

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

TO: Planning Commission

FROM: Richard Thompson, Director of Community Development

BY: Eric Haaland, Associate Planner

DATE: May 8, 2013

SUBJECT: Consideration of a Master Use Permit for the Establishment of a Shared Parking Program that would Allow a New Medical Office Use in an Existing Commercial Center Located at 1751 Artesia Boulevard. (David Hidalgo Architects Inc.)

RECOMMENDATION

Staff recommends that the Planning Commission **CONDUCT** the Public Hearing and **ADOPT** the attached resolution **APPROVING** the proposed project subject to certain conditions.

APPLICANT/OWNER

David Hidalgo Architects, Inc. 316 S. First Ave. Arcadia, CA 91006	SJF 8135 LLC 11440 San Vicente Blvd #200 Los Angeles, CA 90049
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PROJECT OVERVIEW

L O C A T I O N

<u>Location</u>	1751 Artesia Bl. at the northeast corner of Artesia and Aviation Blvds. – (See Site Location Map).
<u>Legal Description</u>	Lots 31 – 34, Block 108, Redondo Villa Tract B
<u>Area District</u>	I

LAND USE

<u>General Plan</u>	General Commercial	
<u>Zoning</u>	CG, General Commercial	
<u>Land Use</u>	<u>Existing</u> Retail Commercial Center with personal service use	<u>Proposed</u> Retail Commercial Center with medical office use
<u>Neighboring Zoning/Land Uses</u>		
North	CG/Office	
South (across Artesia)	City of Redondo Beach – Commercial Center/auto.	
East	CG/Child Daycare	
West (across Aviation)	CG/Retail, Bank	

PROJECT DETAILS

	<u>Proposed</u>	<u>Requirement (Staff Rec)</u>
Parcel Size:	17,341 sq. ft. (*)	5,000 sq. ft. min
Building Floor Area:	6,759 sq. ft. total (*)	10,385 sq. ft. max.
Height	1 story ft. (*)	22 ft.
Parking:	29 spaces	34 spaces per Code (29 spaces with 15% reduction/parking study)
Landscape Area	1,369 sq. ft. (*)	1,387 sq. ft. min.
Vehicle Access	1 Aviation dwy (*) 1 Artesia dwy	N/A

(*) – No changes proposed to existing

BACKGROUND

The proposed project is to convert an existing vacant 1,200 square-foot personal services space (Suite 106) in an existing multi-tenant commercial development to a medical office, or similar higher parking demand use. No specific tenant is currently proposed to occupy the space that was previously occupied by a dry cleaners business since the property was originally developed. The site's existing parking supply limits the amount of retail and other higher parking demand uses when applying standard parking ratios. A use permit has not

previously been required for the relatively small development, however, the Planning Commission can approve a use permit for the site that reduces code-required parking based on a shared parking program.

DISCUSSION

Overview

The submitted plans show that the existing 6,759 square foot corner retail center is proposing to convert 1,200 square feet of personal services use to medical office use. The proposed change of use would cause minimal physical or visual changes to the site other than a new sign on the subject space. The primary material to consider for the proposal is the submitted parking study assessing the parking supply and demand for the site. A complete list of property tenants is provided in the parking study.

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

- B. A use permit may be approved reducing the number of spaces to less than the number specified in the schedules in Section 10.64.030, provided that the following findings are made:
 - 1. The parking demand will be less than the requirement in Schedule A or B; and
 - 2. The probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand.

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

Since no use permit currently exists, and the site consists of a multi-tenant commercial development exceeding 5,000 square feet, a new Master Use Permit is required by MBMC 10.84.105. The required Use Permit findings per MBMC Section 10.84.060 are as follows:

- 1. The proposed location of the use is in accord with the objectives of this title and the purposes of the district in which the site is located;
- 2. The proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in or adjacent to the neighborhood of such use; and will not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city;
- 3. The proposed use will comply with the provisions of this title, including any specific condition required for the proposed use in the district in which it would be located; and

4. The proposed use will not adversely impact or be adversely impacted by nearby properties. Potential impacts are related but not necessarily limited to: traffic, parking noise, vibration, odors, resident security and personal safety, and aesthetics, or create demands exceeding the capacity of public services and facilities which cannot be mitigated.

Section 10.84.060 of the Zoning Code requires a noticed public hearing before the Planning Commission for a Use Permit. All of the required findings, noticing and public hearing requirements for the Use Permit have been met. The development will continue to conform to the applicable requirements for signs and landscaping.

Parking Demand

The existing commercial center provides 29 parking spaces. The current Code requirement for the site is 32 spaces, based on 5,559 square feet of retail or similar (1 space/200 sf) uses, and 1,200 square feet of personal services (dry cleaners, 1 space/300sf). The proposal for the entire site to be occupied by retail or similar uses results in a 34-space requirement, increasing the code deficiency to 5 spaces. This equals the Code-provided maximum 15% reduction for shared parking efficiencies occurring on multiple tenant projects exceeding 5,000 square feet in area.

The attached parking demand study incorporates the proposed medical (dental) use, into the commercial center using the Urban Land Institute's shared parking model. The study uses actual parking counts on the site during business operation and adjusts those numbers as prescribed by the model to arrive at expected peak parking demand for the proposal. This analysis concludes that the overall peak parking demand would only be 22 spaces during weekday afternoons. This demand would be below the 29 space parking supply. The report continues on to calculate peak parking demands for other typical uses occupying the vacant space including retail, which results in the highest total peak demand of 25 spaces. The City's Traffic Engineer has reviewed the submitted parking study and concurs with its methodology and conclusions.

The attached resolution proposes approval of the Master Use Permit with a shared parking plan, and permits medical, retail, food & beverage (no on-site consumption), personal services, and personal improvement services, consistent with the project parking study. The conditions contained in the resolution are otherwise primarily standard for a commercial master use permit.

Public Comments

Other than phone inquiries, Staff has not received any responses to the project hearing notice, nor any comments or special recommendations from other City Departments. The City's Traffic Engineer provided the attached suggested conditions of approval, which have been incorporated in the proposed project Resolution.

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, the subject project has been determined to be exempt (Class 1 & 2) as a conversion of an existing facility of similar intensity per Sections 15301 and 15302 of CEQA.

CONCLUSION

Staff believes that the proposed Master Use Permit with a shared parking program would comply with the City's Municipal Code/General Plan, would adequately provide the necessary protection against adverse impacts to the surrounding area, would not impact public services, meets the findings and intentions of the CG district, and recommends approval subject to the findings and conditions specified in the proposed draft resolution.

ALTERNATIVES

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

1. **APPROVE** the project with revised findings or conditions, and **ADOPT** a modified version of the attached draft Resolution.
2. **DENY** the project subject to public testimony received, based upon appropriate findings, and **DIRECT** Staff to return a new draft Resolution.

Attachments:

- A. Draft Resolution PC 13-
- B. Site Location Map
- C. Applicant Material
- D. LLG Parking Analysis, dated 3/4/13
- E. City Traffic Engineer memos., dated 2/6/13 & 4/15/13
- F. Plans (separate)

cc: David Hidalgo, Applicant

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RESOLUTION NO. PC 13-XX

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A MASTER USE PERMIT TO INCLUDE A PARKING REDUCTION FOR THE CONVERSION OF PERSONAL SERVICES USE TO MEDICAL OFFICE USE AT AN EXISTING COMMERCIAL DEVELOPMENT ON THE PROPERTY LOCATED AT 1751 ARTESIA BOULEVARD (David Hidalgo Architects Inc.)

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

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

- A. The Planning Commission of the City of Manhattan Beach considered an application for a master use permit to include a reduction of parking requirements for the conversion of personal services use (dry cleaners) to medical office use at an existing commercial development on the property legally described as Lots 31 – 34, Block 108, Redondo Villa Tract B located at 1751 Artesia Boulevard in the City of Manhattan Beach.
- B. The applicant for the subject project is David Hidalgo Architects Inc., and the owner of the property is SJF 8135 LLC.
- C. Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, the subject project has been determined to be exempt (Class 1) as an existing facility per Section 15301 of CEQA.
- D. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- E. The property is located within Area District I and is zoned CG Commercial General. The surrounding private land uses consist of general commercial and child daycare.
- F. The General Plan designation for the property is General Commercial.
- G. The Planning Commission made findings required to approve the Use Permit pursuant to MBMC Section 10.84.060 as follows:
 1. The proposed location of the use is in accord with the objectives of this title and the purposes of the district in which the site is located, in that the area is developed commercially;
 2. The proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in or adjacent to the neighborhood of such use; and will not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city, since the site's mix of uses will be adequately served by the site's shared parking supply as detailed in the project Staff Report;
 3. The proposed use will comply with the provisions of this title, including any specific condition required for the proposed use in the district in which it would be located as the supporting parking analysis determines; and

4. The proposed use will not adversely impact or be adversely impacted by nearby properties. Potential impacts are related but not necessarily limited to: traffic, parking, noise, vibration, odors, resident security and personal safety, and aesthetics, or create demands exceeding the capacity of public services and facilities which cannot be mitigated, in that the commercial use is compatible with the area and parking supplies are adequate A.as evidenced by the making the required parking reduction findings as follows:
 1. The parking demand will be less than the requirement calculated with the code-specified parking ratios as the submitted parking study concludes based on commercial tenants with varied peak parking demands sharing a common parking supply; and
 2. The probable long-term occupancy of the buildings, based on their design, will not generate additional parking demand beyond quantities anticipated by the parking study since the use permit will limit uses on the site.
- H. The project will not create adverse impacts on, nor be adversely impacted by, the surrounding area, or create demands exceeding the capacity of public services and facilities
- I. The project is consistent with the policies of the Manhattan Beach General Plan, specifically as follows:

Policy LU-6.1	Support and encourage small businesses throughout the City.
Policy LU-8.2	Support the remodeling and upgrading needs of businesses as appropriate within regional-serving commercial districts.
- J. A reduction of five commercial parking spaces is approved based on the site's sharing of parking by a number of commercial tenants, and the site's historically low parking demand analyzed in the project staff report and parking study. The building design and tenant restrictions shall be permanently controlled by this use permit.
- K. This Resolution, upon its effectiveness, constitutes the Master Use Permit for the subject property.

Section 2. The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject Master Use Permit and parking reduction application subject to the following conditions (*indicates a site specific condition):

1. * The project shall be operated in substantial compliance with the submitted plans and description as reviewed by the Planning Commission on May 8, 2013. Any substantial deviation from the approved plans or project description must be reviewed and approved by the Planning Commission. Parking lot modifications, such as restriping or disabled access compliance, may be approved by the Community Development Director if corresponding reductions in parking demand are made to satisfy parking demand as identified in the project parking study.
2. * The facility shall be limited to 6,759 square feet of commercial space which may include a maximum of 3,000 square feet of office (general or medical) space; and, 3,000 square feet of food and beverage sales use, and 1,200 square feet of personal improvement services use. Retail and personal services uses shall be permitted. Eating and drinking establishment use (on-site consumption) shall be prohibited.
3. A Traffic Management Plan shall be submitted in conjunction with any construction and other building plans, to be approved by the Police and Public Works Departments prior to issuance of building permits. The plan shall provide for the management of all construction related traffic during all phases of construction, including delivery of materials and parking of construction related vehicles.

