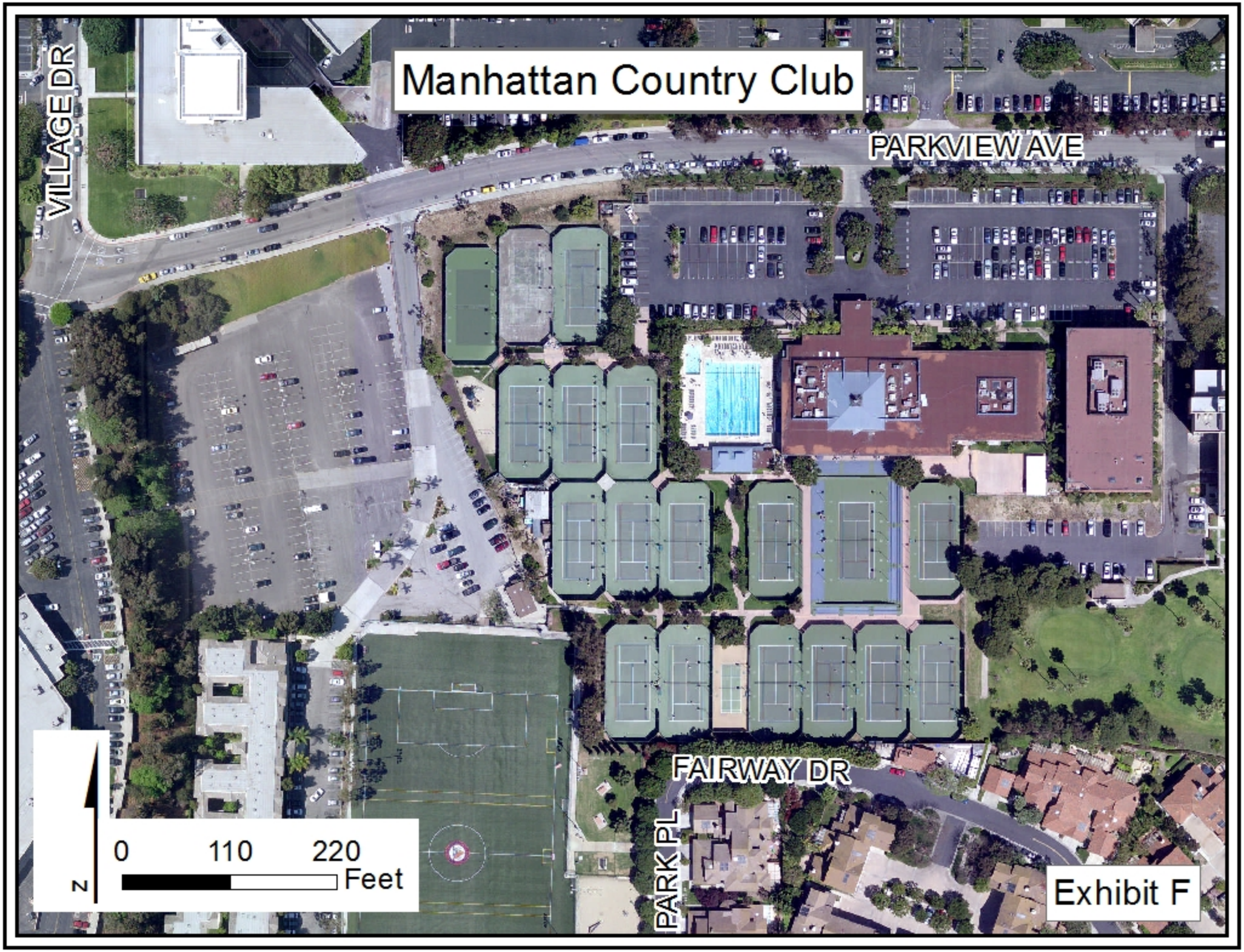
Fee Schedule Summary

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

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

Coastal Development Permit	
Filing Fee (public hearing – no other discretionary approval required):	$ 4,615 ✉
Filing Fee (public hearing – other discretionary approvals required):	1,660 ✉
Filing Fee (no public hearing required – administrative):	920 ✉
Use Permit	
Use Permit Filing Fee:	$ 5,200 ✉
Master Use Permit Filing Fee:	8,255 ✉
Master Use Permit Amendment Filing Fee:	4,740 ✉
Master Use Permit Conversion:	4,075 ✉
Variance	
Filing Fee:	$ 5,160 ✉
Minor Exception	
Filing Fee (without notice):	$ 1,775
Filing Fee (with notice):	2,020 ✉
Subdivision	
Certificate of Compliance:	$ 1,560
Final Parcel Map + mapping deposit:	515
Final Tract Map + mapping deposit:	595
Mapping Deposit (paid with Final Map application):	500
Merger of Parcels or Lot Line Adjustment:	1,155
Quimby (Parks & Recreation) fee (per unit/lot):	1,817
Tentative Parcel Map (4 or less lots / units) No Public Hearing:	915
Tentative Parcel Map (4 or less lots / units) Public Hearing:	3,325 ✉
Tentative Tract Map (5 or more lots / units):	4,080 ✉
Environmental Review (contact Planning Division for applicable fee)	
Environmental Assessment (no Initial Study prepared):	$ 215
Environmental Assessment (if Initial Study is prepared):	2,260
Fish and Game/CEQA Exemption County Clerk Posting Fee[2]:	50
✉ *Public Notification Fee* applies to all projects with public hearings and covers the city's costs of envelopes, postage and handling the mailing of public notices. Add this to filing fees above, as applicable:	$ 85

[2]**Make a separate $50 check payable to LA County Clerk, (DO NOT PUT DATE ON CHECK)**


Manhattan Country Club
VILLAGE DR
PARKVIEW AVE
FAIRWAY DR
PARK PL
N
0
110
220
Feet
Exhibit F

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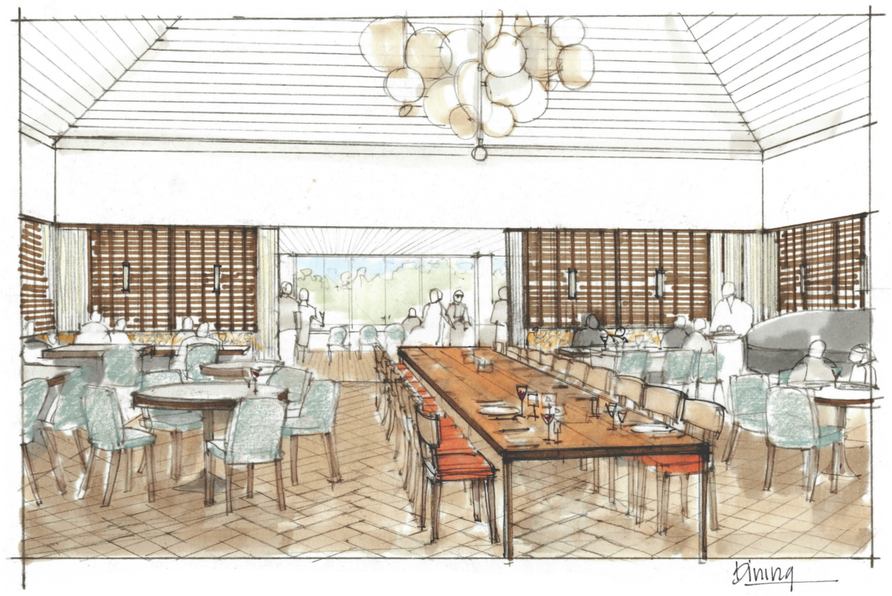


MANHATTAN COUNTRY CLUB REMODEL

SHEET INDEX

LEGEND

- ELEVATION INDICATOR (X / AXXX / DRAWING SHEET) — EXTERIOR ELEVATION
- SECTION INDICATOR (X / AXXX / DRAWING SHEET) — BUILDING SECTION
- WALL SECTION INDICATOR (X / AXXX / DRAWING SHEET) — WALL SECTION
- ELEVATION INDICATOR (X / AXXX / DRAWING SHEET) — INTERIOR ELEVATION
- DETAIL INDICATOR (X / AXXX / DRAWING SHEET) — DETAIL INDICATOR
- XX.XX — KEYNOTE
- XXX — DOOR NUMBER
- XXX — WINDOW NUMBER
- XXX — UNIT NUMBER
- A — REVISION
- X — WALL TYPE
- S — SMOKE DETECTOR
- LEVEL CHANGE
- X'-X" 1" — DIMENSION TO CENTER LINE
- X'-X" 1" — DIMENSION TO FACE OF FRAMING OR MASONRY, UNLESS NOTED OTHERWISE
- X'-X" — ELEVATION DATUM LINE

PROJECT CONTACTS

CLIENT

1334 PARTNERS, LP
MANHATTAN BEACH, CA 90266
TEL: (310) 546-5656
CONTACTS: MILES TUCKER
SARA NEILSON

ARCHITECTURE

KAA DESIGN
4201 REDWOOD AVE.
LOS ANGELES, CA 90066
TEL: (310) 821-1400
FAX: (310) 821-1440
CONTACT: MARIA IWANICKI

GENERAL CONTRACTOR

ACR BUILDERS, INC.
17 VIA BELMONTE
RANCH SANTA MARGARITA, CA 92688
TEL: (949) 713-3266
FAX: (949) 713-3267
CONTACT: STEVE RICHARDSON

LIGHTING

KGM ARCHITECTURAL LIGHTING
270 CORAL CIRCLE DRIVE
EL SEGUNDO, CA 90245
TEL: (310) 552-2191
FAX: (310) 552-2192
CONTACT: DAVE MCCARROLL
PATRICK MCCOLLOUGH

STRUCTURAL ENGINEERS

INSIGHT STRUCUTRAL ENGINEERS
879 NORTH DOUGLAS STREET
EL SEGUNDO, CA 90245
TEL: (310) 640-0123
CONTACT: BRENT BLACKMAN

KITCHEN CONSULTANT

TRIMARK
2301 MCGRAW AVE. SUITE B
IRVINE, CA 92614
TEL: (949) 753-7171
FAX: (949) 753-7174
CONTACT: DIANE LYONS

MECHANICAL, ELECTRICAL, AND PLUMBING

BREEN ENGINEERING INC.
1983 WEST 190TH STREET, SUITE 200
TORRANCE, CA 90504
TEL: (310) 464-8404
FAX: (310) 464-8408
CONTACT: JOPER TUPAS

AUDIO VISUAL

EDWARDS TECHNOLOGIES, INC.
139 MARYLAND STREET
EL SEGUNDO, CA 90245
TEL: (310) 356-4361
CONTACT: RICHARD ORTIZ
DEREK LEWIS

PROJECT SUMMARY

JOB ADDRESS:	1330 / 1332 PARKVIEW AVENUE MANHATTAN BEACH, CA 90266
ZONE:	PD
AREA DISTRICT:	II
USE GROUP/OCCUPANCY: (NO CHANGE)	MIXED USE (EXISTING): A-2 (RESTAURANT) A-3 (GYMNASIUM) B (OFFICE)
CONSTRUCTION TYPE: (NO CHANGE)	TYPE V-B

(NOTE: PER CITY RECORDS, THE EXISTING BUILDING CONSTRUCTION IS V-B (PREVIOUSLY V-N). PLEASE REFER TO CITY RECORDS FOR T/I MANHATTAN COUNTY CLUB, DRAWINGS DATED 4/07/2006, PERMIT #06-01703, APPROVED 9/20/2006)#

NUMBER OF STORIES: (NO CHANGE)#	2 (EXISTING)
BUILDING HEIGHT: (NO CHANGE)	47.07 FEET

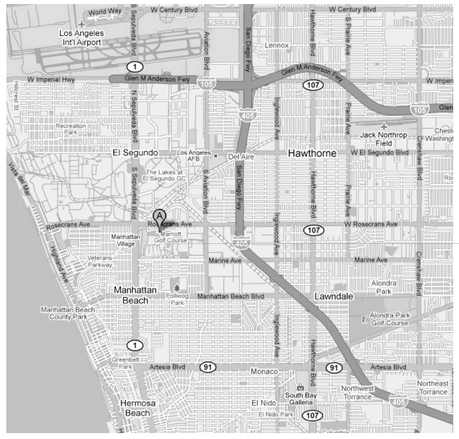
BUILDING IS FULLY SPRINKLERED.

OCCUPANCY AND EGRESS:	PLEASE SEE SHEETS A030 AND A031 FOR DIAGRAMS AND CALCULATIONS
PLUMBING FIXTURES:	PLEASE SEE SHEET A070 FOR CALCULATIONS
APPLICABLE CODES:	2010 CA BUILDING CODE BASED ON 2009 IBC 2010 CA PLUMBING CODE BASED ON 2009 UPC 201VICINITY MAP0 CA MECHANICAL CODE BASED ON 2009 UMC 2010 CA ELECTRICAL CODE BASED ON 2008 NEC 2010 CA ENERGY CODE 2010 CA GREEN BUILDING STANDARDS CODE ALL AS AMENDED BY THE BUILDING REGULATIONS OF THE CITY OF MANHATTAN BEACH MUNICIPLE CODES

PROJECT DESCRIPTION:
- TENANT IMPROVEMENTS TO THE EXISTING COUNTRY CLUB INCLUDE THE REMODELING OF THE DINING AND BALLROOM FACILITIES AND THE RE-USE OF ONE RACQUETBALL COURT AS AN OFFICE AT THE UPPER LEVEL AND A YOUTH RECREATION AREA AT THE LOWER LEVEL.
- EXTERIOR WORK INCLUDES LANDSCAPE UPGRADES AND A NEW PEDESTRIAN ACCESS FROM THE STREET TO THE CLUB ENTRANCE.

DEFERRED SUBMITTALS:	FIRE PROTECTION SYSTEMS MECHANICAL, ELECTRICAL AND PLUMBING HEALTH DEPARTMENT (KITCHEN)

VICINITY MAP



PROJECT LOCATION

ABBREVIATIONS

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

	EXISTING (S.F.)	PROPOSED (S.F.)
USE / AREA ALLOCATIONS FOR LOWER LEVEL - UNCHANGED		
FITNESS	10,933	10,933
LOCKER ROOMS	7,685	7,685
GENERAL ASSEMBLY / YOUTH ACTIVITY	865	865
ADMINISTRATIVE OFFICES	150	150
USE / AREA ALLOCATIONS FOR UPPER LEVEL		
ADMINISTRATIVE OFFICES	1,854	1,045
FOOD AND BEVERAGE SUPPORT AREAS*	2,097	2,462
STORAGE	3,718	874
GENERAL ASSEMBLY / SPECIAL EVENT **		
PD APPROVED	(7,287)	(6,565)
CURRENTLY BUILT	4,447	6,565
MEMBER BAR / DINING AREAS (INTERIOR)	3,218	3,186
EXTERIOR BAR DINING AREA	2,193	2,710
RESTROOMS	454	662

*SUPPORT AREAS INCLUDE KITCHEN, STAGING AND EMPLOYEE ROOMS

** CONVERSION OF 2,840 S.F. OF LEASED OFFICE SPACE TO GENERAL ASSEMBLY WAS APPROVED IN OCT-2004 BUT HAS NOT YET BEEN COMPLETED. INCLUDES BANQUET ROOM, YOUTH ACTIVITY AND MEETING SPACES.

