

MEMORANDUM

To: Chris Fahey
Haagen Company, LLC

Date: November 21, 2016

From: Clare M. Look-Jaeger, P.E. *CL-Jaeger* LLG Ref: 1-16-4195-1
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LLG, Engineers

Subject: **Redondo Shores Shopping Center Parking Assessment**
City of Redondo Beach, California

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to summarize the parking analysis associated with the Redondo Shores Shopping Center project located in the City of Redondo Beach, California. Haagen Company, LLC is currently considering the potential conversion of a vacant 3,800 square-foot retail suite on the first floor into a dental office. As such, this parking assessment has been prepared to evaluate existing parking conditions for the Redondo Shores Shopping Center and to determine the adequacy of the center's parking supply to meet the anticipated peak site-wide parking demand following the subject conversion and with 100% tenant occupancy of the center. The following sections provide a review of the following:

- A description of the existing site conditions, including a review of the existing site-wide parking supply;
- Off-street parking requirements applicable to the project site pursuant to the City of Redondo Beach Municipal Code, assuming all land uses as stand-alone uses;
- A summary of the existing weekday and weekend parking accumulation surveys conducted at the project site;
- A forecast of peak parking demand for the project site with 100% tenant occupancy utilizing the shared parking analysis methodologies (i.e., which account for the changes in parking demand that occur based on time of day for the various land use components); and
- A conclusion regarding adequacy of the parking supply to accommodate the forecast future peak parking demand.

Project Setting and Parking Supply

The Redondo Shores Shopping Center is located at 401-417 North Pacific Coast Highway in the City of Redondo Beach, California. The project site is bounded by Beryl Street to the north, Carnelian Street to the south, Pacific Coast Highway to the east, and Elena Avenue to the west. The site location and general vicinity are shown in the aerial photograph contained in *Figure 1*.



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FIGURE 1
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

REDONDO SHORES SHOPPING CENTER PROJECT

MAP SOURCE: GOOGLE EARTH

PROJECT SITE

EXISTING DRIVEWAY



NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

Based on information provided by Haagen Company representatives, the existing Redondo Shores Shopping Center provides 107,396 gross square feet (GSF) of building floor area with a mix of retail, restaurant, dental/medical office, and personal training/fitness land uses, as well as an associated surface parking lot and one level of subterranean parking. A total of 95,322 SF (88.8%) of the center is currently occupied while 12,074 SF (11.2%) is presently vacant.

The location of the parking areas are shown in **Figure 2A** for street level parking and **Figure 2B** for lower level parking. An independent inventory of the number of parking spaces for each area was conducted and documented in October 2016 by LLG Engineers. A summary of the existing parking inventory by level and by space type is provided in **Table 1**. As shown in **Table 1**, a total of 468 parking spaces (including 15 handicap accessible spaces) were provided at the time that the parking accumulation surveys were conducted. Therefore, this total is considered as the site's parking supply for purposes of this parking assessment.

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-wide or total development 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, if applicable. In this study, measurements were not taken to determine if the striped parking spaces meet local jurisdiction and federal government dimension requirements.

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 verifying and validating entry and exit transaction data for each parking facility access point or 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, 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.

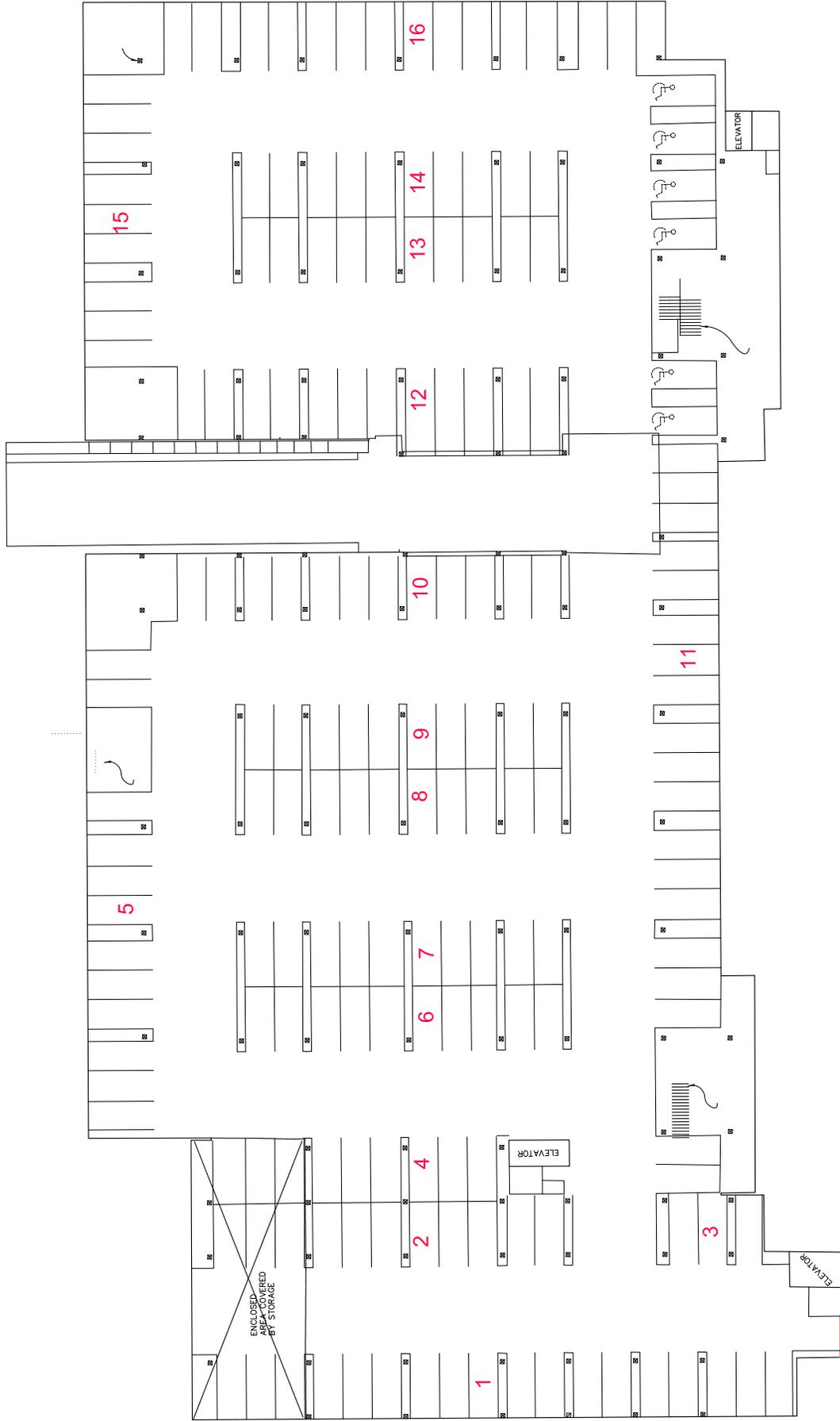


SOURCE: HAAGEN COMPANY, LLC
 XX = PARKING AISLE NUMBER



NOT TO SCALE

FIGURE 2A PARKING AREAS - STREET LEVEL



SOURCE: HAAGEN COMPANY, LLC
 XX = PARKING AISLE NUMBER



NOT TO SCALE

FIGURE 2B PARKING AREAS - LOWER LEVEL

Table 1
SUMMARY OF EXISTING PARKING INVENTORY [1]

AREA	SPACE TYPE					TOTAL
	STANDARD	ADA	TIME RESTRICTED	ELECTRIC VEHICLE	LOADING	
Surface Lot	258	9	22	0	3	292
Below Grade	167	6	0	3	0	176
Total						468

Note:
[1] Parking inventory conducted by LLG Engineers.

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, or for which parking facility entry and exit transaction data was evaluated.

City of Redondo Beach Code Parking Requirements

The City of Redondo Beach Municipal Code off-street parking requirements for commercial, industrial, and other non-residential land uses are set forth in Section 10-2.1706(a) of the Municipal Code. LLG obtained the current tenant occupancy and land use data for the Redondo Shores Shopping Center from Haagen Company representatives (i.e., occupancy data as of October 2016). This listing also contained the square footages associated with the tenant spaces/suites that are currently vacant. Appropriate assumptions were subsequently made with respect to future tenant occupancy in terms of land use so as to calculate the parking requirements for the Redondo Shores Shopping Center based on full occupancy. **Table 2** summarizes the parking requirements for the Center in accordance with the Municipal Code parking regulations. As shown, the Redondo Shores Shopping Center code parking requirement would total 542 spaces assuming full occupancy and utilization of all tenant spaces, including the applicant's current consideration to potentially convert one retail suite into a dental office as well as the re-occupancy of all remaining vacant spaces.

Thus, direct application of Municipal Code parking requirements to the project at full occupancy would result in a shortfall of 74 parking spaces. It is important to note that the above Code parking requirement calculations assume all tenants as stand-alone uses and therefore do not account for potential shared parking (i.e., joint use) between the shopping center's mix of land uses. Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the existing and proposed mixed-use characteristics of the Redondo Shores Shopping Center, opportunities to share parking now occur and can be expected to continue in the future. Furthermore, the City of Redondo Beach Municipal Code [Section 10-2.1706(d)] contains provisions which allow for the joint use (overlap) of parking spaces, subject to administrative review. The following sections summarize the corresponding technical analyses.

Table 2
SUMMARY OF CODE PARKING REQUIREMENTS [1]

Land Use	Size	Parking Rate [1]	Number of Code Required Spaces
<u>Existing/Occupied</u>			
Bank	3,621 GSF	1 Space/ 250 GSF	14
Medical/Dental Office	2,770 GSF	1 Space/ 150 GSF	18
Medical Office - Chiropractic	3,000 GSF	1 Space/ 300 GSF	10
Personal Improvement Service	4,830 GSF	[2]	17 [3]
Restaurant - Fast Food	3,966 GSF	1 Space/ 75 GSF	53
Restaurant - Sit Down	10,518 GSF	1 Space/ 50 GSF [4]	92
Restaurant - Take Out	1,300 GSF	1 Space/ 250 GSF	5
Retail	62,993 GSF	1 Space/ 250 GSF	252
Snack Shop	1,107 GSF	1 Space/ 250 GSF	4
Snack Shop > 12 Seats	<u>1,217</u> GSF	1 Space/ 100 GSF	<u>12</u>
Total	95,322 GSF		477
<u>Vacant/Proposed</u>			
Medical/Dental Office	3,800 GSF	1 Space/ 150 GSF	25
Personal Improvement Service	2,030 GSF	[2]	15 [5]
Retail	4,104 GSF	1 Space/ 250 GSF	16
Snack Shop	2,140 GSF	1 Space/ 250 GSF	9
Total	12,074 GSF		65
Total Number of Parking Spaces Required by Code			542

- [1] Source: City of Redondo Beach Municipal Code Section 10-2.1706 "Commercial, Industrial, and Other Non-Residential Parking Standards".
- [2] According to the Code, one parking space per employee plus one parking space per each two students are required for personal improvement service land use.
- [3] Based on information provided by the applicant, two tenants currently provide personal improvement services. One tenant accommodates up to 18 students and two employees, and that the other tenant accommodates up to nine students and one employee.
- [4] According to the Code, one parking space for every four seats, but not less than one space for every 50 square feet of gross floor area designated for seating, including aisles, are required for sit-down restaurant land use. Based on information provided by the applicant, a gross floor area of 4,607 square feet designated for seating has been utilized in the calculation of the number of required parking spaces.
- [5] Based on information provided by the applicant, one proposed tenant will provide personal improvement services and will accommodate up to 26 students and two employees.

