

**DRAFT
RIGHT-SIZING PARKING STUDY
FOR THE
PUBLIC PARKING LOTS IN MARINA DEL REY, CALIFORNIA**

November, 2009

Prepared for:

LOS ANGELES COUNTY DEPARTMENT OF BEACHES & HARBORS

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EXECUTIVE SUMMARY

A comprehensive and detailed parking study has been performed by Raju Associates, Inc. to assess the public parking needs within the Marina del Rey area of the County of Los Angeles, California, particularly in reference to the County's "pipeline projects" LCP amendment, authorized by both the Board of Supervisors and the Coastal Commission and its staff. Both current and future needs are assessed through the year 2030 and right-sizing of public parking within various areas in Marina del Rey have been addressed as part of this study, with a focus on the parking lots displaced by the pipeline projects.

Any study needs to begin with a definition of terms. For the purposes of this study, "Public Parking" is defined as the parking provided for the benefit of the general public (including visitors to and residents of Marina del Rey) for the sole purpose of utilizing and enjoying the public facilities such as the beach, parks, recreational public uses and other specific attractions that are not commercial in nature. Expansions of these amenities contemplated by the County are taken into consideration in this document. The parking requirements associated with potential future attractions such as hotels, restaurants, marinas and other commercial establishments as well as all other private uses including residential, office, retail and other commercial types of uses are addressed separately using the Los Angeles County Parking Codes and Local Coastal Plan provisions, and as such, are not the subject of this study document. Only the requirements as they pertain to public parking as defined above are addressed in this document.

There are numerous public parking lots within the Marina del Rey area. They serve nearby residents as well as visitors to the Marina facilities. The public parking lots are all surface lots adjacent to specific attractions and serving a specific activity area. Past surveys and observations of utilization of these public parking lots have revealed that these lots are all greatly under-utilized to varying degrees almost throughout the year except for a few holidays and pre-holiday weekend days, even when the gate arms are up and no fee is charged.

A list of the public parking lots within the Marina that are evaluated in this study is provided below.

| Lot Number | Parcel | Number of Parking Spaces | Remarks |
|------------|--------|--------------------------|---|
| 1 | W | 502 | Fisherman's Village and others use this lot |
| 2 | 49R | 239 | |
| 4 | 49M | 140 | |
| 5 | UR | 220 | Public Library uses 20 spaces |
| 7 | Q | 120 | |
| 8 | OT | 183 | FantaSea Yachts uses 94 spaces after 6 P.M. |
| 9 | NR | 186 | |
| 10 | IR | 212 | |
| 11 | GR | 262 | Cheesecake Factory uses this lot |
| 12 | FF | 201 | Not used much by anyone |
| 13 | 3S | 140 | |
| 16 | EE | 58 | Metered parking spaces |
| Dock 52 | 52 | 236 | LACBH office and others use this lot |
| Total | | 2,699 | |

This study is directed at identifying the appropriate parking supply to satisfy the current and anticipated future parking demands within various activity areas and right-sizing the parking lots (listed above) serving these activity areas. The estimation of parking demands for the future year 2030 was done using current observed parking demands and factoring in the ambient growth due to population increases over the next 20+ years as well as the growth anticipated from planned adjacent uses. Several new improvements contemplated for visitors at Mother's Beach and potential expansion of Chace Park were factored into demand figures in the estimation of the future (2030) public parking demands, and consequently, the right-sizing of public parking supply within Marina del Rey.

There are six pipeline development projects proposed within the Marina at parcels 10/FF, IR, OT/21, 33/NR, 52/GG and 49/77. The uses that are proposed include residential, commercial retail, Active Seniors Accommodations, hotel rooms, restaurants, visitor-serving commercial, office and dry-stack spaces. These uses will not directly cause an increase in public parking demand. Although there would be no direct effect on public parking due to these projects, the potential induced public parking demand has been accounted for in the ambient growth calculations noted above. These private development projects would be required to provide their

own parking for the various proposed uses per Los Angeles County parking code requirements that are separate from the public parking assessments that are being addressed in this study.

Current and future parking demand and supply utilization analyses at each of the public parking lots within the Marina del Rey area were conducted in this study. Five major activity areas were identified and peak parking within these activity areas were determined. The supply needed to accommodate the current and future needs within each of the activity areas were also determined in this study and suggestions / recommendations for the same were made. The following executive summary highlighting the key findings of this study is presented on the following page.

- A total of 13 public parking lots and five activity areas were assessed within the study area for this project. The five activity areas are the Mother's Beach Activity area, Yvonne B. Burke Park Activity area, Chace Park Activity area, Fiji Way Activity area and the North Channel Activity area.
- Parking supply surveys were conducted at each of the public parking lots within the study area by Los Angeles County Department of Beaches and Harbors staff and verified by Raju Associates in 2008 and 2009. Based on the field inventory surveys, it was determined that the total public parking available within the studied Marina del Rey area was 2,699 spaces. This is different from the number of spaces noted in the Marina del Rey Land Use Plan (LUP) due to restriping of various lots after publication of the LUP to accommodate handicapped spaces and to improve efficiencies.
- Parking demand surveys at each of the public parking lots were conducted during the busiest weekends (Friday through Monday) of the years 2005 and 2007. Memorial Day, 4th of July and Labor Day weekends including the holidays were chosen to conduct the parking demand surveys. Parking demand surveys on boat parade days were also conducted. Raju Associates also conducted demand surveys at each of the parking lots during the recent Labor Day weekend in September 2009 and included the same in the evaluation of public parking requirements in this study. Additionally, a typical weekday and weekend day were chosen to conduct parking demand surveys to reflect typical conditions prevailing in the Marina for most of the year as it relates to parking.
- In addition to the demand surveys noted above, specialized surveys were conducted on a weekday and weekend day at all the parking lots where sharing of public parking spaces for private commercial uses are currently occurring. These were later utilized in determining the public parking demand component of the overall parking demand at these lots (as noted in the table above).
- The current peak public parking demand occupancies on typical weekdays and weekend days varies between 5% at Fiji Way activity area to 18% at Chace Park activity area during weekdays and 11% at Fiji Way activity area to 31% at Chace Park activity area during weekends. All other activity areas have parking occupancies of less than 18% and 31%

on typical weekdays and weekend days, respectively. These occupancies are typical for most of the year (i.e., more than 300 days in a year).

- The current peak parking demand occupancies on peak holiday weekdays and weekend days varies between 10% at Fiji Way activity area to 43% at Chace Park activity area during weekdays and 21% at Fiji Way activity area to 68% at Chace Park activity area during weekends. The Fiji Way activity area parking lots also accommodate parking demands associated with commercial and other uses adjacent to them. The public parking demand component only has been reflected in the numbers above. If the overall parking demand at the lots that serve the Fiji Way activity area (including the commercial and other uses demand) is examined, then a 67% occupancy during peak weekdays and 92% during peak holiday weekends are observed. All other activity areas other than the Fiji Way activity area have parking occupancies of less than 43% and 68% on peak holiday weekdays and weekend days, respectively.
- The future anticipated peak parking demands on typical and peak holiday weekdays and weekend days were developed using anticipated ambient growth in the region as well as growth in public parking demand anticipated due to provision of additional public facilities within the Marina. The public parking demand associated with both the Chace Park expansion, as well as additional improved public amenities within the Mother's Beach activity area were included in the estimation of future anticipated public parking demand.
- At the public parking lots where parking is currently shared with other commercial uses, peak public parking demand estimates were developed by isolating the public parking demand component from various lots (Lot W, Dock 52 lot on Parcel 52, and Lot GR), applying the growth factors due to ambient growth, and then factoring in the additional demand associated with additional public facilities planned in the future. The public parking demand estimates from these lots were combined together to obtain the respective activity area public parking demands.
- These future anticipated demands varied greatly between activity areas as well as during typical and peak holiday weekdays and weekend days. Due to this wide variation in anticipated demands for each of the activity areas on weekdays and weekend days throughout the year, developing a measure of central tendency (such as mean or mode or median) was not meaningful. Instead, the 85th percentile and 90th percentile of the peak parking demands which are meaningful, in this context, were determined.
- The 90th percentile peak public parking demand at each of the activity areas represents that value of demand that 90% of all the peak public parking demands are less than or equal to. In technical terms, 90th – percentile is that position in a dataset that has 90% of the data equal to or less than it and 10% of the data greater than it. The 90th percentile value states that at least 90% of the values in the set are less than or equal to this value.
- The 90th percentile of peak public parking demand at each of the activity areas was determined to be the following - Mother's Beach: 360 spaces; Yvonne B. Burke Park: 102 spaces; Chace Park: 336 spaces; Fiji Way: 165 spaces; and North Channel: 100 spaces.

- The minimum public parking supply at each of the activity areas was determined using the 90th percentile future (2030) peak public parking demand and increasing the same by 10% to facilitate satisfactory operations within each of the parking lots serving the individual activity areas. The increased 10% supply over the peak demand by activity area would allow patrons to find parking spaces in the various parking lots serving the activity lot without having to move around or circle around between and within parking lots. The recommended number of required public parking spaces by activity area is shown below.

| | Activity Area | 90th-Percentile Public Parking Demand (number of spaces) | Recommended Minimum Number of Required Public Parking Spaces | Existing Parking Supply | Currently Proposed Potential Future Parking Supply |
|---|----------------------|--|---|--------------------------------|---|
| A | Mother's Beach | 360 | 400 | 843 (1) | 652 |
| B | Yvonne B. Burke Park | 102 | 115 | 340 | 342 |
| C | Chace Park | 336 | 370 | 437 | 684 |
| D | Fiji Way | 165 (2) | 180 (2) | 738 (1) | 1012 (1) |
| E | North Channel | 100 | 110 | 140 | 138 |

Note: (1) – Also used by private commercial uses

(2) – Number represents public parking component only

- Although these parking supply requirements have been recommended by activity area, it should be emphasized that one could park in any activity area within the Marina and use the Water Taxi or the Shuttle to reach the final destination.
- An evaluation of currently proposed potential public parking supply within each of the activity areas in comparison to the recommended range of minimum parking requirements was made. It was determined that more than adequate public parking supply would continue to be available within each of the activity areas. Included in the evaluation was also the overall future demand of both public and private parking demand versus proposed supply within each of the activity areas. It was determined that adequate overall parking supply would be available within each of the activity areas including even those that have commercial and other users sharing parking within the public parking lots.
- During peak holidays namely Independence Day, Labor Day, and Memorial Day and special event days such as Halibut Derby Day and Boat Parade Day, the parking within the Marina would need to be managed. A specific parking management plan should be developed to accommodate the peak holiday demands and shuttle people to their various specific destinations, where needed.

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I. INTRODUCTION

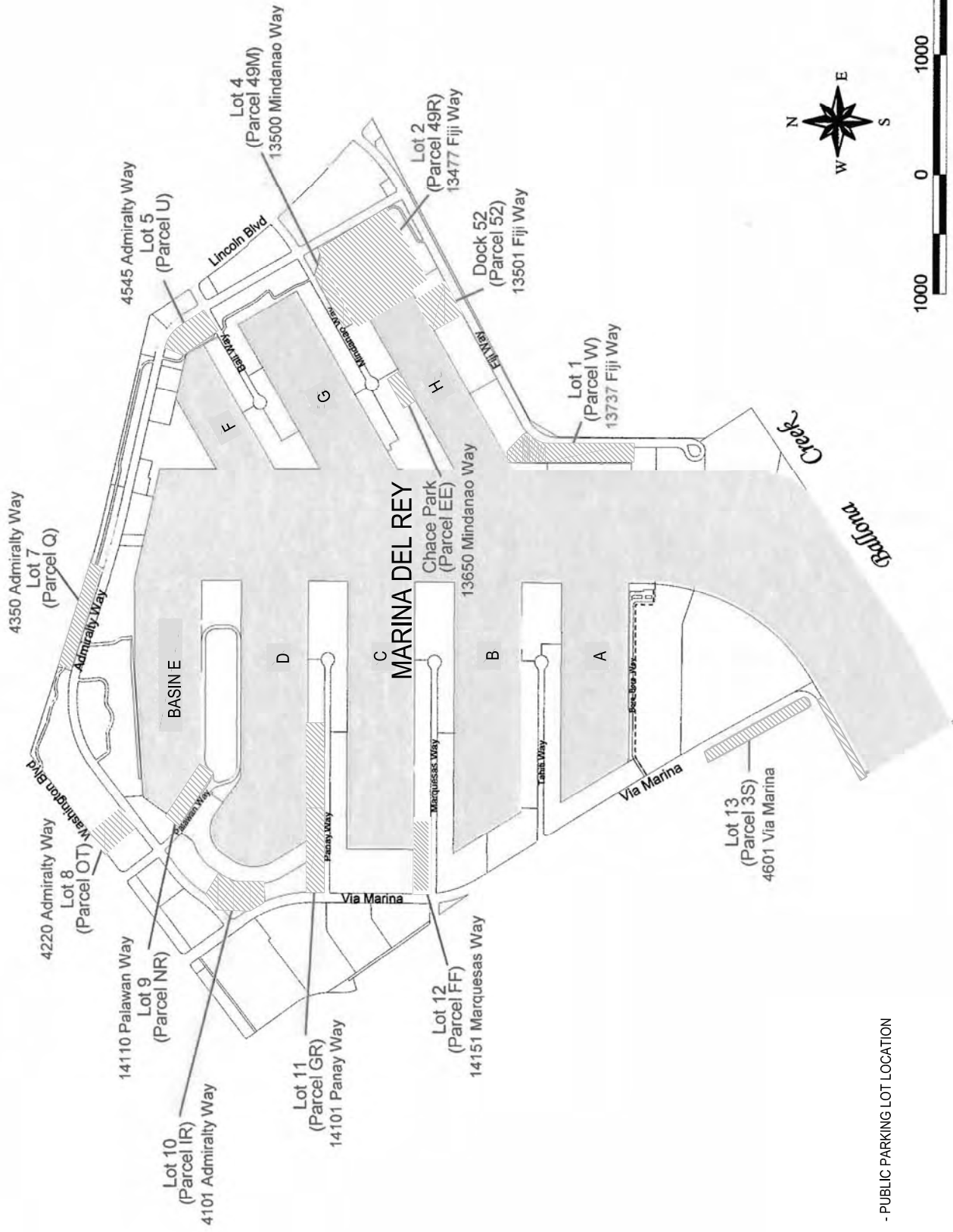
Raju Associates Inc was retained by the Los Angeles County Department of Beaches & Harbors to conduct a parking study to identify and assess the parking needs at all the public parking lots within the Marina del Rey area. This report documents the assumptions, methodologies and findings of this study conducted to evaluate and assess right-sizing the public parking lots. The study area for this evaluation is located entirely within Marina del Rey in the County of Los Angeles, California.

BACKGROUND

Past parking surveys at the various public parking lots within the Marina del Rey area indicate that these lots are under-utilized. The purpose of this comprehensive parking study is to right-size all the public parking lots in Marina del Rey, so that the number of parking spaces in these lots meets the long-term build out public parking demands for the year 2030. “Public Parking” is defined as the parking provided for the benefit of the general public (including visitors to and residents of Marina del Rey) for the sole purpose of utilizing and enjoying the public facilities such as the beaches, parks, recreational public uses and other specific attractions that are not commercial in nature and all contemplated expansions thereto.

Based on the results of this study, a recommendation relative to public parking will be advanced to the California Coastal Commission. This study addresses the parking needs of each of the activity areas in the Marina taking into account current utilization, future ambient growth in demand as well as the growth projected to occur within these activity areas that would have an effect on public parking demand.

Figure 1 illustrates the location of the various public parking lots within the Marina del Rey area in relation to the surrounding street system.



SOURCE: LOS ANGELES COUNTY DEPT OF BEACHES AND HARBORS, PLANNING DIVISION.

FIGURE 1
LOCATION OF PUBLIC PARKING LOTS IN MARINA DEL REY

The public parking within the Marina del Rey area has been evaluated within each of the activity areas as a whole, in this study due to the following reasons:

- The current dynamics associated with public parking in Marina del Rey indicate a very close relationship between the current uses within each of the specific activity areas and the public parking supply serving those areas
- The anticipated nature of interaction between the various existing and future proposed uses within each of the activity areas in Marina del Rey dictate the need to evaluate public parking as a whole for each of the activity areas

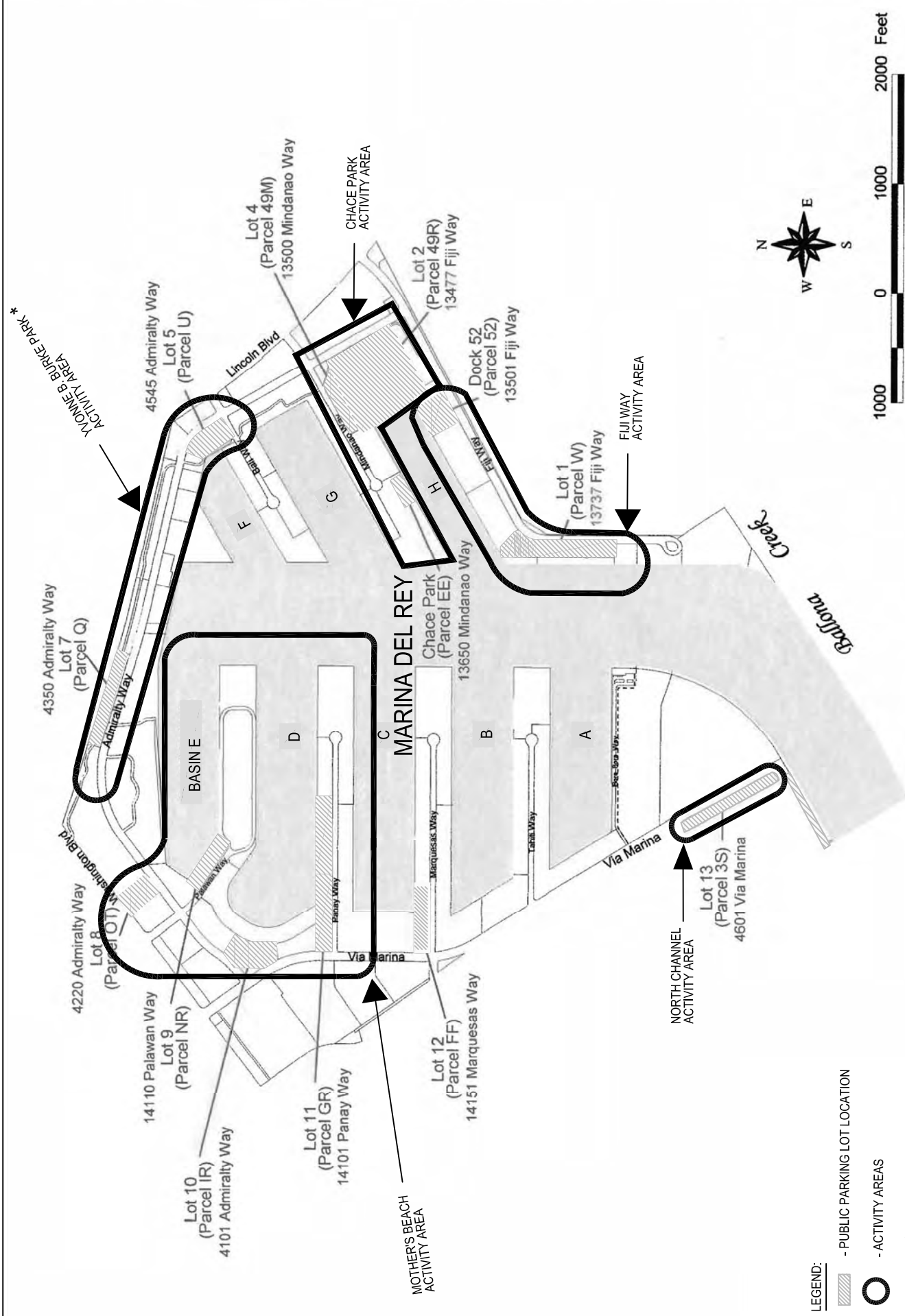
Currently, five activity areas have been defined within the Marina del Rey area. They include the following:

- A. Mother's Beach Activity Area
- B. Yvonne B. Burke Park (formerly known as Admiralty Park) Activity Area
- C. Chace Park Activity Area
- D. Fiji Way Activity Area
- E. North Channel Activity Area

Figure 2 shows the various activity areas and the parking lots serving each of them. The parking analyses and evaluation to identify the public parking needs and right-size parking have been conducted at the five activity areas noted above.

ORGANIZATION OF REPORT

An executive summary presenting key details of the study is provided at the beginning of this report. The rest of the report is divided into five chapters. Chapter I presents an introduction and provides details of the various elements of the study. Chapter II documents the existing parking supply and inventory at each of the public parking lots serving the public parking demands within each of the activity areas in the Marina. Parking characteristics by time of day during peak holiday weekdays and weekend days, holidays, as well as typical weekdays and weekend days, including their current occupancy rates and maximum observed demands by activity area are



SOURCE: LOS ANGELES COUNTY DEPT OF BEACHES AND HARBORS, PLANNING DIVISION.

FIGURE 2
DEFINITION OF ACTIVITY AREAS WITHIN MARINA DEL REY

described in Chapter II. Chapter III provides a description of the anticipated parking demand by activity area taking into account the growth expected to occur due to additional attractions or uses as well as ambient growth in population. A detailed evaluation of parking needs in the future is presented in this chapter.

Chapter IV addresses the identification of parking supply requirements by activity area to accommodate the public parking demands anticipated in the future within the Marina del Rey area. An assessment of proposed potential public parking supply currently contemplated within the Marina del Rey area as it relates to its adequacy and convenience is also presented in this chapter.

A summary of conclusions from the study is provided in Chapter V of the Report. Technical appendices including details of the parking analysis as well as the references and people contacted during the study are also attached to this report.

II. EXISTING PARKING CONDITIONS

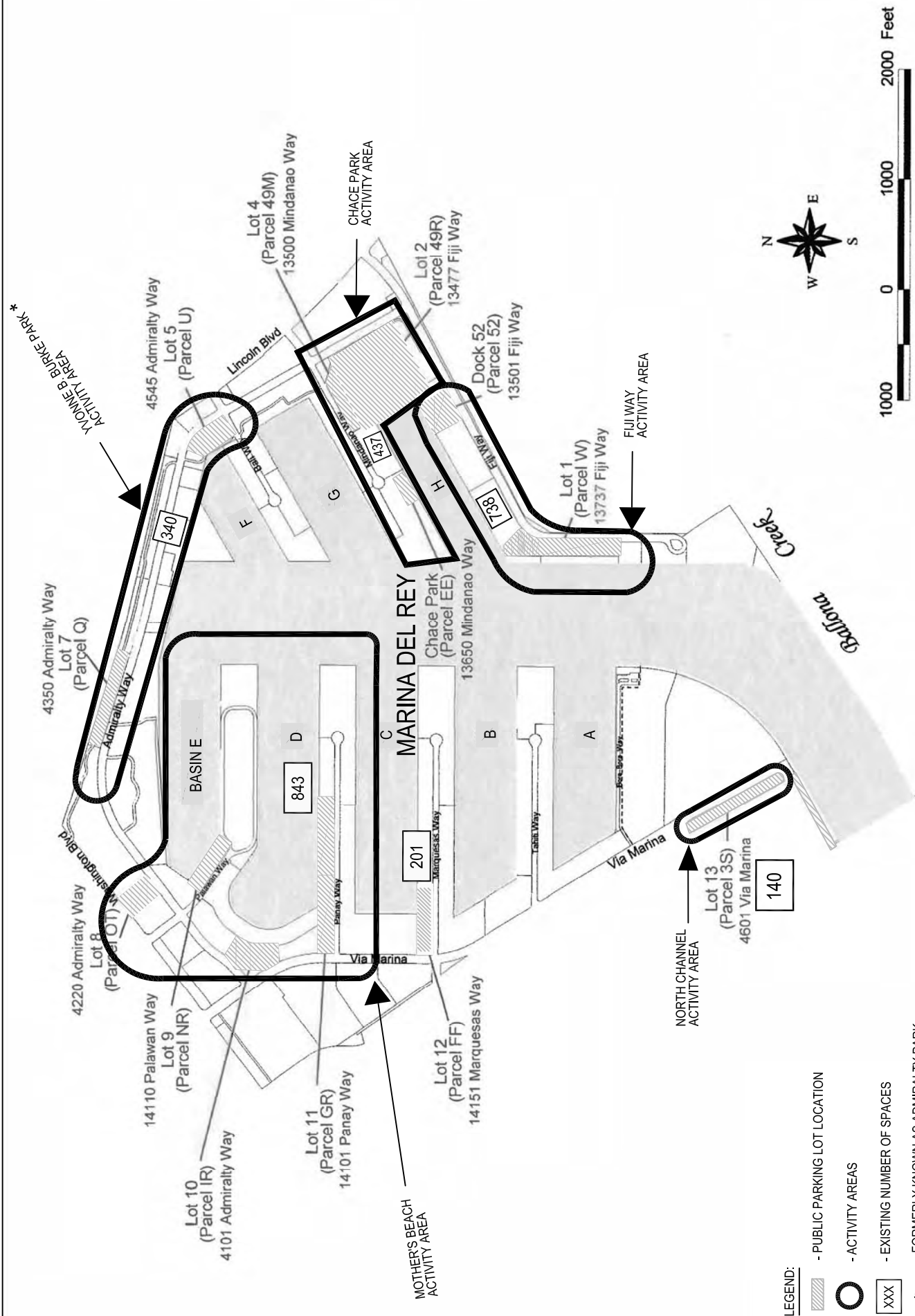
This chapter describes the existing parking supply and demand, both at the individual lots as well as within each activity area. A description of the existing utilization patterns in terms of occupancy of the parking supply for both typical and peak holiday weekday and weekend days is provided in this chapter. The performance of the parking lots within each of the activity areas is summarized in this chapter.

EXISTING PARKING SUPPLY

The project study area obtains its public parking supply from various surface parking lots located within the Marina del Rey area of the unincorporated area of Los Angeles County. An inventory of the available parking spaces within each of the thirteen surface lots in each of the activity areas was compiled from data provided by the Los Angeles County Department of Beaches and Harbors (LACDBH) and collected and verified using field surveys conducted by Raju Associates, Inc. A comparative table showing the parking supply by lot from LACDBH data, Raju Associates field surveys and Marina del Rey LUP and the potential reason for differences between the various sources is included in Appendix A1.

Figure 3 presents details of the available parking supply within each of the public parking lots serving the study area. From Figure 3, it can be observed that the following lots provide the parking supply within each of the activity areas:

Mother's Beach Activity Area: Parking lot 8 on Parcel OT, lot 9 on Parcel NR, lot 10 on Parcel IR and lot 11 on Parcel GR serve this activity area. The total available parking supply in this activity area from the parking lots listed above is currently 843 spaces. This activity area includes the Mother's Beach (also known as Marina Beach), adjacent restaurants and boat storage slips



SOURCE: LOS ANGELES COUNTY DEPT OF BEACHES AND HARBORS, PLANNING DIVISION.

FIGURE 3
EXISTING PARKING SUPPLY BY ACTIVITY AREA

accessible from this area. There is a new plan for Marina Beach that anticipates additional boat storage in the future. This issue is addressed in the assessment of parking conditions in the future at the Mother's Beach Activity Area. Parking lot GR is also utilized by the restaurant The Cheesecake Factory.

Additionally, some of the kayaking and other public patrons at the marina currently utilize the parking at the Organic Panificio (Parcel 33) parking lot, a private but unsecured leasehold, and prior to its recent construction occasionally used the Casa Escobar (Parcel 27) parking lot. It is presumed that using the leasehold parking lots when the restaurants are closed is to avoid the County parking fee at Parcel NR and other public lots. These parking demands have also been addressed in this study.

Parking Lot 8 on Parcel OT is located at 4220 Admiralty Way, north of Admiralty and east of Palawan Way. Currently, there are 183 parking spaces on this overflow lot. Access to this lot is obtained from a driveway between Admiralty Way and Washington Boulevard. FantaSea Yachts uses up to 94 spaces after 6 PM.

Parking Lot 9 on Parcel NR is located at 14110 Palawan Way, south of Admiralty and east of Palawan Way. There are 186 parking spaces on this overflow lot. Access to this lot is obtained from Palawan Way. Some public patrons also park in the free parking lot available at the Parcel 33 lot adjacent to lot NR along Palawan Way. On weekdays, it was also observed that some of the public patrons parked at the Parcel 27 parking lot early in the morning, as well. The overall public parking demand including these elements were determined based on surveys conducted in this study.

Parking Lot 10 on Parcel IR is located at 4101 Admiralty Way, south of Admiralty Way and east of Via Marina. There are currently 212 parking spaces on this lot. This lot obtains access primarily off of Admiralty Way.

Parking Lot 11 on Parcel GR is located at 14101 Panay Way, located east of Via Marina and north of Panay Way. This overflow lot serves the Cheesecake Factory patrons as well as other visitors. The Cheesecake Factory restaurant is adjacent to this lot and although it has its own parking spaces within its lot, additional parking is allowed by valet within Lot 11. An internal

driveway and gate provides connection between the Cheesecake Factory lot and Lot 11 and the valet services for the restaurant utilize this gate to access the parking in Lot 11. There are currently 262 spaces on this Lot 11. This lot obtains access from Via Marina as well as from Panay Way. Surveys were conducted at Lot 11 to determine the various components of the overall parking demand. Both Cheesecake Factory patrons and employees and the general public parking demands accessing the Mother's Beach area were determined as part of the surveys.

Yvonne B. Burke Park Activity Area: Parking lot 7 on Parcel Q and parking lot 5 on Parcel UR serve this activity area. The total available parking supply from these two lots within this activity area is 340 spaces. This activity area parking primarily serves local patrons, library and other visitors and bike path users. A brief description of the lots 7 and 5 follows.

Parking Lot 7 on Parcel Q is located at 4350 Admiralty Way, north of Admiralty Way and approximately mid-way between Bali Way and Palawan Way. There are currently 120 spaces on this lot. The Lloyd Tabor – Marina del Rey Library uses 20 spaces on Lot 7 by permit. This lot obtains access primarily from Admiralty Way.

Parking Lot 5 on Parcel UR is located at 4545 Admiralty Way, north of Bali Way and east of Admiralty Way. There are currently 220 spaces on this lot. This overflow lot obtains access from Bali Way.

Chace Park Activity Area: Parking lot 4 on Parcel 49M, lot 2 on Parcel 49R and lot 16 on Parcel EE provide public parking within this activity area. This activity area includes the Chace Park Recreation Area, boat slips, a Yacht Club (a public facility), the Aquatic Center and other uses. The total available parking supply within this activity area currently is 437 spaces. A brief description of each of the lots serving this activity area follows.

Parking Lot 4 on Parcel 49M is located at 13500 Mindanao Way, south of Mindanao Way and west of Admiralty Way. There are currently 140 spaces on this overflow lot. This lot obtains access from Mindanao Way.

Parking Lot 2 on Parcel 49R is located at 13477 Fiji Way, south of the parking lot 4 on Parcel

49M. There are currently 458/239 parking / boat trailer spaces on this lot. This lot obtains access from Fiji Way and provides a public boat launch ramp facility.

Parking lot 16 on Parcel EE is located at 13650 Mindanao Way, south of Mindanao Way and west of Admiralty Way. There are 58 metered parking spaces on this lot. This lot obtains access from Mindanao Way.

Fiji Way Activity Area: Parking lot 1 on Parcel W and Dock 52 on Parcel 52 provide public parking currently for this activity area. Overflow lots along Fiji Way (located on the south side of Fiji Way) provide parking for the employees of various government offices. During peak holiday weekdays and weekend days, these lots may be used by County permit for employees of Fisherman's Village. This activity area includes the Fisherman's Village, Restaurants, Offices, Docks and other uses. Lot 1 on Parcel W is the principal parking lot for the Fisherman's Village Commercial Development as well as Shanghai Reds Restaurant and the Charter Boat Companies. The total available parking supply within this activity area is currently 738 spaces. The Overflow lots provide an additional 252 spaces. A brief description of each of the lots serving this activity area follows.

Parking Lot 1 on Parcel W is located at 13737 Fiji Way, west of Fiji Way, in the Fisherman's Village area. There are currently 502 parking spaces on this lot including the spaces available in the surface parking lot on Parcel 55. This lot obtains access from Fiji Way. As stated earlier, this lot is used by Fisherman's Village commercial and restaurant uses predominantly and to a certain extent, by the general public for recreational uses. Detailed surveys were conducted at this lot by Raju Associates Inc to determine the magnitude of public parking within this lot.

Parking lot at Dock 52 on Parcel 52 is located at 13501 Fiji Way, north of Fiji Way, adjacent to the Dock 52 area and is characterized as a temporary parking lot in the LCP. There are currently 236 parking spaces on this lot. This lot obtains access from Fiji Way and provides parking to County offices, charter and fishing boat activities and the general public for recreational purposes. Public parking demand information from a parking study prepared for the Fisherman's Village Development was obtained and verified as part of this study.

The Overflow Lots along Fiji Way are owned by the State Department of Fish and Game. There

are currently 252 spaces in these lots. These lots obtain access from Fiji Way. Parking demands at these lots have been included for informational purposes only and are not included in the determination of public parking supply requirements for the Fiji Way Activity Area since no public parking for recreational purposes are allowed in these lots.

North Shore Activity Area: The parking lot 13 on Parcel 3S provides most of the public parking spaces within this activity area. This activity area mostly serves local residents, fishermen, beachgoers and nearby house guests. The total available parking supply provided by the overflow lot 13 within this activity area is 140 spaces. Access to lot 13, located at 4601 Via Marina is obtained from Via Marina.

Parking lot 12 on Parcel FF, adjacent to Mother's Beach activity area, is also a public parking lot, per the Local Coastal Plan (LCP). There are 201 spaces in this lot. However, in the past few years, this overflow lot has not been used much by the general public for recreational purposes but has been used mostly for construction staging and by construction vehicles during construction. No public demand has been noticed in this lot. Therefore, no further analysis of this parking lot 12 is conducted in this study. This lot is planned to be removed from the list of public parking lots in the future pending a Plan Amendment is approved by the California Coastal Commission.

Summarizing, the overall parking supply within the five activity areas available to the general public is as follows:

| | Activity Area | Number of Existing Parking Spaces |
|---|----------------------|-----------------------------------|
| A | Mother's Beach | 843 |
| B | Yvonne B. Burke Park | 340 |
| C | Chace Park | 437 |
| D | Fiji Way (*) | 738 |
| E | North Shore | 140 |

(*) – Fiji Way activity area includes lots 1 and Dock 52. The parking lot 1 is the primary lot for the Fisherman's Village, Shanghai Reds Restaurant and Charter Boat companies. Similarly, Dock 52 lot is used by County office employees, charter boat users and the general public. Therefore, both these lots are used mostly by private uses and although, public parking is allowed on lot 1, not all of the supply is utilized for public recreational purposes.

PARKING DEMAND OR UTILIZATION SURVEYS

Parking demand survey data was obtained from the Los Angeles County Department of Beaches and Harbors, Parking Section for peak holiday weekdays and weekend days including holidays. The following three holiday weekends were surveyed and information compiled for the years 2005 and 2007:

- Three days prior to and on the July 4th Holiday
- Friday through Monday prior to and on the Memorial Day Holiday
- Friday through Monday prior to and on the Labor Day Holiday

Additionally, Raju Associates conducted parking demand surveys and compiled information at all the public parking lots during the Labor Day holiday long weekend in September 2009.

It has been observed that these weekends and weekdays prior to the holidays happen to exhibit the maximum utilization of public parking spaces in the Marina every year. Therefore, these peak weekends and weekdays were included in the study.

Additionally, parking demand or occupancy surveys at all public parking lots in Marina del Rey on a typical weekday and weekend day between the hours of 10 AM and 8 PM was conducted by Raju Associates' staff and information was compiled for analysis. The survey information included parking demand or occupancy numbers at each of the public lots in operation within each of the activity areas between the hours of 10 AM and 8 PM on each of the survey days.

Special surveys at parking lots W, GR and NR and adjoining lots were conducted by Raju Associates to ascertain the composition of all the users of each of these lots. The number of parking spaces occupied by public recreational users was measured on a typical weekday and weekend day and the peak public demand data was obtained using normalization techniques. Surveys and observations at the Casa Escobar (Parcel 27) parking lot, Organic Panificio (Parcel 33) parking lot, NR lot and the Cheesecake Factory and GR parking lots were conducted on a typical weekday and weekend day and the associated public parking demands were noted.

These demands were utilized in the determination of public parking requirements analysis in the study and included in the estimation of current and future public parking demands within the Mother's Beach activity area.

Therefore, in summary, parking demands throughout the day on weekdays and weekend days were compiled for analysis of the following conditions.

- Typical conditions
- Peak holiday conditions for the July 4th celebrations
- Peak Memorial Day holidays
- Peak Labor Day holidays

All of this parking demand data from surveys and the compiled information is attached in Appendix A2 of this report. Additionally, the data from special surveys noted earlier are also included in Appendix A3.

Typical Weekday & Weekend Day Parking Conditions

The public parking demands and occupancies for each of the activity areas for typical weekdays and weekend days are shown in Figures 4-1, 4-2, 5-1, and 5-2, respectively. Tables 1 and 2 summarize the peak overall and public parking demands and utilizations and the time of day that they occurred for typical weekdays and weekend days, respectively for each of the activity areas in the Marina. These typical parking demands are observed in the Marina for more than 300 days every year.

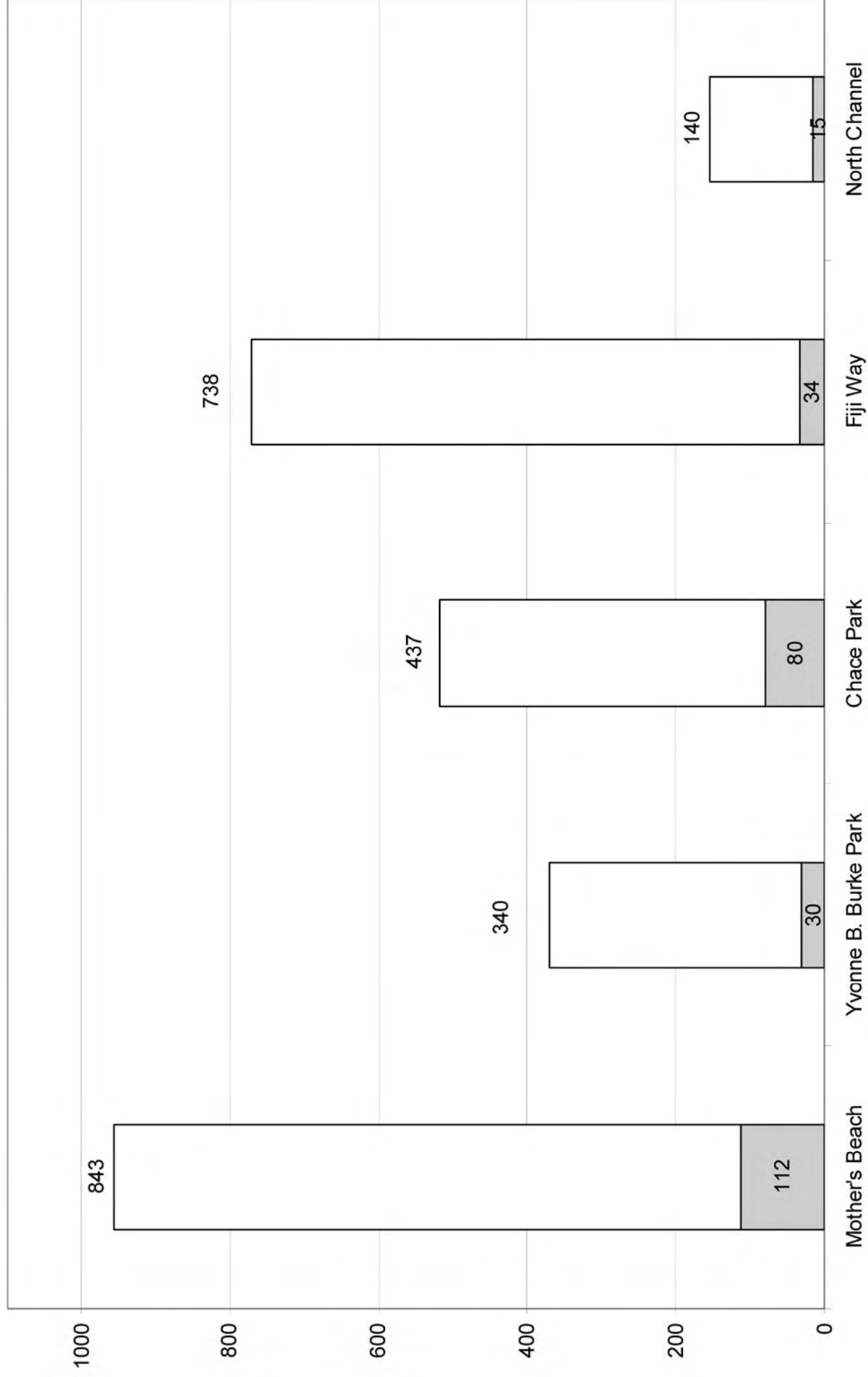
From Tables 1 and 2, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum observed public parking occupancy was 13% and 12% during typical weekdays and weekend days, respectively. This demand did not include Cheesecake Factory restaurant parking in Lot GR in addition to the public recreational use parking demand. However, with the commercial use parking demands ,

the maximum observed parking occupancy within this activity area was 16% and 21% during typical weekdays and weekend days, respectively.

- In the Yvonne B. Burke Park Activity Area, the maximum observed parking occupancy was 9% and 29% during typical weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum observed parking occupancy was 18% and 31% during typical weekdays and weekend days, respectively.
- In the Fiji Way Activity Area, the maximum observed parking occupancy was 28% and 53% during typical weekdays and weekend days, respectively. This demand included Fisherman's Village and other uses parking in Lots W and Dock 52. However, the maximum observed typical weekday and weekend public parking occupancies were 5% and 11%, respectively.
- In the North Channel Activity Area, the maximum observed parking occupancy was 11% and 23% during typical weekdays and weekend days, respectively.

■ Occupied Spaces □ Unused Parking



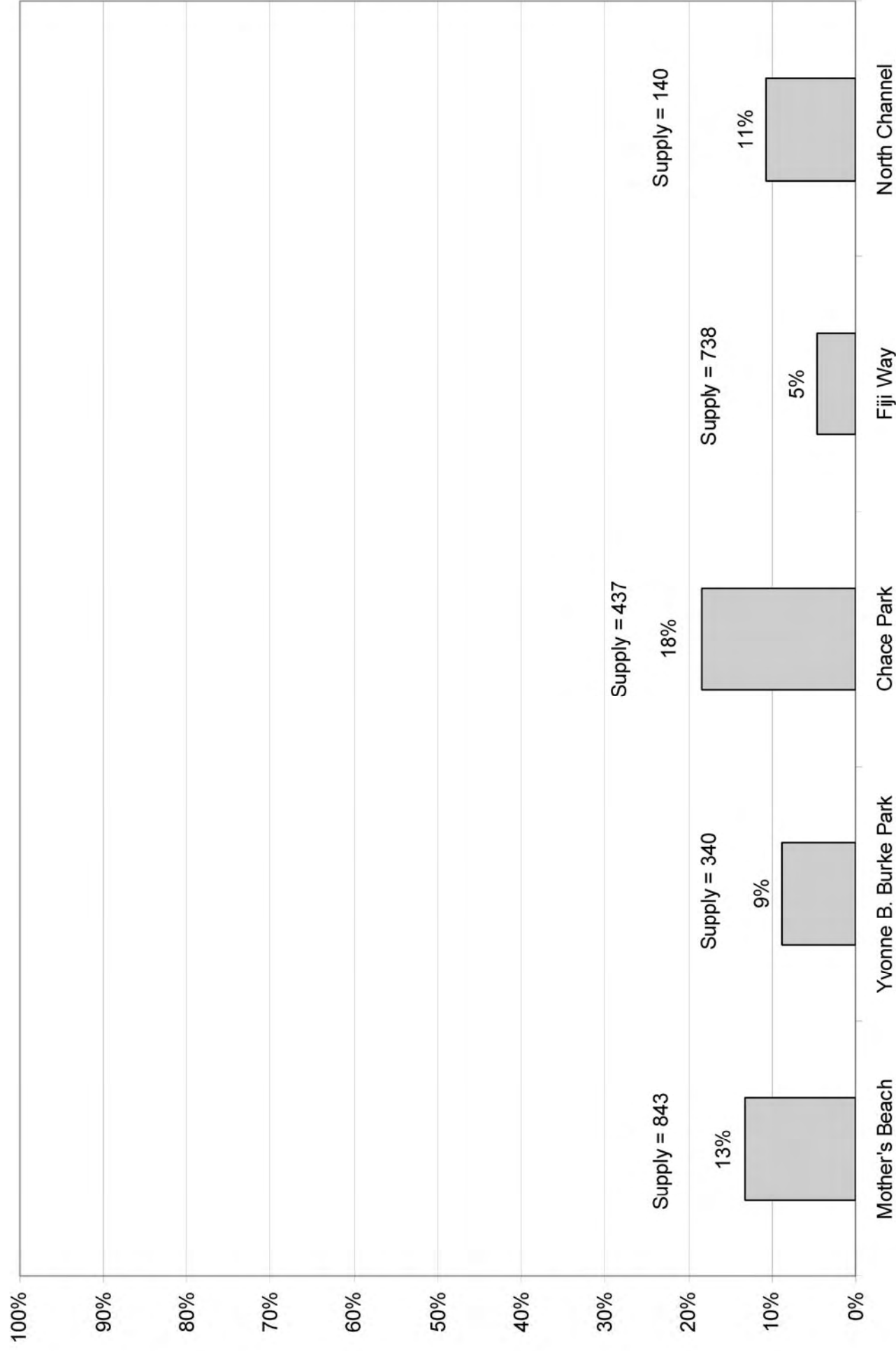


FIGURE 4-2
TYPICAL WEEKDAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA



■ Occupied Spaces □ Unused Parking

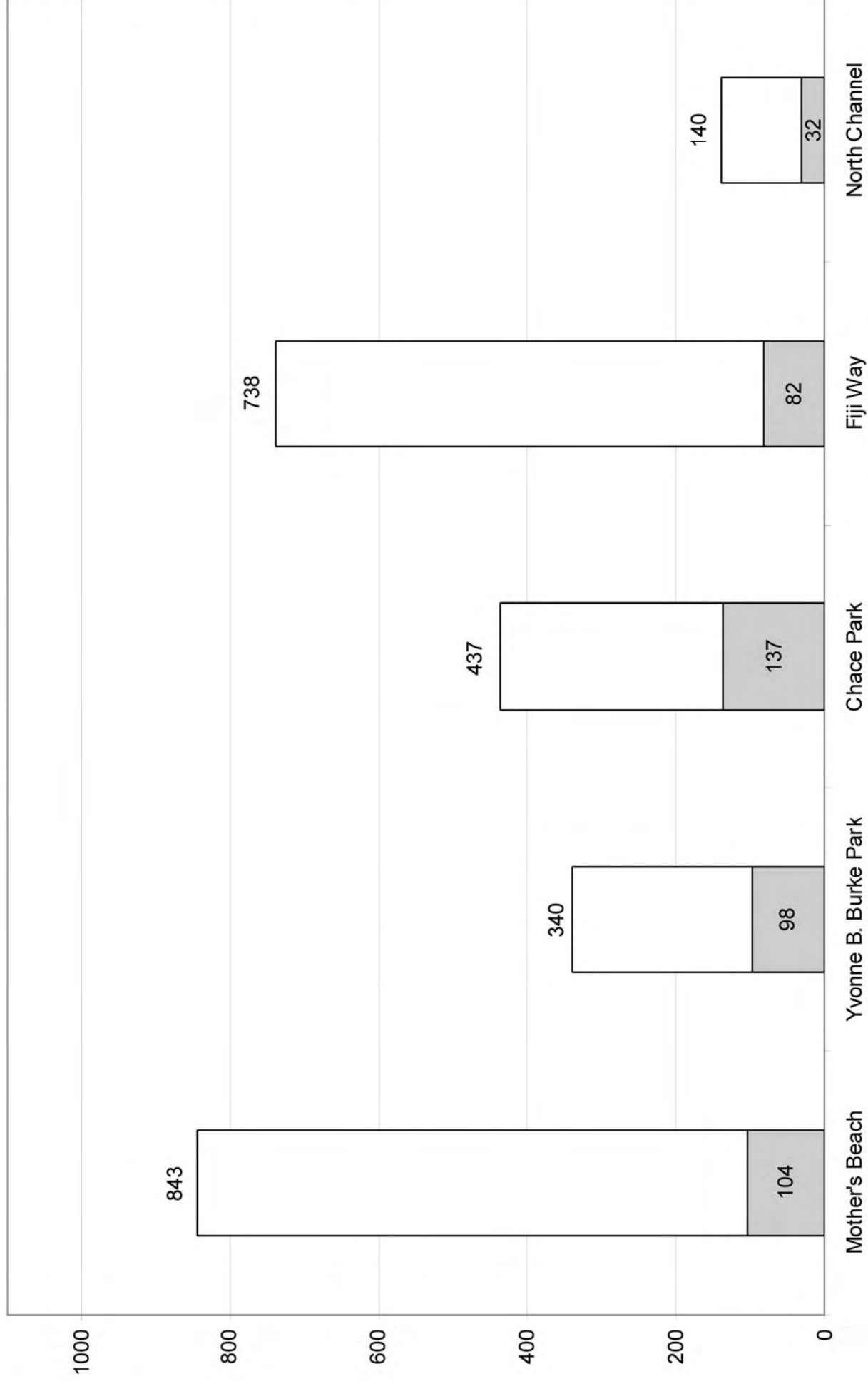


FIGURE 5-1
TYPICAL WEEKEND DAY EXISTING PARKING DEMAND BY ACTIVITY AREA



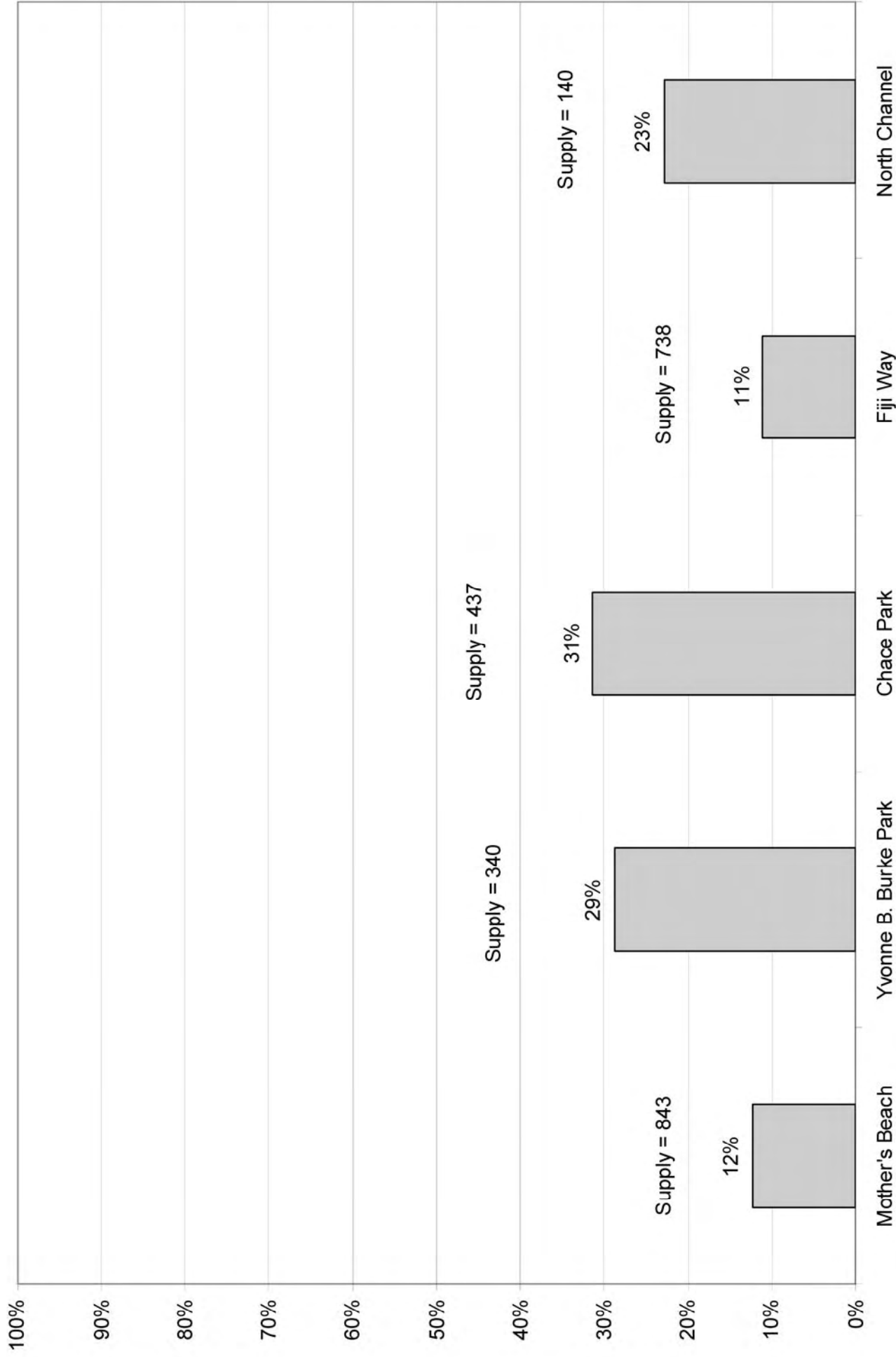


FIGURE 5-2
TYPICAL WEEKEND DAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA



TABLE 1
TYPICAL WEEKDAY EXISTING PARKING DEMAND & OCCUPANCIES

| # | Activity Area | Parking Supply | Typical Weekday Peak Demand | Typical Weekday Peak Occupancy | Time |
|---|---|----------------|-----------------------------|--------------------------------|------------|
| 1 | Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR) | 843 | Public: 112 All: 133 | Public: 13% All: 16% | 1PM |
| 2 | Yvonne B Burke Park (*) (5-U, 7-Q) | 340 | 30 | 9% | 4PM |
| 3 | Chace Park (2-49R, 4-49M, EE) | 437 | 80 | 18% | 1PM |
| 4 | Fiji Way (1-Fisherman's Village, Dock 52) | 738 | Public: 34 All: 206 | Public: 5% All: 28% | 4PM 8PM |
| 5 | North Channel (13-3S) | 140 | 15 | 11% | 8PM |

Note: (*) - Formerly known as Admiralty Park

TABLE 2
TYPICAL WEEKEND DAY EXISTING PARKING DEMAND & OCCUPANCIES

| # | Activity Area | Parking Supply | Typical Weekend Day Peak Demand | Typical Weekend Day Peak Occupancy | Time |
|---|---|----------------|---------------------------------|------------------------------------|------|
| 1 | Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR) | 843 | Public: 104 | Public: 12% | 1PM |
| | | | All: 180 | All: 21% | 8PM |
| 2 | Yvonne B Burke Park (*) (5-U, 7-Q) | 340 | 98 | 29% | 4PM |
| 3 | Chace Park (2-49R, 4-49M, EE) | 437 | 137 | 31% | 4PM |
| 4 | Fiji Way (1-Fisherman's Village, Dock 52) | 738 | Public: 82 | Public: 11% | 1PM |
| | | | All: 391 | All: 53% | |
| 5 | North Channel (13-3S) | 140 | 32 | 23% | 8PM |

Note: (*) - Formerly known as Admiralty Park

In summary, for most of the year (i.e., more than 300 days in any year), all the parking lots within each of the Activity Areas in Marina del Rey are very underutilized. The maximum public parking occupancy that was noted in the Chace Park activity area on a typical weekend day was 31% at peak times of the day. All other activity areas are currently showing maximum public parking occupancies of 5 to 18% during typical weekdays and 12 to 31% during weekend days indicating a large amount of unused excess parking for most of the time throughout the year.

Detailed demand analyses by day and lot, and by activity area are attached in Appendices B-1 and B-2 of the report.

Peak Holiday Weekday & Weekend Day Parking Conditions

The maximum parking demands and occupancies for each of the activity areas for peak holiday weekdays and weekend days (July 4th, Memorial Day and Labor Day Holidays were analyzed as noted earlier) are shown in Figures 6-1, 6-2, 7-1, and 7-2, respectively. Tables 3 and 4 summarize the peak overall and public parking demands and utilizations for key holiday weekdays and weekend days, respectively for each of the activity areas in the Marina. These key holidays parking demands are observed in the Marina mainly during the non-working weekdays and weekend days prior to the three major holidays, namely the 4th of July, Memorial Day and Labor Day every year. The actual holiday parking demands are not included in this assessment since it is recommended that a comprehensive parking management plan be implemented to meet the demands on these holidays, especially the 4th of July holiday. During the Boat Parade Day and Halibut Derby event days, only specific parking lots within the various activity areas are utilized by the participants and viewers, and as such, these are special event days when a parking management plan to manage and control parking in the Marina Del Rey area should be implemented.

■ Occupied Spaces ■ Unused Parking

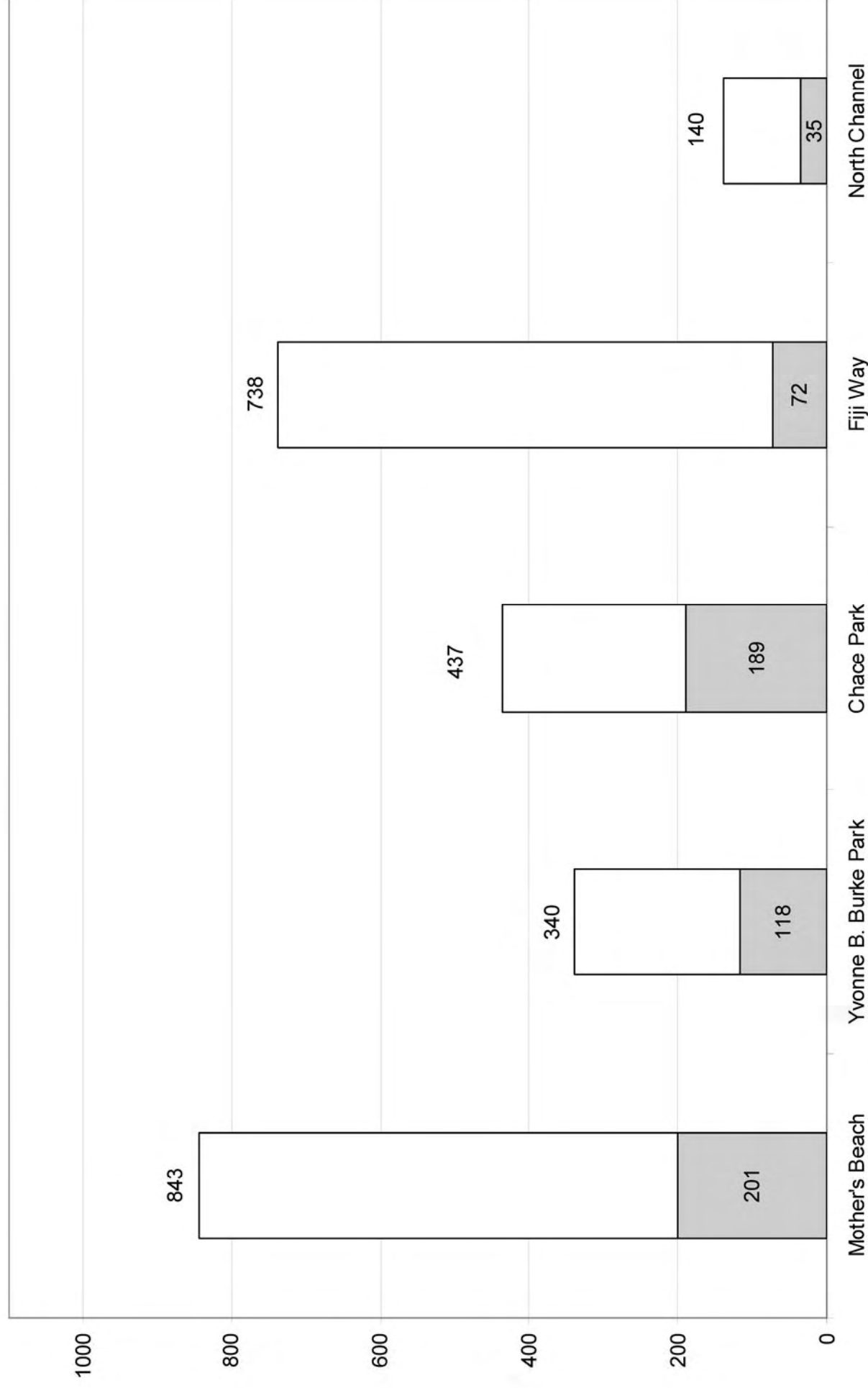


FIGURE 6-1
PEAK WEEKDAY EXISTING PARKING DEMAND BY ACTIVITY AREA

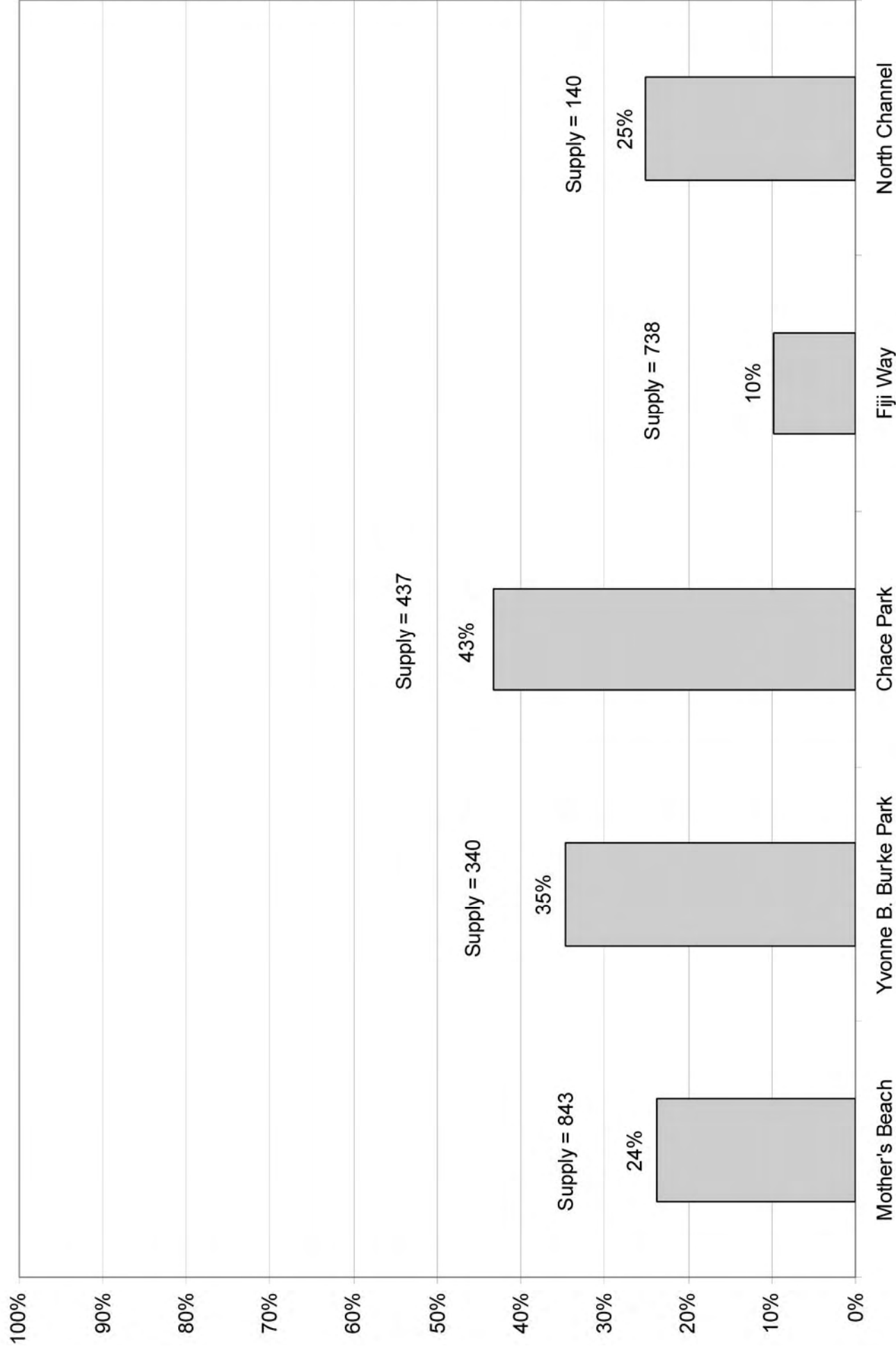


FIGURE 6-2
PEAK WEEKDAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA



■ Occupied Spaces □ Unused Parking

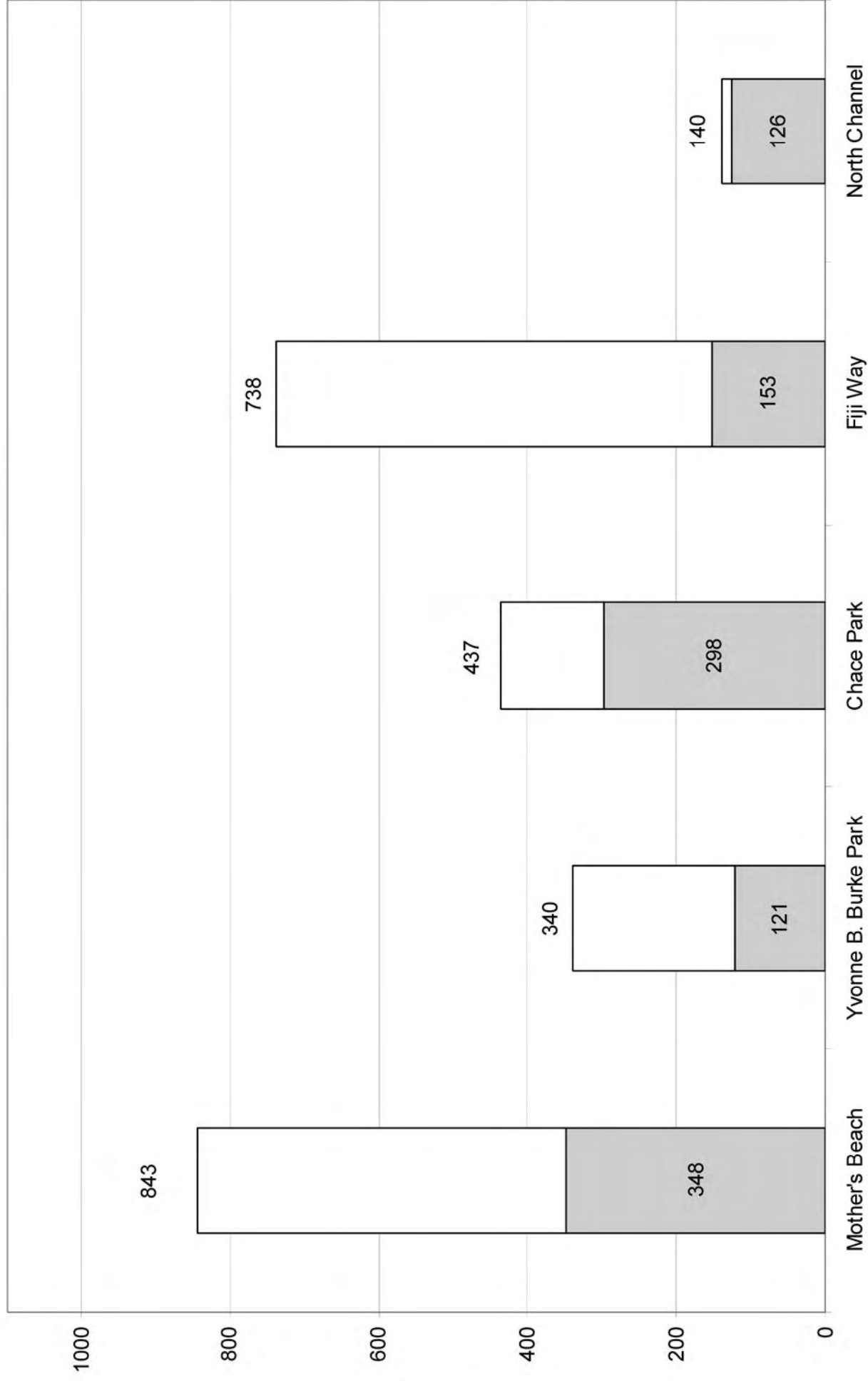


FIGURE 7-1
PEAK WEEKEND DAY EXISTING PARKING DEMAND BY ACTIVITY AREA

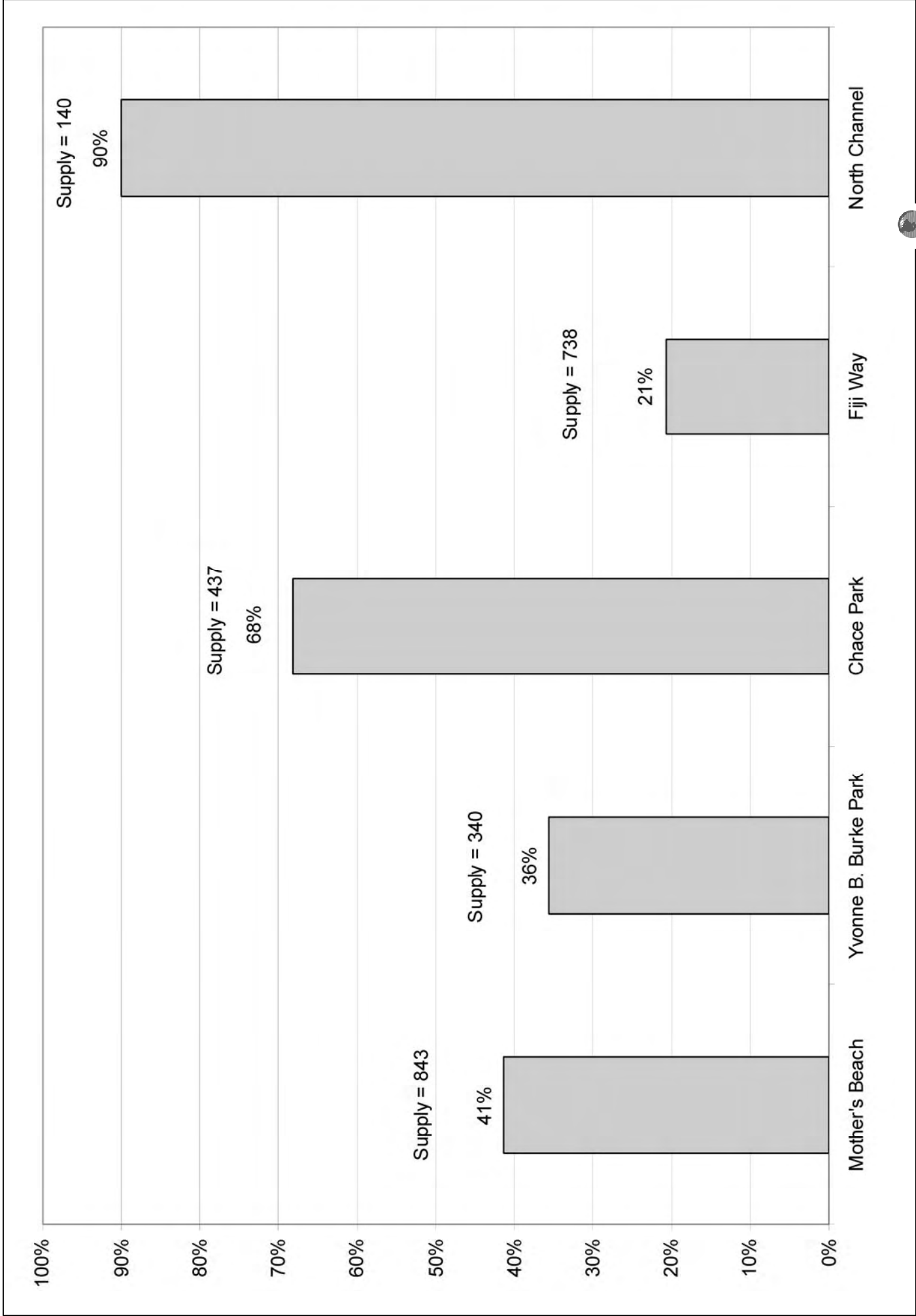


FIGURE 7-2
PEAK WEEKEND DAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA



TABLE 3
PEAK WEEKDAY EXISTING PARKING DEMAND & OCCUPANCIES

| # | Activity Area | Parking Supply | Peak Weekday Demand | Peak Weekday Occupancy | Time |
|---|---|----------------|-------------------------|-------------------------|------|
| 1 | Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR) | 843 | Public: 201 All: 300 | Public: 24% All: 36% | 8PM |
| 2 | Yvonne B Burke Park (*) (5-U, 7-Q) | 340 | 118 | 35% | 10AM |
| 3 | Chace Park (2-49R, 4-49M, EE) | 437 | 189 | 43% | 1PM |
| 4 | Fiji Way (1-Fisherman's Village, Dock 52) | 738 | Public: 72 All: 491 | Public: 10% All: 67% | 8PM |
| 5 | North Channel (13-3S) | 140 | 35 | 25% | 8PM |

Note: (*) - Formerly known as Admiralty Park

TABLE 4
PEAK WEEKEND DAY EXISTING PARKING DEMAND & OCCUPANCIES

| # | Activity Area | Parking Supply | Peak Weekend Day Demand | Peak Weekend Day Occupancy | Time |
|---|--|----------------|-------------------------|----------------------------|------|
| 1 | Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR) | 843 | Public: 348 All: 462 | Public: 41% All: 55% | 4PM |
| 2 | Yvonne B Burke Park (*) (5-U, 7-Q) | 340 | 121 | 36% | 4PM |
| 3 | Chace Park (2-49R, 4-49M, EE) | 437 | 298 | 68% | 4PM |
| 4 | Fiji Way (1-Fisherman's Village, Dock 52) | 738 | Public: 153 All: 678 | Public: 21% All: 92% | 4PM |
| 5 | North Channel (13-3S) | 140 | 126 | 90% | 4PM |

Note: (*) - Formerly known as Admiralty Park

From Tables 3 and 4, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum observed overall parking occupancy including the Cheesecake Factory demand was 36% and 55% during peak weekdays and weekend days, respectively. The maximum observed peak public parking occupancy was 24% and 41% during holiday peak weekdays and weekend days, respectively.
- In the Yvonne B. Burke Park Activity Area, the maximum observed parking occupancy was 35% and 36% during peak weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum observed parking occupancy was 43% and 68% during peak weekdays and weekend days, respectively.
- In the Fiji Way Activity Area, the maximum observed overall parking occupancy was 67% and 92% during peak holiday weekdays and weekend days, respectively. These demands included those associated with Fisherman' Village commercial and other uses as well as those associated with other uses served by Dock 52 parking. The maximum observed peak public parking occupancy (based on specialized surveys of all users to identify public parking patronage conducted by Raju Associates Inc) was 10% and 21% during holiday peak weekdays and weekend days, respectively.
- In the North Channel Activity Area, the maximum observed parking occupancy was 19% and 63% during peak weekdays and weekend days, when no other events are serviced, respectively.

In summary, for approximately 10 days in any year, the parking lots within each of the Activity Areas in Marina del Rey are somewhat better utilized. The maximum occupancy that was noted other than in the Fiji Way Activity Area was 68% in the Chace Park activity area. The maximum occupancy in the Fiji Way activity area that was noted on the peak weekend day was 92% in lots W and Dock 52. The Overflow Lots adjacent to this activity area provided additional public parking supply to bring the overall occupancy to approximately 80% indicating that there was still more than adequate available public parking within the Fiji Way Activity Area and the overflow parking lots during peak holiday weekend days. All other activity areas are currently showing maximum occupancies of 19 to 43% during peak weekdays and 33 to 68% during peak weekend days indicating a number of unused excess parking even during the peak times every year.

The purpose of this parking study is to right-size public parking supply serving each of the activity areas in the long-term (year 2030) future conditions taking into account the ambient growth and potential other public amenities development such as additional boat slips or storage and expansion of Chace Park within the Marina and their anticipated additional demands on public parking. The ambient growth includes all other growth in the region that would potentially add parking demand and was assumed to be equal to the ambient observed traffic growth in this area. A detailed assessment of these conditions is presented in the following chapter.

III. LONG-TERM FUTURE PUBLIC PARKING ASSESSMENT

This chapter provides a description of the various components that affect public parking dynamics throughout the Marina. Detailed estimations and assessments of public parking demands in the future within each of the activity areas in the Marina are performed in this chapter. A discussion of the methodology used in the preparation of these forecasts including key assumptions, parameters and other relevant information is also provided in this chapter.

The future year 2030 long-term parking evaluations included in this chapter address typical weekday and weekend day conditions as well as peak holiday weekday and weekend day conditions. Detailed assessments of all these scenarios within each of the activity areas are provided in the following sections.

FUTURE LONG-TERM (YEAR 2030) PUBLIC PARKING DEMAND ESTIMATION

The future parking demands at the various public parking lots are dependent upon the following key elements – current or existing parking demands, anticipated ambient growth due to general growth in population and anticipated growth in public parking demand due to potential expansion of public facilities and amenities (such as additional boat storage or slips and expansion of Chace Park). Further, where private commercial and public parking demands affect the occupancies of the public parking lots, only the public parking component would need to be isolated and used in the development of future public parking demand forecasts. Conversely, where public parking demand is occurring at private free parking lots adjacent to public parking lots, this demand has been captured and utilized in the development of overall future public parking demands within each of the activity areas, in this study.

The methodology used in the estimation of both peak public parking demands on typical weekdays and weekend days as well as peak holiday weekdays and weekend days is as follows:

1. Identify / determine the peak public parking demands on typical and peak weekdays and weekend days
2. Apply the anticipated ambient growth rate of 0.6% per year for 22 years based on the projected ambient traffic growth in this area. The 0.6% per year growth rate is the annual growth rate used by the Department of Public Works for projecting traffic growth in the Marina del Rey area. It is worth noting that the potential induced public parking demand, if any, due to the six pipeline development projects proposed within the Marina at parcels 10/FF, IR, OT/21, 33/NR, 52GG and 49/77 are accounted for in the ambient growth calculations noted above. The uses that are proposed within these six pipeline projects include residential, commercial retail, senior facility, hotel rooms, restaurants, visitor-serving commercial, office and dry-stack spaces and these uses will not directly cause an increase in public parking demand (per definition of public parking). However, their potential induced public parking demand, if any, is factored into the ambient growth rate noted above. Moreover, the entitlement intensities for these projects are already included in the LCP, and no additional entitlement intensity is sought.
3. Apply the anticipated additional parking demand for specific activity areas based on anticipated additional facilities. Both Mother's Beach and Chace Park Activity Areas are anticipated to have additional facilities and the potential increased public parking demand associated with these public facilities are estimated and then added to the future with ambient demand (in step 2 above) to obtain total future public parking demand by activity area

Future Long-Term Typical Weekday and Weekend Day Public Parking Demands

Utilizing the methodology described in the previous section, the future long-term typical weekday and weekend day public parking demands were estimated. Table 5 summarizes the peak parking demands and the time of day that these public parking demands are anticipated for typical weekdays and weekend days, within each of the activity areas in the Marina. Again, it is worth noting that these typical parking demands are anticipated in the Marina for more than 300 days every year.

TABLE 5

TYPICAL WEEKDAY & WEEKEND DAY FUTURE ANTICIPATED PARKING DEMAND

| # | Activity Area | Typical Weekday Peak Parking Demand | Time | Typical Weekend Day Peak Parking Demand | Time |
|---|---|-------------------------------------|------------|---|------------|
| 1 | Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR) | Public: 143 All: 167 | 1PM | Public: 145 All: 231 | 1PM 8PM |
| 2 | Yvonne B Burke Park (*) (5-U, 7-Q) | 34 | 4PM | 111 | 4PM |
| 3 | Chace Park (2-49R, 4-49M, EE) | 92 | 1PM | 159 | 4PM |
| 4 | Fiji Way (1-Fisherman's Village, Dock 52) | Public: 38 All: 233 | 4PM 8PM | Public: 93 All: 443 | 1PM |
| 5 | North Channel (13-3S) | 17 | 8PM | 36 | 8PM |

Note: (*) - Formerly known as Admiralty Park

From Table 5, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum estimated overall parking demand was 167 spaces and 231 spaces during typical weekdays and weekend days, respectively. These estimates include the parking demands associated with the Cheesecake Factory restaurant use. The maximum estimated public parking demand was 143 spaces and 145 spaces during typical weekdays and weekend days, respectively.
- In the Yvonne B. Burke Park Activity Area, the maximum estimated parking demand was 34 and 111 spaces during typical weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum estimated parking demand was 92 and 159 spaces during typical weekdays and weekend days, respectively.
- In the Fiji Way Activity Area, the maximum estimated parking demand was 233 and 443 spaces during typical weekdays and weekend days, respectively. These estimates include the parking associated with the Fisherman's Village commercial use as well as other uses including the Charter Boat companies. The maximum estimated public parking demand was 38 spaces and 93 spaces during typical weekdays and weekend days, respectively.
- In the North Channel Activity Area, the maximum estimated parking demand was 17 and 36 spaces during typical weekdays and weekend days, respectively.

In summary, for most of the year (i.e., more than 300 days in any year), the maximum future overall parking demand on typical weekdays and weekend days that was estimated was in the Fiji Way Activity Area. The maximum estimated future public parking demand on typical weekdays and weekend days that was estimated was in the Mother's Beach and Chace Park activity areas, respectively.

Detailed demand analyses by day and lot and by activity area are attached in Appendices C-1 and C-2 of the report.

Future Long-Term Peak Holiday Weekday & Weekend Day Public Parking Conditions

The maximum parking demands for each of the activity areas for peak holiday weekdays and weekend days (July 4th, Memorial Day and Labor Day Holidays were analyzed as noted earlier) were estimated using the methodology described earlier in this chapter. Table 6 summarizes the peak parking demands and the times of day when they occur for key holiday weekdays and weekend days, for each of the activity areas in the Marina. These key holidays parking demands are estimated mainly during the non-working weekdays and weekend days prior to the three major holidays (namely the 4th of July, Memorial Day in May and Labor Day in September every year).

From Table 6, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum estimated peak overall parking demand was 364 spaces and 553 spaces including Cheesecake Factory restaurant parking demand in GR as well as the other public parking demands during peak holiday weekdays and weekend days, respectively. The maximum estimated future peak public parking demand was 252 spaces and 360 during holiday peak weekdays and weekend days, respectively.
- In the Yvonne B. Burke Park Activity Area, the maximum estimated parking demand was 134 spaces and 137 spaces during peak holiday weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum estimated parking demand was 222 spaces and 360 spaces during peak holiday weekdays and weekend days, respectively.
- In the Fiji Way Activity Area, the maximum estimated overall parking demand was 556 spaces and 768 spaces during peak holiday weekdays and weekend days, respectively. Again, this estimate includes the demands associated with the Fisherman's Village commercial uses as well as other uses served by lots W and Dock 52. However, the maximum estimated peak public demand was 82 spaces and 173 spaces during peak holiday weekdays and weekend days, respectively.
- In the North Channel Activity Area, the maximum estimated parking demand was 29 spaces and 100 spaces during peak holiday weekdays and weekend days, respectively.

TABLE 6
PEAK WEEKDAY & WEEKEND DAY FUTURE ANTICIPATED PARKING DEMAND

| # | Activity Area | Peak Weekday Parking Demand | Time | Peak Weekend Day Parking Demand | Time |
|---|---|-----------------------------|------|---------------------------------|------|
| 1 | Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR) | Public: 252 All: 364 | 8PM | Public: 348 All: 553 | 4PM |
| 2 | Yvonne B Burke Park (*) (5-U, 7-Q) | 134 | 10AM | 137 | 4PM |
| 3 | Chace Park (2-49R, 4-49M, EE) | 222 | 1PM | 360 | 4PM |
| 4 | Fiji Way (1-Fisherman's Village, Dock 52) | Public: 82 All: 556 | 8PM | Public: 173 All: 768 | 4PM |
| 5 | North Channel (13-3S) | 40 | 8PM | 143 | 4PM |

Note: (*) - Formerly known as Admiralty Park

In summary, during the peak holiday weekdays and weekend days of the year (i.e., for approximately two weeks or 10 days during the 4th of July, Memorial Day and Labor Day holiday weeks), the maximum future peak public parking demand that was estimated was in the Mother's Beach and Chace Park Activity Areas. The maximum overall peak holiday weekday and weekend day parking demand that was estimated was in the Fiji Way activity area. As stated earlier, this overall demand included the parking demand associated with Fisherman's Village commercial and other uses served by lots W and Dock 52.

The actual holiday day's parking demands are not included in this assessment since it is anticipated that a comprehensive parking management plan will be implemented to accommodate those demands.

A parking management plan is a powerful tool consisting of a set of actions that can be employed to manage and control parking within an area such as Marina del Rey. The parking management plan includes numerous key elements or components that work together to achieve the primary goal of managing and controlling parking operations in a specific area. The key elements may include identification of remote parking lots (parking supply); identification of all days when the use of these remote parking lots are needed; agreements with property owners that own and/or would allow operation of the remote parking lots during these days; shuttle vans or buses that would operate between these lots and various activity area destinations within Marina del Rey; appropriate signage plan to inform and direct/guide patrons to and from remote parking lots using the associated shuttle transport; and a detailed traffic management plan to guide patrons between various parking lots as well as the remote lots. One of the remote parking lots where event parking on holidays and weekend days is available is the parking structure on Parcel 76. The Los Angeles County through a parking covenant has obtained permission to use up to 860 legally striped parking spaces on holidays and weekend days. This lot could be used as a component of the parking management plan discussed above.

During the Boat Parade Day and Halibut Derby event days, only specific parking lots within the various activity areas are estimated to continue to be utilized by the event participants and

viewers, and as such, these are special event days when a parking management plan to manage and control parking are recommended for implementation.

Detailed demand analyses by day and lot and by activity area are included in Appendices C-1 and C-2 of the report.

IV. PUBLIC PARKING REQUIREMENTS IN MARINA DEL REY

The Long-Term Future Year 2030 typical and peak holiday public parking demands estimated in the previous chapter are evaluated in this chapter. Based on the demand estimates for both typical and peak holiday weekend days, an appropriate measure of parking supply requirements is identified and minimum public parking supply requirements are suggested by activity area within the Marina Del Rey area.

There are six pipeline development projects proposed within the Marina at parcels 10/FF, IR, OT/21, 33/NR, 52GG and 49/77. The uses that are proposed include residential, commercial retail, Senior Facility, hotel rooms, restaurants, visitor-serving commercial, office and dry-stack spaces. These uses will not directly cause an increase in public parking demand. Although there would be no direct effect on public parking due to these projects, the potential induced public parking demand has been accounted for in the ambient growth calculations. These private development projects would be required to provide their own parking for the various proposed uses per Los Angeles County parking code requirements that are separate from the public parking assessments that are being addressed in this study.

PEAK PARKING DEMAND ESTIMATES BY ACTIVITY AREA

From the previous chapter, it was observed that the peak public parking demands within each of the activity areas varied widely between the activity areas themselves as well as between typical (300 plus) days of the year and peak holiday weekend days of a certain year.

The Fiji Way and Mother's Beach activity areas demand estimates that were developed in the previous chapter also included the overall demand at the various parking lots serving these areas. Special detailed surveys were conducted to isolate only the public parking demand component from these lots. Using the data from these days, public parking demands associated with the

various parking lots and consequently, the activity areas were developed.

An examination of the current peak parking demands indicates the following:

On typical (300 plus days) weekdays and weekend days in a year, the current peak public parking demand varies between 5% on a weekday within Fiji Way activity area to 31% occupancies on a weekend day at the Chace Park activity area. However, on peak holiday weekdays and weekend days, the peak public parking demand varies between 10% on a weekday at the Fiji Way activity area to 68% occupancy on a weekend day at the Chace Park activity area. These data indicate that not only are the demands highly variable, for most of the year, they are also much lower than the currently available parking supply indicating that most of the parking supply is greatly under-utilized throughout the year. On certain peak weekday and weekend days of holiday weeks, and special event days, some of these parking lots within the activity areas get better utilization.

The demand data indicates that determination of an average value would not be very useful in ascertaining the required parking supply by activity area due to the tremendous variation in the data. Statistical evaluation in cases such as these would involve determination of the 85th percentile or 90th percentile of the data (public parking demand) and then assessing the supply requirements based on that.

The 85th percentile (or 90th percentile) value is defined as that value that 85% (or 90%) of the data in the value set are equal to or less than. The 90th percentile peak public parking demand at each of the activity areas represents that value of demand that 90% of all the peak public parking demands are less than or equal to. In technical terms, 90th percentile is that position in a dataset that has 90% of the data equal to or less than it and 10% of the data greater than it.

PUBLIC PARKING SUPPLY REQUIREMENTS IN MARINA DEL REY

Both the 85th percentile and 90th percentile of peak parking demand data were determined for both the current as well as future anticipated peak conditions. Even though 85th percentile is what is typically chosen as design day for various types of uses, for public parking assessment in Marina del Rey, a conservative 90th percentile of peak public parking demand was utilized. Table 7

summarizes the 90th percentile future anticipated peak public parking demand by activity area within the Marina. As stated earlier, the public parking demand estimates at lots where parking was shared between public parking and adjacent commercial private parking demands, were developed based on specialized surveys conducted at lots W, Dock 52, NR and adjacent lots and GR.

From Table 7, it can be observed that the 90th percentile of the peak parking demand would vary between 100 spaces at the North Channel activity area to 360 spaces at Mother's Beach.

The minimum public parking supply requirement, from a conservative perspective, has been estimated to be approximately 10% more than the 90th percentile of the anticipated future peak parking demand for each of the activity areas. This would allow for patrons to find parking within the activity areas with relative ease rather than circling around and within the various parking lots within each of the activity areas. Further, this additional 10% over and above the 90th percentile design day chosen for public parking, would provide an additional factor of safety to accommodate any potential induced demand due to the six pipeline projects proposed within the Marina. Table 8 and Figure 8 summarize the minimum public parking supply requirements within each of the activity areas in the Marina.

The detailed analyses worksheets by activity area for current conditions and future anticipated 2030 peak conditions are included in Appendices D-1 and D-2.

Summarizing, based on the data, the following are recommended for public parking supply - Mother's Beach activity area: 400 spaces; Yvonne B. Burke Park activity area: 115 spaces; Chace Park activity area: 370 spaces; Fiji Way activity area: 180 spaces; North Channel activity area: 110 spaces. Parking supply for shared commercial and other non-public recreational uses would need to be over and above the minimum public parking requirements noted above.

It is also worth noting that although recommended ranges of parking supply by activity area are provided in this study, one could park in any activity area within the Marina and use the Water Taxi and / or Shuttle to reach the final destination. Further, given the proximity of parking within one activity area to uses in another activity area, it is possible for patrons to use alternate activity area parking lots and walk to their final destination.

TABLE 7
90TH PERCENTILE FUTURE PEAK PUBLIC PARKING DEMAND BY ACTIVITY AREA

| Activity Area | 90th Percentile Future Peak Parking Demand |
|---------------------|--|
| Mother's Beach | 360 |
| Yvonne B Burke Park | 102 |
| Chace Park | 336 |
| Fiji Way | 165 |
| North Channel | 100 |

■ Occupied Spaces □ Unused Parking

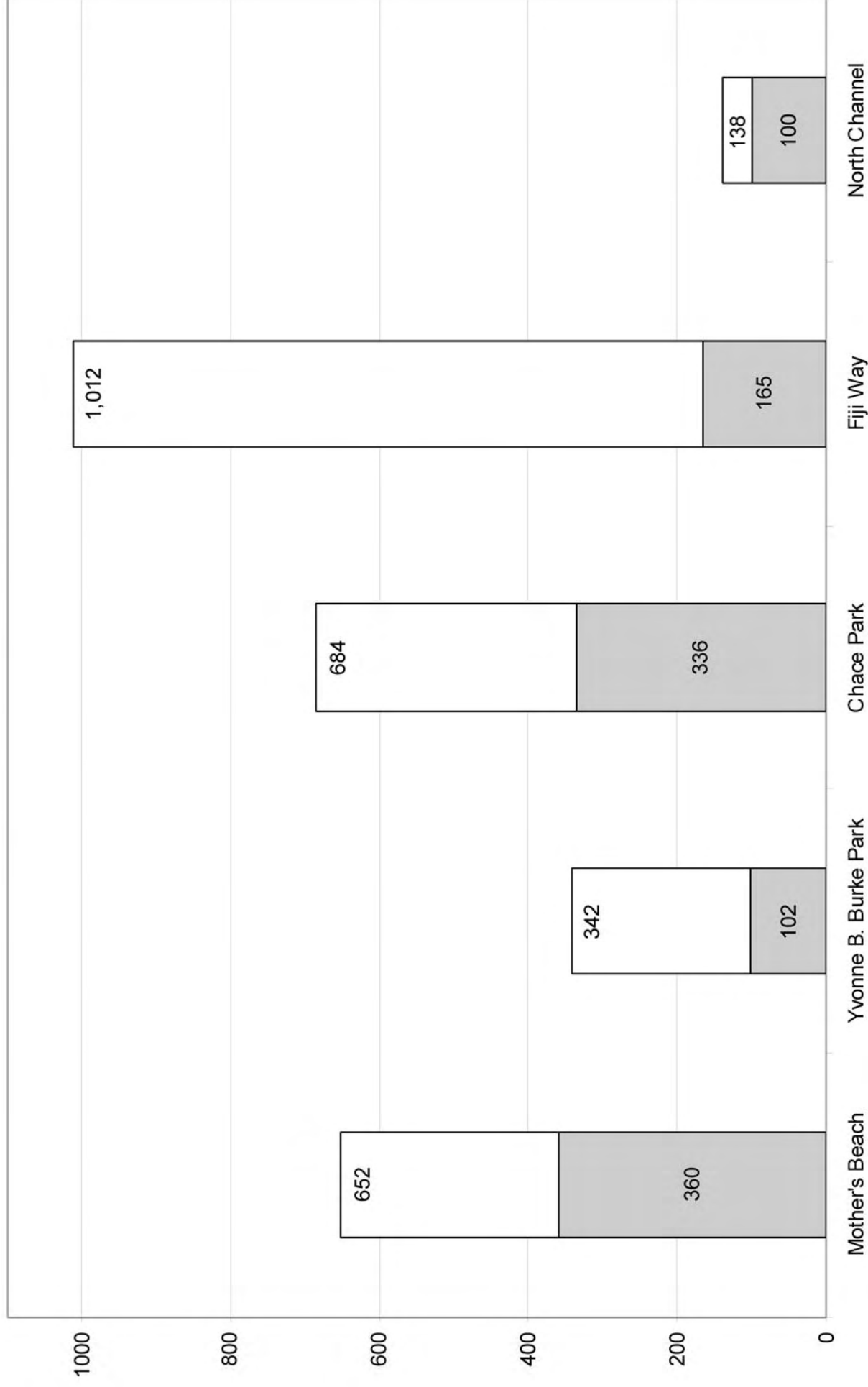


FIGURE 8
90TH PERCENTILE FUTURE PEAK PARKING DEMAND BY ACTIVITY AREA

TABLE 8
RECOMMENDED PARKING REQUIREMENTS BY ACTIVITY AREA

| Activity Area | 90th Percentile Future Peak Parking Demand | Recommended Minimum Public Parking Supply |
|---------------------|--|---|
| Mother's Beach | 360 | 400 |
| Yvonne B Burke Park | 102 | 115 |
| Chace Park | 336 | 370 |
| Fiji Way | 165 | 180 |
| North Channel | 100 | 110 |

PARKING SUPPLY EVALUATION

The Fiji Way and Mother's Beach Activity Areas, as noted earlier, involve sharing of public parking lots by commercial (Fisherman's Village in Fiji Way), charter boat companies (in Fiji Way) and restaurant (Shanghai Reds in Fiji Way and Cheesecake Factory in Mother's Beach) uses with public recreational parking. The following sections provide an examination and analysis of the currently proposed parking within the activity areas in comparison to the minimum public parking requirements along with the private use parking demands, if any, within the same activity areas.

Adequacy of the parking operations within each of the activity areas is also discussed in the following section.

Fiji Way Activity Area Overall Parking Analysis

The Fisherman's Village development as well as the Charter Boat Companies and others within the Fiji Way activity area share the parking lots 1 on Parcel W and Dock 52 on Parcel 52. These developments with their peak parking demand profiles per the studies conducted by the Proposed Fisherman's Village Expansion / Enhancement Project and the public parking demand profiles per the specialized surveys and analyses conducted by Raju Associates, Inc. are summarized in Appendix E. It can be summarized from Appendix E that the peak weekday maximum overall parking demand would be 788 spaces while the maximum overall peak parking demand on weekend days would be 930 spaces. The Fisherman's Village Enhancement / Expansion Project currently calls for an overall parking supply of 1,012 spaces to be shared by all uses including the public parking demand anticipated to be generated in the Future year 2030 conditions. The proposed parking supply would be adequate in terms of satisfying the shared need identified above. It is recommended that the public parking component be integrated into the Fisherman's Village Project throughout the day on all weekdays and weekend days, except on holidays when a parking management plan is recommended.

Mother's Beach Activity Area Overall Parking Analysis

The Cheesecake Factory Restaurant currently utilizes lot 11 on Parcel GR. A comparison of the minimum public parking requirement plus the Cheesecake Factory parking demand on lot 11

within the Mother's Beach activity area was made to the currently proposed public parking supply, within the same activity area. This overall demand was estimated to be 364 spaces on a peak weekday and 553 spaces on a peak weekend day including the Cheesecake Factory and all other potential additional boat slip development within the Mother's Beach activity area. The proposed supply within this activity area is currently planned to be approximately 650 spaces. Therefore, there would be adequate parking within this activity area with the currently proposed plan.

All other Activity Areas Parking Analyses

In addition to the above activity areas, a comparison of currently proposed parking supply to the minimum public parking requirements within each of the other activity areas (Yvonne B. Burke Park, Chace Park and North Shore) was conducted. It was observed that the currently proposed parking plan provides more than adequate public parking supply within each of the other activity areas also.

Summarizing, the currently proposed parking plan provides more than the required minimum public parking supply requirements within all of the activity areas in Marina del Rey as shown below:

| Activity Area Name | Recommended Minimum Public Parking Supply (Number of Spaces) | Excess Number of Parking Spaces based on Proposed Parking Plan |
|----------------------|--|--|
| Mother's Beach (1) | 400 | 117 |
| Yvonne B. Burke Park | 115 | 227 |
| Chace Park | 370 | 314 |
| Fiji Way (2) | 180 | 92 |
| North Shore | 110 | 30 |

Note :

(1) – Parking lots in this activity area are shared by public and private uses. The Cheesecake Factory restaurant uses parking lot 11 on Parcel GR.

(2) – Parking lots in this activity area are also shared by public and private uses. Fisherman's Village, charter boats, the LACDBH office and others use parking lots 1 and Dock 52 within this activity area.

An exhibit showing the 90th percentile future public parking demand, recommended minimum public parking supply, existing parking supply and the future potential public parking supply by activity area is included in Appendix F.

V. SUMMARY OF RECOMMENDATIONS & CONCLUSIONS

A comprehensive and detailed parking study has been performed by Raju Associates, Inc. to assess the public parking needs within the Marina del Rey area of the County of Los Angeles, California. Both current and future needs are assessed through the year 2030 and right-sizing of public parking within various areas in Marina del Rey have been addressed as part of this study.

“Public Parking” is defined as the parking provided for the benefit of the general public (including visitors to and residents of Marina del Rey) for the sole purpose of utilizing and enjoying the public facilities such as the beach, parks, recreational public uses and other specific attractions that are not commercial in nature. The parking requirements associated with potential future attractions such as hotels, restaurants and other commercial establishments as well as all other private uses including residential, office, retail and other commercial types of uses are addressed separately using the Los Angeles County Parking Codes and Local Coastal Plan provisions, and as such, are not the subject of this study document. Only the requirements as they pertain to public parking as defined above are addressed in this document.

There are numerous public parking lots within the Marina del Rey area. They serve nearby residents as well as visitors to the Marina facilities. The public parking lots are all surface lots adjacent to specific attractions and serving a specific activity area. Past surveys and observations of utilization of these public parking lots have revealed that these lots are all greatly under-utilized to varying degrees almost throughout the year except for a few holidays and pre-holiday weekend days, even when the gate arms are up and no fee is charged.

A list of the public parking lots within the Marina that are evaluated in this study is provided below.

| Lot Number | Parcel | Number of Parking Spaces | Remarks |
|------------|--------|--------------------------|--|
| 1 | W | 502 | Fisherman's Village and others use this lot |
| 2 | 49R | 239 | |
| 4 | 49M | 140 | |
| 5 | UR | 220 | Public Library uses 20 spaces |
| 7 | Q | 120 | |
| 8 | OT | 183 | FantaSea Yachts can use 94 spaces after 6 pm |
| 9 | NR | 186 | |
| 10 | IR | 212 | |
| 11 | GR | 262 | Cheesecake Factory uses this lot |
| 12 | FF | 201 | Not used much by anyone |
| 13 | 3S | 140 | |
| 16 | EE | 58 | Metered parking spaces |
| Dock 52 | 52 | 236 | LACDBH Office and others use this lot |
| Total | | 2,699 | |

This study is directed at identifying the appropriate parking supply to satisfy the current and anticipated future parking demands within various activity areas and right-sizing the parking lots (listed in the previous page) serving these activity areas. The estimation of parking demands for the future year 2030 was done using current observed parking demands and factoring in the growth anticipated from planned adjacent uses as well as from ambient growth due to growth in population over the next 20+ years. In addition, several new improvements for visitors at Mother's Beach and potential expansion of Chace Park were factored into demand figures.

There are six pipeline development projects proposed within the Marina at parcels 10/FF, IR, OT/21, 33/NR, 52GG and 49/77. The uses that are proposed include residential, commercial retail, Senior Facility, hotel rooms, restaurants, visitor-serving commercial, office and dry-stack spaces. These uses will not directly cause an increase in public parking demand. Although there would be no direct effect on public parking due to these projects, the potential induced public parking demand has been accounted for in the ambient growth calculations noted above. These private development projects would be required to provide their own parking for the various

proposed uses per Los Angeles County parking code requirements that are separate from the public parking assessments that are being addressed in this study.

Current and future parking demand and supply utilization analyses at each of the public parking lots within the Marina del Rey area were conducted in this study. Five major activity areas were identified and peak parking within these activity areas were determined. The supply needed to accommodate the current and future needs within each of the activity areas were also determined in this study and suggestions / recommendations for the same were made. The following executive summary highlighting the key findings of this study is presented.

- A total of 13 public parking lots and five activity areas were assessed within the study area for this project. The five activity areas are the Mother's Beach Activity area, Yvonne B. Burke Park Activity area, Chace Park Activity area, Fiji Way Activity area and the North Channel Activity area.
- Parking supply surveys were conducted at each of the public parking lots within the study area by Los Angeles County Department of Beaches and Harbors staff and verified by Raju Associates. Based on the field inventory surveys, it was determined that the total public parking available within the studied Marina del Rey area was 2,699 spaces. This is different from the number of spaces noted in the Marina del Rey Land Use Plan (LUP) due to restriping of various lots after publication of the LUP to accommodate handicapped spaces and to improve efficiencies.
- Parking demand surveys at each of the public parking lots were conducted during the busiest weekends (Friday through Monday) of the years 2005 and 2007. Memorial Day, 4th of July and Labor Day weekends including the holidays were chosen to conduct the parking demand surveys. Raju Associates also conducted demand surveys at each of the parking lots during the recent Labor Day weekend in September 2009 and included the same in the evaluation of public parking requirements in this study. Additionally, a typical weekday and weekend day were chosen to conduct parking demand surveys to reflect typical conditions prevailing in the Marina for most of the year as it relates to parking.
- In addition to the demand surveys noted above, specialized surveys were conducted on a weekday and weekend day at all the parking lots where sharing of public parking spaces for private commercial uses are currently occurring. These were later utilized in determining the public parking demand component of the overall parking demand at these lots (as noted in the table above).
- The current peak public parking demand occupancies on typical weekdays and weekend days varies between 5% at Fiji Way activity area to 18% at Chace Park activity area during weekdays and 11% at Fiji Way activity area to 31% at Chace Park activity area during weekends. All other activity areas have parking occupancies of less than 18% and 31% on typical weekdays and weekend days, respectively. These occupancies are typical for

most of the year (i.e., more than 300 days in a year).

- The current peak parking demand occupancies on peak holiday weekdays and weekend days varies between 10% at Fiji Way activity area to 43% at Chace Park activity area during weekdays and 21% at Fiji Way activity area to 68% at Chace Park activity area during weekend days. The Fiji Way activity area parking lots also accommodate parking demands associated with commercial and other uses adjacent to them. The public parking demand component only has been reflected in the numbers above. If the overall parking demand at the lots that serve the Fiji Way activity area including the commercial and other uses demand is examined then a 67% occupancy during peak weekdays and 92% during peak holiday weekends are observed. All other activity areas other than the Fiji Way activity area have parking occupancies of less than 43% and 68% on peak holiday weekdays and weekend days, respectively.
- The future anticipated peak parking demands on typical and peak holiday weekdays and weekend days were developed using anticipated ambient growth in the region as well as growth in public parking demand anticipated due to provision of additional public facilities within the Marina. Additional public parking demands from both the Chace Park expansion and additional public amenities at Mother's Beach were included in the estimation of the future anticipated public parking demands.
- Peak public parking demand estimates were developed by isolating the public parking demand component from various lots (Lot W, Dock 52 lot in Parcel 52, and Lot GR) and then applying the growth factors due to ambient growth and the additional demand associated with additional public facilities planned in the future. The public parking demand estimates from these lots were combined together to obtain the activity area public parking demands.
- These future anticipated demands varied greatly between activity areas as well as during typical and peak holiday weekdays and weekend days. Due to this wide variation in anticipated demands for each of the activity areas on weekdays and weekend days throughout the year, developing a measure of central tendency (such as mean or mode or median) was not meaningful. Instead, the 85th percentile and 90th percentile of the peak parking demands which are meaningful, in this context, were determined.
- The 90th percentile peak public parking demand at each of the activity areas represents that value of demand that 90% of all the peak public parking demands are less than or equal to. In technical terms, 90th – percentile is that position in a dataset that has 90% of the data equal to or less than it and 10% of the data greater than it. The 90th percentile value states that at least 90% of the values in the set are less than or equal to this value.
- The 90th percentile of peak public parking demand at each of the activity areas was determined to be the following - Mother's Beach: 360 spaces; Yvonne B. Burke Park: 102 spaces; Chace Park: 336 spaces; Fiji Way: 165 spaces; and North Channel: 100 spaces.
- The minimum public parking supply at each of the activity areas was determined using the

90th percentile future (2030) peak parking demand and increasing the same by 10% to facilitate satisfactory operations within each of the parking lots serving the individual activity areas. The increased 10% supply over the peak demand by activity area would allow patrons to find parking spaces in the various parking lots serving the activity lot without having to move around or circle around between and within parking lots. The recommended minimum number of required public parking spaces by activity area is shown below.

| | Activity Area | 90th-Percentile Parking Demand (number of spaces) | Recommended Minimum Number of Required Public Parking Spaces |
|---|------------------------------------|---|---|
| A | Mother's Beach Activity Area | 360 | 400 |
| B | Yvonne B. Burke Park Activity Area | 102 | 115 |
| C | Chace Park Activity Area | 336 | 370 |
| D | Fiji Way Activity Area | 165 | 180 |
| E | North Channel Activity Area | 100 | 110 |

- Although these parking supply requirements have been recommended by activity area, it should be emphasized that one could park in any activity area within the Marina and use the Water Taxi or the Shuttle to reach the final destination.
- An evaluation of currently proposed potential public parking supply within each of the activity areas in comparison to the recommended range of minimum parking requirements was made. It was determined that more than adequate public parking supply would continue to be available within each of the activity areas. Included in the evaluation was also the overall future demand of both public and private parking demand versus proposed supply within each of the activity areas. It was determined that adequate overall parking supply would be available within each of the activity areas including even those that have commercial and other users sharing parking within the public parking lots as shown in the table on the following page.

| Activity Area Name | Recommended Minimum Public Parking Supply (Number of Spaces) | Excess Parking Supply based on Proposed Parking Plan (Number of Spaces) |
|----------------------|--|---|
| Mother's Beach (1) | 400 | 117 |
| Yvonne B. Burke Park | 115 | 227 |
| Chace Park | 370 | 314 |
| Fiji Way (2) | 180 | 92 |
| North Shore | 110 | 30 |

Note :

(1) – Parking lots in this activity area are shared by public and private uses. The Cheesecake Factory restaurant uses parking lot 11 on Parcel GR.

(2) – Parking lots in this activity area are also shared by public and private uses. Fisherman's Village, charter boats, the LACDBH office and others use parking lots 1 and Dock 52 within this activity area.

During peak holidays namely Independence Day, Labor Day, and Memorial Day, and special event days such as Halibut Derby Day and Boat Parade Day, the parking within the Marina would need to be managed. A specific parking management plan should be developed to accommodate the peak holiday demands and shuttle people to their various specific destinations, where needed. During weekends and holidays, the county has permission to use 860 legally-marked parking spaces in parcel 76 per the current parking covenant and this parking supply could be used during event days.

APPENDIX A1-A3

A-1 Parking Supply Inventory Table

A-2 Parking Demand Survey Data

A-3 Parking Demand Special Survey Data

APPENDIX A1
Marina Del Rey Right Sizing Parking Study
Comparison of Public Parking Spaces Available (Parking Supply Inventory)

| Parking Lot | General Parking Spaces | Handicap | Other | Total Available Spaces | LADBH Count | LCP Count | Potential Reason for Differences |
|--------------------|--------------------------------------|-----------------|---------------|-------------------------------|--------------------|------------------|--|
| Dock 52 | 226 | 10 | 0 | 236 | 239 | 245 | Restriping for Handicapped Spaces |
| Fisherman's | 485 | 17 | 0 | 502 | 439 | 483 | Overall restriping of the parking lot for better efficiency |
| Overflow | 245 | 7 | 0 | 252 | n/a | n/a | |
| Lot 2 | 438 / 219 Boat Trailer Spaces | 12 | 8 [1] | 458 / 239 | 234 | 466 / 233 | Restriping for Handicapped Spaces |
| Lot 4 | 133 | 7 | 0 | 140 | 152 | 124 | Overall restriping of the parking lot for better efficiency |
| Lot 16 | 54 | 4 | 0 | 58 | n/a | 60 | Restriping for Handicapped Spaces |
| Lot 5 | 198 | 3 | 19 [2] | 220 | 222 | 240 | Restriping for Handicapped Spaces and to improve circulation |
| Lot 7 | 115 | 5 | 0 | 120 | 120 | 118 | Overall restriping of the parking lot for better efficiency |
| Lot 8 | 177 | 6 | 0 | 183 | 183 | 186 | Restriping for Handicapped Spaces |
| Lot 9 | 180 | 6 | 0 | 186 | 187 | 191 | Restriping for Handicapped Spaces |
| Lot 10 | 209 | 3 | 0 | 212 | 209 | 216 | Restriping for Handicapped Spaces |
| Lot 11 | 254 | 8 | 0 | 262 | 263 | 264 | Restriping for Handicapped Spaces |
| Lot 12 | 194 | 7 | 0 | 201 | 206 | 207 | Restriping for Handicapped Spaces |
| Lot 13 | 136 | 4 | 0 | 140 | 138 | 140 | No difference |

Note : [1] These spaces are reserved for boat washing purposes.

[2] These spaces are reserved for the Library by permit only.

[3] These spaces are based on Field inventory surveys conducted by Raju Associates, Inc. February 2009.

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

5/27/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|--|------------|------------|------------|------------|----------------------------|
| Dock 52 (Public Component) | N/A N/A | N/A N/A | N/A N/A | N/A N/A | 236 |
| Fishermans (Public Component) | N/A N/A | N/A N/A | N/A N/A | N/A N/A | 502 |
| Overflow | N/A | N/A | N/A | N/A | 252 |
| Lot 2 | 33 | 35 | 32 | 28 | 239 |
| Lot 4 | 32 | 37 | 22 | 13 | 140 |
| Lot 5 | 115 | 97 | 58 | 45 | 220 |
| Lot 7 | 3 | 0 | 3 | 6 | 120 |
| Lot 8 | 1 | 0 | 0 | 7 | 183 |
| Lot 9 | 8 | 11 | 9 | 13 | 186 |
| Lot 10 | 2 | 1 | 1 | 0 | 212 |
| Lot 11 (Public Component) | 15 5 | 79 29 | 53 19 | 109 40 | 262 |
| Lot 12 | 0 | 2 | 3 | 2 | 201 |
| Lot 13 | 5 | 3 | 3 | 16 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 47 | 112 | 84 | 150 | 843 |
| Public Component [1] | 37 | 62 | 50 | 81 | |
| Yvonne B. Burke Park (5,7) [3] | 118 | 97 | 61 | 51 | 340 |
| Chace Park (2,4,EE) | 123 | 130 | 112 | 99 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 0 | 0 | 0 | 0 | 738 |
| Public Component | 0 | 0 | 0 | 0 | |
| North Channel (13) | 5 | 3 | 3 | 16 | 140 |
| Lot 12 | 0 | 2 | 3 | 2 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

5/28/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | N/A | N/A | N/A | N/A | 236 |
| (Public Component) | N/A | N/A | N/A | N/A | |
| Fishermans | N/A | N/A | N/A | N/A | 502 |
| (Public Component) | N/A | N/A | N/A | N/A | |
| Overflow | N/A | N/A | N/A | N/A | 252 |
| Lot 2 | 113 | 147 | 117 | 59 | 239 |
| Lot 4 | 20 | 22 | 16 | 10 | 140 |
| Lot 5 | 48 | 49 | 53 | 43 | 220 |
| Lot 7 | 3 | 9 | 9 | 9 | 120 |
| Lot 8 | 1 | 0 | 0 | 3 | 183 |
| Lot 9 | 21 | 34 | 33 | 17 | 186 |
| Lot 10 | 26 | 46 | 71 | 23 | 212 |
| Lot 11 | 62 | 99 | 103 | 132 | 262 |
| (Public Component) | 7 | 11 | 11 | 15 | |
| Lot 12 | 2 | 12 | 16 | 10 | 201 |
| Lot 13 | 14 | 17 | 19 | 23 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 153 | 222 | 250 | 218 | 843 |
| Public Component [1] | 98 | 134 | 158 | 101 | |
| Yvonne B. Burke Park (5,7) [3] | 51 | 58 | 62 | 52 | 340 |
| Chace Park (2,4,EE) | 191 | 227 | 191 | 127 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 0 | 0 | 0 | 0 | 738 |
| Public Component | 0 | 0 | 0 | 0 | |
| North Channel (13) | 14 | 17 | 19 | 23 | 140 |
| Lot 12 | 2 | 12 | 16 | 10 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

5/29/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | N/A | N/A | N/A | N/A | 236 |
| (Public Component) | N/A | N/A | N/A | N/A | |
| Fishermans | N/A | N/A | N/A | N/A | 502 |
| (Public Component) | N/A | N/A | N/A | N/A | |
| Overflow | N/A | N/A | N/A | N/A | 252 |
| Lot 2 | 130 | 144 | 104 | 48 | 239 |
| Lot 4 | 23 | 40 | 34 | 12 | 140 |
| Lot 5 | 22 | 22 | 24 | 23 | 220 |
| Lot 7 | 7 | 11 | 8 | 13 | 120 |
| Lot 8 | 0 | 0 | 3 | 31 | 183 |
| Lot 9 | 18 | 20 | 26 | 17 | 186 |
| Lot 10 | 23 | 69 | 86 | 16 | 212 |
| Lot 11 | 36 | 94 | 134 | 112 | 262 |
| (Public Component) | 4 | 10 | 15 | 12 | |
| Lot 12 | 5 | 3 | 19 | 11 | 201 |
| Lot 13 | 11 | 25 | 58 | 49 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 120 | 226 | 292 | 219 | 843 |
| Public Component [1] | 88 | 142 | 173 | 119 | |
| Yvonne B. Burke Park (5,7) [3] | 29 | 33 | 32 | 36 | 340 |
| Chace Park (2,4,EE) | 211 | 242 | 196 | 118 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 0 | 0 | 0 | 0 | 738 |
| Public Component | 0 | 0 | 0 | 0 | |
| North Channel (13) | 11 | 25 | 58 | 49 | 140 |
| Lot 12 | 5 | 3 | 19 | 11 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/30/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|--------------------|----------------|---------------|---------------|---------------|-----------------------------------|
| Dock 52 | N/A | N/A | N/A | N/A | 236 |
| Fishermans | N/A | N/A | N/A | N/A | 502 |
| Overflow | N/A | N/A | N/A | N/A | 252 |
| Lot 2 | 112 | 123 | 85 | 19 | 239 |
| Lot 4 | 21 | 37 | 38 | 18 | 140 |
| Lot 5 | 23 | 26 | 22 | 16 | 220 |
| Lot 7 | 6 | 7 | 7 | 4 | 120 |
| Lot 8 | 1 | 0 | 2 | 17 | 183 |
| Lot 9 | 24 | 26 | 27 | 13 | 186 |
| Lot 10 | 19 | 68 | 121 | 13 | 212 |
| Lot 11 | 19 | 118 | 127 | 84 | 262 |
| Lot 12 | 7 | 18 | 33 | 12 | 201 |
| Lot 13 | 17 | 48 | 82 | 28 | 140 |

| | | | | | |
|--------------------------------------|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 63 | 212 | 277 | 127 | 843 |
| Yvonne B. Burke Park (5,7) [3] | 29 | 33 | 29 | 20 | 340 |
| Chace Park (2,4,EE) | 191 | 218 | 181 | 95 | 437 |
| North Channel (13) | 17 | 48 | 82 | 28 | 140 |
| Lot 12 | 7 | 18 | 33 | 12 | 201 |

NOTE:

[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

7/1/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 102 | 123 | 86 | 204 | 236 |
| (Public Component) | 27 | 32 | 23 | 54 | |
| Fishermans | 60 | 168 | 124 | 246 | 502 |
| (Public Component) | 4 | 12 | 9 | 18 | |
| Overflow | 64 | 93 | 87 | 107 | 252 |
| Lot 2 | 49 | 48 | 48 | 46 | 239 |
| Lot 4 | 8 | 11 | 7 | 2 | 140 |
| Lot 5 | 87 | 28 | 10 | 1 | 220 |
| Lot 7 | 1 | 3 | 5 | 6 | 120 |
| Lot 8 | 2 | 1 | 3 | 97 | 183 |
| Lot 9 | 15 | 16 | 13 | 27 | 186 |
| Lot 10 | 12 | 22 | 5 | 0 | 212 |
| Lot 11 | 23 | 80 | 67 | 155 | 262 |
| (Public Component) | 8 | 29 | 24 | 56 | |
| Lot 12 | 38 | 30 | 6 | 4 | 201 |
| Lot 13 | 9 | 8 | 6 | 20 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 73 | 140 | 109 | 300 | 843 |
| Public Component [1] | 58 | 89 | 66 | 201 | |
| Yvonne B. Burke Park (5,7) [3] | 88 | 31 | 15 | 7 | 340 |
| Chace Park (2,4,EE) | 115 | 117 | 113 | 106 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 162 | 291 | 210 | 450 | 738 |
| Public Component | 31 | 44 | 32 | 72 | |
| North Channel (13) | 9 | 8 | 6 | 20 | 140 |
| Lot 12 | 38 | 30 | 6 | 4 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

7/2/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 174 | 153 | 134 | 132 | 236 |
| (Public Component) | 70 | 62 | 54 | 53 | |
| Fishermans | 109 | 223 | 196 | 212 | 502 |
| (Public Component) | 14 | 28 | 25 | 27 | |
| Overflow | 85 | 126 | 121 | 96 | 252 |
| Lot 2 | 142 | 169 | 124 | 66 | 239 |
| Lot 4 | 15 | 28 | 18 | 5 | 140 |
| Lot 5 | 7 | 11 | 9 | 0 | 220 |
| Lot 7 | 9 | 7 | 6 | 8 | 120 |
| Lot 8 | 8 | 3 | 4 | 2 | 183 |
| Lot 9 | 25 | 36 | 34 | 22 | 186 |
| Lot 10 | 9 | 34 | 66 | 49 | 212 |
| Lot 11 | 18 | 112 | 113 | 104 | 262 |
| (Public Component) | 2 | 12 | 13 | 12 | |
| Lot 12 | 5 | 15 | 16 | 7 | 201 |
| Lot 13 | 24 | 34 | 48 | 35 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 103 | 228 | 260 | 220 | 843 |
| Public Component [1] | 87 | 128 | 160 | 128 | |
| Yvonne B. Burke Park (5,7) [3] | 16 | 18 | 15 | 8 | 340 |
| Chace Park (2,4,EE) | 215 | 255 | 200 | 129 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 283 | 376 | 330 | 344 | 738 |
| Public Component | 84 | 90 | 79 | 80 | |
| North Channel (13) | 24 | 34 | 48 | 35 | 140 |
| Lot 12 | 5 | 15 | 16 | 7 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

7/3/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 171 | 186 | 217 | 94 | 236 |
| (Public Component) | 69 | 75 | 88 | 38 | |
| Fishermans | 83 | 304 | 331 | 264 | 502 |
| (Public Component) | 11 | 38 | 42 | 33 | |
| Overflow | 88 | 130 | 142 | 83 | 252 |
| Lot 2 | 139 | 156 | 132 | 71 | 239 |
| Lot 4 | 15 | 26 | 34 | 4 | 140 |
| Lot 5 | 2 | 5 | 3 | 0 | 220 |
| Lot 7 | 51 | 84 | 118 | 76 | 120 |
| Lot 8 | 6 | 6 | 26 | 51 | 183 |
| Lot 9 | 22 | 39 | 38 | 22 | 186 |
| Lot 10 | 44 | 114 | 156 | 21 | 212 |
| Lot 11 | 36 | 127 | 173 | 136 | 262 |
| (Public Component) | 4 | 14 | 19 | 15 | |
| Lot 12 | 6 | 19 | 34 | 20 | 201 |
| Lot 13 | 23 | 41 | 88 | 67 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 151 | 329 | 436 | 273 | 843 |
| Public Component [1] | 119 | 216 | 282 | 152 | |
| Yvonne B. Burke Park (5,7) [3] | 53 | 89 | 121 | 76 | 340 |
| Chace Park (2,4,EE) | 212 | 240 | 224 | 133 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 254 | 490 | 548 | 358 | 738 |
| Public Component | 80 | 113 | 130 | 71 | |
| North Channel (13) | 23 | 41 | 88 | 67 | 140 |
| Lot 12 | 6 | 19 | 34 | 20 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

7/4/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|--------------------|----------------|---------------|---------------|---------------|-----------------------------------|
| Dock 52 | 146 | 151 | 164 | 239 | 236 |
| Fishermans | 67 | 198 | 254 | 439 | 502 |
| Overflow | 64 | 116 | 168 | 265 | 252 |
| Lot 2 | 103 | 125 | 158 | 161 | 239 |
| Lot 4 | 17 | 151 | 152 | 152 | 140 |
| Lot 5 | 2 | 9 | 29 | 174 | 220 |
| Lot 7 | 66 | 113 | 120 | 120 | 120 |
| Lot 8 | 8 | 24 | 77 | 156 | 183 |
| Lot 9 | 25 | 78 | 187 | 187 | 186 |
| Lot 10 | 44 | 182 | 209 | 209 | 212 |
| Lot 11 | 32 | 213 | 263 | 263 | 262 |
| Lot 12 | 17 | 62 | 66 | 66 | 201 |
| Lot 13 | 88 | 138 | 138 | 138 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|------------|
| Mother's Beach Demand (8,9,10,11) | 109 | 497 | 736 | 815 | 843 |
| Yvonne B. Burke Park (5,7) [3] | 68 | 122 | 149 | 294 | 340 |
| Chace Park (2,4,EE) | 178 | 334 | 368 | 371 | 437 |
| North Channel (13) | 88 | 138 | 138 | 138 | 140 |
| Lot 12 | 17 | 62 | 66 | 66 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/2/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 127 | 131 | 115 | 66 | 236 |
| (Public Component) | 33 | 34 | 30 | 17 | |
| Fishermans | 116 | 140 | 195 | 301 | 502 |
| (Public Component) | 8 | 10 | 14 | 22 | |
| Overflow | 84 | 102 | 127 | 98 | 252 |
| Lot 2 | 37 | 44 | 45 | 39 | 239 |
| Lot 4 | 78 | 73 | 69 | 50 | 140 |
| Lot 5 | 90 | 58 | 10 | 0 | 220 |
| Lot 7 | 1 | 1 | 0 | 3 | 120 |
| Lot 8 | 1 | 1 | 1 | 59 | 183 |
| Lot 9 | 11 | 9 | 14 | 13 | 186 |
| Lot 10 | 3 | 5 | 5 | 1 | 212 |
| Lot 11 | 26 | 59 | 55 | 166 | 262 |
| (Public Component) | 9 | 21 | 20 | 60 | |
| Lot 12 | 2 | 2 | 3 | 4 | 201 |
| Lot 13 | 12 | 9 | 11 | 26 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|------------|
| Mother's Beach Demand (8,9,10,11) | 62 | 95 | 96 | 260 | 843 |
| Public Component [1] | 45 | 57 | 61 | 154 | |
| Yvonne B. Burke Park (5,7) [3] | 91 | 59 | 10 | 3 | 340 |
| Chace Park (2,4,EE) | 173 | 175 | 172 | 147 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 243 | 271 | 310 | 367 | 738 |
| Public Component | 41 | 44 | 44 | 39 | |
| North Channel (13) | 12 | 9 | 11 | 26 | 140 |
| Lot 12 | 2 | 2 | 3 | 4 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/3/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 168 | 152 | 121 | 81 | 236 |
| (Public Component) | 68 | 61 | 49 | 33 | |
| Fishermans | 136 | 294 | 323 | 284 | 502 |
| (Public Component) | 17 | 37 | 41 | 36 | |
| Overflow | 79 | 114 | 118 | 84 | 252 |
| Lot 2 | 118 | 122 | 79 | 63 | 239 |
| Lot 4 | 62 | 76 | 64 | 58 | 140 |
| Lot 5 | 23 | 24 | 6 | 4 | 220 |
| Lot 7 | 3 | 2 | 14 | 16 | 120 |
| Lot 8 | 2 | 1 | 2 | 15 | 183 |
| Lot 9 | 27 | 38 | 33 | 44 | 186 |
| Lot 10 | 14 | 54 | 109 | 7 | 212 |
| Lot 11 | 24 | 106 | 111 | 170 | 262 |
| (Public Component) | 3 | 12 | 12 | 19 | |
| Lot 12 | 2 | 10 | 21 | 7 | 201 |
| Lot 13 | 19 | 21 | 41 | 32 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 110 | 242 | 298 | 279 | 843 |
| Public Component [1] | 89 | 148 | 199 | 128 | |
| Yvonne B. Burke Park (5,7) [3] | 26 | 26 | 20 | 20 | 340 |
| Chace Park (2,4,EE) | 238 | 256 | 201 | 179 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 304 | 446 | 444 | 365 | 738 |
| Public Component | 85 | 98 | 90 | 69 | |
| North Channel (13) | 19 | 21 | 41 | 32 | 140 |
| Lot 12 | 2 | 10 | 21 | 7 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/4/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 217 | 236 | 199 | 103 | 236 |
| (Public Component) | 88 | 95 | 80 | 42 | |
| Fishermans | 192 | 406 | 374 | 277 | 502 |
| (Public Component) | 24 | 51 | 47 | 35 | |
| Overflow | 97 | 126 | 141 | 86 | 252 |
| Lot 2 | 141 | 159 | 106 | 56 | 239 |
| Lot 4 | 67 | 77 | 75 | 46 | 140 |
| Lot 5 | 0 | 3 | 1 | 1 | 220 |
| Lot 7 | 7 | 4 | 10 | 8 | 120 |
| Lot 8 | 1 | 1 | 5 | 2 | 183 |
| Lot 9 | 37 | 38 | 30 | 24 | 186 |
| Lot 10 | 29 | 81 | 161 | 19 | 212 |
| Lot 11 | 36 | 109 | 147 | 136 | 262 |
| (Public Component) | 4 | 12 | 16 | 15 | |
| Lot 12 | 6 | 24 | 32 | 14 | 201 |
| Lot 13 | 23 | 68 | 63 | 36 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 146 | 272 | 386 | 224 | 843 |
| Public Component [1] | 114 | 175 | 255 | 103 | |
| Yvonne B. Burke Park (5,7) [3] | 7 | 7 | 11 | 9 | 340 |
| Chace Park (2,4,EE) | 266 | 294 | 239 | 160 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 409 | 642 | 573 | 380 | 738 |
| Public Component | 112 | 146 | 127 | 77 | |
| North Channel (13) | 23 | 68 | 63 | 36 | 140 |
| Lot 12 | 6 | 24 | 32 | 14 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

9/5/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|-------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 134 | 159 | 221 | 91 | 236 |
| Fishermans | 113 | 253 | 284 | 186 | 502 |
| Overflow | 64 | 92 | 110 | 73 | 252 |
| Lot 2 | 109 | 116 | 71 | 26 | 239 |
| Lot 4 | 58 | 71 | 63 | 53 | 140 |
| Lot 5 | 1 | 1 | 0 | 0 | 220 |
| Lot 7 | 6 | 9 | 7 | 4 | 120 |
| Lot 8 | 1 | 2 | 10 | 46 | 183 |
| Lot 9 | 37 | 48 | 38 | 16 | 186 |
| Lot 10 | 24 | 66 | 78 | 6 | 212 |
| Lot 11 | 31 | 139 | 146 | 100 | 262 |
| Lot 12 | 6 | 17 | 30 | 15 | 201 |
| Lot 13 | 17 | 46 | 60 | 20 | 140 |

| | | | | | |
|-----------------------------------|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 93 | 255 | 272 | 168 | 843 |
| Yvonne B. Burke Park (5,7) [3] | 7 | 10 | 7 | 4 | 340 |
| Chace Park (2,4,EE) | 225 | 245 | 192 | 137 | 437 |
| North Channel (13) | 17 | 46 | 60 | 20 | 140 |
| Lot 12 | 6 | 17 | 30 | 15 | 201 |

NOTE:

[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

[3] Formerly known as Admiralty Park

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

5/25/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 84 | 67 | 77 | 106 | 236 |
| (Public Component) | 22 | 18 | 20 | 28 | |
| Fishermans | 87 | 180 | 178 | 385 | 502 |
| (Public Component) | 6 | 13 | 13 | 28 | |
| Overflow | 49 | 54 | 65 | 85 | 252 |
| Lot 2 | 53 | 41 | 34 | 20 | 239 |
| Lot 4 | 54 | 82 | 75 | 14 | 140 |
| Lot 5 | 23 | 20 | 14 | 4 | 220 |
| Lot 7 | 15 | 14 | 5 | 4 | 120 |
| Lot 8 | 0 | 0 | 0 | 53 | 183 |
| Lot 9 | 20 | 17 | 18 | 20 | 186 |
| Lot 10 | 1 | 5 | 7 | 9 | 212 |
| Lot 11 | 51 | 64 | 40 | 88 | 262 |
| (Public Component) | 19 | 23 | 15 | 32 | |
| Lot 12 | 6 | 3 | 4 | 4 | 201 |
| Lot 13 | 13 | 10 | 8 | 16 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 93 | 107 | 86 | 191 | 843 |
| Public Component [1] | 61 | 66 | 61 | 135 | |
| Yvonne B. Burke Park (5,7) [3] | 38 | 34 | 19 | 8 | 340 |
| Chace Park (2,4,EE) | 165 | 181 | 167 | 92 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 171 | 247 | 255 | 491 | 738 |
| Public Component | 28 | 31 | 33 | 56 | |
| North Channel (13) | 13 | 10 | 8 | 16 | 140 |
| Lot 12 | 6 | 3 | 4 | 4 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/26/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 177 | 162 | 155 | 110 | 236 |
| (Public Component) | 71 | 65 | 63 | 44 | |
| Fishermans | 122 | 346 | 397 | 402 | 502 |
| (Public Component) | 15 | 44 | 50 | 51 | |
| Overflow | 46 | 86 | 75 | 55 | 252 |
| Lot 2 | 101 | 122 | 69 | 43 | 239 |
| Lot 4 | 26 | 38 | 23 | 4 | 140 |
| Lot 5 | 4 | 8 | 7 | 7 | 220 |
| Lot 7 | 12 | 15 | 13 | 8 | 120 |
| Lot 8 | 0 | 0 | 1 | 39 | 183 |
| Lot 9 | 32 | 34 | 28 | 33 | 186 |
| Lot 10 | 16 | 44 | 55 | 28 | 212 |
| Lot 11 | 13 | 78 | 89 | 175 | 262 |
| (Public Component) | 1 | 9 | 10 | 19 | |
| Lot 12 | 7 | 20 | 14 | 23 | 201 |
| Lot 13 | 28 | 26 | 34 | 52 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 104 | 199 | 216 | 318 | 843 |
| Public Component [1] | 92 | 130 | 137 | 162 | |
| Yvonne B. Burke Park (5,7) [3] | 16 | 23 | 20 | 15 | 340 |
| Chace Park (2,4,EE) | 185 | 218 | 150 | 105 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 299 | 508 | 552 | 512 | 738 |
| Public Component | 86 | 109 | 113 | 95 | |
| North Channel (13) | 28 | 26 | 34 | 52 | 140 |
| Lot 12 | 7 | 20 | 14 | 23 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/27/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 180 | 201 | 212 | 89 | 236 |
| (Public Component) | 73 | 81 | 86 | 36 | |
| Fishermans | 197 | 399 | 410 | 371 | 502 |
| (Public Component) | 25 | 51 | 52 | 47 | |
| Overflow | 57 | 89 | 92 | 59 | 252 |
| Lot 2 | 104 | 177 | 189 | 51 | 239 |
| Lot 4 | 17 | 29 | 32 | 16 | 140 |
| Lot 5 | 4 | 4 | 3 | 0 | 220 |
| Lot 7 | 30 | 34 | 93 | 107 | 120 |
| Lot 8 | 1 | 36 | 39 | 45 | 183 |
| Lot 9 | 28 | 31 | 36 | 30 | 186 |
| Lot 10 | 23 | 60 | 76 | 20 | 212 |
| Lot 11 | 17 | 63 | 131 | 112 | 262 |
| (Public Component) | 2 | 7 | 15 | 12 | |
| Lot 12 | 15 | 19 | 27 | 20 | 201 |
| Lot 13 | 34 | 37 | 69 | 55 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 112 | 233 | 325 | 250 | 843 |
| Public Component [1] | 97 | 177 | 209 | 150 | |
| Yvonne B. Burke Park (5,7) [3] | 34 | 38 | 96 | 107 | 340 |
| Chace Park (2,4,EE) | 179 | 264 | 279 | 125 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 377 | 600 | 622 | 460 | 738 |
| Public Component | 98 | 132 | 138 | 83 | |
| North Channel (13) | 34 | 37 | 69 | 55 | 140 |
| Lot 12 | 15 | 19 | 27 | 20 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

5/28/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|--------------------|----------------|---------------|---------------|---------------|-----------------------------------|
| Dock 52 | 167 | 173 | 179 | 62 | 236 |
| Fishermans | 152 | 270 | 340 | 103 | 502 |
| Overflow | 37 | 51 | 67 | 28 | 252 |
| Lot 2 | 84 | 107 | 92 | 15 | 239 |
| Lot 4 | 43 | 69 | 71 | 9 | 140 |
| Lot 5 | 2 | 4 | 9 | 0 | 220 |
| Lot 7 | 9 | 7 | 5 | 3 | 120 |
| Lot 8 | 3 | 1 | 2 | 2 | 183 |
| Lot 9 | 44 | 31 | 27 | 15 | 186 |
| Lot 10 | 28 | 47 | 41 | 5 | 212 |
| Lot 11 | 15 | 74 | 111 | 82 | 262 |
| Lot 12 | 9 | 24 | 31 | 11 | 201 |
| Lot 13 | 33 | 27 | 26 | 39 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|------------|
| Mother's Beach Demand (8,9,10,11) | 90 | 153 | 181 | 104 | 843 |
| Yvonne B. Burke Park (5,7) [3] | 11 | 11 | 14 | 3 | 340 |
| Chace Park (2,4,EE) | 185 | 234 | 221 | 82 | 437 |
| North Channel (13) | 33 | 27 | 26 | 39 | 140 |
| Lot 12 | 9 | 24 | 31 | 11 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

7/4/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY 2007**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|--------------------|----------------|---------------|---------------|---------------|-----------------------------------|
| Dock 52 | 101 | 182 | 237 | 238 | 236 |
| Fishermans | 193 | 225 | 431 | 439 | 502 |
| Overflow | 52 | 69 | 79 | 250 | 252 |
| Lot 2 | 103 | 126 | 171 | 181 | 239 |
| Lot 4 | 98 | 133 | 136 | 150 | 140 |
| Lot 5 | 10 | 13 | 169 | 200 | 220 |
| Lot 7 | 13 | 23 | 98 | 120 | 120 |
| Lot 8 | 4 | 8 | 72 | 89 | 183 |
| Lot 9 | 26 | 186 | 186 | 185 | 186 |
| Lot 10 | 71 | 209 | 209 | 209 | 212 |
| Lot 11 | 24 | 261 | 263 | 263 | 262 |
| Lot 12 | 64 | 68 | 68 | 52 | 201 |
| Lot 13 | 134 | 134 | 134 | 134 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|------------|
| Mother's Beach Demand (8,9,10,11) | 125 | 664 | 730 | 746 | 843 |
| Yvonne B. Burke Park (5,7) [3] | 23 | 36 | 267 | 320 | 340 |
| Chace Park (2,4,EE) | 259 | 317 | 365 | 389 | 437 |
| North Channel (13) | 134 | 134 | 134 | 134 | 140 |
| Lot 12 | 64 | 68 | 68 | 52 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

8/31/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 86 | 69 | 80 | 100 | 236 |
| (Public Component) | 23 | 18 | 21 | 26 | |
| Fishermans | 105 | 190 | 185 | 365 | 502 |
| (Public Component) | 8 | 14 | 13 | 26 | |
| Overflow | 53 | 54 | 68 | 81 | 252 |
| Lot 2 | 62 | 45 | 38 | 24 | 239 |
| Lot 4 | 62 | 86 | 71 | 10 | 140 |
| Lot 5 | 30 | 25 | 17 | 7 | 220 |
| Lot 7 | 21 | 13 | 8 | 6 | 120 |
| Lot 8 | 2 | 3 | 4 | 5 | 183 |
| Lot 9 | 35 | 21 | 21 | 25 | 186 |
| Lot 10 | 4 | 7 | 10 | 11 | 212 |
| Lot 11 | 60 | 68 | 35 | 82 | 262 |
| (Public Component) | 22 | 25 | 13 | 30 | |
| Lot 12 | 9 | 5 | 6 | 8 | 201 |
| Lot 13 | 15 | 13 | 10 | 19 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 122 | 120 | 91 | 144 | 843 |
| Public Component [1] | 84 | 77 | 69 | 92 | |
| Yvonne B. Burke Park (5,7) [3] | 51 | 38 | 25 | 13 | 340 |
| Chace Park (2,4,EE) | 182 | 189 | 167 | 92 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 191 | 259 | 265 | 465 | 738 |
| Public Component | 31 | 32 | 34 | 52 | |
| North Channel (13) | 15 | 13 | 10 | 19 | 140 |
| Lot 12 | 9 | 5 | 6 | 8 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/1/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 181 | 169 | 159 | 115 | 236 |
| (Public Component) | 73 | 68 | 64 | 46 | |
| Fishermans | 129 | 362 | 412 | 385 | 502 |
| (Public Component) | 16 | 46 | 52 | 49 | |
| Overflow | 52 | 90 | 79 | 62 | 252 |
| Lot 2 | 103 | 125 | 71 | 51 | 239 |
| Lot 4 | 31 | 43 | 28 | 9 | 140 |
| Lot 5 | 8 | 12 | 11 | 11 | 220 |
| Lot 7 | 16 | 18 | 18 | 12 | 120 |
| Lot 8 | 2 | 2 | 3 | 43 | 183 |
| Lot 9 | 37 | 39 | 38 | 41 | 186 |
| Lot 10 | 21 | 39 | 41 | 36 | 212 |
| Lot 11 | 18 | 85 | 96 | 185 | 262 |
| (Public Component) | 2 | 9 | 11 | 21 | |
| Lot 12 | 10 | 24 | 18 | 29 | 201 |
| Lot 13 | 35 | 39 | 45 | 59 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 121 | 208 | 221 | 348 | 843 |
| Public Component [1] | 105 | 132 | 136 | 184 | |
| Yvonne B. Burke Park (5,7) [3] | 24 | 30 | 29 | 23 | 340 |
| Chace Park (2,4,EE) | 192 | 226 | 157 | 118 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 310 | 531 | 571 | 500 | 738 |
| Public Component | 89 | 114 | 116 | 95 | |
| North Channel (13) | 35 | 39 | 45 | 59 | 140 |
| Lot 12 | 10 | 24 | 18 | 29 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/2/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 202 | 212 | 239 | 189 | 236 |
| (Public Component) | 82 | 86 | 97 | 76 | |
| Fishermans | 221 | 412 | 439 | 376 | 502 |
| (Public Component) | 28 | 52 | 56 | 48 | |
| Overflow | 65 | 92 | 116 | 61 | 252 |
| Lot 2 | 112 | 189 | 195 | 65 | 239 |
| Lot 4 | 21 | 36 | 45 | 28 | 140 |
| Lot 5 | 7 | 7 | 6 | 2 | 220 |
| Lot 7 | 35 | 41 | 102 | 101 | 120 |
| Lot 8 | 3 | 41 | 48 | 52 | 183 |
| Lot 9 | 36 | 45 | 65 | 29 | 186 |
| Lot 10 | 35 | 86 | 102 | 71 | 212 |
| Lot 11 | 19 | 69 | 135 | 101 | 262 |
| (Public Component) | 2 | 8 | 15 | 11 | |
| Lot 12 | 19 | 28 | 35 | 20 | 201 |
| Lot 13 | 23 | 41 | 88 | 67 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 136 | 284 | 393 | 296 | 843 |
| Public Component [1] | 119 | 223 | 273 | 206 | |
| Yvonne B. Burke Park (5,7) [3] | 42 | 48 | 108 | 103 | 340 |
| Chace Park (2,4,EE) | 191 | 283 | 298 | 151 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 423 | 624 | 678 | 565 | 738 |
| Public Component | 110 | 138 | 153 | 124 | |
| North Channel (13) | 23 | 41 | 88 | 67 | 140 |
| Lot 12 | 19 | 28 | 35 | 20 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/3/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|-------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 120 | 200 | 216 | 89 | 236 |
| Fishermans | 158 | 200 | 238 | 165 | 502 |
| Overflow | 34 | 49 | 69 | 49 | 252 |
| Lot 2 | 120 | 135 | 113 | 67 | 239 |
| Lot 4 | 67 | 50 | 43 | 10 | 140 |
| Lot 5 | 5 | 3 | 3 | 1 | 220 |
| Lot 7 | 5 | 9 | 15 | 1 | 120 |
| Lot 8 | 2 | 1 | 1 | 0 | 183 |
| Lot 9 | 37 | 45 | 41 | 13 | 186 |
| Lot 10 | 53 | 205 | 142 | 22 | 212 |
| Lot 11 | 37 | 90 | 112 | 104 | 262 |
| Lot 12 | 7 | 30 | 35 | 13 | 201 |
| Lot 13 | 56 | 88 | 113 | 44 | 140 |

| | | | | | |
|--------------------------------------|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 129 | 341 | 296 | 139 | 843 |
| Yvonne B. Burke Park (5,7) [3] | 10 | 12 | 18 | 2 | 340 |
| Chace Park (2,4,EE) | 245 | 243 | 214 | 135 | 437 |
| North Channel (13) | 56 | 88 | 113 | 44 | 140 |
| Lot 12 | 7 | 30 | 35 | 13 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

10/25/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
TYPICAL WEEKDAY**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 87 | 96 | 110 | 51 | 236 |
| (Public Component) | 23 | 25 | 29 | 13 | |
| Fishermans | 26 | 90 | 72 | 155 | 502 |
| (Public Component) | 2 | 6 | 5 | 11 | |
| Overflow | 78 | 90 | 81 | 63 | 252 |
| Lot 2 | 16 | 17 | 17 | 24 | 239 |
| Lot 4 | 18 | 31 | 19 | 6 | 140 |
| Chace Park (EE) | 9 | 32 | 24 | 15 | 58 |
| Lot 5 | 15 | 19 | 19 | 7 | 220 |
| Lot 7 | 5 | 7 | 11 | 10 | 120 |
| Lot 8 | 3 | 4 | 1 | 1 | 183 |
| Lot 9 | 9 | 10 | 15 | 9 | 186 |
| Lot 10 | 24 | 65 | 22 | 16 | 212 |
| Lot 11 | 14 | 33 | 20 | 82 | 262 |
| (Public Component) | 5 | 12 | 7 | 30 | |
| Lot 12 | 17 | 16 | 6 | 4 | 201 |
| Lot 13 | 10 | 7 | 4 | 15 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 71 | 133 | 79 | 129 | 843 |
| Public Component [1] | 62 | 112 | 66 | 77 | |
| Yvonne B. Burke Park (5,7) [3] | 20 | 26 | 30 | 17 | 340 |
| Chace Park (2,4,EE) | 43 | 80 | 60 | 45 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 113 | 186 | 182 | 206 | 738 |
| Public Component | 25 | 31 | 34 | 24 | |
| North Channel (13) | 10 | 7 | 4 | 15 | 140 |
| Lot 12 | 17 | 16 | 6 | 4 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

11/3/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
TYPICAL WEEKEND DAY

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|---------------------------|---------|--------|--------|--------|----------------------------|
| Dock 52 | 108 | 119 | 91 | 114 | 236 |
| (Public Component) | 44 | 48 | 37 | 46 | |
| Fishermans | 146 | 272 | 283 | 255 | 502 |
| (Public Component) | 18 | 34 | 36 | 32 | |
| Overflow | 73 | 90 | 94 | 73 | 252 |
| Lot 2 | 52 | 70 | 62 | 40 | 239 |
| Lot 4 | 25 | 27 | 24 | 14 | 140 |
| Chace Park (EE) | 23 | 29 | 51 | 32 | 58 |
| Lot 5 | 14 | 12 | 7 | 3 | 220 |
| Lot 7 | 11 | 37 | 91 | - | 120 |
| Lot 8 | 17 | 18 | 2 | 11 | 183 |
| Lot 9 | 15 | 11 | 12 | 10 | 186 |
| Lot 10 | 13 | 24 | 20 | 11 | 212 |
| Lot 11 | 44 | 70 | 78 | 105 | 262 |
| (Public Component) | 5 | 8 | 9 | 12 | |
| Lot 12 | 6 | 7 | 5 | 6 | 201 |
| Lot 13 | 30 | 27 | 12 | 32 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 132 | 166 | 155 | 180 | 843 |
| Public Component [1] | 93 | 104 | 86 | 87 | |
| Yvonne B. Burke Park (5,7) [3] | 25 | 49 | 98 | 3 | 340 |
| Chace Park (2,4,EE) | 100 | 126 | 137 | 86 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 254 | 391 | 374 | 369 | 738 |
| Public Component | 62 | 82 | 73 | 78 | |
| North Channel (13) | 30 | 27 | 12 | 32 | 140 |
| Lot 12 | 6 | 7 | 5 | 6 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

12/8/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR THE HOLIDAY BOAT PARADE**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces [2] |
|--------------------|----------------|---------------|---------------|---------------|-----------------------------------|
| Dock 52 | 44 | 60 | 89 | 207 | 236 |
| Fishermans | 210 | 304 | 380 | 422 | 502 |
| Overflow | 46 | 64 | 69 | 233 | 252 |
| Lot 2 | 6 | 10 | 28 | 93 | 239 |
| Lot 4 | 16 | 24 | 27 | 29 | 140 |
| Lot 5 | 10 | 12 | 15 | 51 | 220 |
| Lot 7 | 90 | 120 | 120 | 117 | 120 |
| Lot 8 | 14 | 23 | 27 | 45 | 183 |
| Lot 9 | 16 | 20 | 21 | 22 | 186 |
| Lot 10 | 46 | 54 | 34 | 44 | 212 |
| Lot 11 | 38 | 53 | 59 | 173 | 262 |
| Lot 12 | 8 | 12 | 12 | 47 | 201 |
| Lot 13 | 32 | 44 | 73 | 137 | 140 |

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Mother's Beach Demand (8,9,10,11) | 114 | 150 | 141 | 284 | 843 |
| Yvonne B. Burke Park (5,7) [3] | 100 | 132 | 135 | 168 | 340 |
| Chace Park (2,4,EE) | 80 | 92 | 113 | 180 | 437 |
| Fiji Way Demand (Fisherman's Village, Dock 52) | 254 | 364 | 469 | 629 | 738 |
| North Channel (13) | 32 | 44 | 73 | 137 | 140 |
| Lot 12 | 8 | 12 | 12 | 47 | 201 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/4/2009

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2009**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces |
|---------------------------|----------------|---------------|---------------|---------------|-------------------------------|
| Dock 52 | 111 | 120 | 80 | 131 | 249 |
| (Public Component) | 29 | 32 | 21 | 34 | |
| Fishermans | 85 | 181 | 177 | 275 | 498 |
| (Public Component) | 6 | 13 | 13 | 20 | |
| Overflow | 43 | 65 | 75 | 69 | 238 |
| Lot 2 | 20 | 32 | 39 | 31 | 234 |
| Lot 4 | 2 | 5 | 4 | 2 | 152 |
| Lot 5 | 10 | 11 | 11 | 2 | 216 |
| Lot 7 | 8 | 11 | 12 | 13 | 117 |
| Lot 8 | 1 | 0 | 0 | 57 | 170 |
| Lot 9 | 10 | 13 | 12 | 17 | 225 |
| | 31 | 34 | 33 | 38 | |
| Lot 10 | 62 | 70 | 59 | 48 | 217 |
| Lot 11 | 1 | 43 | 47 | 129 | 262 |
| (Public Component) | 0 | 16 | 17 | 47 | |
| Lot 13 | 22 | 16 | 16 | 35 | 137 |

| | | | | | |
|---|----|-----|-----|-----|-----|
| Mother's Beach Public Demand (8,9,10,11) | 94 | 120 | 109 | 190 | 874 |
| Yvonne B. Burke Park (5,7) | 18 | 22 | 23 | 15 | 333 |
| Chace Park (2,4) | 22 | 37 | 43 | 33 | 386 |
| Fiji Way Public Demand (Fisherman's Village, Dock 52) | 35 | 45 | 34 | 54 | 747 |
| North Channel (13) | 22 | 16 | 16 | 35 | 137 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/5/2009

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2009**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces |
|---------------------------|---------|--------|--------|--------|------------------------|
| Dock 52 | 169 | 171 | 168 | 118 | 249 |
| (Public Component) | 68 | 69 | 68 | 48 | |
| Fishermans | 205 | 435 | 399 | 435 | 498 |
| (Public Component) | 26 | 55 | 51 | 55 | |
| Overflow | 58 | 80 | 90 | 31 | 238 |
| Lot 2 | 75 | 101 | 90 | 52 | 234 |
| Lot 4 | 8 | 18 | 13 | 6 | 152 |
| Lot 5 | 7 | 8 | 7 | 1 | 216 |
| Lot 7 | 17 | 21 | 36 | 36 | 117 |
| Lot 8 | 0 | 17 | 14 | 22 | 170 |
| Lot 9 | 42 | 56 | 43 | 11 | 225 |
| | 85 | 99 | 86 | 54 | |
| Lot 10 | 60 | 88 | 124 | 62 | 217 |
| Lot 11 | 14 | 89 | 101 | 121 | 262 |
| (Public Component) | 2 | 10 | 11 | 13 | |
| Lot 13 | 31 | 53 | 89 | 47 | 137 |

| | | | | | |
|---|-----|-----|-----|-----|-----|
| Mother's Beach Public Demand (8,9,10,11) | 147 | 214 | 235 | 151 | 874 |
| Yvonne B. Burke Park (5,7) [3] | 24 | 29 | 43 | 37 | 333 |
| Chace Park (2,4) | 83 | 119 | 103 | 58 | 386 |
| Fiji Way Public Demand (Fisherman's Village, Dock 52) | 94 | 124 | 119 | 103 | 747 |
| North Channel (13) | 31 | 53 | 89 | 47 | 137 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/6/2009

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2009**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces |
|---------------------------|----------------|---------------|---------------|---------------|-------------------------------|
| Dock 52 | 198 | 226 | 173 | 104 | 249 |
| (Public Component) | 80 | 91 | 70 | 42 | |
| Fishermans | 194 | 492 | 498 | 204 | 498 |
| (Public Component) | 25 | 62 | 63 | 26 | |
| Overflow | 63 | 85 | 92 | 60 | 238 |
| Lot 2 | 78 | 104 | 96 | 55 | 234 |
| Lot 4 | 9 | 24 | 37 | 9 | 152 |
| Lot 5 | 1 | 5 | 9 | 2 | 216 |
| Lot 7 | 31 | 30 | 29 | 26 | 117 |
| Lot 8 | 0 | 27 | 32 | 38 | 170 |
| Lot 9 | 36 | 44 | 45 | 14 | 225 |
| | 79 | 87 | 88 | 57 | |
| Lot 10 | 104 | 149 | 214 | 110 | 217 |
| Lot 11 | 24 | 97 | 128 | 133 | 262 |
| (Public Component) | 3 | 11 | 14 | 15 | |
| Lot 13 | 53 | 65 | 126 | 82 | 137 |

| | | | | | |
|---|-----|-----|-----|-----|-----|
| Mother's Beach Public Demand (8,9,10,11) | 186 | 274 | 348 | 220 | 874 |
| Yvonne B. Burke Park (5,7) [3] | 32 | 35 | 38 | 28 | 333 |
| Chace Park (2,4) | 87 | 128 | 133 | 64 | 386 |
| Fiji Way Public Demand (Fisherman's Village, Dock 52) | 105 | 153 | 133 | 68 | 747 |
| North Channel (13) | 53 | 65 | 126 | 82 | 137 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/7/2009

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2009**

| Parking Lot | 10 A.M. | 1 P.M. | 4 P.M. | 8 P.M. | Total Available Spaces |
|---------------------------|----------------|---------------|---------------|---------------|-------------------------------|
| Dock 52 | 164 | 160 | 229 | 154 | 249 |
| (Public Component) | 43 | 42 | 60 | 41 | |
| Fishermans | 162 | 365 | 297 | 139 | 498 |
| (Public Component) | 12 | 26 | 21 | 10 | |
| Overflow | 35 | 55 | 58 | 39 | 238 |
| Lot 2 | 84 | 85 | 83 | 43 | 234 |
| Lot 4 | 10 | 13 | 30 | 6 | 152 |
| Lot 5 | 2 | 3 | 4 | 1 | 216 |
| Lot 7 | 35 | 23 | 11 | 5 | 117 |
| Lot 8 | 0 | 0 | 0 | 0 | 170 |
| Lot 9 | 21 | 43 | 46 | 13 | 225 |
| | 42 | 64 | 67 | 34 | |
| Lot 10 | 69 | 167 | 20 | 46 | 217 |
| Lot 11 | 18 | 75 | 122 | 68 | 262 |
| (Public Component) | 7 | 27 | 44 | 25 | |
| Lot 13 | 42 | 74 | 135 | 78 | 137 |

| | | | | | |
|---|-----|-----|-----|-----|-----|
| Mother's Beach Public Demand (8,9,10,11) | 129 | 306 | 209 | 148 | 874 |
| Yvonne B. Burke Park (5,7) [3] | 37 | 26 | 15 | 6 | 333 |
| Chace Park (2,4) | 94 | 98 | 113 | 49 | 386 |
| Fiji Way Public Demand (Fisherman's Village, Dock 52) | 55 | 68 | 81 | 51 | 747 |
| North Channel (13) | 42 | 74 | 135 | 78 | 137 |

- NOTE:
- [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
 - [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
 - [3] Formerly known as Admiralty Park

APPENDIX A3
LOT W / FISHERMAN VILLAGE PARKING LOT
PARKING UTILIZATION - PUBLIC USERS
THURSDAY, SEPTEMBER 18, 2008

| Time | Number of Cars Inbound | Number of Cars Outbound | Number of Cars in Parking Lot | Number of Cars Parked | Percent Occupied |
|----------|---------------------------|----------------------------|----------------------------------|--------------------------|---------------------|
| 7:00 AM | 1 | 0 | 1 | 38 | 7% |
| 7:15 AM | 0 | 0 | 1 | | |
| 7:30 AM | 1 | 0 | 2 | 30 | 6% |
| 7:45 AM | 0 | 0 | 2 | | |
| 8:00 AM | 0 | 0 | 2 | 29 | 6% |
| 8:15 AM | 0 | 0 | 2 | | |
| 8:30 AM | 1 | 0 | 3 | 21 | 4% |
| 8:45 AM | 1 | 0 | 4 | | |
| 9:00 AM | 0 | 0 | 4 | 47 | 9% |
| 9:15 AM | 0 | 1 | 3 | | |
| 9:30 AM | 0 | 0 | 3 | 47 | 9% |
| 9:45 AM | 0 | 1 | 2 | | |
| 10:00 AM | 0 | 0 | 2 | 45 | 9% |
| 10:15 AM | 2 | 0 | 4 | | |
| 10:30 AM | 0 | 0 | 4 | 49 | 10% |
| 10:45 AM | 2 | 0 | 6 | | |
| 11:00 AM | 0 | 1 | 5 | 63 | 12% |
| 11:15 AM | 1 | 0 | 6 | | |
| 11:30 AM | 0 | 0 | 6 | 68 | 13% |
| 11:45 AM | 1 | 0 | 7 | | |
| 12:00 PM | 0 | 2 | 5 | 98 | 19% |
| 12:15 PM | 1 | 0 | 6 | | |
| 12:30 PM | 1 | 0 | 7 | 100 | 20% |
| 12:45 PM | 0 | 0 | 7 | | |
| 1:00 PM | 0 | 1 | 6 | 113 | 22% |
| 1:15 PM | 0 | 1 | 5 | | |
| 1:30 PM | 1 | 1 | 5 | 109 | 21% |
| 1:45 PM | 2 | 0 | 7 | | |
| 2:00 PM | 1 | 1 | 7 | 115 | 23% |
| 2:15 PM | 1 | 1 | 7 | | |
| 2:30 PM | 0 | 0 | 7 | 99 | 20% |
| 2:45 PM | 0 | 0 | 7 | | |
| 3:00 PM | 0 | 3 | 4 | 105 | 21% |
| 3:15 PM | 0 | 0 | 4 | | |
| 3:30 PM | 1 | 0 | 5 | 88 | 17% |
| 3:45 PM | 1 | 1 | 5 | 81 | 16% |
| Total | 19 | 14 | | | |

APPENDIX A3
LOT W / FISHERMAN VILLAGE PARKING LOT
PARKING UTILIZATION - PUBLIC USERS
SATURDAY, SEPTEMBER 20, 2008

| Time | Number of Cars | | Parking Accumulation | Number of Cars Parked | Percent Occupied |
|----------|----------------|----------|----------------------|-----------------------|------------------|
| | Inbound | Outbound | | | |
| 7:00 AM | 0 | 0 | 0 | 121 | 24% |
| 7:15 AM | 3 | 1 | 2 | | |
| 7:30 AM | 0 | 1 | 1 | | |
| 7:45 AM | 1 | 2 | 0 | | |
| 8:00 AM | 0 | 0 | 0 | 138 | 27% |
| 8:15 AM | 0 | 0 | 0 | | |
| 8:30 AM | 2 | 0 | 2 | | |
| 8:45 AM | 0 | 1 | 1 | | |
| 9:00 AM | 0 | 0 | 1 | 142 | 28% |
| 9:15 AM | 0 | 1 | 0 | | |
| 9:30 AM | 0 | 0 | 0 | | |
| 9:45 AM | 2 | 2 | 0 | | |
| 10:00 AM | 3 | 0 | 3 | 165 | 33% |
| 10:15 AM | 10 | 1 | 12 | | |
| 10:30 AM | 3 | 0 | 15 | 210 | 41% |
| 10:45 AM | 2 | 2 | 15 | | |
| 11:00 AM | 3 | 2 | 16 | 238 | 47% |
| 11:15 AM | 6 | 0 | 22 | | |
| 11:30 AM | 5 | 6 | 21 | 269 | 53% |
| 11:45 AM | 10 | 1 | 30 | | |
| 12:00 PM | 6 | 7 | 29 | 286 | 56% |
| 12:15 PM | 3 | 5 | 27 | | |
| 12:30 PM | 5 | 2 | 30 | 310 | 61% |
| 12:45 PM | 3 | 4 | 29 | | |
| 1:00 PM | 10 | 3 | 36 | 335 | 66% |
| 1:15 PM | 6 | 3 | 39 | | |
| 1:30 PM | 8 | 3 | 44 | 369 | 73% |
| 1:45 PM | 8 | 3 | 49 | | |
| 2:00 PM | 2 | 3 | 48 | 404 | 80% |
| 2:15 PM | 2 | 3 | 47 | | |
| 2:30 PM | 5 | 8 | 44 | 368 | 73% |
| 2:45 PM | 4 | 7 | 41 | | |
| 3:00 PM | 7 | 5 | 43 | 377 | 74% |
| 3:15 PM | 4 | 4 | 43 | | |
| 3:30 PM | 2 | 8 | 37 | 335 | 66% |
| 3:45 PM | 3 | 8 | 32 | 310 | 61% |
| Total | 128 | 96 | | | |

APPENDIX A3
Parking Survey for Casa Escobar (Parcel 27)
Thursday, September 25, 2008

| Time | Arriving | | | Departing | | | Parking Demand |
|---------|----------|--------|---------|-----------|--------|---------|----------------|
| | Kayak | Jogger | Walking | Kayak | Jogger | Walking | |
| 5:30 AM | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 6:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| 6:15 AM | 0 | 0 | 0 | 0 | 10 | 0 | 4 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Parking Survey for The Organic Panificio (Parcel 33)
Thursday, September 25, 2008

| Time | Arriving | | | Departing | | | Parking Demand |
|---------|----------|--------|---------|-----------|--------|---------|----------------|
| | Kayak | Jogger | Walking | Kayak | Jogger | Walking | |
| 5:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

Parking Survey for L.A. County Parking Lot NR
Thursday, September 25, 2008

| Time | Arriving | | | Departing | | | Parking Demand |
|---------|----------|--------|---------|-----------|--------|---------|----------------|
| | Kayak | Jogger | Walking | Kayak | Jogger | Walking | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 |

Max Public Parking Demand = 15+6+4 = 25

APPENDIX A3
Parking Survey for The Organic Panificio (Parcel 33)
Thursday, September 25, 2008

| Time | Arriving | | | Departing | | | Parking Demand | Public Parking Demand |
|---------|----------|--------|---------|-----------|--------|---------|----------------|-----------------------|
| | Kayak | Jogger | Walking | Kayak | Jogger | Walking | | |
| 5:00 PM | 5 | 0 | 0 | 0 | 0 | 0 | 20 | 5 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 5 |
| 5:30 PM | 5 | 0 | 0 | 0 | 0 | 0 | 25 | 10 |
| 5:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 25 | 10 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 10 |
| 6:15 PM | 7 | 0 | 0 | 1 | 0 | 0 | 31 | 16 |
| 6:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 32 | 17 |
| 6:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 32 | 17 |

| |
|--------------------------------|
| Max Public Parking Demand = 17 |
|--------------------------------|

APPENDIX A3
Parking Survey for The Organic Panificio (Parcel 33)
Saturday, September 27, 2008

| Time | Arriving | | | Departing | | | Parking Demand |
|---------|----------|--------|---------|-----------|--------|---------|----------------|
| | Kayak | Jogger | Walking | Kayak | Jogger | Walking | |
| 5:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:00 AM | 1 | 0 | 0 | 2 | 1 | 0 | 6 |
| 7:15 AM | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 AM | 7 | 0 | 0 | 1 | 0 | 0 | 16 |
| 7:45 AM | 20 | 0 | 0 | 0 | 0 | 0 | 36 |
| 8:00 AM | 3 | 1 | 0 | 0 | 0 | 0 | 40 |
| 8:15 AM | 1 | 1 | 0 | 0 | 0 | 0 | 42 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 43 |

Parking Survey for L.A. County Parking Lot NR
Saturday, September 27, 2008

| Time | Arriving | | | Departing | | | Parking Demand |
|---------|----------|--------|---------|-----------|--------|---------|----------------|
| | Kayak | Jogger | Walking | Kayak | Jogger | Walking | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 12 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 AM | 2 | 0 | 0 | 0 | 1 | 0 | 12 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 18 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 18 |

Total Public Parking Demand = 43+18 = 61

APPENDIX A3
Parking Survey for The Organic Panificio (Parcel 33)
Saturday, September 27, 2008

| Time | Arriving | | | Departing | | | Parking Demand |
|---------|----------|--------|---------|-----------|--------|---------|----------------|
| | Kayak | Jogger | Walking | Kayak | Jogger | Walking | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:00 PM | 0 | 0 | 0 | 10 | 0 | 0 | 14 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 |

Parking Survey for L.A. County Parking Lot NR
Saturday, September 27, 2008

| Time | Arriving | | | Departing | | | Parking Demand |
|---------|----------|--------|---------|-----------|--------|---------|----------------|
| | Kayak | Jogger | Walking | Kayak | Jogger | Walking | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:15 PM | 0 | 0 | 0 | 4 | 0 | 0 | 21 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 21 |

| |
|--|
| Total Public Parking Demand = 24+25 = 49 |
|--|

APPENDIX A3
Cheesecake Factory Parking Lot (Parcel 22)
Thursday, October 09, 2008

| Time | Dry Cleaner | | Employees | | Delivery/Contractors | | Customers | | Cheesecake Factory | Lot GR Cheesecake | Total |
|----------|-------------|-----|-----------|-----|----------------------|-----|-----------|-----|--------------------|------------------------|-------|
| | In | Out | In | Out | In | Out | In | Out | Lot Parking Demand | Factory Parking Demand | |
| 9:00 AM | 3 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | 0 | 12 |
| 9:15 AM | 3 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 14 | 0 | 14 |
| 9:30 AM | 1 | 1 | 1 | 0 | 3 | 1 | 0 | 0 | 17 | 0 | 17 |
| 9:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 17 | 0 | 17 |
| 10:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 18 | 0 | 18 |
| 10:15 AM | 2 | 3 | 2 | 0 | 1 | 2 | 0 | 0 | 18 | 0 | 18 |
| 10:30 AM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 19 | 1 | 20 |
| 10:45 AM | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 21 | 1 | 22 |
| 11:00 AM | 5 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 21 | 4 | 25 |
| 11:15 AM | 1 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 30 | 7 | 37 |
| 11:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 1 | 36 | 11 | 47 |
| 11:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 1 | 41 | 18 | 59 |
| 12:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 47 | 19 | 66 |
| 12:15 PM | 1 | 2 | 0 | 0 | 0 | 0 | 7 | 3 | 50 | 19 | 69 |
| 12:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 8 | 5 | 53 | 19 | 72 |
| 12:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 8 | 6 | 56 | 20 | 76 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 56 | 23 | 79 |
| 1:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 7 | 53 | 31 | 84 |
| 1:30 PM | 2 | 2 | 0 | 0 | 0 | 0 | 5 | 5 | 53 | 28 | 81 |
| 1:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 7 | 11 | 49 | 30 | 79 |
| 2:00 PM | 2 | 2 | 0 | 0 | 0 | 0 | 9 | 9 | 49 | 31 | 80 |
| 2:15 PM | 3 | 3 | 0 | 0 | 0 | 0 | 7 | 3 | 53 | 29 | 82 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 12 | 47 | 28 | 75 |
| 2:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 8 | 43 | 21 | 64 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 40 | 21 | 61 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 44 | 19 | 63 |
| 3:30 PM | 1 | 1 | 1 | 0 | 0 | 0 | 6 | 10 | 41 | 17 | 58 |
| 3:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 5 | 42 | 14 | 56 |
| 4:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 47 | 11 | 58 |
| 4:15 PM | 2 | 2 | 0 | 0 | 0 | 0 | 4 | 6 | 45 | 14 | 59 |
| 4:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 5 | 45 | 16 | 61 |
| 4:45 PM | 4 | 4 | 0 | 1 | 0 | 0 | 9 | 7 | 46 | 21 | 67 |
| 5:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 9 | 39 | 22 | 61 |
| 5:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 40 | 23 | 63 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 45 | 25 | 70 |
| 5:45 PM | 1 | 2 | 0 | 0 | 0 | 0 | 8 | 3 | 49 | 30 | 79 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 53 | 30 | 83 |
| 6:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 19 | 10 | 60 | 32 | 92 |
| 6:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 59 | 33 | 92 |
| 6:45 PM | 1 | 2 | 0 | 0 | 0 | 0 | 5 | 4 | 59 | 43 | 102 |
| Total | 50 | 48 | 5 | 3 | 12 | 10 | 215 | 175 | | | |

APPENDIX A3
Los Angeles County Lot GR
Thursday, October 09, 2008

| Time | Recreational | | Employees | | Customers | | Cheesecake Factory Parking Demand | Lot GR Public Parking Demand | Total |
|----------|--------------|-----|-----------|-----|-----------|-----|--------------------------------------|---------------------------------|-------|
| | In | Out | In | Out | In | Out | | | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| 9:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| 10:00 AM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| 10:30 AM | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 14 | 15 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 15 |
| 11:00 AM | 1 | 2 | 3 | 0 | 0 | 0 | 4 | 13 | 17 |
| 11:15 AM | 1 | 1 | 3 | 0 | 0 | 0 | 7 | 13 | 20 |
| 11:30 AM | 0 | 0 | 1 | 0 | 3 | 0 | 11 | 13 | 24 |
| 11:45 AM | 0 | 0 | 7 | 0 | 0 | 0 | 18 | 13 | 31 |
| 12:00 PM | 1 | 1 | 0 | 0 | 1 | 0 | 19 | 13 | 32 |
| 12:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 19 | 13 | 32 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 13 | 32 |
| 12:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 13 | 33 |
| 1:00 PM | 2 | 0 | 0 | 0 | 3 | 0 | 23 | 15 | 38 |
| 1:15 PM | 0 | 0 | 0 | 0 | 8 | 0 | 31 | 15 | 46 |
| 1:30 PM | 1 | 0 | 0 | 1 | 0 | 2 | 28 | 16 | 44 |
| 1:45 PM | 0 | 2 | 1 | 0 | 1 | 0 | 30 | 14 | 44 |
| 2:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 31 | 13 | 44 |
| 2:15 PM | 0 | 1 | 0 | 1 | 1 | 2 | 29 | 12 | 41 |
| 2:30 PM | 0 | 0 | 1 | 1 | 2 | 3 | 28 | 12 | 40 |
| 2:45 PM | 1 | 1 | 0 | 0 | 0 | 7 | 21 | 12 | 33 |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 11 | 32 |
| 3:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 19 | 11 | 30 |
| 3:30 PM | 0 | 0 | 0 | 3 | 1 | 0 | 17 | 11 | 28 |
| 3:45 PM | 0 | 0 | 0 | 2 | 0 | 1 | 14 | 11 | 25 |
| 4:00 PM | 0 | 1 | 0 | 3 | 0 | 0 | 11 | 10 | 21 |
| 4:15 PM | 0 | 1 | 3 | 0 | 0 | 0 | 14 | 9 | 23 |
| 4:30 PM | 0 | 0 | 5 | 3 | 0 | 0 | 16 | 9 | 25 |
| 4:45 PM | 0 | 0 | 6 | 1 | 0 | 0 | 21 | 9 | 30 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 22 | 9 | 31 |
| 5:15 PM | 0 | 0 | 3 | 1 | 0 | 1 | 23 | 9 | 32 |
| 5:30 PM | 0 | 0 | 10 | 7 | 0 | 1 | 25 | 9 | 34 |
| 5:45 PM | 0 | 0 | 4 | 2 | 3 | 0 | 30 | 9 | 39 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 9 | 39 |
| 6:15 PM | 0 | 0 | 2 | 0 | 1 | 1 | 32 | 9 | 41 |
| 6:30 PM | 0 | 0 | 0 | 1 | 2 | 0 | 33 | 9 | 42 |
| 6:45 PM | 0 | 0 | 2 | 0 | 8 | 0 | 43 | 9 | 52 |
| Total | 13 | 15 | 53 | 27 | 36 | 19 | | | |

APPENDIX A3
Cheesecake Factory Parking Lot (Parcel 22)
Saturday, October 11, 2008

| Time | Dry Cleaner | | Employees | | Delivery/Contractors | | Customers | | Cheesecake Factory Lot Parking Demand | Lot GR Cheesecake Factory Parking Demand | Total |
|----------|-------------|-----|-----------|-----|----------------------|-----|-----------|-----|--|---|-------|
| | In | Out | In | Out | In | Out | In | Out | | | |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| 7:15 AM | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 12 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 |
| 7:45 AM | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 12 | 0 | 12 |
| 8:00 AM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| 8:15 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 17 |
| 8:30 AM | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 18 | 3 | 21 |
| 8:45 AM | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 19 | 6 | 25 |
| 9:00 AM | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 6 | 23 |
| 9:15 AM | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 6 | 24 |
| 9:30 AM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 6 | 24 |
| 9:45 AM | 2 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 18 | 6 | 24 |
| 10:00 AM | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 6 | 25 |
| 10:15 AM | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 8 | 28 |
| 10:30 AM | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 23 | 9 | 32 |
| 10:45 AM | 2 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 24 | 10 | 34 |
| 11:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 6 | 0 | 28 | 13 | 41 |
| 11:15 AM | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 45 | 16 | 61 |
| 11:30 AM | 1 | 4 | 0 | 0 | 0 | 0 | 14 | 0 | 56 | 21 | 77 |
| 11:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 1 | 65 | 23 | 88 |
| 12:00 PM | 3 | 4 | 0 | 0 | 0 | 0 | 4 | 2 | 66 | 33 | 99 |
| 12:15 PM | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 65 | 37 | 102 |
| 12:30 PM | 4 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 66 | 41 | 107 |
| 12:45 PM | 2 | 2 | 0 | 0 | 0 | 0 | 6 | 9 | 63 | 44 | 107 |
| 1:00 PM | 3 | 3 | 0 | 0 | 0 | 0 | 10 | 12 | 61 | 47 | 108 |
| 1:15 PM | 3 | 3 | 0 | 0 | 0 | 0 | 10 | 7 | 64 | 52 | 116 |
| 1:30 PM | 3 | 3 | 0 | 0 | 0 | 0 | 10 | 14 | 60 | 54 | 114 |
| 1:45 PM | 4 | 3 | 0 | 0 | 0 | 0 | 10 | 5 | 66 | 57 | 123 |
| 2:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 6 | 66 | 66 | 132 |
| 2:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 7 | 10 | 63 | 62 | 125 |
| 2:30 PM | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 6 | 58 | 58 | 116 |
| 2:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 10 | 52 | 63 | 115 |
| 3:00 PM | 2 | 2 | 0 | 0 | 0 | 0 | 11 | 5 | 58 | 66 | 124 |
| 3:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 8 | 53 | 66 | 119 |
| 3:30 PM | 4 | 4 | 0 | 0 | 0 | 0 | 3 | 4 | 52 | 71 | 123 |
| 3:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 11 | 47 | 70 | 117 |
| 4:00 PM | 3 | 2 | 0 | 0 | 0 | 0 | 7 | 10 | 45 | 74 | 119 |
| 4:15 PM | 3 | 5 | 0 | 0 | 0 | 0 | 5 | 5 | 43 | 74 | 117 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 40 | 72 | 112 |
| 4:45 PM | 4 | 4 | 0 | 0 | 0 | 0 | 10 | 2 | 48 | 77 | 125 |
| 5:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 9 | 50 | 86 | 136 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 12 | 51 | 83 | 134 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 5 | 53 | 89 | 142 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 59 | 96 | 155 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 66 | 89 | 155 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 66 | 89 | 155 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 65 | 97 | 162 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 65 | 101 | 166 |
| Total | 81 | 79 | 18 | 7 | 6 | 6 | 234 | 189 | | | |

APPENDIX A3
Los Angeles County Lot GR
Saturday, October 11, 2008

| Time | Recreational | | Employees | | Customers | | Cheesecake Factory Parking Demand | Lot GR Public Parking Demand | Total Parking Demand |
|----------|--------------|-----|-----------|-----|-----------|-----|--------------------------------------|---------------------------------|-------------------------|
| | In | Out | In | Out | In | Out | | | |
| 7:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| 7:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 9 | 10 |
| 8:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 9 | 12 |
| 8:45 AM | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 9 | 15 |
| 9:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 16 |
| 9:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 9 | 15 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 15 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 15 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 15 |
| 10:15 AM | 0 | 0 | 2 | 0 | 0 | 0 | 8 | 9 | 17 |
| 10:30 AM | 2 | 0 | 1 | 0 | 0 | 0 | 9 | 11 | 20 |
| 10:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 11 | 21 |
| 11:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 13 | 11 | 24 |
| 11:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 16 | 11 | 27 |
| 11:30 AM | 2 | 0 | 5 | 0 | 0 | 0 | 21 | 13 | 34 |
| 11:45 AM | 0 | 2 | 3 | 1 | 0 | 0 | 23 | 11 | 34 |
| 12:00 PM | 0 | 1 | 5 | 0 | 5 | 0 | 33 | 10 | 43 |
| 12:15 PM | 0 | 1 | 0 | 0 | 4 | 0 | 37 | 9 | 46 |
| 12:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 41 | 9 | 50 |
| 12:45 PM | 0 | 1 | 1 | 0 | 2 | 0 | 44 | 8 | 52 |
| 1:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 47 | 9 | 56 |
| 1:15 PM | 0 | 0 | 0 | 0 | 5 | 0 | 52 | 9 | 61 |
| 1:30 PM | 1 | 1 | 1 | 0 | 1 | 0 | 54 | 9 | 63 |
| 1:45 PM | 0 | 1 | 0 | 0 | 3 | 0 | 57 | 8 | 65 |
| 2:00 PM | 0 | 0 | 0 | 0 | 11 | 2 | 66 | 8 | 74 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 62 | 8 | 70 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 4 | 58 | 8 | 66 |
| 2:45 PM | 0 | 2 | 0 | 0 | 7 | 2 | 63 | 6 | 69 |
| 3:00 PM | 0 | 0 | 1 | 0 | 4 | 2 | 66 | 6 | 72 |
| 3:15 PM | 1 | 0 | 0 | 0 | 3 | 3 | 66 | 7 | 73 |
| 3:30 PM | 0 | 0 | 4 | 0 | 4 | 3 | 71 | 7 | 78 |
| 3:45 PM | 2 | 0 | 0 | 0 | 4 | 5 | 70 | 9 | 79 |
| 4:00 PM | 0 | 1 | 3 | 0 | 3 | 2 | 74 | 8 | 82 |
| 4:15 PM | 1 | 0 | 1 | 0 | 1 | 2 | 74 | 9 | 83 |
| 4:30 PM | 0 | 0 | 2 | 2 | 1 | 3 | 72 | 9 | 81 |
| 4:45 PM | 0 | 0 | 3 | 0 | 4 | 2 | 77 | 9 | 86 |
| 5:00 PM | 0 | 0 | 7 | 1 | 6 | 3 | 86 | 9 | 95 |
| 5:15 PM | 1 | 1 | 0 | 1 | 0 | 4 | 83 | 9 | 92 |
| 5:30 PM | 0 | 0 | 3 | 0 | 7 | 4 | 89 | 9 | 98 |
| 5:45 PM | 0 | 0 | 3 | 2 | 8 | 2 | 96 | 9 | 105 |
| 6:00 PM | 0 | 0 | 0 | 8 | 4 | 3 | 89 | 9 | 98 |
| 6:15 PM | 1 | 0 | 0 | 0 | 2 | 2 | 89 | 10 | 99 |
| 6:30 PM | 0 | 0 | 0 | 0 | 11 | 3 | 97 | 10 | 107 |
| 6:45 PM | 0 | 0 | 0 | 0 | 9 | 5 | 101 | 10 | 111 |
| Total | 17 | 12 | 61 | 15 | 113 | 60 | | | |

APPENDIX B-1/B-2

Existing Conditions Parking Demand Analysis – Typical & Peak

APPENDIX B-1
EXISTING CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY TIME OF DAY AND ACTIVITY AREA

| # | Activity Area | Supply | Time | Public Demand & Utilization Profiles | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|--|---------------------------|--------|---|--------------|------------|-------------|-------------|---------------|-------------|-------------|---------------------------------|------------|------------|------------|------------|-------------|-------------|------------|------------|-------------|-------------|-------------|--------------------------------|-------------|------------|------------|-------------|------------|------------|------------|
| | | Existing Number of Spaces | | Occupied Spaces on Weekdays | | | | | | | | Occupied Spaces on Weekend Days | | | | | | | | | | | | Occupied Spaces on Holidays ** | | | | | | | |
| | | | | Fri 5/27/05 | Fri 7/1/05 | Fri 9/2/05 | Fri 5/25/07 | Fri 8/31/07 | Thur 10/25/07 | Fri 9/04/09 | Sat 5/28/05 | Sun 5/29/05 | Sat 7/2/05 | Sun 7/3/05 | Sat 9/3/05 | Sun 9/4/05 | Sat 5/26/07 | Sun 5/27/07 | Sat 9/1/07 | Sun 9/2/07 | Sat 11/3/07 | Sat 9/05/09 | Sun 9/06/09 | Sat 12/8/07 | Mon 5/30/05 | Mon 7/4/05 | Mon 9/5/05 | Mon 5/28/07 | Wed 7/4/07 | Mon 9/3/07 | Mon 9/7/07 |
| 1 | Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR) | 843 | 10AM | 37 | 58 | 45 | 61 | 84 | 62 | 94 | 98 | 88 | 87 | 119 | 89 | 114 | 92 | 97 | 105 | 119 | 93 | 147 | 186 | 114 | 63 | 109 | 93 | 90 | 125 | 129 | 129 |
| | | | 1PM | 62 | 89 | 57 | 66 | 77 | 112 | 120 | 134 | 142 | 128 | 216 | 148 | 175 | 130 | 177 | 132 | 223 | 104 | 214 | 274 | 150 | 212 | 497 | 255 | 153 | 664 | 341 | 306 |
| | | | 4PM | 50 | 66 | 61 | 61 | 69 | 66 | 109 | 158 | 173 | 160 | 282 | 199 | 255 | 137 | 209 | 136 | 273 | 86 | 235 | 348 | 141 | 277 | 736 | 272 | 181 | 730 | 296 | 209 |
| | | | 8PM | 81 | 201 | 154 | 135 | 92 | 77 | 190 | 101 | 119 | 128 | 152 | 128 | 103 | 162 | 150 | 184 | 206 | 87 | 151 | 220 | 284 | 127 | 815 | 168 | 104 | 746 | 139 | 148 |
| | | | Peak | 81 | 201 | 154 | 135 | 92 | 112 | 190 | 158 | 173 | 160 | 282 | 199 | 255 | 162 | 209 | 184 | 273 | 104 | 235 | 348 | 284 | 277 | 815 | 272 | 181 | 746 | 341 | 306 |
| | | | Peak % | 10% | 24% | 18% | 16% | 11% | 13% | 23% | 19% | 21% | 19% | 33% | 24% | 30% | 19% | 25% | 22% | 32% | 12% | 28% | 41% | 34% | 33% | 97% | 32% | 21% | 88% | 40% | 36% |
| | | | 2 | Yvonne B. Burke Park*** (5-U, 7-Q) | 340 | 10AM | 118 | 88 | 91 | 38 | 51 | 20 | 18 | 51 | 29 | 16 | 53 | 26 | 7 | 16 | 34 | 24 | 42 | 25 | 24 | 32 | 100 | 29 | 68 | 7 | 11 |
| 1PM | 97 | 31 | | | | 59 | 34 | 38 | 26 | 22 | 58 | 33 | 18 | 89 | 26 | 7 | 23 | 38 | 30 | 48 | 49 | 29 | 35 | 132 | 33 | 122 | 10 | 11 | 36 | 12 | 26 |
| 4PM | 61 | 15 | | | | 10 | 19 | 25 | 30 | 23 | 62 | 32 | 15 | 121 | 20 | 11 | 20 | 96 | 29 | 108 | 98 | 43 | 38 | 135 | 29 | 149 | 7 | 14 | 267 | 18 | 15 |
| 8PM | 51 | 7 | | | | 3 | 8 | 13 | 17 | 15 | 52 | 36 | 8 | 76 | 20 | 9 | 15 | 107 | 23 | 103 | 3 | 37 | 28 | 168 | 20 | 294 | 4 | 3 | 320 | 2 | 6 |
| Peak | 118 | 88 | | | | 91 | 38 | 51 | 30 | 23 | 62 | 36 | 18 | 121 | 26 | 11 | 23 | 107 | 30 | 108 | 98 | 43 | 38 | 168 | 33 | 294 | 10 | 14 | 320 | 18 | 37 |
| Peak % | 35% | 26% | | | | 27% | 11% | 15% | 9% | 7% | 18% | 11% | 5% | 36% | 8% | 3% | 7% | 31% | 9% | 32% | 29% | 13% | 11% | 49% | 10% | 86% | 3% | 4% | 94% | 5% | 11% |
| 3 | Chace Park (2-49R, 4-49M, EE) | 437 | | | | 10AM | 123 | 115 | 173 | 165 | 182 | 43 | 22 | 191 | 211 | 215 | 212 | 238 | 266 | 185 | 179 | 192 | 191 | 100 | 83 | 87 | 80 | 191 | 178 | 225 | 185 |
| | | | 1PM | 130 | 117 | 175 | 181 | 189 | 80 | 37 | 227 | 242 | 255 | 240 | 256 | 294 | 218 | 264 | 226 | 283 | 126 | 119 | 128 | 92 | 218 | 334 | 245 | 234 | 317 | 243 | 98 |
| | | | 4PM | 112 | 113 | 172 | 167 | 167 | 60 | 43 | 191 | 196 | 200 | 224 | 201 | 239 | 150 | 279 | 157 | 298 | 137 | 103 | 133 | 113 | 181 | 368 | 192 | 221 | 365 | 214 | 113 |
| | | | 8PM | 99 | 106 | 147 | 92 | 92 | 45 | 33 | 127 | 118 | 129 | 133 | 179 | 160 | 105 | 125 | 118 | 151 | 86 | 58 | 64 | 180 | 95 | 371 | 137 | 82 | 389 | 135 | 49 |
| | | | Peak | 130 | 117 | 175 | 181 | 189 | 80 | 43 | 227 | 242 | 255 | 240 | 256 | 294 | 218 | 279 | 226 | 298 | 137 | 119 | 133 | 180 | 218 | 371 | 245 | 234 | 389 | 245 | 113 |
| | | | Peak % | 30% | 27% | 40% | 41% | 43% | 18% | 10% | 52% | 55% | 58% | 55% | 59% | 67% | 50% | 64% | 52% | 68% | 31% | 27% | 30% | 41% | 50% | 85% | 56% | 54% | 89% | 56% | 26% |
| | | | 4 | Fiji Way * (Overflow Lots, 1 Fisherman's Village, Dock 52) | 738 | 10AM | - | 31 | 41 | 28 | 31 | 25 | 35 | - | - | 84 | 80 | 85 | 112 | 86 | 98 | 89 | 110 | 62 | 94 | 105 | 254 | - | 213 | 247 | 319 |
| 1PM | - | 44 | | | | 44 | 31 | 32 | 31 | 45 | - | - | 90 | 113 | 98 | 146 | 109 | 132 | 114 | 138 | 82 | 124 | 153 | 364 | - | 349 | 412 | 443 | 407 | 400 | 68 |
| 4PM | - | 32 | | | | 44 | 33 | 34 | 34 | 34 | - | - | 79 | 130 | 90 | 127 | 113 | 138 | 116 | 153 | 73 | 119 | 133 | 469 | - | 418 | 505 | 519 | 668 | 454 | 81 |
| 8PM | - | 72 | | | | 39 | 56 | 52 | 24 | 54 | - | - | 80 | 71 | 69 | 77 | 95 | 83 | 95 | 124 | 78 | 103 | 68 | 629 | - | 678 | 277 | 165 | 677 | 254 | 51 |
| Peak | | 72 | | | | 44 | 56 | 52 | 34 | 54 | | | 90 | 130 | 98 | 146 | 113 | 138 | 116 | 153 | 82 | 124 | 153 | 629 | | 678 | 505 | 519 | 677 | 454 | 81 |
| Peak % | | 10% | | | | 6% | 8% | 7% | 5% | 7% | | | 12% | 18% | 13% | 20% | 15% | 19% | 16% | 21% | 11% | 17% | 21% | 85% | | 92% | 68% | 70% | 92% | 62% | 11% |
| 5 | North Channel (13-3S) | 140 | | | | 10AM | 5 | 9 | 12 | 13 | 15 | 10 | 22 | 14 | 11 | 24 | 23 | 19 | 23 | 28 | 34 | 35 | 23 | 30 | 31 | 53 | 32 | 17 | 88 | 17 | 33 |
| | | | 1PM | 3 | 8 | 9 | 10 | 13 | 7 | 16 | 17 | 25 | 34 | 41 | 21 | 68 | 26 | 37 | 39 | 41 | 27 | 53 | 65 | 44 | 48 | 138 | 46 | 27 | 134 | 88 | 74 |
| | | | 4PM | 3 | 6 | 11 | 8 | 10 | 4 | 16 | 19 | 58 | 48 | 88 | 41 | 63 | 34 | 69 | 45 | 88 | 12 | 89 | 126 | 73 | 82 | 138 | 60 | 26 | 134 | 113 | 135 |
| | | | 8PM | 16 | 20 | 26 | 16 | 19 | 15 | 35 | 23 | 49 | 35 | 67 | 32 | 36 | 52 | 55 | 59 | 67 | 32 | 47 | 82 | 137 | 28 | 138 | 20 | 39 | 134 | 44 | 78 |
| | | | Peak | 16 | 20 | 26 | 16 | 19 | 15 | 35 | 23 | 58 | 48 | 88 | 41 | 68 | 52 | 69 | 59 | 88 | 32 | 89 | 126 | 137 | 82 | 138 | 60 | 39 | 134 | 113 | 135 |
| | | | Peak % | 11% | 14% | 19% | 11% | 14% | 11% | 25% | 16% | 41% | 34% | 63% | 29% | 49% | 37% | 49% | 42% | 63% | 23% | 64% | 90% | 98% | 59% | 99% | 43% | 28% | 96% | 81% | 96% |
| | | | Total | 2,498 | Overall Peak | 292 | 406 | 369 | 322 | 363 | 256 | 327 | 436 | 459 | 525 | 845 | 551 | 695 | 506 | 791 | 541 | 920 | 388 | 589 | 778 | 1,398 | 569 | 1,809 | 1,036 | 961 | 2,266 |
| Utilization | 12% | 16% | | | 15% | 13% | 15% | 10% | 13% | 17% | 18% | 21% | 34% | 22% | 28% | 20% | 32% | 22% | 37% | 16% | 24% | 31% | 56% | 23% | 72% | 41% | 38% | 91% | 44% | 23% | |
| Time | 1PM | 8PM | | | 8PM | 1PM | 10AM | 1PM | 8PM | 1PM | 4PM | 1PM | 4PM | 4PM | 4PM | 1PM | 4PM | 1PM | 4PM | 1PM | 4PM | 4PM | 8PM | 4PM | 8PM | 4PM | 4PM | 8PM | 4PM | 1PM | |

NOTES:

* Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

** Holiday parking demands include non-public use parking demands.

*** Formerly known as Admiralty Park

**APPENDIX B-2
EXISTING CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY DAY AND LOT**

| # | Activity Area | Lot Number - Parcel | Supply | Public Demand & Utilization Profiles | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|-----------------------------|---------------------------------|--|---------------|---------------|----------------|----------------|------------------|----------------|----------------|--|---------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|---------------|---------------|---|----------------|---------------|---------------|----------------|---------------|---------------|---------------|
| | | | Existing Number of Spaces | Max (Peak) Occupied Spaces on Weekdays | | | | | | | | Max (Peak) Occupied Spaces on Weekend Days | | | | | | | | | | | | Max Occupied Spaces on Holidays (Peak) ** | | | | | | | |
| | | | | Fri 5/27/05 | Fri 7/1/05 | Fri 9/2/05 | Fri 5/25/07 | Fri 8/31/07 | Thur 10/25/07 | Fri 9/04/09 | Sat 5/28/05 | Sun 5/29/05 | Sat 7/2/05 | Sun 7/3/05 | Sat 9/3/05 | Sun 9/4/05 | Sat 5/26/07 | Sun 5/27/07 | Sat 9/1/07 | Sun 9/2/07 | Sat 11/3/07 | Sat 9/5/09 | Sun 9/6/09 | Sat 12/8/07 | Mon 5/30/05 | Mon 7/4/05 | Mon 9/5/05 | Mon 5/28/07 | Wed 7/4/07 | Mon 9/3/07 | Mon 9/7/09 |
| 1 | Mother's Beach | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 8 - OT | 183 | 7 | 97 | 59 | 53 | 5 | 4 | 57 | 3 | 31 | 8 | 51 | 15 | 5 | 39 | 45 | 43 | 52 | 18 | 22 | 38 | 45 | 17 | 156 | 46 | 3 | 89 | 2 | 0 |
| | | 9 - NR | 186 | 34 | 48 | 35 | 41 | 56 | 36 | 38 | 77 | 69 | 79 | 82 | 87 | 81 | 77 | 79 | 84 | 108 | 58 | 99 | 88 | 22 | 27 | 187 | 48 | 44 | 186 | 45 | 67 |
| | | 10 - IR | 212 | 2 | 22 | 5 | 9 | 11 | 65 | 70 | 71 | 86 | 66 | 156 | 109 | 161 | 55 | 76 | 41 | 102 | 24 | 124 | 214 | 54 | 121 | 209 | 78 | 47 | 209 | 205 | 167 |
| | | 11 - GR | 262 | 40 | 56 | 60 | 32 | 30 | 30 | 47 | 15 | 15 | 13 | 19 | 19 | 16 | 19 | 15 | 21 | 15 | 12 | 13 | 15 | 173 | 127 | 263 | 146 | 111 | 263 | 112 | 122 |
| 2 | Yvonne B. Burke Park*** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 5 - U | 220 | 115 | 87 | 90 | 23 | 30 | 19 | 11 | 53 | 24 | 11 | 5 | 24 | 3 | 8 | 4 | 12 | 7 | 14 | 8 | 9 | 51 | 26 | 174 | 1 | 9 | 200 | 5 | 4 |
| | | 7 - Q | 120 | 6 | 6 | 3 | 15 | 21 | 11 | 13 | 9 | 13 | 9 | 118 | 16 | 10 | 15 | 107 | 18 | 102 | 91 | 36 | 31 | 120 | 7 | 120 | 9 | 9 | 120 | 15 | 35 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Chace Park | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2 - 49R | 239 | 35 | 49 | 45 | 53 | 62 | 24 | 39 | 147 | 144 | 169 | 156 | 122 | 159 | 122 | 189 | 125 | 195 | 70 | 101 | 104 | 93 | 123 | 161 | 116 | 107 | 181 | 135 | 85 |
| | | 4 - 49M | 140 | 37 | 11 | 78 | 82 | 86 | 31 | 5 | 22 | 40 | 28 | 34 | 76 | 77 | 38 | 32 | 43 | 45 | 27 | 18 | 37 | 29 | 38 | 152 | 71 | 71 | 150 | 67 | 30 |
| | | EE | 58 | 58 | 58 | 58 | 58 | 58 | 32 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 51 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | Fiji Way | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Overflow Lots * | 252 | n/a | 107 | 127 | 85 | 81 | 90 | 75 | n/a | n/a | 126 | 142 | 118 | 141 | 86 | 92 | 90 | 116 | 94 | 90 | 92 | 233 | n/a | 265 | 110 | 67 | 250 | 69 | 58 |
| | | Fisherman's Village (1) - W | 502 | n/a | 18 | 22 | 28 | 26 | 11 | 20 | n/a | n/a | 28 | 42 | 41 | 51 | 51 | 52 | 52 | 56 | 36 | 55 | 63 | 422 | n/a | 439 | 284 | 340 | 439 | 238 | 365 |
| | | Dock 52 - 52 | 236 | n/a | 54 | 34 | 28 | 26 | 29 | 34 | n/a | n/a | 70 | 88 | 68 | 95 | 71 | 86 | 73 | 97 | 48 | 69 | 91 | 207 | n/a | 239 | 221 | 179 | 238 | 216 | 229 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | North Channel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 13 - 3S | 140 | 16 | 20 | 26 | 16 | 19 | 15 | 35 | 23 | 58 | 48 | 88 | 41 | 68 | 52 | 69 | 59 | 88 | 32 | 89 | 126 | 137 | 82 | 138 | 60 | 39 | 134 | 113 | 135 |

NOTES:

* Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

** Holiday parking demands include non-public use parking demands.

*** Formerly known as Admiralty Park

APPENDIX C-1/C-2

Future Anticipated Parking Demand Analysis – Typical & Peak

**APPENDIX C-1
FUTURE ANTICIPATED CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY TIME OF DAY AND ACTIVITY AREA**

| # | Activity Area | Supply | Time | Anticipated Future Public Parking Demand & Utilization Profiles | | | | | | | | | | | | | | | | | | | |
|---------------|--|---------------------------------|--------------|---|-------|-------|-------|-------|--------------------|-------|---------------------------------|-------|--------|--------|--------|--------|--------|--------|--------|--------|---------------------|--------|--------|
| | | Proposed Number of Spaces | | Occupied Spaces on Weekdays | | | | | | | Occupied Spaces on Weekend Days | | | | | | | | | | | | |
| | | | | Day 1 | Day 2 | Day 3 | Day 4 | Day 5 | Day 6 (Typical) | Day 7 | Day 8 | Day 9 | Day 10 | Day 11 | Day 12 | Day 13 | Day 14 | Day 15 | Day 16 | Day 17 | Day 18 (Typical) | Day 19 | Day 20 |
| 1 | Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR) | 652 | 10AM | 57 | 84 | 67 | 90 | 123 | 85 | 111 | 143 | 131 | 132 | 168 | 136 | 169 | 142 | 146 | 159 | 175 | 134 | 187 | 229 |
| | | | 1PM | 86 | 120 | 80 | 94 | 108 | 143 | 143 | 191 | 193 | 185 | 286 | 209 | 239 | 186 | 237 | 190 | 296 | 145 | 270 | 332 |
| | | | 4PM | 72 | 92 | 87 | 89 | 99 | 93 | 129 | 217 | 231 | 220 | 360 | 263 | 326 | 191 | 277 | 195 | 363 | 125 | 288 | 417 |
| | | | 8PM | 109 | 252 | 191 | 174 | 127 | 102 | 224 | 144 | 165 | 178 | 205 | 189 | 151 | 221 | 207 | 250 | 269 | 125 | 177 | 256 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Peak | 109 | 252 | 191 | 174 | 127 | 143 | 224 | 217 | 231 | 220 | 360 | 263 | 326 | 221 | 277 | 250 | 363 | 145 | 288 | 417 |
| | | | Peak % | 17% | 39% | 29% | 27% | 19% | 22% | 34% | 33% | 35% | 34% | 55% | 40% | 50% | 34% | 42% | 38% | 56% | 22% | 27% | 40% |
| 2 | Yvonne B. Burke Park*** (5-U, 7-Q) | 342 | 10AM | 134 | 100 | 103 | 43 | 58 | 23 | 20 | 58 | 33 | 18 | 60 | 29 | 8 | 18 | 38 | 27 | 48 | 28 | 27 | 36 |
| | | | 1PM | 110 | 35 | 67 | 38 | 43 | 29 | 25 | 66 | 37 | 20 | 101 | 29 | 8 | 26 | 43 | 34 | 54 | 55 | 33 | 40 |
| | | | 4PM | 69 | 17 | 11 | 22 | 28 | 34 | 26 | 70 | 36 | 17 | 137 | 23 | 12 | 23 | 109 | 33 | 122 | 111 | 49 | 43 |
| | | | 8PM | 58 | 8 | 3 | 9 | 15 | 19 | 17 | 59 | 41 | 9 | 86 | 23 | 10 | 17 | 121 | 26 | 117 | 3 | 42 | 32 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Peak | 134 | 100 | 103 | 43 | 58 | 34 | 26 | 70 | 41 | 20 | 137 | 29 | 12 | 26 | 121 | 34 | 122 | 111 | 49 | 43 |
| | | | Peak % | 39% | 29% | 30% | 13% | 17% | 10% | 8% | 20% | 12% | 6% | 40% | 8% | 4% | 8% | 35% | 10% | 36% | 32% | 14% | 13% |
| 3 | Chace Park (2-49R, 4-49M, EE) | 684 | 10AM | 140 | 130 | 202 | 192 | 214 | 51 | 28 | 226 | 250 | 256 | 251 | 285 | 319 | 218 | 210 | 227 | 226 | 120 | 104 | 109 |
| | | | 1PM | 149 | 132 | 205 | 212 | 222 | 92 | 47 | 270 | 289 | 306 | 287 | 307 | 355 | 259 | 317 | 269 | 341 | 151 | 150 | 161 |
| | | | 4PM | 126 | 127 | 201 | 195 | 195 | 70 | 54 | 226 | 231 | 237 | 267 | 238 | 286 | 174 | 336 | 182 | 360 | 159 | 130 | 168 |
| | | | 8PM | 109 | 118 | 170 | 100 | 100 | 53 | 41 | 145 | 134 | 147 | 152 | 210 | 186 | 117 | 142 | 134 | 175 | 100 | 73 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Peak | 149 | 132 | 205 | 212 | 222 | 92 | 54 | 270 | 289 | 306 | 287 | 307 | 355 | 259 | 336 | 269 | 360 | 159 | 150 | 168 |
| | | | Peak % | 22% | 19% | 30% | 31% | 33% | 13% | 8% | 39% | 42% | 45% | 42% | 45% | 52% | 38% | 49% | 39% | 53% | 23% | 39% | 43% |
| 4 | Fiji Way (Overflow Lots**, 1- Fisherman's Village, Dock 52) | 1,012* | 10AM | - | 35 | 46 | 32 | 35 | 28 | 40 | - | - | 95 | 91 | 96 | 127 | 97 | 111 | 101 | 125 | 70 | 106 | 119 |
| | | | 1PM | - | 50 | 50 | 35 | 36 | 35 | 51 | - | - | 102 | 128 | 111 | 165 | 123 | 149 | 129 | 156 | 93 | 140 | 173 |
| | | | 4PM | - | 36 | 50 | 37 | 38 | 38 | 38 | - | - | 89 | 147 | 102 | 144 | 128 | 156 | 131 | 173 | 83 | 135 | 151 |
| | | | 8PM | - | 82 | 44 | 63 | 59 | 27 | 61 | - | - | 91 | 80 | 78 | 87 | 108 | 94 | 108 | 140 | 88 | 117 | 77 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Peak | | 82 | 50 | 63 | 59 | 38 | 61 | | | 102 | 147 | 111 | 165 | 128 | 156 | 131 | 173 | 93 | 140 | 173 |
| | | | Peak % | | 8% | 5% | 6% | 6% | 4% | 6% | | | 10% | 15% | 11% | 16% | 13% | 15% | 13% | 17% | 9% | 14% | 17% |
| 5 | North Channel (13-3S) | 138 | 10AM | 6 | 10 | 14 | 15 | 17 | 11 | 25 | 16 | 12 | 27 | 26 | 22 | 26 | 32 | 38 | 40 | 26 | 34 | 35 | 60 |
| | | | 1PM | 3 | 9 | 10 | 11 | 15 | 8 | 18 | 19 | 28 | 38 | 46 | 24 | 77 | 29 | 42 | 44 | 46 | 31 | 60 | 74 |
| | | | 4PM | 3 | 7 | 12 | 9 | 11 | 5 | 18 | 22 | 66 | 54 | 100 | 46 | 71 | 38 | 78 | 51 | 100 | 14 | 101 | 143 |
| | | | 8PM | 18 | 23 | 29 | 18 | 22 | 17 | 40 | 26 | 55 | 40 | 76 | 36 | 41 | 59 | 62 | 67 | 76 | 36 | 53 | 93 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Peak | 18 | 23 | 29 | 18 | 22 | 17 | 40 | 26 | 66 | 54 | 100 | 46 | 77 | 59 | 78 | 67 | 100 | 36 | 101 | 143 |
| | | | Peak % | 13% | 17% | 21% | 13% | 16% | 12% | 29% | 19% | 48% | 39% | 72% | 33% | 56% | 43% | 57% | 49% | 72% | 26% | 73% | 104% |
| Total | | 2,828 | Overall Peak | 348 | 483 | 437 | 390 | 447 | 307 | 383 | 546 | 564 | 650 | 1,010 | 672 | 838 | 623 | 955 | 666 | 1,118 | 475 | 702 | 921 |
| | | | Utilization | 12% | 17% | 15% | 14% | 16% | 11% | 13% | 19% | 20% | 23% | 36% | 24% | 30% | 22% | 34% | 24% | 40% | 17% | 24% | 32% |
| | | | Time | 1PM | 8PM | 8PM | 1PM | 10AM | 1PM | 8PM | 1PM | 4PM | 1PM | 4PM | 4PM | 4PM | 1PM | 4PM | 1PM | 4PM | 1PM | 4PM | 4PM |
| Yearly Growth | | 0.6 | | | | | | | | | | | | | | | | | | | | | |

NOTES:

* Includes parking supply for Fisherman's Village Development. Shared Parking is contemplated at this location.

** Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

*** Formerly known as Admiralty Park

APPENDIX C-2
FUTURE ANTICIPATED CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY DAY AND LOT

| # | Activity Area | Lot Number - Parcel | Supply | Anticipated Future Public Parking Demand & Utilization Profiles | | | | | | | | | | | | | | | | | | | |
|---|-------------------------|-----------------------------|---------------------------|---|-------|-------|-------|-------|-----------------|-------|---------------------------------|-------|--------|--------|--------|--------|--------|--------|--------|------------------|--------|--------|--------|
| | | | Proposed Number of Spaces | Occupied Spaces on Weekdays | | | | | | | Occupied Spaces on Weekend Days | | | | | | | | | | | | |
| | | | | Day 1 | Day 2 | Day 3 | Day 4 | Day 5 | Day 6 (Typical) | Day 7 | Day 8 | Day 9 | Day 10 | Day 11 | Day 12 | Day 13 | Day 14 | Day 15 | Day 16 | Day 17 (Typical) | Day 18 | Day 19 | Day 20 |
| 1 | Mother's Beach | 8 - OT | 92 | 8 | 110 | 67 | 60 | 6 | 5 | 65 | 3 | 35 | 9 | 58 | 17 | 6 | 44 | 51 | 49 | 59 | 20 | 25 | 43 |
| | | 9 - NR | 69 | 59 | 75 | 61 | 67 | 84 | 62 | 64 | 120 | 112 | 122 | 125 | 130 | 124 | 120 | 122 | 127 | 151 | 101 | 142 | 131 |
| | | 10 - IR | 109 | 2 | 25 | 6 | 10 | 12 | 74 | 79 | 80 | 97 | 75 | 177 | 123 | 182 | 62 | 86 | 46 | 115 | 27 | 140 | 242 |
| | | 11 - GR | 382 | 45 | 63 | 68 | 36 | 34 | 34 | 53 | 17 | 17 | 15 | 22 | 22 | 18 | 22 | 17 | 24 | 17 | 14 | 15 | 17 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Yvonne B. Burke Park*** | 5 - U | 222 | 130 | 98 | 102 | 26 | 34 | 22 | 12 | 60 | 27 | 12 | 6 | 27 | 3 | 9 | 5 | 14 | 8 | 16 | 9 | 10 |
| | | 7 - Q | 120 | 7 | 7 | 3 | 17 | 24 | 12 | 15 | 10 | 15 | 10 | 134 | 18 | 11 | 17 | 121 | 20 | 115 | 103 | 41 | 35 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Chace Park | 2 - 49R | 234 | 44 | 62 | 57 | 67 | 78 | 30 | 49 | 185 | 181 | 212 | 196 | 153 | 200 | 153 | 238 | 157 | 245 | 88 | 127 | 131 |
| | | 4 - 49M | 450 | 47 | 14 | 98 | 103 | 108 | 39 | 6 | 28 | 50 | 35 | 43 | 96 | 97 | 48 | 40 | 54 | 57 | 34 | 23 | 47 |
| | | EE | | 58 | 58 | 58 | 58 | 58 | 32 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 51 | 58 | 58 | 58 |
| 4 | Fiji Way | | | | | | | | | | | | | | | | | | | | | | |
| | | Overflow Lots* | 314 | n/a | 121 | 144 | 96 | 92 | 102 | 85 | n/a | n/a | 143 | 161 | 134 | 160 | 97 | 104 | 102 | 131 | 106 | 102 | 104 |
| | | Fisherman's Village (1) - W | 1,012** | n/a | 20 | 25 | 32 | 29 | 12 | 23 | n/a | n/a | 32 | 48 | 46 | 58 | 58 | 59 | 59 | 63 | 41 | 62 | 71 |
| | | Dock 52 - 52 | 0 | n/a | 61 | 38 | 32 | 29 | 33 | 38 | n/a | n/a | 79 | 100 | 77 | 108 | 80 | 97 | 83 | 110 | 54 | 78 | 103 |
| 5 | North Channel | | | | | | | | | | | | | | | | | | | | | | |
| | | 13 - 3S | 138 | 18 | 23 | 29 | 18 | 22 | 17 | 40 | 26 | 66 | 54 | 100 | 46 | 77 | 59 | 78 | 67 | 100 | 36 | 101 | 143 |
| | | | | | | | | | | | | | | | | | | | | | | | |

| | |
|---------------|-----|
| YEARLY GROWTH | 0.6 |
|---------------|-----|

NOTES:

* Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

** Includes parking supply for Fisherman's Village Development. Shared Parking is contemplated at this location.

*** Formerly known as Admiralty Park

APPENDIX D-1/D-2

**85th & 90th Percentile Parking Demand Analysis by Activity Area – Existing &
Future Long-Term Conditions**

APPENDIX D-1
85TH & 90TH PERCENTILE DEMAND ANALYSIS BY ACTIVITY AREA - CURRENT CONDITIONS

| Mother's Beach | |
|----------------|--------|
| Date | Demand |
| Fri 5/27/05 | 81 |
| Fri 8/31/07 | 92 |
| Sat 11/3/07 | 104 |
| Thur 10/25/07 | 112 |
| Fri 5/25/07 | 135 |
| Fri 9/2/05 | 154 |
| Sat 5/28/05 | 158 |
| Sat 7/2/05 | 160 |
| Sat 5/26/07 | 162 |
| Sun 5/29/05 | 173 |
| Sat 9/1/07 | 184 |
| Fri 09/04/09 | 190 |
| Sat 9/3/05 | 199 |
| Fri 7/1/05 | 201 |
| Sun 5/27/07 | 209 |
| Sat 9/05/09 | 235 |
| Sun 9/4/05 | 255 |
| Sun 9/2/07 | 273 |
| Sun 7/3/05 | 282 |
| Sun 9/06/09 | 348 |

| Yvonne B. Burke Park* | |
|-----------------------|--------|
| Date | Demand |
| Sun 9/4/05 | 11 |
| Sat 7/2/05 | 18 |
| Fri 09/04/09 | 23 |
| Sat 5/26/07 | 23 |
| Sat 9/3/05 | 26 |
| Thur 10/25/07 | 30 |
| Sat 9/1/07 | 30 |
| Sun 5/29/05 | 36 |
| Fri 5/25/07 | 38 |
| Sun 9/06/09 | 38 |
| Sat 9/05/09 | 43 |
| Fri 8/31/07 | 51 |
| Sat 5/28/05 | 62 |
| Fri 7/1/05 | 88 |
| Fri 9/2/05 | 91 |
| Sat 11/3/07 | 98 |
| Sun 5/27/07 | 107 |
| Sun 9/2/07 | 108 |
| Fri 5/27/05 | 118 |
| Sun 7/3/05 | 121 |

| Chace Park | |
|---------------|--------|
| Date | Demand |
| Fri 09/04/09 | 43 |
| Thur 10/25/07 | 80 |
| Fri 7/1/05 | 117 |
| Sat 9/05/09 | 119 |
| Fri 5/27/05 | 130 |
| Sun 9/06/09 | 133 |
| Sat 11/3/07 | 137 |
| Fri 9/2/05 | 175 |
| Fri 5/25/07 | 181 |
| Fri 8/31/07 | 189 |
| Sat 5/26/07 | 218 |
| Sat 9/1/07 | 226 |
| Sat 5/28/05 | 227 |
| Sun 7/3/05 | 240 |
| Sun 5/29/05 | 242 |
| Sat 7/2/05 | 255 |
| Sat 9/3/05 | 256 |
| Sun 5/27/07 | 279 |
| Sun 9/4/05 | 294 |
| Sun 9/2/07 | 298 |

| Fiji Way | |
|---------------|--------|
| Date | Demand |
| Thur 10/25/07 | 34 |
| Fri 9/2/05 | 44 |
| Fri 8/31/07 | 52 |
| Fri 09/04/09 | 54 |
| Fri 5/25/07 | 56 |
| Fri 7/1/05 | 72 |
| Sat 11/3/07 | 82 |
| Sat 7/2/05 | 90 |
| Sat 9/3/05 | 98 |
| Sat 5/26/07 | 113 |
| Sat 9/1/07 | 116 |
| Sat 9/05/09 | 124 |
| Sun 7/3/05 | 130 |
| Sun 5/27/07 | 138 |
| Sun 9/4/05 | 146 |
| Sun 9/2/07 | 153 |
| Sun 9/06/09 | 153 |

| North Channel | |
|---------------|--------|
| Date | Demand |
| Thur 10/25/07 | 15 |
| Fri 5/27/05 | 16 |
| Fri 5/25/07 | 16 |
| Fri 8/31/07 | 19 |
| Fri 7/1/05 | 20 |
| Sat 5/28/05 | 23 |
| Fri 9/2/05 | 26 |
| Sat 11/3/07 | 32 |
| Fri 09/04/09 | 35 |
| Sat 9/3/05 | 41 |
| Sat 7/2/05 | 48 |
| Sat 5/26/07 | 52 |
| Sun 5/29/05 | 58 |
| Sat 9/1/07 | 59 |
| Sun 9/4/05 | 68 |
| Sun 5/27/07 | 69 |
| Sun 7/3/05 | 88 |
| Sun 9/2/07 | 88 |
| Sat 9/05/09 | 89 |
| Sun 9/06/09 | 126 |

| | |
|---|-----|
| 90th Percentile Peak Public Parking Demand | 273 |
|---|-----|

| | |
|---|-----|
| 90th Percentile Peak Public Parking | 108 |
|---|-----|

| | |
|--|-----|
| 90th Percentile Peak Public Parking | 279 |
|--|-----|

| | |
|--|-----|
| 90th Percentile Peak Public Parking | 146 |
|--|-----|

| | |
|--|----|
| 90th Percentile Peak Public Parking | 88 |
|--|----|

| LEGEND | |
|--------|-----------------|
| | 85th Percentile |
| | 90th Percentile |

Notes:

* