

MEMORANDUM

To:	Dustin Peterson The Athens Group	Date:	February 7, 2019
From:	David S. Shender, P.E. Linscott, Law & Greenspan, Engineers	LLG Ref:	5-15-0178-1
Subject:	Parking Analysis of the Proposed Miramar Hotel Redevelopment City of Santa Monica, California		

As requested, Linscott, Law & Greenspan, Engineers (LLG) has prepared this parking analysis for the proposed Miramar Hotel Redevelopment project (the "Project") located in the City of Santa Monica. The Project site consists of two parcels: The Main Parcel located on the block bounded by Wilshire Boulevard to the south, California Avenue to the north, Ocean Avenue to the west, and 2nd Street to the east; and the Second Street Parcel located across Second Street from the Main Parcel.

Specific uses for the Miramar Hotel Redevelopment project are as follows:

- 312 hotel guestrooms;
- Up to 60 residential units¹;
- 6,600 square feet of retail;
- 12,500 square feet of spa;
- 13,000 square feet of meeting room/function space; and
- 19,728 square feet of indoor and outdoor restaurant/lounge space
 - 11,355 square feet of indoor customer serving restaurant/lounge space
 - 8,373 square feet of outdoor customer serving restaurant/lounge space.

In considering the appropriate amount of on-site parking for the Project, LLG has considered (i) the rates set forth in the Zoning Ordinance updates as part of the Downtown Community Plan, (ii) Coastal Commission parking requirements for residential projects in the Coastal Zone, (iii) a shared parking demand assessment performed in a manner consistent with the Urban Land Institutes' *Shared Parking* manual, (iv) parking demand information about two comparable luxury hotel projects in the region, and (v) parking supply information about comparable luxury residential projects in the region.

The goal is for the Project's proposed parking supply to be appropriately sized so as not to encourage unnecessary travel by private automobile, but also adequately accommodate surges in parking demand related to special events, and therefore not adversely affect existing on-street and off-street public parking in the local area.

¹ All residential units assumed to contain two or more bedrooms.

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In total, the Applicant has proposed that 477 parked vehicles be accommodated on-site. If necessary, to accommodate peak parking demand, an additional 60 vehicles can be accommodated through use of parking spaces across from the Project site at 120 Wilshire Boulevard. Parking for the Project would be provided as follows:

- 428 striped parking spaces on-site;
- 49 additional vehicles accommodated on-site in drive aisles by valet parking attendants; and
- 60 parking spaces available at 120 Wilshire Boulevard during weekday evenings and on weekends.

The Second Street Parcel (currently used for hotel parking) will be developed with an affordable housing project with its own on-site and below-grade parking.

Downtown Community Plan

In 2017, the City of Santa Monica adopted the Downtown Community Plan. As part of this process, the City amended the Zoning Ordinance to create parking rates for the Downtown (the “Downtown Rates”). The off-street parking rates for development projects in the Downtown differ from the previous Code parking in three important aspects:

- Overall parking rates are generally reduced for individual land uses, recognizing that more trips in Downtown Santa Monica are made by the non-private automobile such as by walking, biking, taxi/limousine, shared ride services (e.g., Uber/Lyft), etc.
- The Zoning Ordinance further reduces the parking rates for ancillary uses within Downtown hotels (e.g., retail, restaurants, spa services), recognizing that many patrons of these services are hotel guests. A 50% reduction in parking rates for ancillary uses within hotels is required under the provision.
- Within the Downtown Community Plan area, there is no minimum parking requirement; instead a maximum number of allowable parking spaces is provided per the Santa Monica Zoning Ordinance.

The City of Santa Monica Municipal Code (Table 9.28.060) provides the off-street parking requirements for development projects. *Table 1* below provides the calculation of parking for the Project based on the off-street parking rates provided in the Zoning Ordinance for the Downtown.

**Table 1
 Downtown Parking Calculation
 Miramar Hotel Redevelopment**

Use	Size	Downtown Rate	No. of Spaces	Proposed Supply
Retail	6,600 s.f.	1 sp./300 s.f. x 50%	11	11
Spa	12,500 s.f.	1 sp./300 s.f. x 50%	21	21
Meeting Room	13,000 s.f.	1 sp./250 s.f.	52	52
Restaurant/Lounge (indoor)	11,355 s.f.	1 sp./300 s.f. x 50%	19	19
Restaurant/Lounge (outdoor)	8,373 s.f.	1 sp./300 s.f. x 50%	14	14
Hotel	312 rooms	1 sp./2 rooms	156	156
Subtotal Hotel Only			273	273
Residential	60 units	1 sp./unit (residents)	60	120
		1 sp./15 units (guests)	4	15
Subtotal Residential Only			64	135
Subtotal (Before Buffer)			337	408
5% Buffer			17	20
Total Permitted Maximum			354	428

As shown on *Table 1*, the total parking spaces for the Project based on the Downtown Rates would be 354 spaces (including a Citywide standard 5% buffer, which LLG also recommends). However, the Project's location adjacent to residential uses and in the Coastal Zone compel a site-specific assessment to ensure the Project will not adversely affect existing on-street and off-street public parking in the local area. Thus, the proposed supply of 428 striped parking spaces on-site exceeds the Downtown Rates by an additional 74 spaces.

Per the City code, the Downtown Rates for Multiple-Unit Dwelling Unit with 2 or more bedrooms are 1 space/unit for residents and 1 space/15 units for their guests. However, the Project anticipates the parking demand for each unit will exceed the

code parking rate based on the mix of the residential units and the Project's location on the periphery of the Downtown in the Coastal Zone. Moreover, LLG understands area residents have commented that it is critical for the Project to accommodate all of its parking on-site and not to generate spill-over parking impacts in the area.

In lieu of the Downtown Rates, the Project proposes to provide 2 spaces/unit for residents, and 1 space/4 units for residential guests, plus a 5% "buffer" factor. The ratio of 2 spaces/unit for residents is consistent with the City's parking requirements for residential projects located in the "Citywide" district per the City code and with the Coastal Commission's *Regional Interpretive Guidelines, South Coast Region Los Angeles County*. The proposed rate of 1 space/4 units for residential guest parking is also consistent with the Coastal Commission's *Regional Interpretive Guidelines, South Coast Region Los Angeles County* and similar to the Citywide rate of 1 space/5 units for residential guest parking.

Although the Project site is located in the Downtown Community Plan Area, use of the Citywide parking rates for the residential component is more appropriate for the Project given the Project's location and anticipated unit mix. The Citywide parking rates were adopted by the City Council in July 2015 as part of a comprehensive Zoning Ordinance Update. In conjunction with the Zoning Ordinance Update, the City conducted extensive review and research with respect to appropriate parking rates to apply to new development projects. Part of this effort included retention of the planning firm Nelson Nygaard to provide recommendations to the City with respect to parking demand rates.

Nelson Nygaard issued a draft report in January 2013² (the "Nelson Nygaard report") containing the following:

- A literature review of parking ordinances in other areas similar to the City of Santa Monica, including within the Coastal Zone;
- Analysis of census tract data with respect to vehicle ownership within the City of Santa Monica, including census tracts within the Coastal Zone;
- A review of empirical parking demand data that had been recently collected in the City of Santa Monica; and
- Recommendations for updated parking rates for development projects based on their study of this information.

² *Parking Zoning Ordinance Update – Draft Report*, Nelson Nygaard, January 2013.

On page 3-9 of the Nelson Nygaard report, it states: “Residential parking requirements have been recommended to reflect actual parking demand... As Census data shows in Chapter 1, household vehicle ownership rates can vary considerably from 0.86 to 2.68 vehicles per household... Given this wide variety in demands, residential developers should be able to construct the amount necessary to meet the anticipated parking demand.” Accordingly, the Project proposes to provide 2 spaces/unit for residents (and 1 space/4 units for guests) in order to ensure the Project provides adequate parking for its residential uses, which is both important to avoid parking impacts in the nearby residential areas and to ensure the Coastal Commission is able to find that the Project does not interfere with public access to the coast.

In reviewing Santa Monica projects in the Coastal Zone, the Coastal Commission has emphasized the need for projects to “maintain and enhance public access to the coast by providing adequate parking facilities.”³ For the condominiums located in Santa Monica’s Coastal Zone at the Village at the Civic Center project (CDP #5-08-159), the Coastal Commission required 2 spaces/unit plus guest parking in accordance with its *Regional Interpretive Guidelines, South Coast Region Los Angeles County*.

Moreover, parking supply at other existing luxury residential developments in the vicinity of the Project were reviewed in conjunction with the proposal to provide 2 spaces/unit. Specifically, the following sites provide parking at or in excess of 2 spaces/unit:

- 603 Ocean Avenue – 2.45 spaces/unit (54 spaces for 22 units)
- 1755 Ocean Avenue – 2.08 spaces/unit (193 spaces for 93 units)
- 1705 Ocean Avenue – 2.4 spaces/unit (156 spaces for 65 units)
- 101 Ocean Avenue – 1.9 space/unit (114 spaces for 59 units)

If the added parking supply is not provided at the Project, future residents would likely be forced to rent parking spaces at nearby facilities, potentially adversely impacting available parking supply at nearby locations.

The proposed on-site parking supply for the Project is forecast to adequately accommodate regular day-to-day parking demand. The ability to accommodate 109 additional parked vehicles (49 on-site through the use of valet parking attendants, as well as 60 at 120 Wilshire Boulevard on weeknights and weekends) allows for more than a sufficient “buffer” of parking for the Project that may be associated with peak demand for larger events.

³ Coastal Commission Staff Report for Village at the Civic Center (CDP #5-08-159), p. 10.

Shared Parking Demand Assessment

The Urban Land Institute (ULI) shared parking methodology recognizes that different land uses have varying demands for parking throughout the day. For example, parking demand related to hotel guestrooms peaks in the late night and early morning hours when most hotel guests are in their rooms for the evening. By contrast, retail and spa services have their peak parking demand during daytime hours. Thus, under the shared parking methodology, a parking space that is used in the daytime by a retail or spa patron can be used again in the evening by a hotel guest. The sharing of parking spaces by multiple land uses reduces the overall amount of parking required for a mixed-use development.

Given the unique nature of this Project, the parking supply issues associated with the current hotel operations, and its location adjacent to residential uses in the Coastal zone, a shared parking demand analysis has been prepared for the proposed Project as a supplement to the Downtown Rates. This analysis is based on the shared parking methodology utilized by the City of Santa Monica at other approved hotel projects in Downtown Santa Monica, such as the 710 Wilshire project⁴ and the Courtyard/Hampton Inn projects.

The ULI's *Shared Parking* manual provides recommended hourly parking percentages or indices for individual land uses (hotels, retail, restaurants, etc.) based on parking demand studies conducted at existing developments. The parking demand data is submitted to and compiled by ULI and is the basis for the hour-by-hour parking demand factors published in the *Shared Parking* manual.

In utilizing the shared parking methodology, a peak parking demand factor must be identified for purposes of estimating the highest number of parking spaces generated by each individual land use component. For example, for the 710 Wilshire hotel project, the City's parking shared parking study prepared in 2011 utilized the City code parking rates in effect at that time as the peak parking demand factors, except for hotel guestrooms where a peak demand factor of 0.59 spaces per guestroom was used rather than the City code rate of one space per guestroom.

For the shared parking analysis prepared for the Project, updated peak parking demand factors were selected for use, in consideration of the prior hotel parking studies conducted by the City, as well as the more recent Downtown Rates. **Table 2** below provides a summary of the peak parking demand factors selected for use in the shared parking demand study.

⁴ *Traffic and Parking Study for 710 Wilshire Boulevard Hotel and Mixed-Use Project*, Fehr & Peers, May 2011

Table 2
Peak Parking Demand Factors for Shared Parking Analysis
Miramar Hotel Redevelopment

Use	Peak Parking Demand Rate	Comments
Hotel	0.5 spaces/guestroom	Same as Downtown Rates
Residential	2 spaces/unit (residents)	Same as Citywide code parking rates (exceeds Downtown Rates)
	1 space/4 units (guests)	Exceeds Downtown Rates
Retail	1 space/300 s.f.	Same as Downtown Rates, without 50% adjustment for hotel internal capture
Spa	1 space/300 s.f.	Same as Downtown Rates, without 50% adjustment for hotel internal capture
Restaurant	1 space/200 s.f.	Same as Downtown Rates, without 50% adjustment for hotel internal capture
Meeting Rooms	1 space/250 s.f.	Same as Downtown Rates

As noted in *Table 2* above, the peak parking demand factors selected for use are generally conservative (i.e., “worst case”) as many of the rates used are consistent or exceed the Downtown Rates. Briefly, the following is noted regarding the recommended peak parking demand factors:

- The recommended hotel peak parking rate (0.5 spaces/guestroom) is equal to the Downtown Rates, and similar to the parking rate used by the City in the parking study prepared for the 710 Wilshire hotel project (0.59 spaces/guestroom).
- The recommended peak parking rates for the residential components (residents and guests) are based on the discussion provided in the prior section regarding the need for adequate parking to serve residents and their guests.
- The recommended parking rates for the retail, spa, and restaurant components delete the 50% adjustment factor for hotel internal capture as provided in the Downtown Rates because these adjustments are already accounted for in the time-of-day parking demand analyses embedded in the ULI shared parking calculation.

Table 3 attached to this memorandum provides the parking demand analysis for the Project using the ULI shared parking methodology. The parking demand analysis provided in *Table 3* adds a 5% “buffer” to the total forecast demand to ensure that even during periods of peak demand that adequate parking is provided for all users of the Project and motorists will not need to search for the last remaining available parking space.

As shown in *Table 3*, a peak parking demand for 460 parking spaces is forecast for the Project based on the shared parking methodology used by the City in evaluating parking demand at other hotel projects. This peak demand is forecast to occur on a Saturday evening at 8:00 p.m. During most hours of the day, the 428 striped parking spaces on-site at the Project will adequately accommodate the forecast parking demand. In the late afternoon and early evening on weekends, parking attendants will utilize as-needed the additional 49 aisle spaces on-site and/or the 60 parking spaces at 120 Wilshire Boulevard. In general, the total available parking capacity for the Project of 537 vehicles can easily accommodate the forecast peak demand and ensure there is no parking impacts on the surrounding area.

It is noted that the shared parking forecast is highly conservative (“worst case”). For example, it assumes 100% utilization of all of the meeting room/function space at the Project. This is highly unlikely to occur because some of the function space will be configured as “board rooms” which are more likely to be utilized in the daytime for meetings, rather than on a Saturday night.

Also, as previously noted, the Project proposes that residential parking for residents and guests be reserved on a full-time basis, and therefore not “shared” with the other Project components. This further ensures that parking demand for the residential component, as well as for the rest of the Project, will be accommodated on-site throughout the day.

The parking demand analysis is intended to account for parking generated by all users: hotel guests, visitors/patrons, employees, residents, etc. With respect to employees, the existing hotel does not provide parking for employees. Thus, parking demand data related to current hotel employees is not available. Further, the existing hotel valet operation aggregates its parking data related to guests/visitors by area of the hotel (e.g., hotel guests, spa visitors, restaurant patrons, etc.) and is summarized on a monthly basis, and not on an hourly basis similar to the shared parking demand analysis.

Despite the limitation of the available data related to current parking demand at the existing hotel, the data was reviewed and analyzed and found to be consistent with the shared parking analysis prepared for the Project in this report.

Parking Analysis at Comparable Luxury Hotel Projects

To further demonstrate the adequacy and conservative nature of the shared parking demand study prepared for the proposed Project as described in the prior section, a parking analysis was conducted at two luxury hotel sites in the Los Angeles area that are deemed to be similar to the proposed Project. The sites studied were The Ritz-Carlton and JW Marriott at L.A. Live in Downtown Los Angeles, and The Ritz-Carlton in Marina del Rey. It is noted that while the Ritz-Carlton and J.W. Marriott are two separate hotels within the L.A. Live site, they utilize some common facilities (including driveway access and parking) and therefore are analyzed herein as one project. The L.A. Live and Marina del Rey hotel properties are considered appropriate for analysis for purposes of evaluating the adequacy of parking for the Project based on the following:

- **Location:** All three properties (L.A. Live, Marina del Rey and proposed Project) are in the urban portion of the Los Angeles area.
- **Nearby Attractions:** All three properties are located near uses that would generate walking trips. For example, the L.A. Live property is near L.A. Live and Staples Center, the Marina del Rey property is on the waterfront and the Project is adjacent to coastal attractions and Downtown Santa Monica.
- **Similar Amenities:** All three properties have similar ancillary uses including restaurant, lounge/bar space, spa/fitness center, meeting rooms, etc.

The components of the L.A. Live and Marina del Rey properties are as follows:

- L.A. Live Ritz-Carlton and JW Marriott
 - Guestrooms: 1,001 guestrooms
 - Meeting Rooms: 75,610 square feet
 - Spa/Fitness Center: 8,000 square feet
 - Retail: 530 square feet
 - Restaurants: 14,500 square feet
 - Bar/Lounges: 10,100 square feet
 - Residential: 55 occupied units
- Marina del Rey Ritz-Carlton
 - Guestrooms: 304 guestrooms
 - Meeting Rooms: 35,000 square feet
 - Spa/Fitness Center: 3,500 square feet
 - Retail: 1,260 square feet
 - Restaurant: 4,290 square feet
 - Bar/Lounges: 2,500 square feet

The parking analysis of the two existing hotels consisted of the following two steps:

- 1) Forecast the peak Saturday parking demand at the two existing hotels following methodology used in preparing the shared parking demand analysis for the proposed Project; and
- 2) Conduct parking utilization counts at the two existing hotels on a Saturday and compare the actual parking demand to the forecast prepared as part of task 1).

Parking demand forecasts were prepared for the L.A. Live and Marina del Rey properties utilizing the same parking demand forecast methodology used for the Project as provided in the prior section. That is, it is based on the peak parking demand rates listed in *Table 2* above and incorporates the time-of-day parking indices recommended in the ULI's *Shared Parking* manual.

Parking counts were conducted at the L.A. Live and Marina del Rey properties on Saturday, March 24, 2012 from 6:00 a.m. to 12:00 a.m. midnight to document existing utilization, which was then compared to the hourly forecasts.

Table 4 provides the parking demand forecasts for the L.A. Live property for a Saturday condition. **Table 4** also provides a comparison of the forecast hourly parking demand to the actual parking counts observed. Similarly, **Table 5** provides the parking demand forecasts and actual observed hourly parking counts for the Marina del Rey property for a Saturday condition.

A summary of this comparison is provided below in **Table 6**. Specifically provided is the following parking data based on the Saturday forecast and observed counts. As seen in **Table 6**, the forecast peak hour parking demand at the L.A. Live and Marina del Rey properties – utilizing the same methodology as was used in the shared parking demand analysis provided for the Project – overstates the actual parking demand counted at the two sites. Therefore, it is reasonable to conclude that the shared parking demand analysis prepared for the Project provides a conservative “worst case” assessment of the potential parking demand related to the proposed Project.

Table 6
L.A. Live and Marina del Rey Parking Demand Comparison

Time Period	L.A. Live Ritz-Carlton/JW Marriott (Table 4)		Marina del Rey Ritz-Carlton (Table 5)	
	Forecast Parking Demand	Actual Parking Demand	Forecast Parking Demand	Actual Parking Demand
<u>Weekend</u>				
Peak of Forecast	891 (9 pm)	355 (9 pm)	319 (9 pm)	215 (9 pm)
Peak of Actual	818 (7 pm)	388 (7 pm)	311 (8 pm)	223 (8 pm)

Review of Potential Findings for Excess Parking

In order to avoid parking impacts in the adjacent neighborhood and to ensure the Project does not interfere with public access to the coast, the Project proposes to provide 428 parking spaces rather than the 354 parking spaces provided under the City code. LLG understands the Project will be approved through a development agreement process and therefore provides the City with flexibility on the appropriate parking rates and requirements for the Project. However, Subsection 5(b) of Section 9.28.040(A) of the City Code requires the Planning Commission to make five findings related to permitting additional parking. While not required for this Project, these findings are relevant to this parking analysis and therefore discussed below.

- i. *Parking provided in excess improves the pedestrian, transit, and bicycle network.*

Response: The additional parking will ensure that residents and their guests will have adequate parking on-site. A shortage of on-site parking may result in motorists driving through the local neighborhood, searching for street parking, potentially causing adverse interface with pedestrian, transit, and bicycle services.

- ii. *Vehicle movement on or around the project site associated with the excess parking does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or overall traffic movement in the district.*

Response: The residential project driveway is proposed on Ocean Avenue. The residential component is not a high generator of vehicle traffic. Therefore, the number of inbound and outbound vehicle trips is expected to be nominal, resulting in minimal interface with pedestrian, transit or bicycle services. The excess parking is intended to provide on-site vehicle storage in lieu of utilizing off-site parking resources.

- iii. *Accommodating excess parking does not degrade the overall urban design quality of the project proposal.*

Response: The excess parking, being all below-grade, does not result in any changes to the urban design of the Project. No additional or widened driveways are required to accommodate the additional on-site parking spaces.

- iv. *All above-grade parking is architecturally screened, and the excess parking does not diminish the quality and viability of existing or planned landscaped enhancements.*

Response: All Project parking is located in the below-grade structure. Further, the provision for the excess parking supply does not require revisions to the Project's proposed landscape design.

- v. *Where off-street parking is proposed that exceeds the maximum quantities specified, such parking shall not be the principal use of the property.*

Response: The Project is a mixed-use hotel and residential development and the additional parking is proposed for use by the Project's residential component, which is not the principal use of the Project.

Conclusion

In conclusion, the Project's proposed parking supply will accommodate the Project's peak parking demand but not encourage unnecessary travel by private automobile, avoiding impacts to the adjacent neighborhood and maintaining appropriate public access to the coast.

Table 3
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
MIRAMAR HOTEL REDEVELOPMENT

Land Use	Retail	Spa	Hotel	Restaurant /Lounge	Function Space	Residential [4]	Shared Parking Demand	Recommended Supply (5% buffer)
Size	6.6 KSF	12.5 KSF	312 Rms	19.728 KSF	13.0 KSF	60 DU		
Parking Rate[2]	3.33 /KSF	3.33 /KSF	0.50 /Rm	5.00 /KSF	4.00 /KSF	2.25 /DU		
Gross Spaces	22 Spc.	42 Spc.	156 Spc.	99 Spc.	52 Spc.	135 Spc.		
Time of Day [3]	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	0	0	148	0	0	135	284	298
7:00 AM	1	2	148	10	0	135	296	311
8:00 AM	2	4	140	30	16	135	327	343
9:00 AM	7	12	125	10	31	135	320	336
10:00 AM	11	21	109	10	31	135	317	333
11:00 AM	14	27	109	5	31	135	322	338
12:00 PM	18	33	101	99	34	135	420	441
1:00 PM	20	37	101	99	34	135	426	447
2:00 PM	22	42	109	33	34	135	374	393
3:00 PM	22	42	109	10	34	135	351	369
4:00 PM	21	40	117	10	34	135	356	374
5:00 PM	20	37	125	30	52	135	399	419
6:00 PM	18	33	133	54	52	135	425	446
7:00 PM	16	31	133	59	52	135	426	448
8:00 PM	14	27	140	69	52	135	438	460
9:00 PM	11	21	148	66	52	135	433	455
10:00 PM	8	15	148	59	26	135	391	410
11:00 PM	3	6	156	39	0	135	340	357
12:00 AM	0	0	156	30	0	135	321	337

Notes:

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

[2] See Table 2 of parking study for a discussion of parking rates selected for use.

[3] Time of day parking rates based on the weekend parking demand ratios (for customers), as summarized in Table 2-6 of the "Shared Parking" manual.

[4] Parking allocated for residential use is assumed to be separate and secured; thus, it is not available for sharing with other project components.

Table 4
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Ritz Carlton and J.W. Marriott at LA Live

Land Use	Retail	Spa / Personal Service	Leisure Hotel	Restaurant + Outdoor Dining	Meeting Rooms	Bar Space	Residential [5]	Shared Parking Demand	Actual Counted Parking Demand [4]
Size	0.53 KSF	8.00 KSF	1,001 Rms	14.50 KSF	75.61 KSF	10.1 KSF	55 DU		Number of Spaces
Parking Rate[2]	3.33 /KSF	3.33 /KSF	0.50 /Rm	5.00 /KSF	4.00 /KSF	5.00 /KSF	2.25 /DU		
Gross Spaces	2 Spc.	27 Spc.	501 Spc.	73 Spc.	302 Spc.	51 Spc.	124 Spc.		
Time of Day [3]	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	
6:00 AM	0	0	475	0	0	0	124	600	218
7:00 AM	0	1	475	7	0	0	124	484	224
8:00 AM	0	3	450	22	91	0	124	566	240
9:00 AM	1	8	400	7	181	0	124	598	249
10:00 AM	1	13	350	7	181	0	124	553	280
11:00 AM	1	17	350	4	181	0	124	554	353
12:00 PM	1	21	325	73	197	0	124	617	338
1:00 PM	2	24	325	73	197	0	124	620	351
2:00 PM	2	27	350	24	197	0	124	599	379
3:00 PM	2	27	350	7	197	0	124	583	321
4:00 PM	2	25	375	7	197	0	124	606	349
5:00 PM	2	24	400	22	302	0	124	750	355
6:00 PM	1	21	425	40	302	13	124	803	368
7:00 PM	1	20	425	44	302	25	124	818	388
8:00 PM	1	17	450	51	302	38	124	860	382
9:00 PM	1	13	475	49	302	51	124	891	355
10:00 PM	1	9	475	44	151	51	124	731	338
11:00 PM	0	4	501	29	0	51	124	584	333
12:00 AM	0	0	501	22	0	51	124	573	312

Notes:

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

[2] See Table 2 of parking study for a discussion of parking rates selected for use.

[3] Time of day parking rates based on the weekend parking demand ratios (for customers), as summarized in Table 2-6 of the "Shared Parking" manual.

[4] Parking utilization counts conducted by City Traffic Counters on Saturday, March 24, 2012 at the on-site parking garage shared by the Ritz Carlton and J.W. Marriott hotels.

[5] Parking allocated for residential use is assumed to be separate and secured; thus is not available for sharing with other project components.

Table 5
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Ritz Carlton at Marina del Rey

Land Use	Retail	Spa / Personal Service	Leisure Hotel	Restaurant + Outdoor Dining	Meeting Rooms	Bar Space	Shared Parking Demand	Actual Counted Parking Demand [4]
Size	1.26 KSF	3.50 KSF	304 Rms	4.29 KSF	35.00 KSF	2.5 KSF		
Parking Rate[2]	3.33 /KSF	3.33 /KSF	0.50 /Rm	5.00 /KSF	4.00 /KSF	5.00 /KSF		
Gross Spaces	4 Spc.	12 Spc.	152 Spc.	21 Spc.	140 Spc.	13 Spc.		
Time of Day [3]	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		Number of Spaces
6:00 AM	0	0	144	0	0	0	145	167
7:00 AM	0	1	144	2	0	0	147	178
8:00 AM	0	1	137	6	42	0	187	172
9:00 AM	1	3	122	2	84	0	213	173
10:00 AM	2	6	106	2	84	0	200	178
11:00 AM	3	8	106	1	84	0	202	162
12:00 PM	3	9	99	21	91	0	224	153
1:00 PM	4	10	99	21	91	0	226	144
2:00 PM	4	12	106	7	91	0	220	149
3:00 PM	4	12	106	2	91	0	215	150
4:00 PM	4	11	114	2	91	0	222	169
5:00 PM	4	10	122	6	140	0	282	183
6:00 PM	3	9	129	12	140	3	297	200
7:00 PM	3	9	129	13	140	6	300	223
8:00 PM	3	8	137	15	140	9	311	223
9:00 PM	2	6	144	14	140	13	319	215
10:00 PM	1	4	144	13	70	13	245	208
11:00 PM	1	2	152	9	0	13	175	190
12:00 AM	0	0	152	6	0	13	171	187

Notes:

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

[2] See Table 2 of parking study for a discussion of parking rates selected for use.

[3] Time of day parking rates based on the weekend parking demand ratios (for customers), as summarized in Table 2-6 of the "Shared Parking" manual.

[4] Parking utilization counts conducted by City Traffic Counters on Saturday, March 24, 2012 at the on-site parking facility for the Ritz Carlton.