Existing Site Parking Demand

Based on coordination with the project applicant and the City of Redondo Beach staff, parking accumulation surveys were conducted at the existing site to document on-site parking demand. These surveys were conducted by a traffic count subconsultant (The Traffic Solution) in hourly time increments from 8:00 AM to 8:00 PM over a total of four typical days in October 2016, including three weekdays and one weekend day (Saturday). All vehicles on-site were accounted for in the surveys, including any vehicles that were circulating, pulling into or out of parking stalls, as well as those vehicles parked in areas which were not formally striped. Summaries of the parking accumulation counts for the observations days are presented as follows:

- Tuesday, October 18, 2016. As indicated in **Table 3**, the peak demand for parking for the overall center on this observation day occurred at 12:00 PM when a total of 295 vehicles were parked (i.e., 63.0% occupancy). Thus, a total of 173 parking spaces was available during the highest peak hour of parking demand at the site during this observation day. Furthermore, it is determined that during other time periods of the day, a greater parking surplus (i.e., more than 173 spaces) was available.
- Thursday, October 20, 2016. As indicated in **Table 4**, the peak demand for parking for the overall center on this observation day occurred at 2:00 PM when a total of 298 vehicles were parked (i.e., 63.7% occupancy). Thus, a total of 170 parking spaces was available during the highest peak hour of parking demand at the site during this observation day. Furthermore, it is determined that during other time periods of the day, a greater parking surplus (i.e., more than 170 spaces) was available.
- Friday, October 21, 2016. As indicated in **Table 5**, the peak demand for parking for the overall center on this observation day occurred at 1:00 PM and 2:00 PM when a total of 357 vehicles were parked (i.e., 76.3% occupancy). Thus, a total of 111 parking spaces was available during the highest peak hour of parking demand at the site during this observation day. Furthermore, it is determined that during other time periods of the day, a greater parking surplus (i.e., more than 111 spaces) was available.
- Saturday, October 22, 2016. As indicated in **Table 6**, the peak demand for parking for the overall center on this observation day occurred at 1:00 PM when a total of 354 vehicles were parked (i.e., 75.6% occupancy). Thus, a total of 114 parking spaces was available during the highest peak hour of parking demand at the site during this observation day. Furthermore, it is determined that during other time periods of the day, a greater parking surplus (i.e., more than 114 spaces) was available. It should be noted that on this observation day, one tenant (i.e., a juice bar) hosted a grand opening where free samples were provided for customers. Therefore, the observed parking

Table 3
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: TUESDAY, OCTOBER 18, 2016

STREET LEVEL AREA	PARKING LOCATION	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	
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
1	- HC Spaces	2	0	0.0%	0	0.0%	0	0.0%	1	50.0%	1	50.0%	2	100.0%	2	100.0%	2	100.0%
	- Standard Spaces	26	1	3.8%	2	7.7%	8	30.8%	14	53.8%	16	61.5%	15	57.7%	15	57.7%	15	57.7%
2	- Standard Spaces	7	1	14.3%	3	42.9%	4	57.1%	5	71.4%	7	100.0%	7	100.0%	6	85.7%	5	71.4%
	- HC Spaces	1	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%
3	- Standard Spaces	14	4	28.6%	10	71.4%	11	78.6%	11	78.6%	12	85.7%	12	85.7%	12	85.7%	12	85.7%
	- Standard Spaces	16	3	18.8%	7	43.8%	11	68.8%	14	87.5%	15	93.8%	14	87.5%	12	75.0%	12	75.0%
5	- HC Spaces	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1	100.0%	1	100.0%
	- Standard Spaces	15	3	20.0%	6	40.0%	11	73.3%	12	80.0%	15	100.0%	12	80.0%	10	66.7%	11	73.3%
6	- HC Spaces	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1	100.0%	1	100.0%
	- Standard Spaces	12	2	16.7%	3	25.0%	6	50.0%	8	66.7%	10	83.3%	8	66.7%	7	58.3%	8	66.7%
7	- Standard Spaces	17	4	23.5%	7	41.2%	9	52.9%	10	58.8%	12	70.6%	10	58.8%	10	58.8%	15	88.2%
	- Standard Spaces	8	1	12.5%	2	25.0%	2	25.0%	5	62.5%	6	75.0%	10	125.0%	10	125.0%	8	100.0%
9	- Standard Spaces	8	3	37.5%	5	62.5%	6	75.0%	7	87.5%	7	87.5%	7	87.5%	5	62.5%	5	62.5%
	- Standard Spaces	17	4	23.5%	7	41.2%	9	52.9%	12	70.6%	15	88.2%	12	70.6%	10	58.8%	9	52.9%
11	- Standard Spaces	17	2	11.8%	4	23.5%	7	41.2%	10	58.8%	14	82.4%	10	58.8%	8	47.1%	9	52.9%
	- Standard Spaces	17	2	11.8%	4	23.5%	9	52.9%	12	70.6%	14	82.4%	11	64.7%	10	58.8%	9	52.9%
13	- Standard Spaces	16	2	12.5%	5	31.3%	8	50.0%	9	56.3%	9	56.3%	7	43.8%	7	43.8%	7	43.8%
	- Standard Spaces	13	3	23.1%	5	38.5%	8	61.5%	7	53.8%	5	38.5%	6	46.2%	7	53.8%	8	61.5%
15	- Standard Spaces	12	3	25.0%	6	50.0%	6	50.0%	5	41.7%	4	33.3%	5	41.7%	5	41.7%	5	41.7%
	- Standard Spaces	9	2	22.2%	4	44.4%	4	44.4%	5	55.6%	6	66.7%	5	55.6%	5	55.6%	5	55.6%
17	- Standard Spaces	8	1	12.5%	2	25.0%	4	50.0%	3	37.5%	2	25.0%	3	37.5%	3	37.5%	4	50.0%
	- Standard Spaces	19	4	21.1%	8	42.1%	10	52.6%	11	57.9%	11	57.9%	7	36.8%	5	26.3%	6	31.6%
19	- Standard Spaces	10	3	30.0%	5	50.0%	5	50.0%	4	40.0%	4	40.0%	4	40.0%	4	40.0%	4	40.0%
	- HC Spaces	4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	50.0%	2	50.0%	2	50.0%	1	25.0%
20	- Standard Spaces	22	5	22.7%	10	45.5%	12	54.5%	12	54.5%	11	50.0%	12	54.5%	15	68.2%	17	77.3%
	Subtotal Street Level	292	53	18.2%	105	36.0%	150	51.4%	178	61.0%	201	68.8%	184	63.0%	173	59.2%	180	61.6%

[1] The parking survey was conducted by The Traffic Solution.

Table 3 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: TUESDAY, OCTOBER 18, 2016

LOWER LEVEL AREA	PARKING LOCATION	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	
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
1	- Standard Spaces	15	7	46.7%	13	86.7%	14	93.3%	14	93.3%	14	93.3%	12	80.0%	10	66.7%	10	66.7%
2	- Standard Spaces	8	1	12.5%	2	25.0%	1	12.5%	2	25.0%	2	25.0%	3	37.5%	5	62.5%	5	62.5%
3	- Standard Spaces	3	1	33.3%	3	100.0%	2	66.7%	3	100.0%	3	100.0%	2	66.7%	1	33.3%	1	33.3%
4	- Standard Spaces	6	2	33.3%	4	66.7%	5	83.3%	5	83.3%	4	66.7%	5	83.3%	5	83.3%	5	83.3%
5	- Standard Spaces	12	3	25.0%	8	66.7%	8	66.7%	7	58.3%	7	58.3%	7	58.3%	5	41.7%	5	41.7%
6	- Standard Spaces	10	1	10.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%	2	20.0%	2	20.0%
7	- Standard Spaces	10	4	40.0%	7	70.0%	8	80.0%	8	80.0%	7	70.0%	7	70.0%	5	50.0%	5	50.0%
8	- Standard Spaces	10	1	10.0%	1	10.0%	2	20.0%	3	30.0%	3	30.0%	2	20.0%	1	10.0%	1	10.0%
9	- Standard Spaces	10	2	20.0%	5	50.0%	4	40.0%	4	40.0%	4	40.0%	4	40.0%	5	50.0%	6	60.0%
10	- Standard Spaces	12	1	8.3%	1	8.3%	3	25.0%	4	33.3%	4	33.3%	5	41.7%	5	41.7%	5	41.7%
11	- HC Spaces	6	0	0.0%	0	0.0%	0	0.0%	2	33.3%	2	33.3%	2	33.3%	2	33.3%	1	16.7%
	- Standard Spaces	19	3	15.8%	7	36.8%	10	52.6%	11	57.9%	11	57.9%	11	57.9%	10	52.6%	10	52.6%
12	- Standard Spaces	12	4	33.3%	6	50.0%	7	58.3%	7	58.3%	6	50.0%	7	58.3%	7	58.3%	7	58.3%
13	- Standard Spaces	9	2	22.2%	4	44.4%	9	100.0%	9	100.0%	9	100.0%	8	88.9%	7	77.8%	7	77.8%
14	- Standard Spaces	10	1	10.0%	1	10.0%	4	40.0%	4	40.0%	4	40.0%	4	40.0%	3	30.0%	1	10.0%
15	- Standard Spaces	10	0	0.0%	0	0.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%
16	- Standard Spaces	14	4	28.6%	6	42.9%	8	57.1%	7	50.0%	9	64.3%	8	57.1%	8	57.1%	8	57.1%
Subtotal Lower Level		176	37	21.0%	71	40.3%	89	50.6%	94	53.4%	94	53.4%	91	51.7%	81	46.0%	79	44.9%
TOTAL PARKING		468	90	19.2%	176	37.6%	239	51.1%	272	58.1%	295	63.0%	275	58.8%	254	54.3%	259	55.3%

[1] The parking survey was conducted by The Traffic Solution.

Table 3 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: TUESDAY, OCTOBER 18, 2016

STREET LEVEL AREA	PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY																							
			4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM															
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT		
1	- HC Spaces	2	1	50.0%	1	50.0%	1	50.0%	2	100.0%	1	50.0%	1	50.0%												
	- Standard Spaces	26	14	53.8%	14	53.8%	17	65.4%	17	65.4%	17	65.4%														
2	- Standard Spaces	7	4	57.1%	4	57.1%	4	57.1%	4	57.1%	4	57.1%	3	42.9%	3	42.9%										
	- HC Spaces	1	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%										
3	- Standard Spaces	14	12	85.7%	11	78.6%	12	85.7%	12	85.7%	12	85.7%	12	85.7%	12	85.7%										
	- Standard Spaces	16	14	87.5%	15	93.8%	15	93.8%	15	93.8%	15	93.8%	15	93.8%	15	93.8%										
5	- HC Spaces	1	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%										
	- Standard Spaces	15	12	80.0%	14	93.3%	14	93.3%	14	93.3%	14	93.3%	15	100.0%	15	100.0%										
6	- HC Spaces	1	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	0	0.0%	0	0.0%										
	- Standard Spaces	12	9	75.0%	10	83.3%	11	91.7%	11	91.7%	11	91.7%	12	100.0%	12	100.0%										
7	- Standard Spaces	17	15	88.2%	16	94.1%	15	88.2%	14	82.4%	14	82.4%	14	82.4%	12	70.6%										
	- Standard Spaces	8	5	62.5%	5	62.5%	5	62.5%	5	62.5%	5	62.5%	5	62.5%	5	62.5%										
9	- Standard Spaces	8	5	62.5%	5	62.5%	5	62.5%	5	62.5%	5	62.5%	4	50.0%	4	50.0%										
	- Standard Spaces	17	10	58.8%	12	70.6%	13	76.5%	14	82.4%	14	82.4%	14	82.4%	14	82.4%										
11	- Standard Spaces	17	10	58.8%	10	58.8%	12	70.6%	12	70.6%	12	70.6%	11	64.7%	11	64.7%										
	- Standard Spaces	17	7	41.2%	7	41.2%	10	58.8%	10	58.8%	10	58.8%	10	58.8%	10	58.8%										
13	- Standard Spaces	16	8	50.0%	9	56.3%	8	50.0%	8	50.0%	8	50.0%	6	37.5%	5	31.3%										
	- Standard Spaces	13	10	76.9%	11	84.6%	10	76.9%	10	76.9%	9	69.2%	9	69.2%	8	61.5%										
15	- Standard Spaces	12	5	41.7%	6	50.0%	5	41.7%	5	41.7%	5	41.7%	5	41.7%	4	33.3%										
	- Standard Spaces	9	5	55.6%	5	55.6%	4	44.4%	4	44.4%	3	33.3%	3	33.3%	3	33.3%										
17	- Standard Spaces	8	5	62.5%	5	62.5%	5	62.5%	5	62.5%	5	62.5%	2	25.0%	0	0.0%										
	- Standard Spaces	19	7	36.8%	8	42.1%	8	42.1%	8	42.1%	8	42.1%	8	42.1%	7	36.8%										
19	- Standard Spaces	10	4	40.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%										
	- HC Spaces	4	1	25.0%	1	25.0%	1	25.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%										
20	- Standard Spaces	22	18	81.8%	19	86.4%	18	81.8%	18	81.8%	18	81.8%	14	63.6%	12	54.5%										
	Subtotal Street Level	292	184	63.0%	194	66.4%	199	68.2%	186	63.7%	174	59.6%														

[1] The parking survey was conducted by The Traffic Solution.

Table 3 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: TUESDAY, OCTOBER 18, 2016

LOWER LEVEL AREA	PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY																							
			4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		PERCENT OCCUPIED													
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT		
1	- Standard Spaces	15	9	60.0%	7	46.7%	7	46.7%	7	46.7%	7	46.7%	7	46.7%	7	46.7%	7	46.7%	7	46.7%	7	46.7%	7	46.7%		
2	- Standard Spaces	8	4	50.0%	4	50.0%	3	37.5%	2	25.0%	2	25.0%	2	25.0%	2	25.0%	2	25.0%	2	25.0%	2	25.0%	2	25.0%		
3	- Standard Spaces	3	1	33.3%	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%		
4	- Standard Spaces	6	5	83.3%	5	83.3%	4	66.7%	4	66.7%	4	66.7%	4	66.7%	3	50.0%	3	50.0%	3	50.0%	3	50.0%	3	50.0%		
5	- Standard Spaces	12	4	33.3%	4	33.3%	3	25.0%	3	25.0%	3	25.0%	1	8.3%	1	8.3%	1	8.3%	1	8.3%	1	8.3%	1	8.3%		
6	- Standard Spaces	10	3	30.0%	4	40.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%		
7	- Standard Spaces	10	5	50.0%	6	60.0%	4	40.0%	4	40.0%	4	40.0%	2	20.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%		
8	- Standard Spaces	10	1	10.0%	1	10.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%		
9	- Standard Spaces	10	5	50.0%	5	50.0%	3	30.0%	3	30.0%	3	30.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%		
10	- Standard Spaces	12	5	41.7%	5	41.7%	5	41.7%	5	41.7%	5	41.7%	4	33.3%	3	25.0%	3	25.0%	3	25.0%	3	25.0%	3	25.0%		
11	- HC Spaces	6	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%		
	- Standard Spaces	19	9	47.4%	8	42.1%	8	42.1%	8	42.1%	8	42.1%	8	42.1%	8	42.1%	8	42.1%	8	42.1%	8	42.1%	8	42.1%		
12	- Standard Spaces	12	7	58.3%	6	50.0%	5	41.7%	5	41.7%	5	41.7%	5	41.7%	4	33.3%	4	33.3%	4	33.3%	4	33.3%	4	33.3%		
13	- Standard Spaces	9	8	88.9%	8	88.9%	7	77.8%	7	77.8%	7	77.8%	6	66.7%	5	55.6%	5	55.6%	5	55.6%	5	55.6%	5	55.6%		
14	- Standard Spaces	10	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%		
15	- Standard Spaces	10	1	10.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%		
16	- Standard Spaces	14	9	64.3%	9	64.3%	7	50.0%	7	50.0%	7	50.0%	4	28.6%	3	21.4%	3	21.4%	3	21.4%	3	21.4%	3	21.4%		
Subtotal Lower Level		176	79	44.9%	76	43.2%	65	36.9%	55	31.3%	47	26.7%	47	26.7%	47	26.7%	47	26.7%	47	26.7%	47	26.7%	47	26.7%		
TOTAL PARKING		468	263	56.2%	270	57.7%	264	56.4%	241	51.5%	221	47.2%	221	47.2%	221	47.2%	221	47.2%	221	47.2%	221	47.2%	221	47.2%		

[1] The parking survey was conducted by The Traffic Solution.

Table 4
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: THURSDAY, OCTOBER 20, 2016

STREET LEVEL AREA	PARKING LOCATION	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	
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
1	- HC Spaces	2	0	0.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%
	- Standard Spaces	26	2	7.7%	5	19.2%	8	30.8%	15	57.7%	20	76.9%	15	57.7%	9	34.6%	8	30.8%
2	- Standard Spaces	7	5	71.4%	4	57.1%	3	42.9%	4	57.1%	5	71.4%	5	71.4%	6	85.7%	6	85.7%
	- HC Spaces	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1	100.0%	1	100.0%
3	- Standard Spaces	14	9	64.3%	8	57.1%	7	50.0%	9	64.3%	11	78.6%	7	50.0%	7	50.0%	10	71.4%
	- Standard Spaces	16	9	56.3%	8	50.0%	7	43.8%	11	68.8%	14	87.5%	12	75.0%	10	62.5%	11	68.8%
5	- HC Spaces	1	0	0.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%
	- Standard Spaces	15	9	60.0%	10	66.7%	10	66.7%	11	73.3%	12	80.0%	12	80.0%	12	80.0%	12	80.0%
6	- HC Spaces	1	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	0	0.0%
	- Standard Spaces	12	5	41.7%	5	41.7%	6	50.0%	8	66.7%	9	75.0%	9	75.0%	9	75.0%	9	75.0%
7	- Standard Spaces	17	6	35.3%	7	41.2%	7	41.2%	11	64.7%	14	82.4%	12	70.6%	12	70.6%	12	70.6%
	- Standard Spaces	8	2	25.0%	4	50.0%	5	62.5%	4	50.0%	4	50.0%	3	37.5%	4	50.0%	4	50.0%
9	- Standard Spaces	8	3	37.5%	5	62.5%	6	75.0%	5	62.5%	6	75.0%	5	62.5%	5	62.5%	6	75.0%
	- Standard Spaces	17	2	11.8%	5	29.4%	7	41.2%	10	58.8%	12	70.6%	12	70.6%	12	70.6%	12	70.6%
11	- Standard Spaces	17	3	17.6%	5	29.4%	8	47.1%	8	47.1%	8	47.1%	8	47.1%	10	58.8%	12	70.6%
	- Standard Spaces	17	5	29.4%	5	29.4%	6	35.3%	9	52.9%	10	58.8%	10	58.8%	10	58.8%	10	58.8%
13	- Standard Spaces	16	6	37.5%	8	50.0%	9	56.3%	10	62.5%	11	68.8%	10	62.5%	10	62.5%	10	62.5%
	- Standard Spaces	13	4	30.8%	5	38.5%	7	53.8%	6	46.2%	5	38.5%	7	53.8%	8	61.5%	10	76.9%
15	- Standard Spaces	12	4	33.3%	5	41.7%	5	41.7%	5	41.7%	6	50.0%	5	41.7%	5	41.7%	5	41.7%
	- Standard Spaces	9	4	44.4%	5	55.6%	5	55.6%	5	55.6%	5	55.6%	5	55.6%	5	55.6%	6	66.7%
17	- Standard Spaces	8	2	25.0%	3	37.5%	3	37.5%	3	37.5%	3	37.5%	3	37.5%	5	62.5%	5	62.5%
	- Standard Spaces	19	7	36.8%	9	47.4%	10	52.6%	10	52.6%	9	47.4%	10	52.6%	10	52.6%	7	36.8%
19	- Standard Spaces	10	5	50.0%	5	50.0%	6	60.0%	7	70.0%	7	70.0%	7	70.0%	7	70.0%	5	50.0%
	- HC Spaces	4	0	0.0%	0	0.0%	0	0.0%	1	25.0%	1	25.0%	1	25.0%	2	50.0%	2	50.0%
20	- Standard Spaces	22	12	54.5%	11	50.0%	10	45.5%	12	54.5%	14	63.6%	17	77.3%	19	86.4%	18	81.8%
	Subtotal Street Level	292	104	35.6%	124	42.5%	137	46.9%	167	57.2%	186	63.7%	183	62.7%	181	62.0%	182	62.3%

[1] The parking survey was conducted by The Traffic Solution.

Table 4 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: THURSDAY, OCTOBER 20, 2016

LOWER LEVEL AREA	PARKING LOCATION	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	
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
1	- Standard Spaces	15	11	73.3%	13	86.7%	13	86.7%	13	86.7%	13	86.7%	14	93.3%	14	93.3%	10	66.7%
2	- Standard Spaces	8	2	25.0%	2	25.0%	1	12.5%	2	25.0%	2	25.0%	3	37.5%	5	62.5%	5	62.5%
3	- Standard Spaces	3	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%
4	- Standard Spaces	6	4	66.7%	5	83.3%	5	83.3%	5	83.3%	5	83.3%	5	83.3%	6	100.0%	4	66.7%
5	- Standard Spaces	12	5	41.7%	6	50.0%	7	58.3%	8	66.7%	9	75.0%	8	66.7%	7	58.3%	7	58.3%
6	- Standard Spaces	10	2	20.0%	3	30.0%	3	30.0%	4	40.0%	4	40.0%	4	40.0%	5	50.0%	6	60.0%
7	- Standard Spaces	10	5	50.0%	6	60.0%	6	60.0%	6	60.0%	6	60.0%	6	60.0%	7	70.0%	7	70.0%
8	- Standard Spaces	10	2	20.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%	4	40.0%	4	40.0%	3	30.0%
9	- Standard Spaces	10	3	30.0%	4	40.0%	5	50.0%	5	50.0%	5	50.0%	5	50.0%	7	70.0%	7	70.0%
10	- Standard Spaces	12	4	33.3%	5	41.7%	6	50.0%	7	58.3%	7	58.3%	7	58.3%	7	58.3%	5	41.7%
11	- HC Spaces	6	0	0.0%	0	0.0%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%
	- Standard Spaces	19	5	26.3%	7	36.8%	10	52.6%	11	57.9%	12	63.2%	12	63.2%	12	63.2%	12	63.2%
12	- Standard Spaces	12	4	33.3%	5	41.7%	6	50.0%	7	58.3%	9	75.0%	9	75.0%	9	75.0%	8	66.7%
13	- Standard Spaces	9	4	44.4%	4	44.4%	5	55.6%	7	77.8%	8	88.9%	8	88.9%	9	100.0%	8	88.9%
14	- Standard Spaces	10	1	10.0%	1	10.0%	3	30.0%	5	50.0%	6	60.0%	7	70.0%	8	80.0%	7	70.0%
15	- Standard Spaces	10	0	0.0%	0	0.0%	0	0.0%	1	10.0%	1	10.0%	3	30.0%	4	40.0%	3	30.0%
16	- Standard Spaces	14	4	28.6%	5	35.7%	9	64.3%	9	64.3%	8	57.1%	8	57.1%	8	57.1%	7	50.0%
Subtotal Lower Level		176	59	33.5%	86	48.9%	86	48.9%	97	55.1%	102	58.0%	111	63.1%	117	66.5%	101	57.4%
TOTAL PARKING		468	163	34.8%	223	47.6%	223	47.6%	264	56.4%	288	61.5%	294	62.8%	298	63.7%	283	60.5%

[1] The parking survey was conducted by The Traffic Solution.

Table 4 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: THURSDAY, OCTOBER 20, 2016

STREET LEVEL AREA	PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY											
			4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		PERCENT OCCUPIED	
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
1	- HC Spaces	2	1	50.0%	1	50.0%	1	50.0%	1	50.0%	0	0.0%		
	- Standard Spaces	26	8	30.8%	14	53.8%	17	65.4%	19	73.1%	18	69.2%		
2	- Standard Spaces	7	6	85.7%	5	71.4%	5	71.4%	6	85.7%	6	85.7%		
	- HC Spaces	1	1	100.0%	1	100.0%	1	100.0%	0	0.0%	0	0.0%		
3	- Standard Spaces	14	11	78.6%	12	85.7%	14	100.0%	14	100.0%	12	85.7%		
	- Standard Spaces	16	12	75.0%	14	87.5%	15	93.8%	16	100.0%	15	93.8%		
4	- HC Spaces	1	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%		
	- Standard Spaces	15	10	66.7%	15	100.0%	14	93.3%	15	100.0%	14	93.3%		
5	- HC Spaces	1	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%		
	- Standard Spaces	12	9	75.0%	12	100.0%	12	100.0%	12	100.0%	12	100.0%		
6	- Standard Spaces	17	14	82.4%	14	82.4%	14	82.4%	15	88.2%	14	82.4%		
	- Standard Spaces	8	3	37.5%	3	37.5%	8	100.0%	8	100.0%	7	87.5%		
7	- Standard Spaces	8	7	87.5%	6	75.0%	7	87.5%	8	100.0%	7	87.5%		
	- Standard Spaces	17	12	70.6%	14	82.4%	14	82.4%	14	82.4%	14	82.4%		
8	- Standard Spaces	17	7	41.2%	10	58.8%	12	70.6%	10	58.8%	10	58.8%		
	- Standard Spaces	17	10	58.8%	10	58.8%	11	64.7%	12	70.6%	11	64.7%		
9	- Standard Spaces	16	10	62.5%	10	62.5%	8	50.0%	8	50.0%	7	43.8%		
	- Standard Spaces	13	10	76.9%	10	76.9%	8	61.5%	10	76.9%	9	69.2%		
10	- Standard Spaces	12	6	50.0%	7	58.3%	7	58.3%	8	66.7%	7	58.3%		
	- Standard Spaces	9	6	66.7%	4	44.4%	5	55.6%	6	66.7%	5	55.6%		
11	- Standard Spaces	8	5	62.5%	5	62.5%	5	62.5%	5	62.5%	5	62.5%		
	- Standard Spaces	19	4	21.1%	4	21.1%	4	21.1%	5	26.3%	4	21.1%		
12	- Standard Spaces	10	3	30.0%	4	40.0%	5	50.0%	5	50.0%	5	50.0%		
	- HC Spaces	4	2	50.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%		
13	- Standard Spaces	22	17	77.3%	15	68.2%	12	54.5%	15	68.2%	15	68.2%		
	Subtotal Street Level	292	176	60.3%	193	66.1%	199	68.2%	212	72.6%	197	67.5%		

[1] The parking survey was conducted by The Traffic Solution.

Table 4 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: THURSDAY, OCTOBER 20, 2016

LOWER LEVEL AREA	PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY															
			4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		PERCENT OCCUPIED					
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT		
1	- Standard Spaces	15	6	40.0%	7	46.7%	5	33.3%	7	46.7%	7	46.7%	7	46.7%				
2	- Standard Spaces	8	6	75.0%	5	62.5%	4	50.0%	5	62.5%	4	50.0%	4	50.0%				
3	- Standard Spaces	3	3	100.0%	2	66.7%	1	33.3%	1	33.3%	1	33.3%	1	33.3%				
4	- Standard Spaces	6	1	16.7%	2	33.3%	2	33.3%	4	66.7%	3	50.0%	3	50.0%				
5	- Standard Spaces	12	6	50.0%	4	33.3%	2	16.7%	4	33.3%	4	33.3%	4	33.3%				
6	- Standard Spaces	10	3	30.0%	4	40.0%	5	50.0%	6	60.0%	5	50.0%	5	50.0%				
7	- Standard Spaces	10	6	60.0%	5	50.0%	5	50.0%	4	40.0%	4	40.0%	3	30.0%				
8	- Standard Spaces	10	2	20.0%	2	20.0%	1	10.0%	3	30.0%	2	20.0%	2	20.0%				
9	- Standard Spaces	10	6	60.0%	4	40.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%				
10	- Standard Spaces	12	3	25.0%	3	25.0%	3	25.0%	4	33.3%	4	33.3%	3	25.0%				
11	- HC Spaces	6	1	16.7%	1	16.7%	1	16.7%	0	0.0%	0	0.0%	0	0.0%				
	- Standard Spaces	19	12	63.2%	11	57.9%	10	52.6%	10	52.6%	10	52.6%	9	47.4%				
12	- Standard Spaces	12	7	58.3%	7	58.3%	7	58.3%	7	58.3%	7	58.3%	5	41.7%				
13	- Standard Spaces	9	7	77.8%	7	77.8%	7	77.8%	7	77.8%	7	77.8%	5	55.6%				
14	- Standard Spaces	10	5	50.0%	5	50.0%	4	40.0%	3	30.0%	3	30.0%	2	20.0%				
15	- Standard Spaces	10	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%				
16	- Standard Spaces	14	5	35.7%	5	35.7%	4	28.6%	2	14.3%	2	14.3%	2	14.3%				
Subtotal Lower Level		176	81	46.0%	76	43.2%	64	36.4%	70	39.8%	70	39.8%	58	33.0%				
TOTAL PARKING		468	257	54.9%	269	57.5%	263	56.2%	282	60.3%	282	60.3%	255	54.5%				

[1] The parking survey was conducted by The Traffic Solution.

Table 5
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: FRIDAY, OCTOBER 21, 2016

STREET LEVEL AREA	PARKING LOCATION	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	
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
1	- HC Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	1	50.0%	1	50.0%
	- Standard Spaces	26	2	7.7%	3	11.5%	8	30.8%	11	42.3%	17	65.4%	20	76.9%	20	76.9%	20	76.9%
2	- Standard Spaces	7	1	14.3%	1	14.3%	2	28.6%	3	42.9%	5	71.4%	6	85.7%	7	100.0%	7	100.0%
	- HC Spaces	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
3	- Standard Spaces	14	2	14.3%	5	35.7%	8	57.1%	11	78.6%	11	78.6%	10	71.4%	11	78.6%	12	85.7%
	- Standard Spaces	16	5	31.3%	9	56.3%	11	68.8%	16	100.0%	14	87.5%	15	93.8%	15	93.8%	16	100.0%
4	- HC Spaces	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1	100.0%
	- Standard Spaces	15	4	26.7%	8	53.3%	10	66.7%	14	93.3%	14	93.3%	14	93.3%	14	93.3%	14	93.3%
5	- HC Spaces	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1	100.0%
	- Standard Spaces	12	3	25.0%	5	41.7%	8	66.7%	10	83.3%	11	91.7%	12	100.0%	12	100.0%	12	100.0%
6	- Standard Spaces	17	7	41.2%	14	82.4%	14	82.4%	15	88.2%	16	94.1%	17	100.0%	17	100.0%	17	100.0%
	- Standard Spaces	8	2	25.0%	5	62.5%	7	87.5%	8	100.0%	8	100.0%	8	100.0%	8	100.0%	8	100.0%
7	- Standard Spaces	8	3	37.5%	5	62.5%	6	75.0%	7	87.5%	7	87.5%	8	100.0%	8	100.0%	8	100.0%
	- Standard Spaces	17	5	29.4%	8	47.1%	11	64.7%	14	82.4%	15	88.2%	15	88.2%	15	88.2%	15	88.2%
8	- Standard Spaces	17	4	23.5%	6	35.3%	9	52.9%	11	64.7%	14	82.4%	15	88.2%	15	88.2%	16	94.1%
	- Standard Spaces	17	3	17.6%	6	35.3%	10	58.8%	14	82.4%	14	82.4%	14	82.4%	14	82.4%	16	94.1%
9	- Standard Spaces	16	4	25.0%	7	43.8%	10	62.5%	11	68.8%	14	87.5%	16	100.0%	14	87.5%	12	75.0%
	- Standard Spaces	13	2	15.4%	4	30.8%	8	61.5%	10	76.9%	11	84.6%	13	100.0%	12	92.3%	10	76.9%
10	- Standard Spaces	12	2	16.7%	5	41.7%	5	41.7%	6	50.0%	6	50.0%	9	75.0%	9	75.0%	7	58.3%
	- Standard Spaces	9	1	11.1%	2	22.2%	4	44.4%	5	55.6%	6	66.7%	8	88.9%	8	88.9%	7	77.8%
11	- Standard Spaces	8	1	12.5%	3	37.5%	4	50.0%	4	50.0%	5	62.5%	7	87.5%	7	87.5%	7	87.5%
	- Standard Spaces	19	5	26.3%	11	57.9%	12	63.2%	14	73.7%	14	73.7%	14	73.7%	14	73.7%	10	52.6%
12	- Standard Spaces	10	2	20.0%	4	40.0%	5	50.0%	7	70.0%	7	70.0%	9	90.0%	9	90.0%	8	80.0%
	- HC Spaces	4	0	0.0%	0	0.0%	1	25.0%	1	25.0%	1	25.0%	2	50.0%	2	50.0%	2	50.0%
13	- Standard Spaces	22	4	18.2%	9	40.9%	14	63.6%	17	77.3%	17	77.3%	20	90.9%	20	90.9%	18	81.8%
	Subtotal Street Level	292	62	21.2%	120	41.1%	167	57.2%	209	71.6%	231	79.1%	255	87.3%	255	87.3%	246	84.2%

[1] The parking survey was conducted by The Traffic Solution.

Table 5 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: FRIDAY, OCTOBER 21, 2016

LOWER LEVEL AREA	PARKING LOCATION	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	
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
1	- Standard Spaces	15	8	53.3%	12	80.0%	11	73.3%	12	80.0%	11	73.3%	12	80.0%	10	66.7%	8	53.3%
2	- Standard Spaces	8	2	25.0%	0	0.0%	2	25.0%	4	50.0%	3	37.5%	2	25.0%	2	25.0%	4	50.0%
3	- Standard Spaces	3	1	33.3%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	2	66.7%
4	- Standard Spaces	6	3	50.0%	5	83.3%	5	83.3%	5	83.3%	4	66.7%	4	66.7%	4	66.7%	5	83.3%
5	- Standard Spaces	12	5	41.7%	9	75.0%	8	66.7%	7	58.3%	8	66.7%	8	66.7%	8	66.7%	7	58.3%
6	- Standard Spaces	10	2	20.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%
7	- Standard Spaces	10	2	20.0%	5	50.0%	4	40.0%	4	40.0%	5	50.0%	5	50.0%	5	50.0%	4	40.0%
8	- Standard Spaces	10	2	20.0%	4	40.0%	4	40.0%	4	40.0%	4	40.0%	4	40.0%	4	40.0%	4	40.0%
9	- Standard Spaces	10	3	30.0%	5	50.0%	4	40.0%	4	40.0%	4	40.0%	4	40.0%	3	30.0%	4	40.0%
10	- Standard Spaces	12	4	33.3%	6	50.0%	7	58.3%	7	58.3%	7	58.3%	7	58.3%	6	50.0%	5	41.7%
11	- HC Spaces	6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	16.7%	1	16.7%	1	16.7%	0	0.0%
	- Standard Spaces	19	11	57.9%	15	78.9%	15	78.9%	15	78.9%	15	78.9%	15	78.9%	15	78.9%	14	73.7%
12	- Standard Spaces	12	5	41.7%	8	66.7%	9	75.0%	9	75.0%	9	75.0%	10	83.3%	10	83.3%	8	66.7%
13	- Standard Spaces	9	3	33.3%	5	55.6%	7	77.8%	9	100.0%	9	100.0%	9	100.0%	9	100.0%	8	88.9%
14	- Standard Spaces	10	1	10.0%	2	20.0%	5	50.0%	7	70.0%	7	70.0%	7	70.0%	7	70.0%	7	70.0%
15	- Standard Spaces	10	0	0.0%	0	0.0%	1	10.0%	2	20.0%	2	20.0%	3	30.0%	3	30.0%	5	50.0%
16	- Standard Spaces	14	4	28.6%	7	50.0%	8	57.1%	8	57.1%	7	50.0%	7	50.0%	7	50.0%	9	64.3%
Subtotal Lower Level		176	56	31.8%	89	50.6%	97	55.1%	102	58.0%	104	59.1%	102	58.0%	102	58.0%	97	55.1%
TOTAL PARKING		468	118	25.2%	209	44.7%	264	56.4%	311	66.5%	335	71.6%	357	76.3%	357	76.3%	343	73.3%

[1] The parking survey was conducted by The Traffic Solution.

Table 5 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: FRIDAY, OCTOBER 21, 2016

STREET LEVEL AREA	PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY																							
			4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM															
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT		
1	- HC Spaces	2	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%										
	- Standard Spaces	26	20	76.9%	18	69.2%	17	65.4%	17	65.4%	15	57.7%														
2	- Standard Spaces	7	6	85.7%	6	85.7%	6	85.7%	6	85.7%	5	71.4%														
	- HC Spaces	1	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%														
3	- Standard Spaces	14	14	100.0%	14	100.0%	14	100.0%	13	92.9%	12	85.7%														
	- Standard Spaces	16	16	100.0%	16	100.0%	16	100.0%	16	100.0%	14	87.5%														
4	- HC Spaces	1	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%														
	- Standard Spaces	15	14	93.3%	15	100.0%	15	100.0%	14	93.3%	12	80.0%														
5	- HC Spaces	1	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%														
	- Standard Spaces	12	12	100.0%	11	91.7%	10	83.3%	10	83.3%	12	100.0%														
6	- Standard Spaces	17	17	100.0%	17	100.0%	17	100.0%	16	94.1%	14	82.4%														
	- Standard Spaces	8	7	87.5%	7	87.5%	6	75.0%	8	100.0%	7	87.5%														
7	- Standard Spaces	8	7	87.5%	7	87.5%	5	62.5%	6	75.0%	6	75.0%														
	- Standard Spaces	17	12	70.6%	12	70.6%	9	52.9%	13	76.5%	11	64.7%														
8	- Standard Spaces	17	16	94.1%	15	88.2%	15	88.2%	15	88.2%	15	88.2%														
	- Standard Spaces	17	17	100.0%	15	88.2%	12	70.6%	12	70.6%	10	58.8%														
9	- Standard Spaces	16	10	62.5%	14	87.5%	14	87.5%	10	62.5%	9	56.3%														
	- Standard Spaces	13	5	38.5%	7	53.8%	9	69.2%	6	46.2%	7	53.8%														
10	- Standard Spaces	12	6	50.0%	5	41.7%	4	33.3%	5	41.7%	5	41.7%														
	- Standard Spaces	9	5	55.6%	5	55.6%	5	55.6%	2	22.2%	3	33.3%														
11	- Standard Spaces	8	6	75.0%	7	87.5%	7	87.5%	5	62.5%	5	62.5%														
	- Standard Spaces	19	6	31.6%	7	36.8%	5	26.3%	2	10.5%	2	10.5%														
12	- Standard Spaces	10	8	80.0%	8	80.0%	6	60.0%	3	30.0%	4	40.0%														
	- HC Spaces	4	1	25.0%	1	25.0%	0	0.0%	1	25.0%	1	25.0%														
13	- Standard Spaces	22	15	68.2%	14	63.6%	14	63.6%	17	77.3%	15	68.2%														
	Subtotal Street Level	292	224	76.7%	225	77.1%	209	71.6%	200	68.5%	182	62.3%														

[1] The parking survey was conducted by The Traffic Solution.

Table 5 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: FRIDAY, OCTOBER 21, 2016

LOWER LEVEL AREA	PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY																							
			4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		PERCENT OCCUPIED		PERCENT OCCUPIED		PERCENT OCCUPIED		PERCENT OCCUPIED		PERCENT OCCUPIED		PERCENT OCCUPIED			
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT		
1	- Standard Spaces	15	5	33.3%	7	46.7%	7	46.7%	6	40.0%	5	33.3%														
2	- Standard Spaces	8	5	62.5%	7	87.5%	7	87.5%	4	50.0%	4	50.0%														
3	- Standard Spaces	3	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%														
4	- Standard Spaces	6	5	83.3%	4	66.7%	3	50.0%	2	33.3%	2	33.3%														
5	- Standard Spaces	12	7	58.3%	4	33.3%	1	8.3%	1	8.3%	1	8.3%														
6	- Standard Spaces	10	3	30.0%	4	40.0%	5	50.0%	5	50.0%	5	50.0%														
7	- Standard Spaces	10	4	40.0%	4	40.0%	4	40.0%	4	40.0%	4	40.0%														
8	- Standard Spaces	10	4	40.0%	3	30.0%	2	20.0%	0	0.0%	0	0.0%														
9	- Standard Spaces	10	5	50.0%	3	30.0%	2	20.0%	2	20.0%	2	20.0%														
10	- Standard Spaces	12	5	41.7%	5	41.7%	5	41.7%	5	41.7%	5	41.7%														
11	- HC Spaces	6	0	0.0%	0	0.0%	0	0.0%	1	16.7%	1	16.7%														
	- Standard Spaces	19	14	73.7%	11	57.9%	8	42.1%	8	42.1%	8	42.1%														
12	- Standard Spaces	12	7	58.3%	7	58.3%	7	58.3%	7	58.3%	7	58.3%														
13	- Standard Spaces	9	7	77.8%	5	55.6%	4	44.4%	4	44.4%	4	44.4%														
14	- Standard Spaces	10	6	60.0%	7	70.0%	6	60.0%	6	60.0%	6	60.0%														
15	- Standard Spaces	10	6	60.0%	5	50.0%	5	50.0%	3	30.0%	3	30.0%														
16	- Standard Spaces	14	9	64.3%	8	57.1%	8	57.1%	4	28.6%	4	28.6%														
Subtotal Lower Level		176	93	52.8%	85	48.3%	75	42.6%	64	36.4%	56	31.8%														
TOTAL PARKING		468	317	67.7%	310	66.2%	284	60.7%	264	56.4%	238	50.9%														

[1] The parking survey was conducted by The Traffic Solution.

Table 6
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: SATURDAY, OCTOBER 22, 2016

STREET LEVEL AREA	PARKING LOCATION	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	
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
1	- HC Spaces	2	0	0.0%	0	0.0%	0	0.0%	1	50.0%	2	100.0%	2	100.0%	1	50.0%	1	50.0%
	- Standard Spaces	26	3	11.5%	7	26.9%	13	50.0%	16	61.5%	22	84.6%	16	61.5%	21	80.8%	19	73.1%
2	- Standard Spaces	7	0	0.0%	1	14.3%	2	28.6%	4	57.1%	6	85.7%	6	85.7%	6	85.7%	6	85.7%
	- HC Spaces	1	0	0.0%	1	100.0%	0	0.0%	1	100.0%	0	0.0%	1	100.0%	0	0.0%	1	100.0%
3	- Standard Spaces	14	9	64.3%	10	71.4%	14	100.0%	11	78.6%	14	100.0%	14	100.0%	14	100.0%	14	100.0%
	- Standard Spaces	16	5	31.3%	11	68.8%	16	100.0%	12	75.0%	11	68.8%	15	93.8%	16	100.0%	16	100.0%
5	- HC Spaces	1	1	100.0%	0	0.0%	0	0.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	0	0.0%
	- Standard Spaces	15	5	33.3%	6	40.0%	9	60.0%	12	80.0%	13	86.7%	15	100.0%	15	100.0%	15	100.0%
6	- HC Spaces	1	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1	100.0%	1	100.0%	0	0.0%
	- Standard Spaces	12	3	25.0%	5	41.7%	8	66.7%	6	50.0%	8	66.7%	12	100.0%	12	100.0%	12	100.0%
7	- Standard Spaces	17	3	17.6%	7	41.2%	7	41.2%	17	100.0%	14	82.4%	16	94.1%	17	100.0%	17	100.0%
	- Standard Spaces	8	0	0.0%	5	62.5%	3	37.5%	6	75.0%	5	62.5%	7	87.5%	8	100.0%	7	87.5%
9	- Standard Spaces	8	2	25.0%	3	37.5%	5	62.5%	6	75.0%	6	75.0%	4	50.0%	8	100.0%	6	75.0%
	- Standard Spaces	17	3	17.6%	4	23.5%	10	58.8%	13	76.5%	13	76.5%	16	94.1%	17	100.0%	17	100.0%
11	- Standard Spaces	17	2	11.8%	8	47.1%	13	76.5%	15	88.2%	15	88.2%	15	88.2%	12	70.6%	17	100.0%
	- Standard Spaces	17	5	29.4%	8	47.1%	12	70.6%	14	82.4%	14	82.4%	15	88.2%	14	82.4%	14	82.4%
13	- Standard Spaces	16	7	43.8%	11	68.8%	15	93.8%	12	75.0%	15	93.8%	16	100.0%	12	75.0%	11	68.8%
	- Standard Spaces	13	6	46.2%	7	53.8%	13	100.0%	11	84.6%	13	100.0%	13	100.0%	12	92.3%	10	76.9%
15	- Standard Spaces	12	4	33.3%	9	75.0%	10	83.3%	9	75.0%	11	91.7%	9	75.0%	8	66.7%	8	66.7%
	- Standard Spaces	9	2	22.2%	5	55.6%	6	66.7%	6	66.7%	5	55.6%	8	88.9%	5	55.6%	8	88.9%
17	- Standard Spaces	8	0	0.0%	4	50.0%	6	75.0%	6	75.0%	7	87.5%	5	62.5%	4	50.0%	5	62.5%
	- Standard Spaces	19	8	42.1%	10	52.6%	14	73.7%	11	57.9%	15	78.9%	14	73.7%	13	68.4%	11	57.9%
19	- Standard Spaces	10	3	30.0%	4	40.0%	7	70.0%	6	60.0%	8	80.0%	5	50.0%	7	70.0%	6	60.0%
	- HC Spaces	4	0	0.0%	0	0.0%	2	50.0%	1	25.0%	3	75.0%	2	50.0%	1	25.0%	2	50.0%
20	- Standard Spaces	22	7	31.8%	12	54.5%	14	63.6%	13	59.1%	18	81.8%	17	77.3%	17	77.3%	20	90.9%
	Subtotal Street Level		78	26.7%	138	47.3%	199	68.2%	211	72.3%	237	81.2%	249	85.3%	242	82.9%	243	83.2%

[1] The parking survey was conducted by The Traffic Solution.

Table 6 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: SATURDAY, OCTOBER 22, 2016

LOWER LEVEL AREA	PARKING LOCATION	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	
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
1	- Standard Spaces	15	10	66.7%	12	80.0%	11	73.3%	13	86.7%	14	93.3%	14	93.3%	14	93.3%	10	66.7%
2	- Standard Spaces	8	2	25.0%	6	75.0%	6	75.0%	7	87.5%	8	100.0%	6	75.0%	4	50.0%	4	50.0%
3	- Standard Spaces	3	2	66.7%	2	66.7%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%
4	- Standard Spaces	6	4	66.7%	4	66.7%	4	66.7%	3	50.0%	5	83.3%	6	100.0%	4	66.7%	2	33.3%
5	- Standard Spaces	12	1	8.3%	1	8.3%	1	8.3%	4	33.3%	3	25.0%	5	41.7%	3	25.0%	3	25.0%
6	- Standard Spaces	10	3	30.0%	3	30.0%	4	40.0%	4	40.0%	4	40.0%	5	50.0%	8	80.0%	7	70.0%
7	- Standard Spaces	10	5	50.0%	5	50.0%	4	40.0%	5	50.0%	5	50.0%	7	70.0%	5	50.0%	4	40.0%
8	- Standard Spaces	10	3	30.0%	3	30.0%	3	30.0%	4	40.0%	5	50.0%	5	50.0%	4	40.0%	4	40.0%
9	- Standard Spaces	10	0	0.0%	0	0.0%	1	10.0%	2	20.0%	3	30.0%	3	30.0%	4	40.0%	5	50.0%
10	- Standard Spaces	12	2	16.7%	2	16.7%	5	41.7%	6	50.0%	6	50.0%	6	50.0%	7	58.3%	5	41.7%
11	- HC Spaces	6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	- Standard Spaces	19	7	36.8%	9	47.4%	12	63.2%	12	63.2%	14	73.7%	12	63.2%	12	63.2%	10	52.6%
12	- Standard Spaces	12	6	50.0%	8	66.7%	8	66.7%	8	66.7%	8	66.7%	7	58.3%	7	58.3%	6	50.0%
13	- Standard Spaces	9	3	33.3%	4	44.4%	5	55.6%	6	66.7%	6	66.7%	6	66.7%	5	55.6%	4	44.4%
14	- Standard Spaces	10	1	10.0%	3	30.0%	5	50.0%	5	50.0%	5	50.0%	5	50.0%	6	60.0%	6	60.0%
15	- Standard Spaces	10	1	10.0%	1	10.0%	1	10.0%	1	10.0%	1	10.0%	3	30.0%	3	30.0%	2	20.0%
16	- Standard Spaces	14	3	21.4%	3	21.4%	5	35.7%	5	35.7%	5	35.7%	7	50.0%	6	42.9%	8	57.1%
Subtotal Lower Level		176	53	30.1%	66	37.5%	78	44.3%	88	50.0%	99	56.3%	105	59.7%	94	53.4%	80	45.5%
TOTAL PARKING		468	131	28.0%	204	43.6%	277	59.2%	299	63.9%	336	71.8%	354	75.6%	336	71.8%	323	69.0%

[1] The parking survey was conducted by The Traffic Solution.

Table 6 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: SATURDAY, OCTOBER 22, 2016

STREET LEVEL AREA	PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY															
			4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		PERCENT					
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT				
1	- HC Spaces	2	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%				
	- Standard Spaces	26	19	73.1%	15	57.7%	13	50.0%	11	42.3%	10	38.5%						
2	- Standard Spaces	7	3	42.9%	7	100.0%	7	100.0%	3	42.9%	2	28.6%						
	- HC Spaces	1	0	0.0%	1	100.0%	1	100.0%	0	0.0%	0	0.0%						
3	- Standard Spaces	14	12	85.7%	14	100.0%	14	100.0%	12	85.7%	12	85.7%						
	- Standard Spaces	16	12	75.0%	15	93.8%	16	100.0%	14	87.5%	14	87.5%						
4	- HC Spaces	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%						
	- Standard Spaces	15	12	80.0%	13	86.7%	15	100.0%	13	86.7%	13	86.7%						
5	- HC Spaces	1	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%						
	- Standard Spaces	12	11	91.7%	12	100.0%	13	108.3%	9	75.0%	9	75.0%						
6	- Standard Spaces	17	15	88.2%	15	88.2%	16	94.1%	9	52.9%	9	52.9%						
	- Standard Spaces	8	7	87.5%	8	100.0%	6	75.0%	6	75.0%	6	75.0%						
7	- Standard Spaces	8	3	37.5%	7	87.5%	6	75.0%	2	25.0%	2	25.0%						
	- Standard Spaces	17	13	76.5%	17	100.0%	13	76.5%	5	29.4%	5	29.4%						
8	- Standard Spaces	17	11	64.7%	14	82.4%	10	58.8%	5	29.4%	5	29.4%						
	- Standard Spaces	17	12	70.6%	15	88.2%	8	47.1%	7	41.2%	6	35.3%						
9	- Standard Spaces	16	10	62.5%	5	31.3%	4	25.0%	8	50.0%	5	31.3%						
	- Standard Spaces	13	8	61.5%	6	46.2%	3	23.1%	4	30.8%	0	0.0%						
10	- Standard Spaces	12	8	66.7%	7	58.3%	4	33.3%	4	33.3%	3	25.0%						
	- Standard Spaces	9	5	55.6%	5	55.6%	3	33.3%	1	11.1%	1	11.1%						
11	- Standard Spaces	8	7	87.5%	5	62.5%	6	75.0%	4	50.0%	5	62.5%						
	- Standard Spaces	19	10	52.6%	4	21.1%	6	31.6%	4	21.1%	4	21.1%						
12	- Standard Spaces	10	4	40.0%	4	40.0%	3	30.0%	3	30.0%	2	20.0%						
	- HC Spaces	4	1	25.0%	1	25.0%	0	0.0%	2	50.0%	0	0.0%						
13	- Standard Spaces	22	19	86.4%	18	81.8%	11	50.0%	14	63.6%	12	54.5%						
	Subtotal Street Level	292	203	69.5%	209	71.6%	178	61.0%	140	47.9%	126	43.2%						

[1] The parking survey was conducted by The Traffic Solution.

Table 6 (Continued)
 PARKING ACCUMULATION SURVEY [1]
 SURVEY DATE: SATURDAY, OCTOBER 22, 2016

LOWER LEVEL AREA	PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY													
			4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		PERCENT OCCUPIED			
			OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
1	- Standard Spaces	15	11	73.3%	9	60.0%	7	46.7%	7	46.7%	6	40.0%				
2	- Standard Spaces	8	3	37.5%	2	25.0%	5	62.5%	3	37.5%	2	25.0%				
3	- Standard Spaces	3	3	100.0%	3	100.0%	3	100.0%	2	66.7%	2	66.7%				
4	- Standard Spaces	6	4	66.7%	4	66.7%	3	50.0%	4	66.7%	3	50.0%				
5	- Standard Spaces	12	2	16.7%	3	25.0%	3	25.0%	1	8.3%	2	16.7%				
6	- Standard Spaces	10	5	50.0%	5	50.0%	5	50.0%	5	50.0%	3	30.0%				
7	- Standard Spaces	10	5	50.0%	3	30.0%	3	30.0%	3	30.0%	3	30.0%				
8	- Standard Spaces	10	3	30.0%	1	10.0%	2	20.0%	1	10.0%	1	10.0%				
9	- Standard Spaces	10	2	20.0%	3	30.0%	2	20.0%	2	20.0%	1	10.0%				
10	- Standard Spaces	12	5	41.7%	6	50.0%	4	33.3%	2	16.7%	2	16.7%				
11	- HC Spaces	6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%				
	- Standard Spaces	19	13	68.4%	13	68.4%	11	57.9%	10	52.6%	9	47.4%				
12	- Standard Spaces	12	4	33.3%	3	25.0%	3	25.0%	2	16.7%	2	16.7%				
13	- Standard Spaces	9	4	44.4%	4	44.4%	3	33.3%	1	11.1%	0	0.0%				
14	- Standard Spaces	10	5	50.0%	4	40.0%	4	40.0%	2	20.0%	2	20.0%				
15	- Standard Spaces	10	2	20.0%	2	20.0%	2	20.0%	2	20.0%	2	20.0%				
16	- Standard Spaces	14	7	50.0%	7	50.0%	6	42.9%	7	50.0%	6	42.9%				
Subtotal Lower Level		176	78	44.3%	72	40.9%	66	37.5%	54	30.7%	46	26.1%				
TOTAL PARKING		468	281	60.0%	281	60.0%	244	52.1%	194	41.5%	172	36.8%				

[1] The parking survey was conducted by The Traffic Solution.

accumulation on this day would likely be higher than normal/typical conditions.

Based on the existing parking accumulation surveys, the highest single time period of parking demand during the four observation days occurred at 1:00 PM and 2:00 PM on Friday, October 21, 2016, when a total of 357 (76.3%) vehicles was observed parked at the site. When compared with the on-site parking supply of 468 spaces, a total of 111 parking spaces was available during the highest peak time period of observed parking demand at the site.

Shared Parking Methodology

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. As stated previously, accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the existing and proposed mixed-use characteristics of the Redondo Shores Shopping Center, opportunities to share parking now occur and can be expected to continue in the future. The objective of this shared parking analysis is to forecast the peak parking demand requirements for the center based on the combined demand patterns of different tenancy types 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. When uses share common parking footprints, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day for weekdays versus weekend days), rather than individual peak ratios as represented in the City of Redondo Beach Municipal Code. In that way, the shared parking approach starts from the City's own code ratios and results in the design level parking supply needs of a site or development. The analytical procedures for shared parking analyses are well documented in the current edition of the *Shared Parking*¹ manual.

Shared Parking Profiles

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to the currently vacant tenant spaces are based on profiles developed by the ULI and published in the *Shared Parking* manual. The ULI publication presents hourly parking demand profiles for many different land use categories and these hourly profiles are developed from field studies of single

¹ Urban Land Institute *Shared Parking* manual, 2nd Edition, 2005.

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 illustrates how, at other than peak parking demand times, an increasing surplus of spaces will service the overall needs of the development. These profiles of parking demand have been considered and used, by land use type, in this analysis.

In addition, the proposed hours of operation for the dental office use as well as the hours of operation and class size/schedule for the personal training/fitness use were reviewed and considered. Based on information provided by the project applicant, the proposed hours of operation for the dental office are Mondays to Fridays from 8:00 AM to 5:00 PM (closed on Saturdays and Sundays). The proposed hours of operation for the personal training/fitness use (which will replace the vacant tenant suite that was also previously occupied by a personal training/physical fitness use) are generally Mondays to Fridays from 5:00 AM to 9:00 PM and Saturdays/Sundays from 7:00 AM to 2:00 PM.

Shared Parking Analyses

The actual peak parking demands at the Redondo Shores Shopping Center are significantly lower than those expected through strict application of the City's current Code requirements. Therefore, it has been determined that the most appropriate methodology for forecasting future peak parking demand at the Redondo Shores Shopping Center (assuming full occupancy) would be to first utilize the actual parking demands (i.e., through the conduct of parking accumulation surveys), then add the forecast demand for all remaining vacant spaces using the shared parking methodology. Currently, the Redondo Shores Shopping Center has five vacant suites, including two retail suites, one snack shop/restaurant (i.e., to be occupied by Paris Baguette), one personal training/fitness suite (i.e., to be reoccupied by another personal training use), and the proposed dental office unit.

Utilization of the actual parking demand for the existing tenancies has been combined with the parking demand within the ULI shared parking model for the vacant floor areas. **Tables 7** and **8** present this approach assuming the envisioned future land uses from a Code perspective for the vacant tenant spaces. These analyses reflect the actual field-studied demands, the City code parking ratios for the vacant spaces and the application of the ULI time-of-day parking profiles for the vacant floor areas. **Table 7** summarizes the shared parking demand analysis for the weekday conditions while **Table 8** summarizes the weekend conditions. **Appendix Tables A-1** through **A-8** provide summaries of the weekday and weekend parking demand profiles categorized by land use.

Table 7
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Redondo Shores Shopping Center Project

Land Use	Existing Center	Retail	Restaurant Paris Baguette	Personal Training	Pacific Dental Office	Shared Parking Demand	Comparison w/ Parking Supply 468 Spaces Surplus (Deficiency)		
Size	95,322 KSF	4,104 KSF	2,140 KSF	2,030 KSF	3,800 KSF				
Peak Pkg Rate[2]		4.0 /KSF	4.0 /KSF	[4] /KSF	6.7 /KSF				
Weekday Pkg Rate[3]		3.6 /KSF	4.0 /KSF	[4] /KSF	6.7 /KSF				
Gross Spaces		15 Spc.	9 Spc.	15 Spc.	25 Spc.				
Adjusted Gross Spaces		15 Spc.	9 Spc.	15 Spc.	25 Spc.				
Time of Day	Existing Parking Demand	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces				
8:00 AM	163	3	2	15	20	203	265		
9:00 AM	209	6	2	15	23	255	213		
10:00 AM	264	11	5	15	25	320	148		
11:00 AM	311	13	8	15	25	372	96		
12:00 PM	335	14	9	15	13	386	82		
1:00 PM	357	15	9	11	23	415	53		
2:00 PM	357	14	8	11	25	415	53		
3:00 PM	343	14	6	11	25	399	69		
4:00 PM	317	14	5	12	23	371	97		
5:00 PM	310	14	6	15	22	367	101		
6:00 PM	284	14	8	15	16	337	131		
7:00 PM	282	14	7	15	7	325	143		
8:00 PM	255	13	5	15	4	292	176		

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.
- [3] Weekday parking rates reflect relationships between the weekday parking demand ratios and the peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.
- [4] Based on City code, one parking space per employee plus one parking space per two students are required for personal improvement services land use. The proposed tenant will provide personal training and can accommodate up to 26 students and two employees.

Table 8
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Redondo Shores Shopping Center Project

Land Use	Existing Center	Retail	Restaurant Paris Baguette	Personal Training	Pacific Dental Office	Shared Parking Demand	Comparison w/ Parking Supply 468 Spaces Surplus (Deficiency)		
Size	95,322 KSF	4,104 KSF	2,140 KSF	2,030 KSF	3,800 KSF				
Peak Pkg Rate[2]		4.0 /KSF	4.0 /KSF	[4] /KSF	6.7 /KSF				
Weekend Pkg Rate[3]		4.0 /KSF	3.7 /KSF	[4] /KSF	0.0 /KSF				
Gross Spaces		16 Spc.	8 Spc.	15 Spc.	0 Spc.				
Adjusted Gross Spaces		16 Spc.	8 Spc.	15 Spc.	0 Spc.				
Time of Day	Existing Parking Demand	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces				
8:00 AM	131	2	1	15	0	149	319		
9:00 AM	204	6	2	15	0	227	241		
10:00 AM	277	10	5	15	0	307	161		
11:00 AM	299	11	7	15	0	332	136		
12:00 PM	336	13	8	15	0	372	96		
1:00 PM	354	15	8	15	0	392	76		
2:00 PM	336	16	7	4	0	363	105		
3:00 PM	323	16	5	0	0	344	124		
4:00 PM	281	15	5	0	0	301	167		
5:00 PM	281	15	5	0	0	301	167		
6:00 PM	244	13	7	0	0	264	204		
7:00 PM	194	12	7	0	0	213	255		
8:00 PM	172	10	5	0	0	187	281		

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.
- [3] Weekend parking rates reflect relationships between the weekend parking demand ratios and the peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.
- [4] Based on City code, one parking space per employee plus one parking space per two students are required for personal improvement services land use. The proposed tenant will provide personal training and can accommodate up to 26 students and two employees.

Based on LLG's experience, the results presented in *Tables 7* and *8* represent the most pragmatic approach to likely future parking conditions. These results can be considered conservative because 1) for each hour the highest observed parking demand of the three surveyed weekdays were utilized to represent existing conditions; 2) one tenant (i.e., a juice bar) hosted a grand opening during the surveyed Saturday thereby likely resulting in a higher Saturday parking demand than normal/typical conditions; and 3) shopping centers of this nature typically experience an approximate five percent vacancy rate at any given time and this parking analysis reflects 100% full occupancy.

As shown in *Table 7*, the peak weekday shared parking demand for the Redondo Shores Shopping Center is forecast to occur at 1:00 PM and 2:00 PM when 415 spaces are forecast to be needed, assuming full occupancy of all tenant spaces. Thus, the existing site-wide parking supply of 468 spaces will be sufficient to meet the projected weekday site-wide parking demand, with a minimum 53-space parking surplus using the shared parking approach. During other time periods of the weekday conditions, a greater parking surplus (i.e., more than 53 spaces) is expected for the center, as shown in *Table 7*.

As shown in *Table 8*, the peak weekend shared parking demand for the Redondo Shores Shopping Center is forecast to occur at 1:00 PM on Saturday when 392 spaces are forecast to be needed, assuming full occupancy of all tenant spaces. Thus, the existing site-wide parking supply of 468 spaces will be sufficient to meet the projected weekend site-wide parking demand, with a minimum 76-space parking surplus using the shared parking approach. During other time periods of the weekend conditions, a greater parking surplus (i.e., more than 76 spaces) is expected for the center, as shown in *Table 8*.

Conclusions

Based on the above analyses, it can be concluded that Redondo Shores Shopping Center parking supply of 468 spaces is more than adequate to accommodate the forecast future weekday and weekend parking demands assuming full occupancy of all tenant spaces and including the proposed conversion of a 3,800 square-foot retail suite to a dental office use. A minimum parking surplus of 53 spaces are noted during the peak weekday conditions and a minimum parking surplus of 76 spaces are noted during the peak weekend conditions for the center.

These findings can be considered conservative because 1) for each hour the highest observed parking demand of the three surveyed weekdays were utilized to represent existing conditions; 2) one tenant (i.e., a juice bar) hosted a grand opening during the surveyed Saturday thereby likely resulting in a higher Saturday parking demand than normal/typical conditions; and 3) shopping centers of this nature typically experience



an approximate five percent vacancy rate at any given time and this parking analysis reflects 100% full occupancy.

We appreciate the opportunity to submit this analysis. Please call us at 626-796-2322 if you have any questions or comments.

APPENDIX

TABLES A-1 THROUGH A-8: WEEKDAY/WEEKEND PARKING DEMAND PROFILES FOR VACANT TENANT SPACES BY LAND USE

Appendix Table A-1

SHOPPING CENTER (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Redondo Shores Shopping Center Project

Land Use	Shopping Center (Typical Days)				
Size	4.104 KSF				Shared Parking Demand
Peak Pkg Rate[2]	4.0 /KSF				
Weekday Pkg Rate[3]	3.6 /KSF				
Gross Spaces	15 Spaces				
Adjusted Gross Spaces	1.00 15 Spaces				
	12 Guest Spc.		3 Emp. Spc.		
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	
8:00 AM	15%	2	40%	1	3
9:00 AM	35%	4	75%	2	6
10:00 AM	65%	8	85%	3	11
11:00 AM	85%	10	95%	3	13
12:00 PM	95%	11	100%	3	14
1:00 PM	100%	12	100%	3	15
2:00 PM	95%	11	100%	3	14
3:00 PM	90%	11	100%	3	14
4:00 PM	90%	11	100%	3	14
5:00 PM	95%	11	95%	3	14
6:00 PM	95%	11	95%	3	14
7:00 PM	95%	11	95%	3	14
8:00 PM	80%	10	90%	3	13

Notes:

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

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

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

Appendix Table A-2

SHOPPING CENTER (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Redondo Shores Shopping Center Project

Land Use	Shopping Center (Typical Days)				
Size	4.104 KSF				Shared Parking Demand
Peak Pkg Rate[2]	4.0 /KSF				
Weekend Pkg Rate[3]	4.0 /KSF				
Gross Spaces	16 Spaces				
Adjusted Gross Spaces	1.00		16 Spaces		
	13 Guest Spc.		3 Emp. Spc.		
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	
8:00 AM	10%	1	40%	1	2
9:00 AM	30%	4	75%	2	6
10:00 AM	50%	7	85%	3	10
11:00 AM	65%	8	95%	3	11
12:00 PM	80%	10	100%	3	13
1:00 PM	90%	12	100%	3	15
2:00 PM	100%	13	100%	3	16
3:00 PM	100%	13	100%	3	16
4:00 PM	95%	12	100%	3	15
5:00 PM	90%	12	95%	3	15
6:00 PM	80%	10	85%	3	13
7:00 PM	75%	10	80%	2	12
8:00 PM	65%	8	75%	2	10

Notes:

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

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

[3] Weekend parking rates reflect relationships between the weekend parking demand ratios and the peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-3

PARIS BAGUETTE RESTAURANT (FAST-FOOD)
 WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
 Redondo Shores Shopping Center Project

Land Use	Fast-Food Restaurant				Shared Parking Demand
Size	2.140 KSF				
Peak Pkg Rate[2]	4.0 /KSF				
Weekday Pkg Rate[3]	4.0 /KSF				
Gross Spaces	9 Spaces				
Adjusted Gross Spaces	1.00 8 Guest Spc.		1 Emp. Spc.		
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	
8:00 AM	20%	2	30%	0	2
9:00 AM	30%	2	40%	0	2
10:00 AM	55%	4	75%	1	5
11:00 AM	85%	7	100%	1	8
12:00 PM	100%	8	100%	1	9
1:00 PM	100%	8	100%	1	9
2:00 PM	90%	7	95%	1	8
3:00 PM	60%	5	70%	1	6
4:00 PM	55%	4	60%	1	5
5:00 PM	60%	5	70%	1	6
6:00 PM	85%	7	90%	1	8
7:00 PM	80%	6	90%	1	7
8:00 PM	50%	4	60%	1	5

Notes:

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

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

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

Appendix Table A-4

PARIS BAGUETTE RESTAURANT (FAST-FOOD)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Redondo Shores Shopping Center Project

Land Use	Fast-Food Restaurant				Shared Parking Demand	
Size	2.140 KSF					
Peak Pkg Rate[2]	4.0 /KSF					
Weekend Pkg Rate[3]	3.7 /KSF					
Gross Spaces	8 Spaces					
Adjusted Gross Spaces	1.00 8 Spaces					
	7 Guest Spc.		1 Emp. Spc.			
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces		
8:00 AM	20%	1	30%	0		1
9:00 AM	30%	2	40%	0		2
10:00 AM	55%	4	75%	1	5	
11:00 AM	85%	6	100%	1	7	
12:00 PM	100%	7	100%	1	8	
1:00 PM	100%	7	100%	1	8	
2:00 PM	90%	6	95%	1	7	
3:00 PM	60%	4	70%	1	5	
4:00 PM	55%	4	60%	1	5	
5:00 PM	60%	4	70%	1	5	
6:00 PM	85%	6	90%	1	7	
7:00 PM	80%	6	90%	1	7	
8:00 PM	50%	4	60%	1	5	

Notes:

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

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

[3] Weekend parking rates reflect relationships between the weekend parking demand ratios and the peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-5

PERSONAL TRAINING
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Redondo Shores Shopping Center Project

Land Use	Personal Training				
Size	2.030 KSF				Shared Parking Demand
Peak Pkg Rate[2]	[4] /KSF				
Weekday Pkg Rate[3]	[4] /KSF				
Gross Spaces	15 Spaces				
Adjusted Gross Spaces[4]	1.00 15 Spaces				
	13 Guest Spc.		2 Emp. Spc.		
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	
8:00 AM	100%	13	100%	2	15
9:00 AM	100%	13	100%	2	15
10:00 AM	100%	13	100%	2	15
11:00 AM	100%	13	100%	2	15
12:00 PM	100%	13	100%	2	15
1:00 PM	70%	9	75%	2	11
2:00 PM	70%	9	75%	2	11
3:00 PM	70%	9	75%	2	11
4:00 PM	80%	10	75%	2	12
5:00 PM	100%	13	100%	2	15
6:00 PM	100%	13	100%	2	15
7:00 PM	100%	13	100%	2	15
8:00 PM	100%	13	100%	2	15

Notes:

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

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

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

Appendix Table A-6

PERSONAL TRAINING
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Redondo Shores Shopping Center Project

Land Use	Personal Training				Shared Parking Demand
Size	2.030 KSF				
Peak Pkg Rate[2]	[4] /KSF				
Weekend Pkg Rate[3]	[4] /KSF				
Gross Spaces	15 Spaces				
Adjusted Gross Spaces[4]	1.00 15 Spaces				
	13 Guest Spc.		2 Emp. Spc.		
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	
8:00 AM	100%	13	100%	2	15
9:00 AM	100%	13	100%	2	15
10:00 AM	100%	13	100%	2	15
11:00 AM	100%	13	100%	2	15
12:00 PM	100%	13	100%	2	15
1:00 PM	100%	13	100%	2	15
2:00 PM	25%	3	50%	1	4
3:00 PM	0%	0	0%	0	0
4:00 PM	0%	0	0%	0	0
5:00 PM	0%	0	0%	0	0
6:00 PM	0%	0	0%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0

Notes:

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

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

[3] Weekend parking rates reflect relationships between the weekend parking demand ratios and the peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-7

MEDICAL/DENTAL OFFICE (PACIFIC DENTAL)
 WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
 Redondo Shores Shopping Center Project

Land Use	Medical/Dental Office				Shared Parking Demand
Size	3.800 KSF				
Peak Pkg Rate[2]	6.7 /KSF				
Weekday Pkg Rate[3]	6.7 /KSF				
Gross Spaces	25 Spaces				
Adjusted Gross Spaces[4]	1.00		25 Spaces		
	17 Visitor Spc.		8 Emp. Spc.		
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	
8:00 AM	90%	15	60%	5	20
9:00 AM	90%	15	100%	8	23
10:00 AM	100%	17	100%	8	25
11:00 AM	100%	17	100%	8	25
12:00 PM	30%	5	100%	8	13
1:00 PM	90%	15	100%	8	23
2:00 PM	100%	17	100%	8	25
3:00 PM	100%	17	100%	8	25
4:00 PM	90%	15	100%	8	23
5:00 PM	80%	14	100%	8	22
6:00 PM	67%	11	67%	5	16
7:00 PM	30%	5	30%	2	7
8:00 PM	15%	3	15%	1	4

Notes:

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

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

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

Appendix Table A-8

MEDICAL/DENTAL OFFICE (PACIFIC DENTAL)
 WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
 Redondo Shores Shopping Center Project

Land Use	Medical/Dental Office				Shared Parking Demand
Size	3.800 KSF				
Peak Pkg Rate[2]	6.7 /KSF				
Weekend Pkg Rate[3]	0.0 /KSF				
Gross Spaces	0 Spaces				
Adjusted Gross Spaces[4]	1.00 0 Spaces				
	0 Visitor Spc.		0 Emp. Spc.		
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	
8:00 AM	90%	0	60%	0	0
9:00 AM	90%	0	100%	0	0
10:00 AM	100%	0	100%	0	0
11:00 AM	100%	0	100%	0	0
12:00 PM	30%	0	100%	0	0
1:00 PM	0%	0	0%	0	0
2:00 PM	0%	0	0%	0	0
3:00 PM	0%	0	0%	0	0
4:00 PM	0%	0	0%	0	0
5:00 PM	0%	0	0%	0	0
6:00 PM	0%	0	0%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0

Notes:

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

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

[3] The proposed dental office will not be opened on weekends.