4. All future electrical, telephone, cable television system, and similar service wires and cables shall be installed underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specifications of the Public Works Department.
5. Any future site landscaping plans shall utilize drought tolerant native plants and shall be submitted for review and approval. All plants shall be identified on the plan by the Latin and common names. The current edition of the Sunset Western Garden Book contains a list and description of drought tolerant plants suitable for this area. A low pressure or drip irrigation system shall be installed in the landscaped areas, which shall not cause any surface run-off. Details of the irrigation system shall be noted on the landscaping plans. The type and design shall be subject to the approval of the Public Works and Community Development Departments.
6. Security lighting for the site shall be provided in conformance with Municipal Code requirements including glare prevention design.
7. A covered trash enclosure(s), with adequate capacity shall be provided on the site subject to the timing, specifications and approval of the Public Works Department, Community Development Department, and City's waste contractor. A trash and recycling plan shall be provided as required by the Public Works Department.
8. * Parking shall be provided in conformance with the current Manhattan Beach Municipal Code, except that the automobile parking requirement is reduced to 29 parking spaces based on site uses and submitted parking demand analysis dated March 14, 2013. A minimum of two bicycle parking spaces shall be provided on the site. Parking spaces shall not be labeled or otherwise restricted for use by any individual tenant of the project.
9. * The facility operator shall prohibit employees from parking vehicles on the surrounding public streets. Employees must park on-site or be transported to the site from other off-street parking facilities subject to Community Development Department approval. The owner of the site shall include prohibitions against employee parking on local streets in any future lease and/or rental agreements excluding renewals.
10. * All new signs and sign changes shall be in compliance with the City's Sign Code. A sign program identifying allocation and restrictions of signs shall be submitted to and approved by the Community Development Department prior to the subject permit issuance or occupancy. The sign program shall include a prohibition of future internally illuminated awnings.
11. Any outside sound or amplification system or equipment is prohibited.
12. The management of the property shall police the property and all areas immediately adjacent to the businesses during the hours of operation to keep it free of litter.
13. The operators of the facility shall provide adequate management and supervisory techniques to prevent loitering and other security concerns outside the subject businesses.
14. No waste water shall be permitted to be discharged from the premises. Waste water shall be discharged into the sanitary sewer system.
15. This Use Permit shall lapse two years after its date of approval, unless implemented or extended pursuant to 10.84.090 of the Municipal Code.
16. 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.

17. Applicant shall defend, indemnify, and hold the City, its elected officials, officers, employees, volunteers, agents, and those City agents serving as independent contractors in the role of City officials (collectively "Indemnitees") free and harmless from and against any and all claims (including, without limitation, claims for bodily injury, death, or damage to property), demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs, and expenses (including, without limitation, attorneys' fees, consequential damages, disbursements, and court costs) of every kind and nature whatsoever (individually, a "Claim," collectively, "Claims"), in any manner arising out of or incident to: (i) this approval and related entitlements, (ii) the City's environmental review of this project, (iii) any construction related to this approval, or (iv) the use of the property that is the subject of this approval. Applicant shall pay and satisfy any judgment, award or decree that may be rendered against City or the other Indemnitees in any such suit, action, or other legal proceeding arising out of or incident to this approval, any construction related to this approval, or the use of the property that is the subject of this approval. The City shall have the right to select counsel of its choice. Applicant shall reimburse the City, and the other Indemnitees, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Applicant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Applicant or Indemnitees. This indemnity shall apply to all Claims and liability regardless of whether any insurance policies are applicable. Nothing in this Section shall be construed to require Applicant to indemnify Indemnitees for any Claim arising from the sole negligence or willful misconduct of the Indemnitees. In the event such a legal action is filed challenging the City's determinations herein or the issuance of the coastal permit, 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 Procedure Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the City Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant, and if any, the appellant at the address of said person set forth in the record of the proceedings and such mailing shall constitute the notice required by Code of Civil Procedure Section 1094.6.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of May 8, 2013 and that said Resolution was adopted by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Richard Thompson,
Secretary to the Planning Commission

Rosemary Lackow,
Recording Secretary

Vicinity Map
1751 Artesia Blvd.



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AVIATION /ARTESIA SHOPPING CENTER

PROJECT DESCRIPTION:

The subject Aviation/Artesia Shopping Center is a multi-tenant center located at 1752 Artesia Blvd. in the City of Manhattan Beach, California, 90266. The typical hours of operation are from 8:00am to 9:00pm. The project site location and general vicinity map are shown on the attached "Exhibit 1". The site plan for the existing Shopping Center is illustrated on the attached "Exhibit 2". Photos of the subject suite are shown in "Exhibit 3".

The proposed project consists of the potential conversion of currently vacant (1,200 square foot) personal service space to dental office use. The existing gross building area is approximately 6,759 feet (SF) in one (1) single-story building. The current tenant mixture is composed of retail, personal services, medical, and food & beverage sales uses. Below is the list of the existing and vacant suites:

- Suite 101: Ameci Pizza & Pasta 1,059 SF (Food & Beverage Sales)
- Suite 102: 4G Wireless 1,800 SF
- Suite 104: G&R Smoke 900 SF
- Suite 105: Thai Massage 1,800 SF
- Suite 106: Vacant 1,200 SF (Proposed Dentist use)

Parking for patrons and employees of the Shopping Center is provided by 29 surface parking spaces provided in front of the main building facade. The spaces are comprised of 23 standard spaces, 4 compact spaces, and 2 American with Disabilities Act accessible spaces. No changes to the existing parking supply or other tenancies are planned to occur as part of this proposed project.

Vehicular access is provided by two (2) existing driveways including one (1) driveway on Aviation Boulevard and one (1) driveway on Artesia Boulevard.

According to the shared parking study conducted by Linscott Law & Greenspan Engineers the existing and proposed land uses require a total of 34 parking stalls. The on-site parking supply consist 29 spaces; therefore a theoretical parking deficiency of five (5) spaces is forecast. However, according to Linscott Law & Greenspan Engineers, there is an opportunity to share parking spaces based on the existing site-wide parking demand survey data and the utilization profile of the proposed land use associated with the currently vacant tenant space. Further, it is noted that City Code (refer to Section 10.64.040) allows a maximum allowable reduction of up to 15 percent (15%) of the sum of the number required under the collective provision of parking (i.e., shared parking). Thus, a 15 percent (15%) reduction in the project City Code parking requirement of 34 spaces equals 29 spaces (i.e., $34 \times 0.85 = 29$ spaces) - which equals the existing on-site parking supply of 29 spaces.

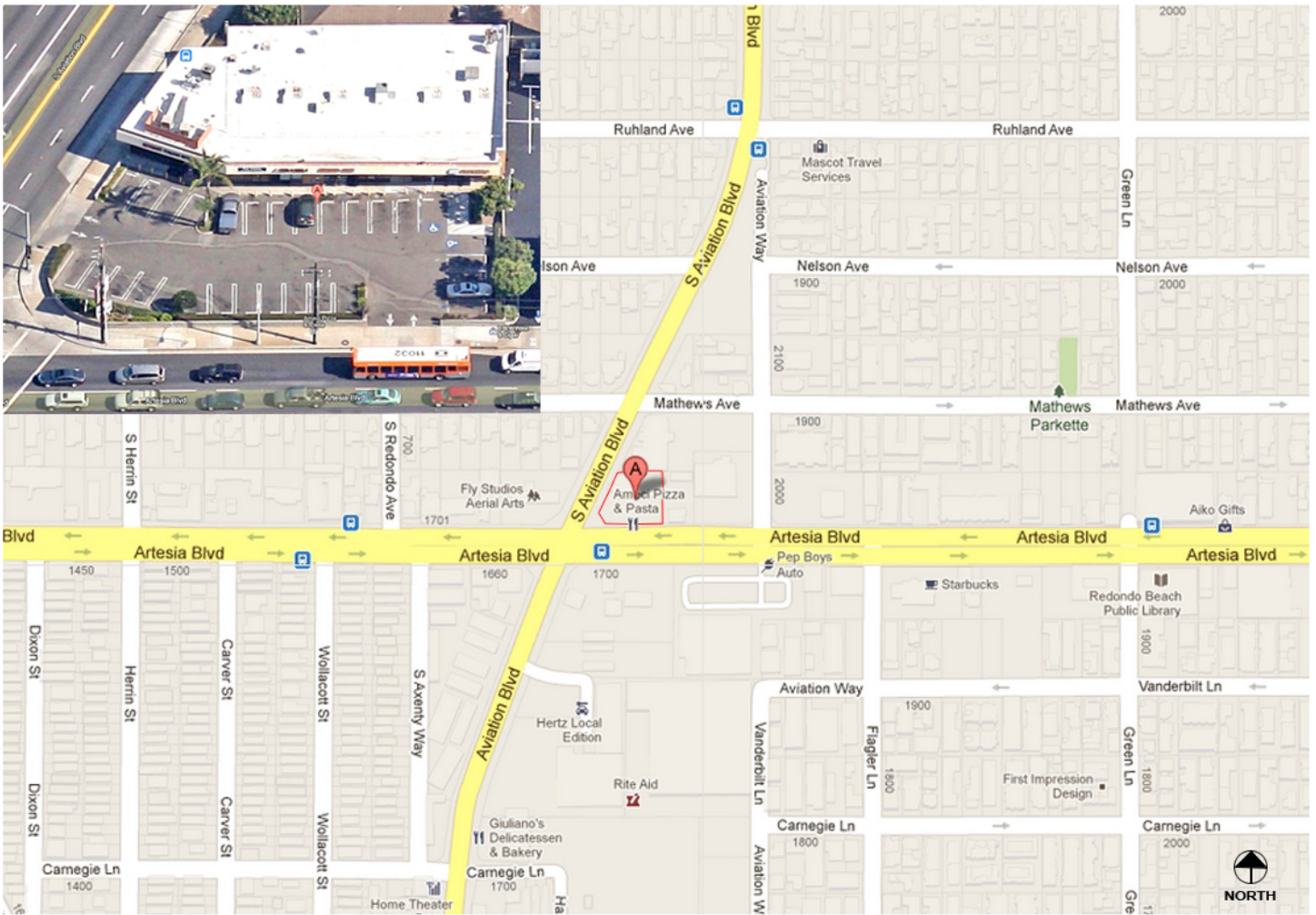
According to Linscott Law & Greenspan Engineers the observed existing Shopping Center parking demand is relatively low. In fact, the existing overall parking demand only reached 50 percent (50%) occupancy during one time period throughout the two day survey period. The highest peak hour demand occurred at 12:00 PM on Thursday, October 4, 2012, when a total of 16 vehicles were observed parked at the Shopping Center. When compared with the shopping center parking supply of 29 spaces, the total of 16 vehicles parked represents occupancy of approximately 55 percent (55%). Linscott Law & Greenspan Engineers also noted that no site-related vehicles were observed to park within adjacent on-street parking spaces along Artesia Boulevard.