LEGAL DESCRIPTION

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

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

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

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

EXHIBIT G
PC MTG 1-11-12

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

PROJECT
11128

MANHATTAN COUNTRY CLUB REMODEL

1330 PARKVIEW AVENUE
MANHATTAN BEACH
CALIFORNIA 90266

REVISION

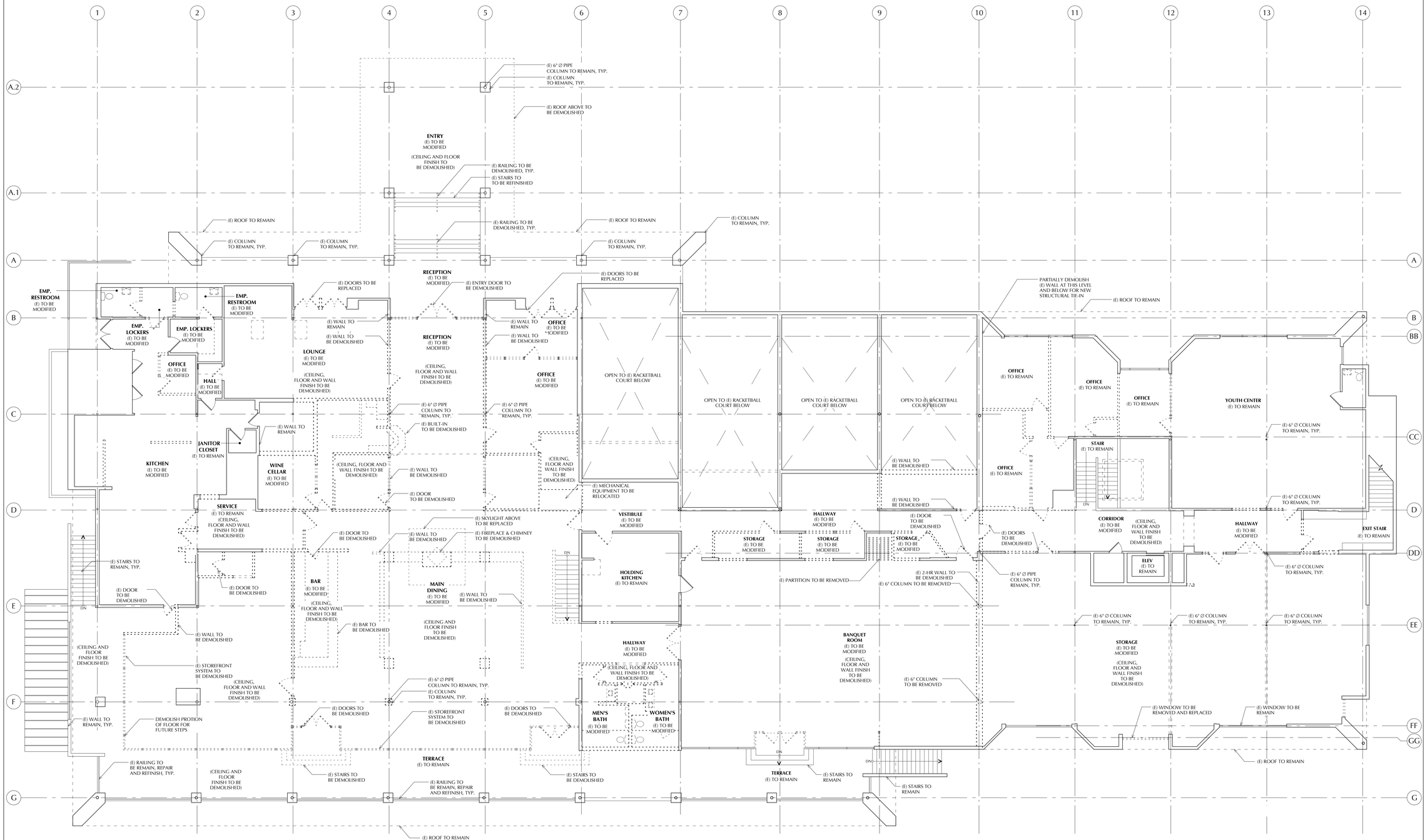
10/26/11	PRELIMINARY SET ISSUED FOR PDP AMENDMENT
11/3/11	PRELIMINARY SET ISSUED FOR BUDGET PRICING
12/15/11	PDP AMENDMENT REVISIONS
12/16/11	PLAN CHECK SUBMITTAL (ARCHITECTURAL & STRUCTURAL)

COVER SHEET

SCALE
N.T.S.

A000

12/22/11



DEMOLITION PLAN NOTES

1. GENERAL DEMOLITION NOTES

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

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

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

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

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

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

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

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

2. WALL DEMOLITION NOTES

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

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

3. FLOOR DEMOLITION NOTES

A. WHERE INDICATED, REMOVE EXISTING FLOOR FINISHES.

4. CEILING DEMOLITION NOTES

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

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

D. REMOVE ALL EXISTING ELECTRICAL CONDUITS.

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

LEGEND

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

N

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PROJECT

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CALIFORNIA 90266

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12/15/11	PDP AMENDMENT REVISIONS
12/16/11	PLAN CHECK SUBMITTAL

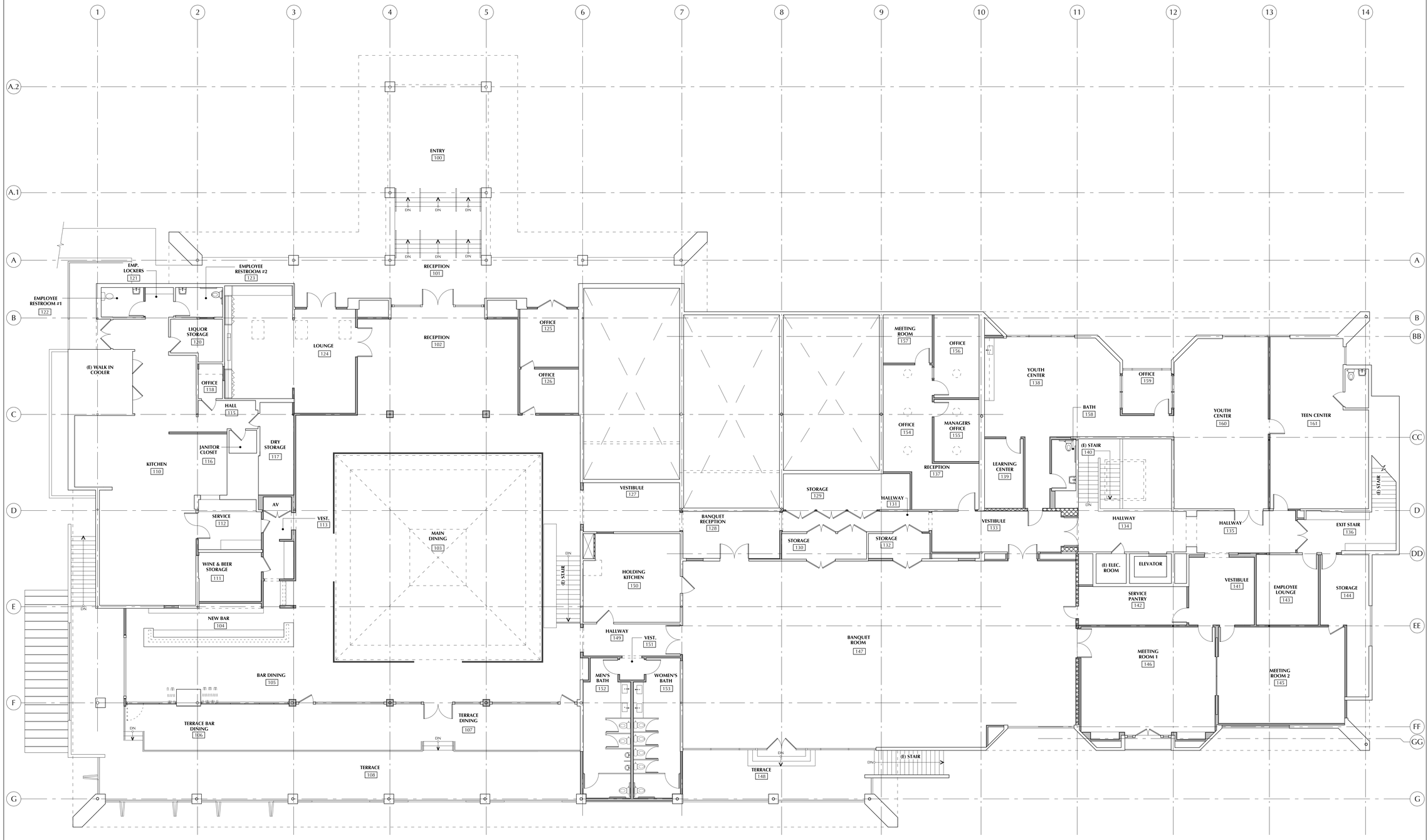
UPPER LEVEL EXISTING / DEMOLITION PLAN

SCALE

1/8" = 1'-0"

AE100

12/21/11



LEGEND

- EXISTING WALL TO REMAIN
- NEW WALL, SEE WALL TYPES
- NEW FIRE RATED WALL, SEE WALL TYPE FOR RATING
- X — WALL TYPE , SEE A700
- XX.XX KEYNOTE

N

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

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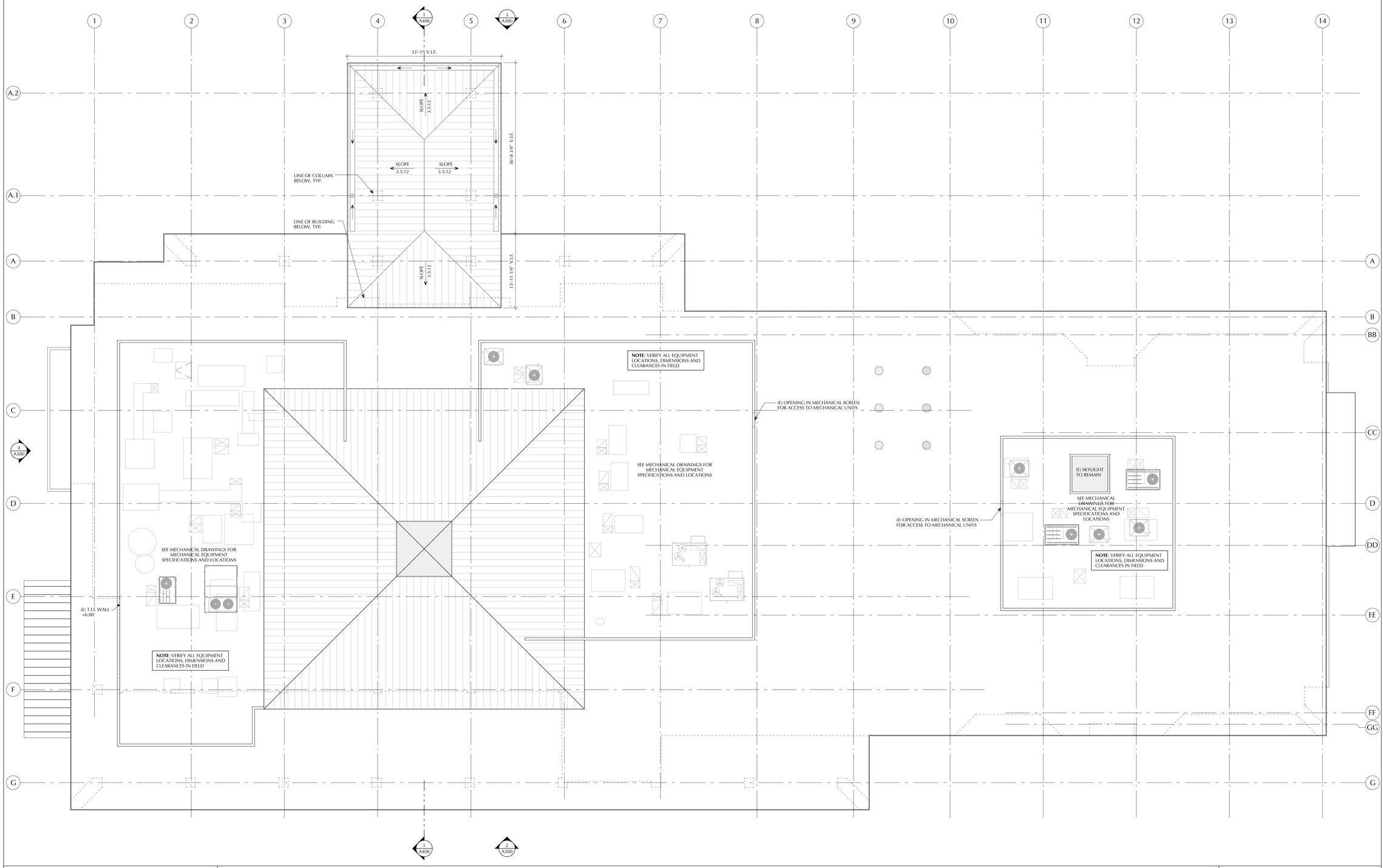
UPPER LEVEL FLOOR PLAN

SCALE

1/8" = 1'-0"

A100

12/21/11



FLOOR PLAN GENERAL NOTES

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

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

LEGEND

- EXISTING WALL TO REMAIN
- NEW WALL, SEE WALL TYPES
- NEW FIRE RATED WALL, SEE WALL TYPE FOR RATING
- X — WALL TYPE , SEE A700
- XX.XX KEYNOTE

N

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

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12/16/11	PLAN CHECK SUBMITTAL

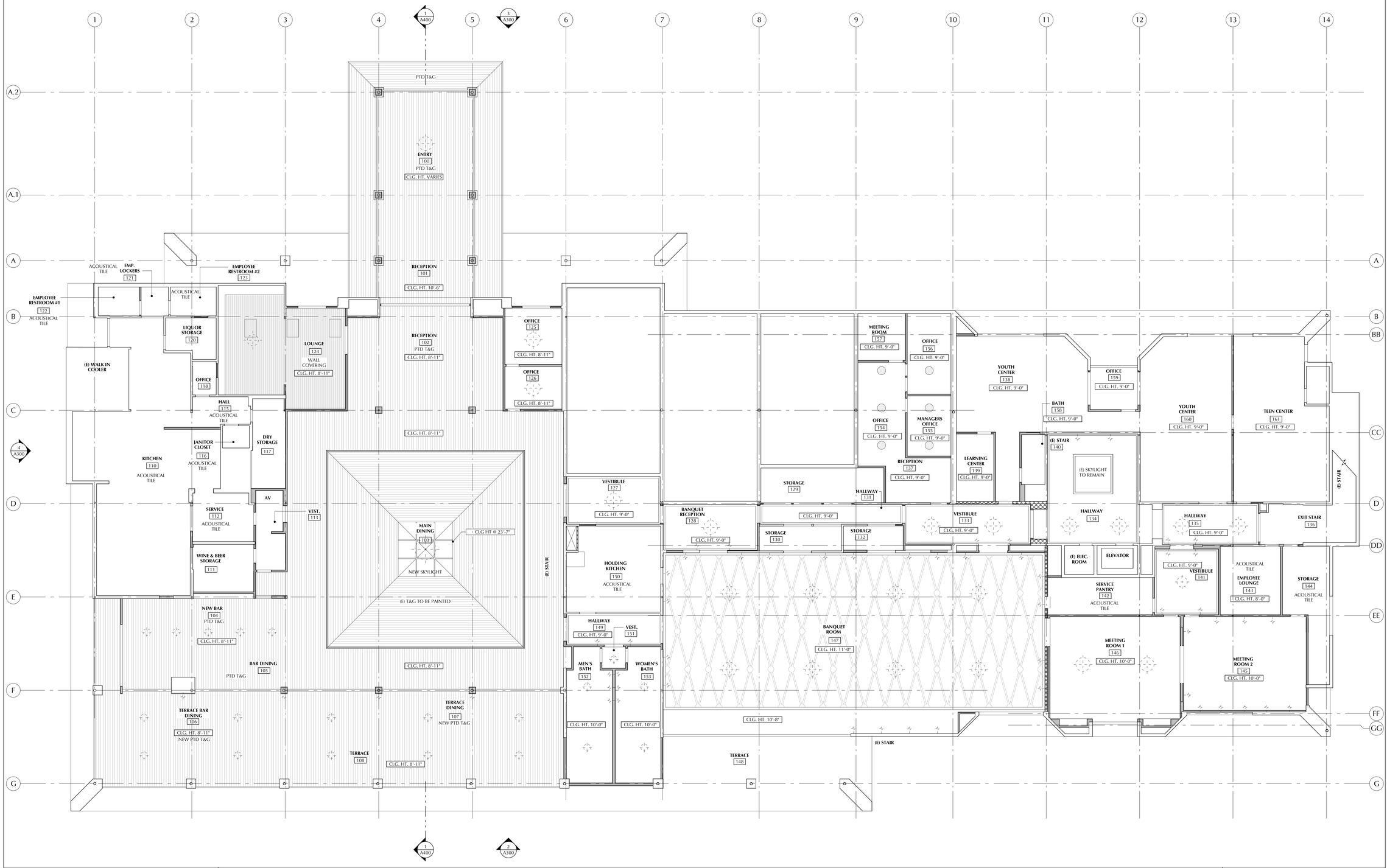
ROOF PLAN

SCALE

1/8" = 1'-0"

A130

12/21/11



FLOOR PLAN GENERAL NOTES

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

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

LEGEND

- EXISTING WALL TO REMAIN
- NEW WALL, SEE WALL TYPES
- NEW FIRE RATED WALL, SEE WALL TYPE FOR RATING
- X — WALL TYPE , SEE A700
- XX.XX KEYNOTE

N

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

KAA DESIGN
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PROJECT
11128

MANHATTAN COUNTRY CLUB REMODEL

1330 PARKVIEW AVENUE
MANHATTAN BEACH
CALIFORNIA 90266

REVISION

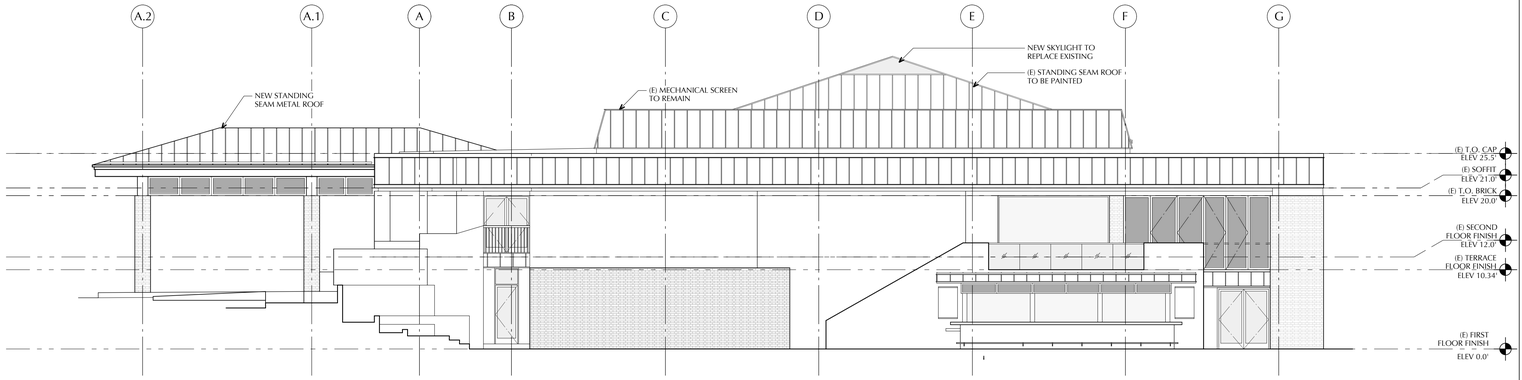
10/26/11	PRELIMINARY SET ISSUED FOR PDP AMENDMENT
11/3/11	PRELIMINARY SET ISSUED FOR BUDGET PRICING
12/6/11	PROGRESS UPDATE
12/15/11	PDP AMENDMENT REVISIONS
12/16/11	PLAN CHECK SUBMITTAL

UPPER LEVEL REFLECTED CEILING PLAN

SCALE
1/8" = 1'-0"

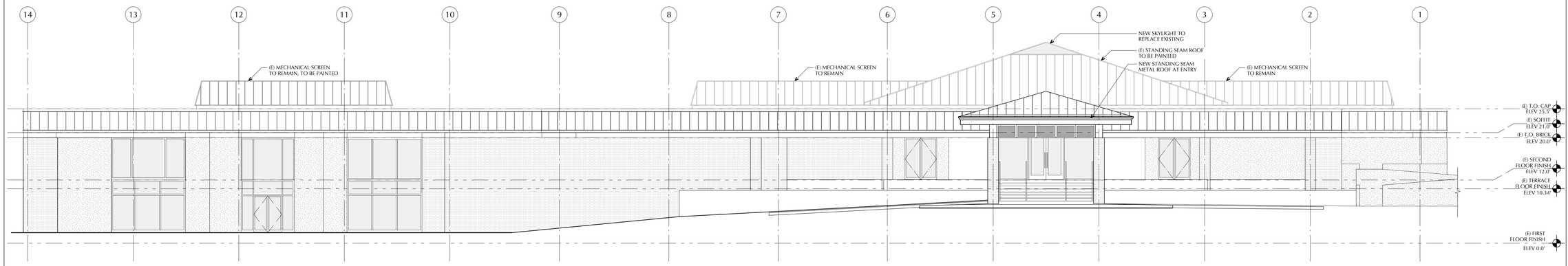
A200

12/21/11



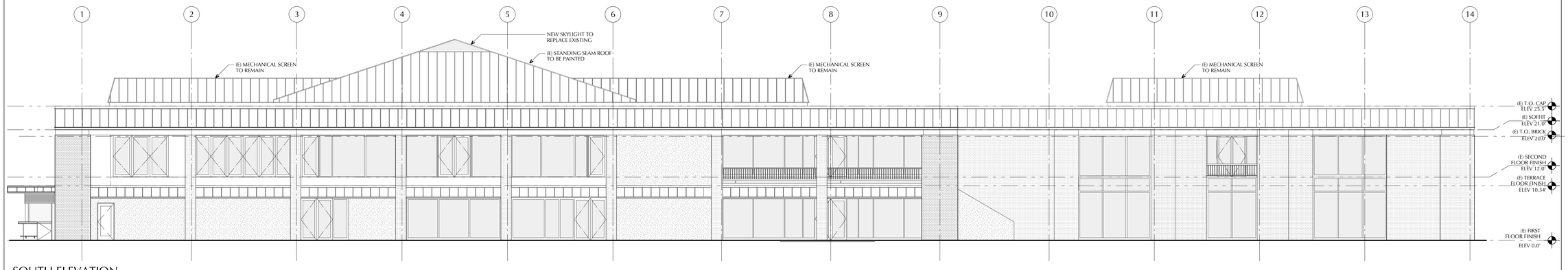
WEST ELEVATION

EXISTING TO REMAIN UNLESS NOTED OTHERWISE 4



NORTH ELEVATION

EXISTING TO REMAIN UNLESS NOTED OTHERWISE 3



SOUTH ELEVATION

(RAIL AND SHUTTERS OMITTED FOR CLARITY)

EXISTING TO REMAIN UNLESS NOTED OTHERWISE 2

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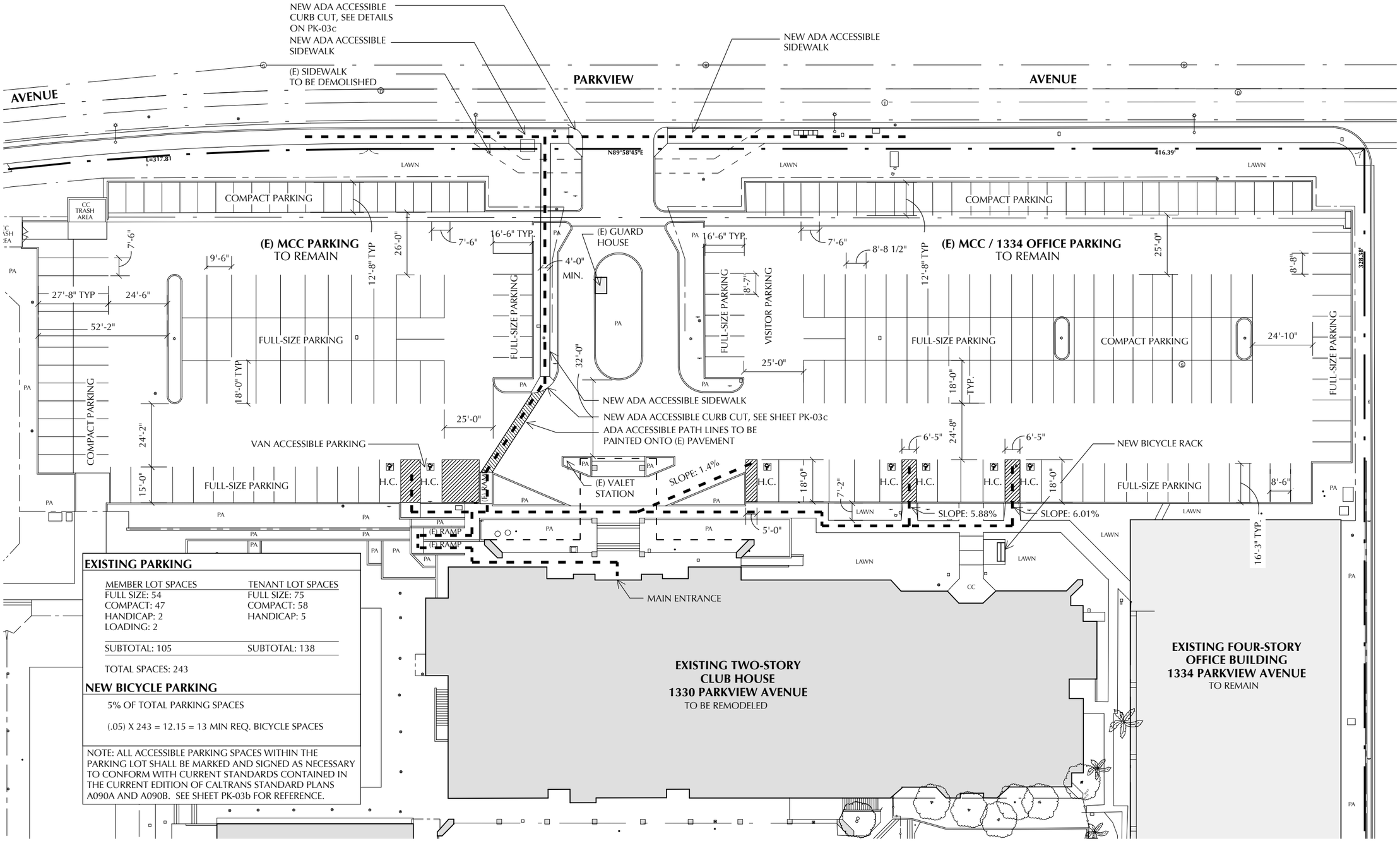
EXTERIOR ELEVATIONS

SCALE

1/8" = 1'-0"

A300

12/21/11



EXISTING PARKING

MEMBER LOT SPACES	TENANT LOT SPACES
FULL SIZE: 54	FULL SIZE: 75
COMPACT: 47	COMPACT: 58
HANDICAP: 2	HANDICAP: 5
LOADING: 2	
SUBTOTAL: 105	SUBTOTAL: 138

TOTAL SPACES: 243

NEW BICYCLE PARKING

5% OF TOTAL PARKING SPACES

(.05) X 243 = 12.15 = 13 MIN REQ. BICYCLE SPACES

NOTE: ALL ACCESSIBLE PARKING SPACES WITHIN THE PARKING LOT SHALL BE MARKED AND SIGNED AS NECESSARY TO CONFORM WITH CURRENT STANDARDS CONTAINED IN THE CURRENT EDITION OF CALTRANS STANDARD PLANS A090A AND A090B. SEE SHEET PK-03b FOR REFERENCE.

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PARKING PLAN

scale	1"=40'	date	12/15/2011	sketch no.
project	Manhattan Country Club Remodel (11128)			
sheet no.	-			PK-03a