In conclusion, the shared parking demand study prepared by Linscott Law & Greenspan Engineers proves that the on-site parking supply is more than adequate to accommodate the forecast peak parking demand associated with the proposed full occupancy of the Aviation/Artesia Shopping Center project. Furthermore, City Code Section 10.64.040 allows a maximum allowable parking reduction of up to 15 percent (15%) - which the project meets by providing a total on-site parking supply of 29 spaces.

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1751 Artesia Boulevard

“EXHIBIT 1”



SUITE F- EXTERIOR VIEW

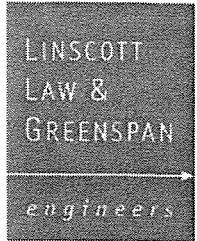


SUITE F - INTERIOR VIEW

1751 Artesia Boulevard

"EXHIBIT 3"

MEMORANDUM



To: Erik Zandvliet
City of Manhattan Beach

Date: March 14, 2013

From: Clare M. Look-Jaeger, P.E. *CL-Jaeger*
Linscott, Law & Greenspan, Engineers

LLG Ref: 1-12-3994-1

Subject: Aviation/Artesia Shopping Center Parking Analysis
City of Manhattan Beach, California

Engineers & Planners
Traffic
Transportation
Parking

**Linscott, Law &
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San Diego
Woodland Hills

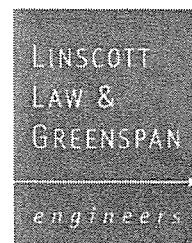
This revised memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to summarize our parking analysis for the Aviation/Artesia Shopping Center ("Shopping Center") located in the City of Manhattan Beach, California. The Shopping Center is a multi-tenant center located at the northeast corner of the Aviation Boulevard/Artesia Boulevard intersection in the southeastern corner of the City of Manhattan Beach.

The previously submitted LLG memorandum (dated February 4, 2013) reflected analysis of the potential conversion of currently vacant personal services space at the existing Shopping Center to dental office use. This revised memorandum has been prepared to reflect other potential occupancies of the vacant space at the existing Shopping Center by retail uses not specifically listed in the City's Code requirements, food and beverage sales (i.e., no fixed seating provided), personal services (e.g., hair salon, nail salon, etc.), or personal improvement services. The intent of this revised analysis is to provide flexibility to the property owner in identifying potential tenants for the vacant space and data to the City to support review and approval for the new tenancy.

The existing Shopping Center currently provides approximately 6,759 feet (SF) of building floor area in one building. The existing Shopping Center features a mixture of retail, personal services, medical office and food and beverage sales land uses. The proposed project consists of the potential conversion of currently vacant personal services space to dental office use, or other such uses as noted above. Parking for patrons and employees of the Shopping Center is provided by 29 surface parking spaces provided south of the Shopping Center building. Vehicular access is provided by two existing driveways including one driveway on Aviation Boulevard and one driveway on Artesia Boulevard.

This analysis evaluates the parking demand of the existing land uses and the proposed new tenant (i.e., dental office, etc.) at the Aviation/Artesia Shopping Center. The scope of work for this parking analysis was developed in consultation with the City's prior contract traffic engineer (Mr. Jack Rydell) and includes an evaluation of the parking requirements based on the application of the City's Municipal Code, existing peak parking accumulation for the site, and the forecast future shared parking demand

**EXHIBIT D
PC MTG 5-8-13**



for the site. The shared parking methodology outlined in *Shared Parking*, Second Edition¹ published by the Urban Land Institute was employed in this analysis.

DEFINITION OF TERMS

The following parking-related definitions and explanations are provided in order to clarify the terms employed in this analysis.

Inventory refers to a field review of a parking facility or parking system to determine the number of spaces (i.e., supply of spaces), typically by designation type (i.e., standard, compact, carpool, etc.), for each individual facility and on a campus or site-wide basis. The field review includes an inventory of the number of marked stalls (i.e., striped parking spaces) and excludes informal parking spaces and unmarked parking areas used for valet park operations.

Occupancy refers to the number of parked vehicles observed in spaces compared to the number of available spaces for a parking facility or parking system. This information is obtained by conducting parking accumulation counts of vehicles parked in each facility in the study area over a period of time. This information then is compared with the parking supply to determine parking adequacy.

Parking Accumulation refers to the number of parked vehicles in a study area (i.e., surface lot, parking structure, on-street, etc.) at any specified time.

Parking Adequacy refers to the difference between the parking supply and either the existing or estimated future parking demand. The calculation of a positive result indicates a parking surplus and a negative result indicates a parking deficit.

Parking Demand refers to the number of parking spaces needed to meet motorists' needs on a given day.

Parking Supply refers to the number of parking spaces in a parking facility or parking system obtained in the inventory.

Survey Day refers to the day that the parking accumulation surveys of the parking facility or parking system were conducted.

PROJECT LOCATION AND DESCRIPTION

The Aviation/Artesia Shopping Center is situated at the northeast corner of the Aviation Boulevard/Artesia Boulevard intersection in the southeastern corner of the City of Manhattan Beach. The 1751 Artesia Boulevard project site location and general vicinity are shown in *Figure 1*.

¹ *Shared Parking*, Second Edition, Washington, D.C., Urban Land Institute, 2005.

The existing Shopping Center currently provides approximately 6,759 SF of building floor area in one building. The existing uses and vacant suite at the Shopping Center are listed below:

- Suite 101: Ameci Pizza & Pasta 1,059 SF (Food & Beverage Sales)
- Suite 102: 4G Wireless 1,800 SF
- Suite 104: G&R Smoke 900 SF
- Suite 105: Thai Massage 1,800 SF (Medical Office)
- Suite 106: Vacant 1,200 SF
- Total Site 6,759 SF

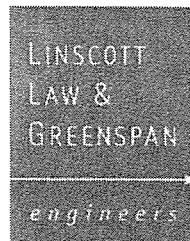
The site plan for the existing Aviation/Artesia Shopping Center is illustrated in *Figure 2*. The proposed project consists of the potential conversion of the current vacant personal services space (Suite 106 with approximately 1,200 square feet of building floor area) to dental office use. No changes to the existing parking supply or other tenancies are planned to occur as part of this proposed project.

PARKING SUPPLY-DEMAND ANALYSIS

This parking analysis for the Aviation/Artesia Shopping Center project involves determining the expected parking needs based on the size and type of existing uses and the proposed tenancy of the vacant space at the Shopping Center. For this project, two methods are appropriate for use in estimating the Shopping Center's peak parking demand requirements. These methods include the following:

- Application of the City Code requirements (which typically treat each use in the project as a stand-alone use at maximum demand); and
- Application of parking survey information combined with the shared parking methodology which combines actual parking demand data with proposed uses based on City Code and time of day profiles.

The shared parking methodology is certainly applicable to a development such as the Aviation/Artesia Shopping Center, as the individual land uses (i.e., existing retail, personal services, medical office, food and beverage sales, and proposed dental office as well as other potential land use types) experience peak demands at different times of the day. Therefore, the parking survey/shared parking approach has been selected for analysis purposes as it results in the most realistic determination of a site's peak parking demand.



Parking Inventory

As previously noted, parking for patrons and employees of the Shopping Center is provided by 29 surface parking spaces provided south of the Shopping Center's building. The location of the existing site surface parking lot is shown in *Figure 2*. The spaces are comprised of 23 standard spaces, 4 compact spaces, and 2 American With Disabilities Act accessible spaces.

City of Manhattan Beach Code Parking Requirements

As a benchmark, the number of parking spaces required to support the existing and proposed mix of uses at the Shopping Center was calculated using the current Code parking requirements set forth in Chapter 10.64, Off-Street Parking and Loading Regulations. Section 10.64.030 of Chapter 10.64 sets forth the following Code parking requirements for the existing and proposed uses at the Shopping Center:

- Retail Sales Not Listed Under Another Use Classification:
 - 1 per 200 SF for first 5,000 SF
- Food and Beverage Sales:
 - 1 per 200 SF
- Offices, Medical and Dental:
 - 1 per 200 SF
- Personal Services:
 - 1 per 300 SF

Direct application of the City Code parking requirements to the existing and proposed mix of tenants of the Shopping Center results in a Code requirement of 34 parking spaces as calculated below:

- Retail: $2,700 \text{ SF} \div 200 = 14 \text{ Spaces}$
- Food and Beverage Sales: $1,059 \text{ SF} \div 200 = 5 \text{ Spaces}$
- Medical/Dental Office: $3,000 \text{ SF} \div 200 = 15 \text{ Spaces}$
- Total 34 Spaces

With an existing on-site parking supply of 29 spaces, a theoretical parking deficiency of 5 spaces is forecast. However, as previously mentioned, there is opportunity to share parking spaces based on the existing site-wide parking demand survey data and the utilization profile of the proposed land use associated with the currently vacant tenant space. Further, it is noted that City Code (refer to Section 10.64.040) allows a maximum allowable reduction of up to 15 percent (15%) of the sum of the number required under the collective provision of parking (i.e., shared parking). Thus, a 15 percent (15%) reduction in the project City Code parking requirement of 34 spaces

equal 29 spaces (i.e., $34 \times 0.85 = 29$ spaces), which equals the existing on-site parking supply of 29 spaces.

It is noted that should personal improvement services type land uses be proposed for tenancy, they would be able to be accommodated as the Code parking requirement is less than retail and food/beverage sales (i.e., 1 per 250 SF for personal improvement services versus 1 per 200 SF for the latter). As such, no further analysis is required for these type of land uses.

Parking Accumulation Surveys

The actual current parking demand was measured at the existing Aviation/Artesia Shopping Center in order to determine the adequacy of the existing parking supply to accommodate the peak parking demand generated by the existing Shopping Center land uses. Additionally, the parking demand data were used as a basis for forecasting future parking demand following the potential conversion of the current vacant personal services space to dental office use.

The existing actual parking demand was determined by conducting parking accumulation counts of the Shopping Center parking lot, as well as the adjacent on-street parking provided on Artesia Boulevard to capture any patrons or employees parking off-site. The parking accumulation counts were conducted by a traffic count subconsultant (The Traffic Solution) on an hourly basis from 8:00 AM to 8:00 PM during two mid-week days in October 2012. Summaries of the parking accumulation counts for the survey days are presented in the following tables:

- ***Table A*** - Wednesday, October 3, 2012
- ***Table B*** - Thursday, October 4, 2012

The observed existing Shopping Center parking demand is relatively low. In fact, the existing overall parking demand only exceeded 50 percent (50%) during one time period throughout the two day survey period. Specifically, the highest peak hour demand occurred at 12:00 PM on Thursday, October 4, 2012, when a total of 16 vehicles were observed parked at the Shopping Center. When compared with the Shopping Center parking supply of 29 spaces, the total of 16 vehicles parked represents an occupancy of approximately 55 percent (55%). Also, it is noted that no site-related vehicles were observed to park within adjacent on-street parking spaces along Artesia Boulevard. Summaries of the peak parking demand observed during the survey days are provided in the following paragraphs.

- **Wednesday, October 3, 2012.** As indicated in *Table A*, the peak demand for parking at the Shopping Center on this survey day occurred at 1:00 PM when a total of 14 vehicles were observed parked (i.e., 48.3% occupancy). When compared with the Shopping Center parking supply of 29 spaces, a total of 15 spaces were available during the observed peak hour of parking demand.

- Thursday, October 4, 2012. As indicated in *Table B*, the peak demand for parking at the Shopping Center on this survey day occurred at 12:00 PM when a total of 16 vehicles were observed parked (i.e., 55.2% occupancy). When compared with the Shopping Center parking supply of 29 spaces, a total of 13 spaces were available during the observed peak hour of parking demand.

SHARED PARKING DEMAND ANALYSIS

Based on the existing and proposed uses at the site, the observed existing parking demand patterns, and the parking demand principles outlined in the ULI *Shared Parking* manual, a shared parking model has been developed for the existing and vacant uses as discussed in the following paragraphs.

The concept of shared parking is widely recognized within the transportation planning industry and accounts for the changes in parking demand over time for different types of land uses within a project. This shared parking analysis incorporates the analysis procedures recommended in the *Shared Parking* manual published by the ULI, and is consistent with methodology used by the City of Manhattan Beach in the review and approval of shared parking applications for other multi-use centers. The *Shared Parking* manual provides recommendations with respect to the following characteristics of parking demand at multi-use centers:

- Hourly Parking Indices. The *Shared Parking* manual provides hourly parking indices for various land uses. For the existing tenant vacancy, the hourly parking indices for medical-dental uses were utilized for a conservative analysis. The indices show, for example, that the hourly parking demand for medical-dental uses generate its peak parking demand during the mid-morning and mid-afternoon periods and varies from the parking demand associated with a food and beverage sales (which generates its peak parking demands concentrated around the lunch and dinner time periods).
- Day of Week Parking Variations. The *Shared Parking* manual provides recommendations for day of week parking factors. For example, office uses experience their peak parking demands during weekdays but experience minimal demand during weekends. Retail uses generally have a higher demand for parking during weekends as compared to weekdays.

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. Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. 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, or day of week), rather than individual peak ratios as represented in the City of Manhattan Beach Municipal Code. In addition, the

analytical procedures for shared parking demand analyses are well documented in ULI's *Shared Parking* publication and are accepted by the City of Manhattan Beach (refer to Section 10.64.040 – Collective Provision of Parking).

Shared parking calculations for the Aviation/Artesia Shopping Center utilize peak parking ratios and hourly parking accumulation data 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.

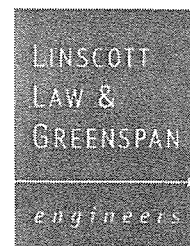
Shared Parking Ratios and Profiles With Dental Office Use

The hourly parking demand profiles (expressed in percent of peak demand) are based on profiles developed by ULI and published in *Shared Parking*, Second Edition. The ULI publication presents hourly parking demand profiles for many general land uses such as office, retail, restaurant, cinema, medical office, etc. These factors present a profile of demand over time and have been used directly by land use type in this analysis. Accordingly, the profile employed for the proposed tenancy of the vacant space at the Shopping Center (i.e., dental office land use for Suite 106) is based on ULI medical-dental office use and is derived exactly from the ULI baseline data. The dental office parking requirement used in this analysis is based on the City Code requirement of one (1) space per 200 SF which equates to a Code requirement of six (6) spaces. The summary of the weekday shared parking demand profile for the proposed dental office use is presented in **Table C-1**. As indicated in **Table C-1**, the peak parking demand for the dental office use occurs during the mid-morning (i.e., 9:00 and 10:00 AM) and early afternoon (i.e., 2:00 and 3:00 PM) periods.

Survey Data Shared Parking Demand Analysis and Results With Dental Office Use

In order to determine the peak parking requirement with the existing and proposed tenancy for the Aviation/Artesia Shopping Center, utilization of the parking survey data is combined with the parking demand within the shared parking model for the proposed dental office use. Also, it is noted that the survey data for the observation day with the highest demand (i.e., Thursday, October 4) was employed for the existing Shopping Center land uses. Further, please note that a 20 percent (20%) contingency factor has been applied to the parking survey data to account for daily and season variations in existing parking demand.

A summary of the weekday (Thursday) existing Shopping Center survey/shared parking demand analysis is presented in **Table C-2**. As indicated in **Table C-2**, the peak parking requirement for the proposed Aviation/Artesia Shopping Center project (i.e., conversion of the currently vacant personal services space to dental office use) during a typical weekday totals 22 parking spaces and occurs at during several mid-day time periods (i.e., 12:00, 1:00, 2:00 and 4:00 PM). With an existing parking supply of 29 spaces, a parking surplus of 7 spaces is forecast for the Shopping Center



during a typical weekday. Accordingly, it is concluded that the on-site parking supply is more than adequate to accommodate the forecast peak parking demand associated with the proposed full occupancy of the Aviation/Artesia Shopping Center project.

Supplemental Shared Parking Demand Analyses for Other Potential Land Uses

Supplemental shared parking demand analyses have been prepared for potential occupancies of the vacant space at the existing Shopping Center by retail uses not specifically listed in the City's Code requirements, food and beverage sales (i.e., no fixed seating provided), and personal services (e.g., hair salon, nail salon, etc.). The intent of the supplemental analyses is to provide flexibility to the property owner in identifying potential tenants for the vacant space and data to the City to support review and approval for the new tenancy.

Other Retail Uses

The other retail uses category (i.e., Retail Sales Not Listed Under Another Use Classification as noted in City Code) is intended to reflect retail businesses typically found at multi-tenant centers such as the Aviation/Artesia. These businesses include clothiers, jewelry stores, shoe stores, telecommunication stores (e.g., Verizon, AT&T, etc.), and the like.

The profile employed for the proposed tenancy of the vacant space at the Shopping Center (i.e., other retail uses for Suite 106) is based on ULI shopping center use and is derived exactly from the ULI baseline data. The retail parking requirement used in this analysis is based on the City Code requirement of one (1) space per 200 SF which equates to a Code requirement of six (6) spaces. The summary of the weekday shared parking demand profile for retail use is presented in **Table D-1**. As indicated in **Table D-1**, the peak parking demand for retail use occurs during the hours of 12:00 to 4:00 PM.

A summary of the weekday (Thursday) existing Shopping Center survey/shared parking demand analysis with retail use is presented in **Table D-2**. As indicated in **Table D-2**, the peak parking requirement for the proposed Aviation/Artesia Shopping Center project (i.e., conversion of the currently vacant personal services space to other retail uses) during a typical weekday totals 25 parking spaces and occurs at during at 12:00 PM. With an existing parking supply of 29 spaces, a parking surplus of 4 spaces is forecast for the Shopping Center during a typical weekday. Accordingly, it is concluded that the on-site parking supply is more than adequate to accommodate the forecast peak parking demand associated with the full occupancy of the Aviation/Artesia Shopping Center project.

Food Service Uses

The food service uses category (i.e., no fixed seating) is intended to reflect food and beverage sales type businesses typically found at multi-tenant centers such as the Aviation/Artesia. These businesses include specialty food vendors and juice businesses (i.e., Jamba Juice, etc.).

The profile employed for the proposed tenancy of the vacant space at the Shopping Center (i.e., food service uses for Suite 106) is based on ULI fast-food use and is derived exactly from the ULI baseline data. The food and beverage sales parking requirement used in this analysis is based on the City Code requirement of one (1) space per 200 SF which equates to a Code requirement of six (6) spaces. The summary of the weekday shared parking demand profile for food service use is presented in **Table E-1**. As indicated in **Table E-1**, the peak parking demand for food service use occurs during the hours of 11:00 AM to 1:00 PM.

A summary of the weekday (Thursday) existing Shopping Center survey/shared parking demand analysis with food service use is presented in **Table E-2**. As indicated in **Table E-2**, the peak parking requirement for the proposed Aviation/Artesia Shopping Center project (i.e., conversion of the currently vacant personal services space to food service uses) during a typical weekday totals 25 parking spaces at 12:00 PM. With an existing parking supply of 29 spaces, a parking surplus of 4 spaces is forecast for the Shopping Center during a typical weekday. Accordingly, it is concluded that the on-site parking supply is more than adequate to accommodate the forecast peak parking demand associated with the full occupancy of the Aviation/Artesia Shopping Center project.

Personal Services Uses

The personal services uses category is intended to reflect personal care type businesses typically found at multi-tenant centers such as the Aviation/Artesia. These businesses include hair salons, nail salons, massage businesses, weight management businesses, etc.

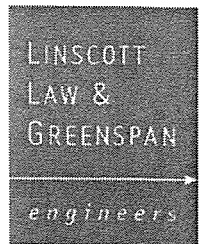
The profile employed for the proposed tenancy of the vacant space at the Shopping Center (i.e., personal services uses for Suite 106) is based on ULI shopping center use and is derived exactly from the ULI baseline data. The personal services use parking requirement used in this analysis is based on the City Code requirement of one (1) space per 300 SF which equates to a Code requirement of four (4) spaces. The summary of the weekday shared parking demand profile for personal services use is presented in **Table F-1**. As indicated in **Table F-1**, the peak parking demand for personal services use occurs during the hours of 12:00 to 4:00 PM.

A summary of the weekday (Thursday) existing Shopping Center survey/shared parking demand analysis with personal services use is presented in **Table F-2**. As indicated in **Table F-2**, the peak parking requirement for the proposed Aviation/Artesia Shopping Center project (i.e., conversion of the currently vacant

personal services space to personal services uses) during a typical weekday totals 23 parking spaces at 12:00 PM. With an existing parking supply of 29 spaces, a parking surplus of 6 spaces is forecast for the Shopping Center during a typical weekday. Accordingly, it is concluded that the on-site parking supply is more than adequate to accommodate the forecast peak parking demand associated with the full occupancy of the Aviation/Artesia Shopping Center project.

SUMMARY OF FINDINGS AND CONCLUSIONS

1. Aviation/Artesia is an existing Shopping Center that currently provides approximately 6,759 SF of building floor area in one building with a mixture of retail, personal services, medical office, and food and beverage sales land uses. The proposed project consists of the potential conversion of the current vacant personal services space (Suite 106 with approximately 1,200 square feet of building floor area) to dental office use, while maintaining the current on-site parking supply of 29 spaces.
2. Direction application of the City Code parking requirements to the existing mix of tenants and proposed use results in a City Code parking requirement of 34 parking spaces. Based on the on-site parking supply of 29 spaces, Aviation/Artesia Shopping Center has a theoretical parking deficiency of 5 spaces.
3. Based on results of existing parking accumulation surveys conducted on Wednesday, October 3, and Thursday, October 4, 2012, the existing (i.e., occupied) mix of uses at Aviation/Artesia Boulevard Shopping Center have an existing peak parking demand of 14 parked vehicles and 16 parked vehicles, respectively.
4. Based on the results of the parking analysis, which is based on the parking surveys of the site and the ULI *Shared Parking* methodology, it is concluded that the on-site parking supply is more than adequate to accommodate the forecast peak parking demand associated with the proposed full occupancy of the Aviation/Artesia Shopping Center project.
5. The parking survey data/shared parking analysis indicates that the peak parking demand for the proposed Aviation/Artesia Shopping Center project (refer to *Table D*) during a weekday totals 22 parking spaces and occurs during early afternoon time periods. Given an existing parking supply of 29 spaces, a parking surplus of 7 parking spaces is forecast for the entire site.
6. Based on the results of supplemental shared parking demand analyses, which also is based on the parking surveys of the site and the ULI *Shared Parking* methodology, it is concluded that the on-site parking supply is more than adequate to accommodate the forecast peak parking demand associated with the

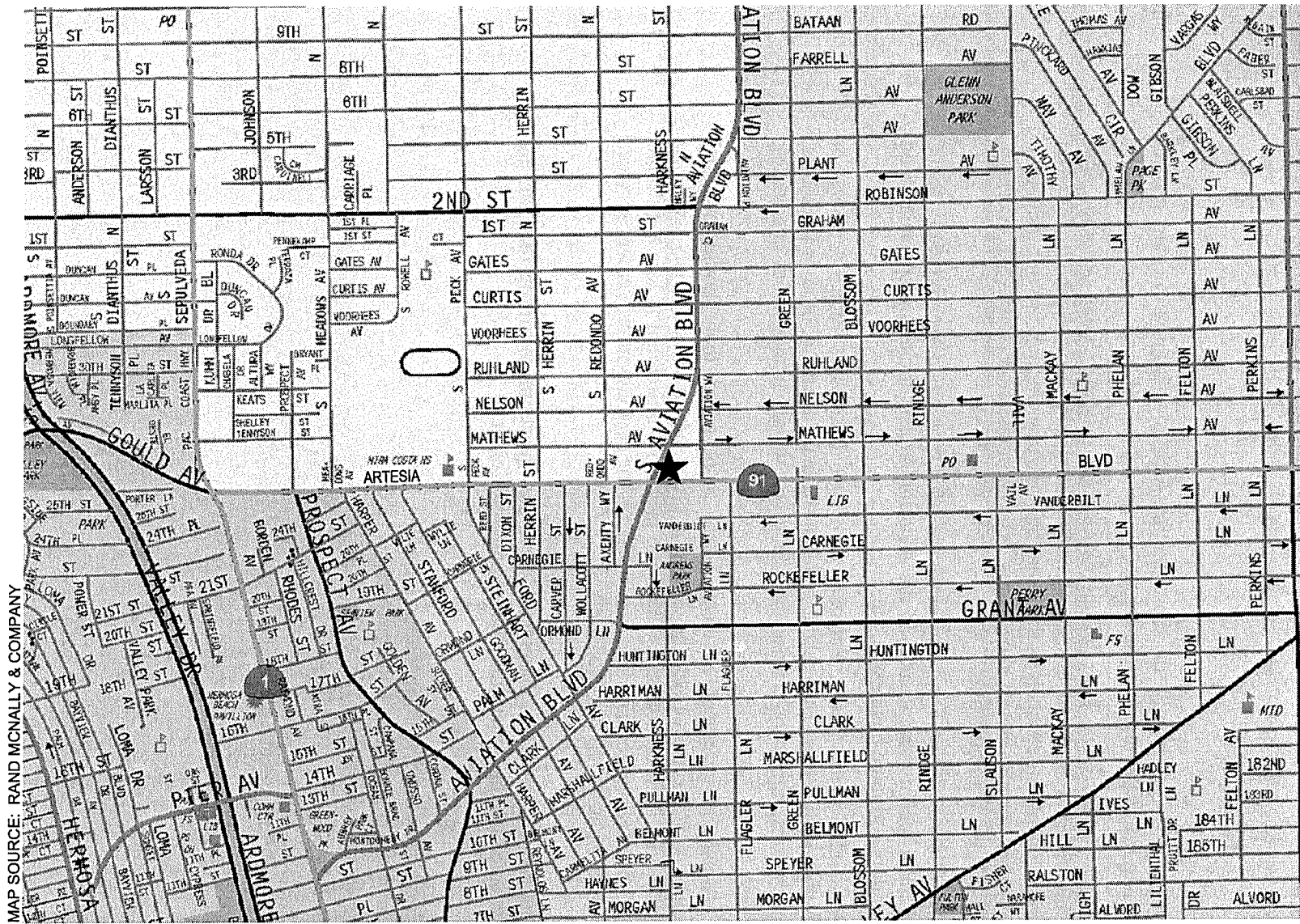


proposed full occupancy of the Aviation/Artesia Shopping Center project assuming the following land use types:

- Other Retail Uses (i.e., Retail Sales Not Listed Under Another Use Classification as noted in City Code): Retail businesses typically found at multi-tenant centers such as the Aviation/Artesia including, but not limited to, clothiers, jewelry stores, shoe stores, telecommunication stores (e.g., Verizon, AT&T, etc.), and the like.
- Food Service Uses: Food and beverage sales type businesses typically found at multi-tenant centers such as the Aviation/Artesia including specialty food vendors and juice businesses, etc.
- Personal Services Uses: Personal care type businesses typically found at multi-tenant centers such as the Aviation/Artesia including, but not limited to, hair salons, nail salons, massage businesses, weight management businesses, etc.
- Personal Improvement Services Uses: It is noted that should personal improvement services type land uses be proposed for tenancy, they would be able to be accommodated as the Code parking requirement is less than retail and food/beverage sales (i.e., 1 per 250 SF for personal improvement services versus 1 per 200 SF for the latter).

Please feel free to contact us should you have any questions regarding this parking study conducted for the Aviation/Artesia Shopping Center.

c: Eric Haaland, City of Manhattan Beach
David Hidalgo, David Hidalgo Architects, Inc.
Kevin (K.C.) Jaeger, LLG
File



MAP SOURCE: RAND McNALLY & COMPANY

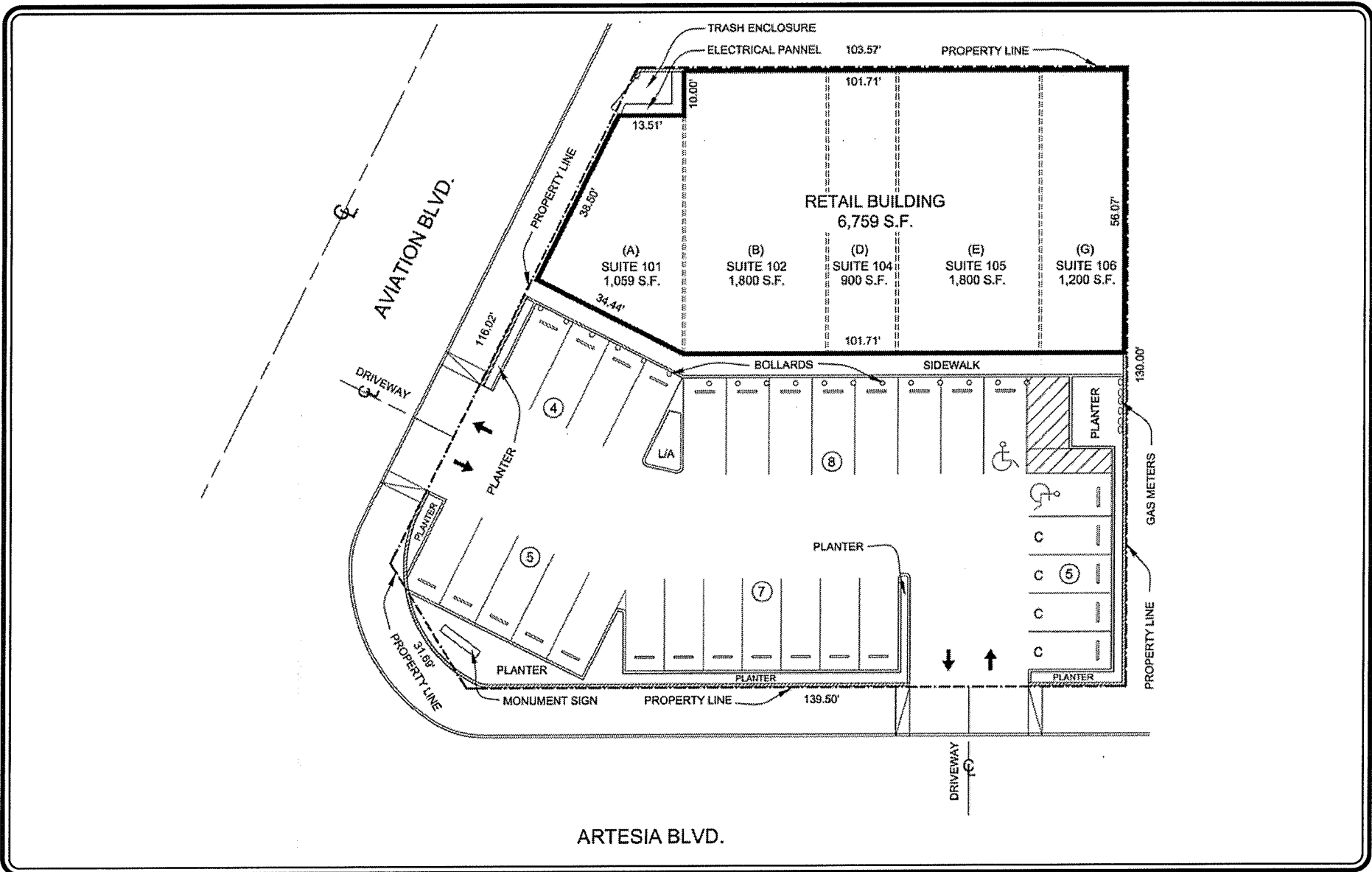


★ PROJECT SITE

NOT TO SCALE

FIGURE A VICINITY MAP

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NOT TO SCALE

SOURCE: WESTWOOD FINANCIAL CORP.

FIGURE B SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

AVIATION/ARTESIA SHOPPING CENTER

**Table A
WEEKDAY PARKING ACCUMULATION SURVEY [1]
OBSERVATION DAY: WEDNESDAY, OCTOBER 3, 2012**

SPACE TYPE	NO. OF SPACES	TIME OF SURVEY																			
		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM	
		OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
ON-SITE																					
ADA Accessible	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	0	0.0%
Compact	4	0	0.0%	0	0.0%	3	75.0%	3	75.0%	4	100.0%	4	100.0%	3	75.0%	2	50.0%	3	75.0%	3	75.0%
Standard	23	0	0.0%	1	4.3%	1	4.3%	5	21.7%	9	39.1%	10	43.5%	8	34.8%	11	47.8%	7	30.4%	10	43.5%
Total On-Site	29	0	0.0%	1	3.4%	4	13.8%	8	27.6%	13	44.8%	14	48.3%	11	37.9%	13	44.8%	11	37.9%	13	44.8%
ON-STREET ADJACENT																					
Artesia Boulevard near site	7	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
On-Street	7	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL SITE	29	0	0.0%	1	3.4%	4	13.8%	8	27.6%	13	44.8%	14	48.3%	11	37.9%	13	44.8%	11	37.9%	13	44.8%

SPACE TYPE	NO. OF SPACES	TIME OF SURVEY															
		6:00 PM		7:00 PM		8:00 PM											
		OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT										
ON-SITE																	
ADA Accessible	2	1	50.0%	1	50.0%	0	0.0%										
Compact	4	3	75.0%	3	75.0%	1	25.0%										
Standard	23	8	34.8%	9	39.1%	6	26.1%										
Total On-Site	29	12	41.4%	13	44.8%	7	24.1%										
ON-STREET ADJACENT																	
Artesia Boulevard near site	7	0	0.0%	0	0.0%	0	0.0%										
On-Street	7	0	0.0%	0	0.0%	0	0.0%										
TOTAL SITE	29	12	41.4%	13	44.8%	7	24.1%										

Notes:

- Surveys conducted by The Traffic Solution. Copies of the Parking Occupancy Study - Results worksheets from The Traffic Solution are attached.
- On-street parking adjacent to the site is not included in the parking supply but is included in the hourly parking demand if the motorist parked on-street and walked to the site. Please note that The Traffic Solution observed parked vehicles along the north side of Artesia Boulevard, east of Avialion Boulevard, but the vehicles were not related to the project site.

**Table B
WEEKDAY PARKING ACCUMULATION SURVEY [1]
OBSERVATION DAY: THURSDAY, OCTOBER 4, 2012**

SPACE TYPE	NO. OF SPACES	TIME OF SURVEY																			
		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM	
		OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
ON-SITE																					
ADA Accessible	2	0	0.0%	0	0.0%	0	0.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%
Compact	4	0	0.0%	0	0.0%	2	50.0%	3	75.0%	3	75.0%	3	75.0%	3	75.0%	3	75.0%	3	75.0%	3	75.0%
Standard	23	0	0.0%	1	4.3%	1	4.3%	5	21.7%	12	52.2%	9	39.1%	9	39.1%	8	34.8%	9	39.1%	7	30.4%
Total On-Site	29	0	0.0%	1	3.4%	3	10.3%	9	31.0%	16	55.2%	13	44.8%	13	44.8%	12	41.4%	13	44.8%	11	37.9%
ON-STREET ADJACENT																					
Artesia Boulevard near site	7	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
On-Street	7	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL SITE	29	0	0.0%	1	3.4%	3	10.3%	9	31.0%	16	55.2%	13	44.8%	13	44.8%	12	41.4%	13	44.8%	11	37.9%

SPACE TYPE	NO. OF SPACES	TIME OF SURVEY															
		6:00 PM		7:00 PM		8:00 PM											
		OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT										
ON-SITE																	
ADA Accessible	2	1	50.0%	0	0.0%	0	0.0%										
Compact	4	3	75.0%	3	75.0%	2	50.0%										
Standard	23	9	39.1%	8	34.8%	7	30.4%										
Total On-Site	29	13	44.8%	11	37.9%	9	31.0%										
ON-STREET ADJACENT																	
Artesia Boulevard near site	7	0	0.0%	0	0.0%	0	0.0%										
On-Street	7	0	0.0%	0	0.0%	0	0.0%										
TOTAL SITE	29	13	44.8%	11	37.9%	9	31.0%										

Notes:

- Surveys conducted by The Traffic Solution. Copies of the Parking Occupancy Study - Results worksheets from The Traffic Solution are attached.
- On-street parking adjacent to the site is not included in the parking supply but is included in the hourly parking demand if the motorist parked on-street and walked to the site. Please note that The Traffic Solution observed parked vehicles along the north side of Artesia Boulevard, east of Aviation Boulevard, but the vehicles were not related to the project site.

Table C-1
MEDICAL/DENTAL OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Medical/Dental Office				
Size	1.2 KSF				Shared Parking Demand
Peak Pkg Rate[2]	5.0 /KSF				
Weekday Pkg Rate[3]	5.0 /KSF				
Gross Spaces	6 Spaces				
Adjusted Gross Spaces[4]	1.00		6 Spaces		
	4 Visitor Spc.		2 Emp. Spc.		
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	4	60%	1	5
9:00 AM	90%	4	100%	2	6
10:00 AM	100%	4	100%	2	6
11:00 AM	100%	4	100%	2	6
12:00 PM	30%	1	100%	2	3
1:00 PM	90%	4	100%	2	6
2:00 PM	100%	4	100%	2	6
3:00 PM	100%	4	100%	2	6
4:00 PM	90%	4	100%	2	6
5:00 PM	80%	3	100%	2	5
6:00 PM	67%	3	67%	1	4
7:00 PM	30%	1	30%	1	2
8:00 PM	15%	1	15%	0	1
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

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

[2] City of Manhattan Beach Code parking requirements.

[3] Weekday parking rates based on the weekday parking demand ratios as summarized in Table 2-2 of the "Shared Parking" manual.

[4] If applicable, gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Table C-2
WEEKDAY SITE SURVEY/ULI SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Existing Shopping Center		Dental Office	Shared Parking Demand	Comparison With Existing Parking Supply 29 SP
Size/ Parking Rate	5,559 SF Occupied [2]		1,200 SF 5.0 /KSF		
Gross Spaces	Observed Hourly Parking Demand	20% Contingency Factor [3]	6 SP	Shared Parking Demand	Surplus/ (Deficiency)
Time of Day			No. of Spaces [4]		
6:00 AM			0	0	29 SP
7:00 AM			0	0	29 SP
8:00 AM	0	0	5	5	24 SP
9:00 AM	1	0	6	7	22 SP
10:00 AM	3	1	6	10	19 SP
11:00 AM	9	2	6	17	12 SP
12:00 PM	16	3	3	22	7 SP
1:00 PM	13	3	6	22	7 SP
2:00 PM	13	3	6	22	7 SP
3:00 PM	12	2	6	20	9 SP
4:00 PM	13	3	6	22	7 SP
5:00 PM	11	2	5	18	11 SP
6:00 PM	13	3	4	20	9 SP
7:00 PM	11	2	2	15	14 SP
8:00 PM	9	2	1	12	17 SP
9:00 PM			0	0	29 SP
10:00 PM			0	0	29 SP
11:00 PM			0	0	29 SP
12:00 AM			0	0	29 SP

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005, and the weekday site specific parking accumulation surveys conducted at the existing shopping center (refer to Tables A and B). Please note that the hourly peak parking demand used in this analysis was based on the data collected on Thursday, October 4, 2012.

[2] The Shopping Center hourly parking demand is based on the peak day of observations (i.e., Thursday, October 4, 2012). Please refer to Tables A and B.

[3] Shared parking demand for the proposed dental office use is based on the ULI parking profile data for medical-dental office. Please refer to Table C-1.

[4] A 20 percent (20%) contingency factor was applied for daily and season variations.

**Table D-1
RETAIL (SHOPPING CENTER) FOR PEAK DECEMBER
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]**

Month: Dec

Land Use	Shopping Center (Peak December)				
	Size	1.2 KSF			
Peak Pkg Rate[2]	5.0 /KSF				
Weekday Pkg Rate[3]	5.0 /KSF				
Gross Spaces	6 Spaces				
Adjusted Gross Spaces	1.00 6 Spaces				
	5 Guest Spc.		1 Emp. Spc.		
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Shared Parking Demand
6:00 AM	1%	0	10%	0	
7:00 AM	5%	0	15%	0	0
8:00 AM	15%	1	40%	0	1
9:00 AM	30%	2	75%	1	3
10:00 AM	55%	3	85%	1	4
11:00 AM	75%	4	95%	1	5
12:00 PM	90%	5	100%	1	6
1:00 PM	100%	5	100%	1	6
2:00 PM	100%	5	100%	1	6
3:00 PM	100%	5	100%	1	6
4:00 PM	95%	5	100%	1	6
5:00 PM	85%	4	95%	1	5
6:00 PM	80%	4	95%	1	5
7:00 PM	75%	4	95%	1	5
8:00 PM	65%	3	90%	1	4
9:00 PM	50%	3	75%	1	4
10:00 PM	30%	2	40%	0	2
11:00 PM	10%	1	15%	0	1
12:00 AM	0%	0	0%	0	0

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] City of Manhattan Beach Code parking requirements.
- [3] Weekday parking rates based on the weekday parking demand ratios as summarized in Table 2-2 of the "Shared Parking" manual.
- [4] If applicable, gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Table D-2
WEEKDAY SITE SURVEY/ULI SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Existing Shopping Center		Retail Uses	Shared Parking Demand	Comparison With Existing Parking Supply 29 SP
Size/ Parking Rate	5,559 SF Occupied [2]		1,200 SF 5.0 /KSF		
Gross Spaces	Observed Hourly Parking Demand	20% Contingency Factor [3]	6 SP	Shared Parking Demand	Surplus/ (Deficiency)
Time of Day			No. of Spaces [4]		
6:00 AM			0	0	29 SP
7:00 AM			0	0	29 SP
8:00 AM	0	0	1	1	28 SP
9:00 AM	1	0	3	4	25 SP
10:00 AM	3	1	4	8	21 SP
11:00 AM	9	2	5	16	13 SP
12:00 PM	16	3	6	25	4 SP
1:00 PM	13	3	6	22	7 SP
2:00 PM	13	3	6	22	7 SP
3:00 PM	12	2	6	20	9 SP
4:00 PM	13	3	6	22	7 SP
5:00 PM	11	2	5	18	11 SP
6:00 PM	13	3	5	21	8 SP
7:00 PM	11	2	5	18	11 SP
8:00 PM	9	2	4	15	14 SP
9:00 PM			4	4	25 SP
10:00 PM			2	2	27 SP
11:00 PM			1	1	28 SP
12:00 AM			0	0	29 SP

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005, and the weekday site specific parking accumulation surveys conducted at the existing shopping center (refer to Tables A and B). Please note that the hourly peak parking demand used in this analysis was based on the data collected on Thursday, October 4, 2012.

[2] The Shopping Center hourly parking demand is based on the peak day of observations (i.e., Thursday, October 4, 2012). Please refer to Tables A and B.

[3] Shared parking demand for the proposed retail uses is based on the ULI parking profile data for retail (shopping center). Please refer to Table D-1.

[4] A 20 percent (20%) contingency factor was applied for daily and season variations.

Table E-1
FOOD SERVICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Month: Dec

Land Use	Food and Beverage Sales/Service				
	Size	1.2 KSF			
Peak Pkg Rate[2]	5.0 /KSF				
Weekday Pkg Rate[3]	5.0 /KSF				
Gross Spaces	6 Spaces				
Adjusted Gross Spaces[4]	1.00		6 Spaces		
	5 Guest Spc.		1 Emp. Spc.		
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Shared Parking Demand
6:00 AM	5%	0	15%	0	0
7:00 AM	10%	1	20%	0	1
8:00 AM	20%	1	30%	0	1
9:00 AM	30%	2	40%	0	2
10:00 AM	55%	3	75%	1	4
11:00 AM	85%	4	100%	1	5
12:00 PM	100%	5	100%	1	6
1:00 PM	100%	5	100%	1	6
2:00 PM	90%	5	95%	1	6
3:00 PM	60%	3	70%	1	4
4:00 PM	55%	3	60%	1	4
5:00 PM	60%	3	70%	1	4
6:00 PM	85%	4	90%	1	5
7:00 PM	80%	4	90%	1	5
8:00 PM	50%	3	60%	1	4
9:00 PM	30%	2	40%	0	2
10:00 PM	20%	1	30%	0	1
11:00 PM	10%	1	20%	0	1
12:00 AM	5%	0	20%	0	0

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] City of Manhattan Beach Code parking requirements.
- [3] Weekday parking rates based on the weekday parking demand ratios as summarized in Table 2-2 of the "Shared Parking" manual. Please note that the hourly parking demand profile for Fast-Food Restaurant was utilized for the Food Service land use type.
- [4] If applicable, gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Table E-2
WEEKDAY SITE SURVEY/ULI SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Existing Shopping Center		Food Service Uses	Shared Parking Demand	Comparison With Existing Parking Supply 29 SP
Size/ Parking Rate	5,559 SF Occupied [2]		1,200 SF 5.0 /KSF		
Gross Spaces	Observed Hourly Parking Demand	20% Contingency Factor [3]	6 SP	Shared Parking Demand	Surplus/ (Deficiency)
Time of Day			No. of Spaces [4]		
6:00 AM			0	0	29 SP
7:00 AM			1	1	28 SP
8:00 AM	0	0	1	1	28 SP
9:00 AM	1	0	2	3	26 SP
10:00 AM	3	1	4	8	21 SP
11:00 AM	9	2	5	16	13 SP
12:00 PM	16	3	6	25	4 SP
1:00 PM	13	3	6	22	7 SP
2:00 PM	13	3	6	22	7 SP
3:00 PM	12	2	4	18	11 SP
4:00 PM	13	3	4	20	9 SP
5:00 PM	11	2	4	17	12 SP
6:00 PM	13	3	5	21	8 SP
7:00 PM	11	2	5	18	11 SP
8:00 PM	9	2	4	15	14 SP
9:00 PM			2	2	27 SP
10:00 PM			1	1	28 SP
11:00 PM			1	1	28 SP
12:00 AM			0	0	29 SP

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005, and the weekday site specific parking accumulation surveys conducted at the existing shopping center (refer to Tables A and B). Please note that the hourly peak parking demand used in this analysis was based on the data collected on Thursday, October 4, 2012.

[2] The Shopping Center hourly parking demand is based on the peak day of observations (i.e., Thursday, October 4, 2012). Please refer to Tables A and B.

[3] Shared parking demand for the food services uses is based on the ULI parking profile data for fast-food restaurant. Please refer to Table E-1.

[4] A 20 percent (20%) contingency factor was applied for daily and season variations.

Table F-1
PERSONAL SERVICES FOR PEAK DECEMBER
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Month: Dec

Land Use	Personal Services (Peak December)				
Size	1.2 KSF				Shared Parking Demand
Peak Pkg Rate[2]	3.333 /KSF				
Weekday Pkg Rate[3]	3.333 /KSF				
Gross Spaces	4 Spaces				
Adjusted Gross Spaces	1.00 4 Spaces				
	3 Guest Spc.		1 Emp. Spc.		
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	
6:00 AM	1%	0	10%	0	0
7:00 AM	5%	0	15%	0	0
8:00 AM	15%	0	40%	0	0
9:00 AM	30%	1	75%	1	2
10:00 AM	55%	2	85%	1	3
11:00 AM	75%	2	95%	1	3
12:00 PM	90%	3	100%	1	4
1:00 PM	100%	3	100%	1	4
2:00 PM	100%	3	100%	1	4
3:00 PM	100%	3	100%	1	4
4:00 PM	95%	3	100%	1	4
5:00 PM	85%	3	95%	1	4
6:00 PM	80%	2	95%	1	3
7:00 PM	75%	2	95%	1	3
8:00 PM	65%	2	90%	1	3
9:00 PM	50%	2	75%	1	3
10:00 PM	30%	1	40%	0	1
11:00 PM	10%	0	15%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] City of Manhattan Beach Code parking requirements.
- [3] Weekday parking rates based on the weekday parking demand ratios as summarized in Table 2-2 of the "Shared Parking" manual. Please note that the hourly parking demand profile for Shopping Center was utilized for the Personal Services land use type.
- [4] If applicable, gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Table F-2
WEEKDAY SITE SURVEY/ULI SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Existing Shopping Center		Personal Services Uses	Shared Parking Demand	Comparison With Existing Parking Supply 29 SP
	Size/ Parking Rate	5,559 SF Occupied [2]	1,200 SF 3.333 /KSF		
Gross Spaces	Observed Hourly Parking Demand	20% Contingency Factor [3]	4 SP No. of Spaces [4]	Shared Parking Demand	Surplus/ (Deficiency)
Time of Day					
6:00 AM			0	0	29 SP
7:00 AM			0	0	29 SP
8:00 AM	0	0	0	0	29 SP
9:00 AM	1	0	2	3	26 SP
10:00 AM	3	1	3	7	22 SP
11:00 AM	9	2	3	14	15 SP
12:00 PM	16	3	4	23	6 SP
1:00 PM	13	3	4	20	9 SP
2:00 PM	13	3	4	20	9 SP
3:00 PM	12	2	4	18	11 SP
4:00 PM	13	3	4	20	9 SP
5:00 PM	11	2	4	17	12 SP
6:00 PM	13	3	3	19	10 SP
7:00 PM	11	2	3	16	13 SP
8:00 PM	9	2	3	14	15 SP
9:00 PM			3	3	26 SP
10:00 PM			1	1	28 SP
11:00 PM			0	0	29 SP
12:00 AM			0	0	29 SP

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005, and the weekday site specific parking accumulation surveys conducted at the existing shopping center (refer to Tables A and B). Please note that the hourly peak parking demand used in this analysis was based on the data collected on Thursday, October 4, 2012.

[2] The Shopping Center hourly parking demand is based on the peak day of observations (i.e., Thursday, October 4, 2012). Please refer to Tables A and B.


[3] Shared parking demand for the personal services uses is based on the ULI parking profile data for shopping center. Please refer to Table F-1.

[4] A 20 percent (20%) contingency factor was applied for daily and season variations.

CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Eric Haaland, Associate Planner

FROM: Erik Zandvliet, Traffic Engineer 

DATE: February 6, 2013

**SUBJECT: Development Review-1751 Artesia Boulevard
Proposed Dental Office in Existing Shopping Center
Traffic Comments**

The following comments have been prepared to address traffic engineering concerns for the proposed dental office tenant use on the northeast corner of Artesia Boulevard and Aviation Boulevard based on the Master Application Form dated January 15, 2013 and Parking Analysis prepared by Linscott, Law & Greenspan Engineers, dated February 4, 2012. The existing 6,759 square foot shopping center currently has food sales, retail and personal service uses, with a proposed 1,200 square foot dental office in a vacant suite. The project site has 29 existing off-street parking spaces.

Traffic Impact Analysis

Based on the project description, the proposed dental office use would not generate significantly higher trip rates than the prior use of the tenant suite. Further, trip generation rates for dental office uses are comparable to shopping centers pursuant to Trip Generation, 5th Edition, published by the Institute of Transportation Engineers. Based on the City's Traffic Impact Guidelines, a Traffic Impact Analysis (TIA) is NOT required because the project would not generate more than 50 new trips in a peak hour.

Parking Analysis

Based on the Parking Analysis prepared by Linscott, Law and Greenspan Engineers, the Code required parking for the project site would be 34 spaces, which would exceed the parking supply by 5 spaces. The Parking Analysis calculated a shared parking demand of 22 spaces based on the sum of existing parking demand and proposed project. The Analysis further explained that a reduction in Code required parking of up to 15 percent may be requested when the site has more than one use, pursuant to MBMC Section 10.64.040. For this project site, application of the maximum "collective parking" reduction equals 29 spaces. The Analysis substantiates the requested reduction based on a survey of actual parking demand on two weekdays, with an additional 20% factor for seasonal variations.

It should be noted that the ITE Parking Generation Rates estimate an overall parking demand for the proposed uses of 28 spaces, as noted in the table below.

Parking Rate Comparison

Proposed Land Use	Size	Parking Generation, 3 rd Ed. Rate	ITE Parking Demand	City Code	Code Required Parking
Dental Office	1,200 sq. ft.	4.27 per 1,000 sq. ft.	5.12	5 per 1,000 sq.ft.	6
Existing Medical/Dental Office	1,800 sq. ft.	4.27 per 1,000 sq. ft.	7.69	5 per 1,000 sq.ft.	9
Retail Shopping Center	2,700 sq. ft.	3.16 per 1,000 sq. ft.	8.53	5 per 1,000 sq.ft.	13.5
Food Market/Sales	1,059 sq.ft.	5.5 per 1,000 sq.ft.	5.82	5 per 1,000 sq.ft.	5.30
Total Calculated Parking Demand (Rounded)			28		34
Shared Parking Demand (Observed Plus Proposed)			22		22
Net Difference between Calculated and Observed			+6		+12

The above parking rate comparison shows that the expected and code required parking demand is significantly higher than the proposed shared parking demand. While the parking supply may satisfy the current mix of tenants plus the proposed dental office, it may not meet the parking demand of different tenants on the same site. Therefore, it is important that any future change in tenants nullify the Use Permit and require a new parking analysis to determine the expected parking demand of the new mix of tenants. The first proposed Condition of Approval reflects this recommendation.

Proposed Conditions of Approval

1. Any changes to the current and proposed tenant uses on the site as described in the Use Permit application will be subject to the approval of the Community Development Director, who may require a supplemental parking study to determine the expected change in parking demand and whether sufficient parking will be provided. **(COA)**
2. The parking area shall remain unrestricted for all users during business hours. **(COA)**
3. Provide unobstructed triangle of sight visibility (5' x 15') adjacent to each driveway and behind the property line when exiting the parking areas without walls, columns or landscaping over 36 inches high, tree trunks excepted. (MBMC 10.64.150) **(COA)**
4. Provide unobstructed triangle of sight visibility (15' x 15') on the northeast corner of Artesia Boulevard and Aviation Boulevard as measured from the intersection of the southerly and westerly property line extensions without walls, columns or landscaping over 36 inches high, tree trunks excepted. (MBMC 3.40.010) **(COA and show on plans.)**
5. All outside lighting shall be directed away from the public right-of-way and shall minimize spill-over onto the sidewalks and street. Shields and directional lighting shall be used where necessary. **(COA)**
6. Disabled parking must comply with current standards. See CBC Chapter 11B, Div II and other ADA requirements. **(COA)**

COA – Condition of Approval

T:\Planning\Memo-1751 Artesia BI-dental office.doc

Eric Haaland

From: Erik Zandvliet <ezandvliet@willdan.com>
Sent: Monday, April 15, 2013 3:33 PM
To: Clare Look-Jaeger; Eric Haaland
Cc: K.C. Jaeger; Francesca Bravo; David Hidalgo; Erik Zandvliet
Subject: RE: Aviation/Artesia Shopping Center Parking Analysis

Eric and Clare,

I've reviewed the revised parking analysis and found it to be complete and the findings are acceptable. I have no corrections.

If you want to add the personal improvement services (1/250 sq.ft.), then I would be OK with an explanation that it would not exceed the retail use parking demand. (1/200 sq.ft).

Erik Zandvliet
City Traffic Engineer
City of Manhattan Beach

From: Clare Look-Jaeger [mailto:look-jaeger@llgengineers.com]
Sent: Monday, April 15, 2013 12:28 PM
To: Eric Haaland; Erik Zandvliet
Cc: K.C. Jaeger; Francesca Bravo; David Hidalgo
Subject: RE: Aviation/Artesia Shopping Center Parking Analysis

Hello Eric/Erik:

Please note that the parking rate for personal improvement services is 1 space per 250 SF (4/1,000) as compared to 1 space per 200 SF (5/1,000 SF) for medical/dental uses and 1 space per 300 SF (3.33/1,000 SF) for personal services.

Please confirm if any amendments are needed to the parking analysis or if what we have provided in the latest revision is adequate and the City's Staff Report can also reflect this other potential use.

Regards,
Clare & Team

Please note our new address below. Our phone and fax numbers are the same.

Clare M. Look-Jaeger, P.E.
Principal
look-jaeger@llgengineers.com

	Linscott, Law & Greenspan, Engineers 600 South Lake Avenue Suite 500 Pasadena, CA 91106 626.796.2322 T, Ext. 222 626.792.0941 F www.llgengineers.com
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Traffic isn't pretty, but for more than 45 years, we've made it work better.

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LLG Reference:

 Please consider the environment before printing this e-mail

From: David Hidalgo [<mailto:dhidalgo@dharc.com>]
Sent: Monday, April 15, 2013 9:47 AM
To: Eric Haaland; Erik Zandvliet; Clare Look-Jaeger
Cc: K.C. Jaeger; Francesca Bravo
Subject: Re: Aviation/Artesia Shopping Center Parking Analysis

I will inform our traffic engineer to coordinate with the city engineer to verify if these sepiciifc uses impact the revised parking analysis. (to include personal improvement services - personal trainers, yoga, pilates..)

Thank you,

David J. Hidalgo, AIA NCARB, CA, TX, AZ, GA, NV, FL, KS, CO, IN

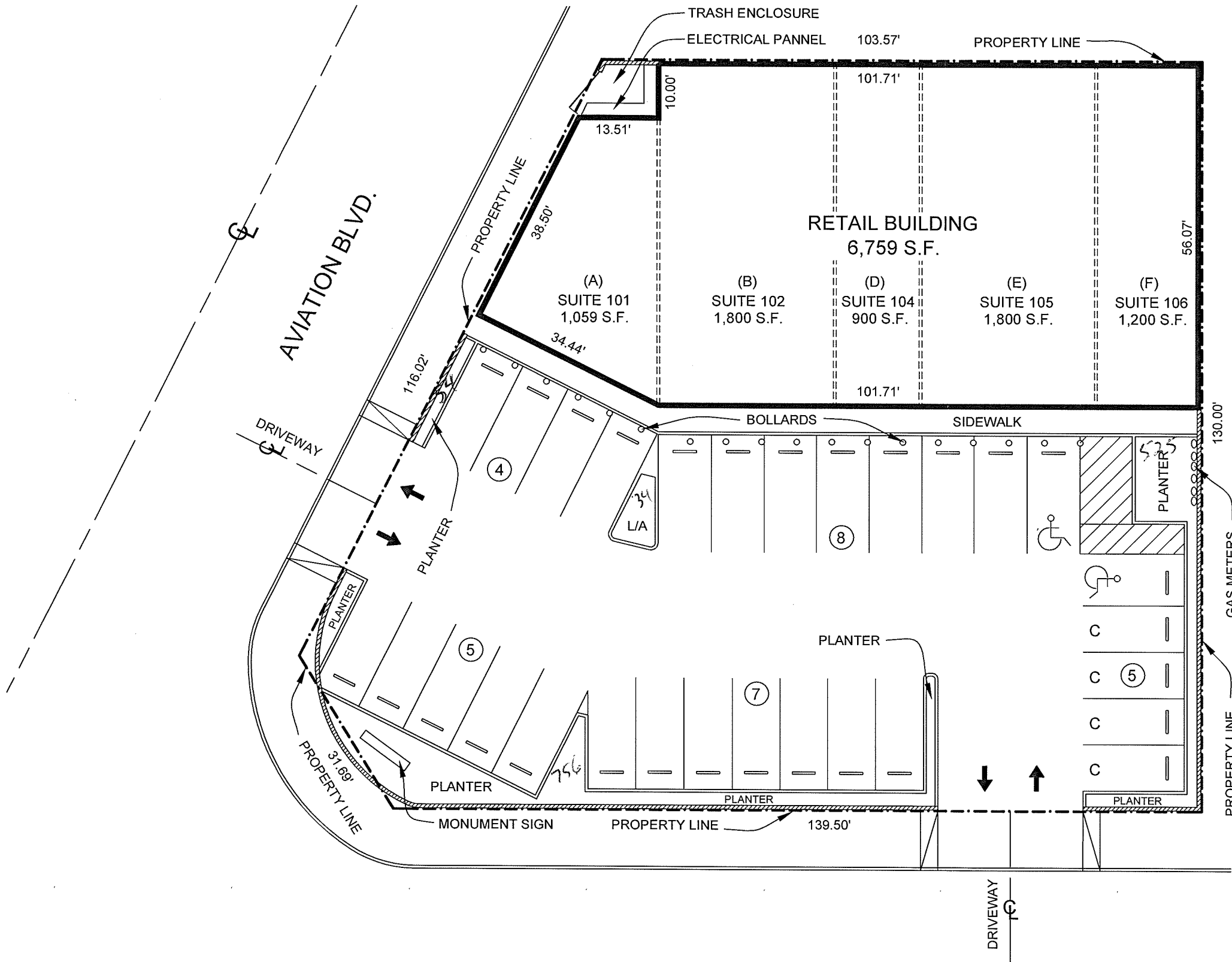
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E: dhidalgo@dharc.com



<http://www.davidhidalgoarchitects.com>

From: Eric Haaland <ehaaland@citymb.info>
Date: Friday, April 12, 2013 4:33 PM
To: David Hidalgo <dhidalgo@dharc.com>
Subject: RE: Aviation/Artesia Shopping Center Parking Analysis

I actually don't see an updated response from our traffic engineer which I will check on Tuesday. It occurs to me now that you didn't include personal improvement services (personal trainers, yoga, pilates... that tend to come out of the woodwork around here). That seems more useful than the personal services, which is the existing entitled use. I expect we're fine with the May 8th date, unless I hear from you otherwise by Tuesday.



COMMERCIAL PROJECT

1752 ARTESIA BLVD.
 SOUTHEAST CORNER OF ARTESIA BLVD. & AVIATION
 BLVD. MANHATTAN BEACH, CALIFORNIA 90266

LEGAL DESCRIPTION

LOTS 31, 32, 33, AND 34 OF BLOCK 108 OF REDONDO VILLA TRACT "B" IN THE CITY OF MANHATTAN BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11 PAGES 110 AND 111 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THOSE PORTIONS OF LOTS 31 AND 32 IN CLUDED WITHIN THE LINES OF THE LAND DESCRIBED AS PARCELS A AND B IN THE DEED TO THE CITY OF MANHATTAN BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECORDED ON MARCH 3, 1961 AS INSTURMENT NO. 3989, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALSO EXCEPT THEREFROM THE SOUTHERLY 20 FEET OF SAID LOTS 31, 32, 33, AND 34.

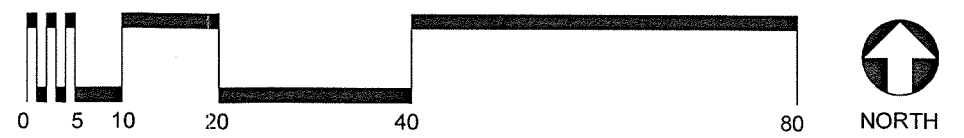
PROJECT TABULATION

AREA:	17,341 S.F. (.40 ACRE)
BUILDING AREA:	6,759 S.F.
EXISTING PARKING PROVIDED:	
STANDARD:	23 STALLS
COMPACT:	4 STALLS
HANDICAPPED:	2 STALLS
TOTAL:	29 STALLS

WESTWOOD FINANCIAL CORP.

11440 SAN VICENTE BLVD. SUITE 200
 LOS ANGELES, CALIFORNIA 90049
 310.820.5443

**EXHIBIT F
 PC MTG 5-8-13**



SITE PLAN

SCALE: 1" = 20'-0"

"EXHIBIT 2"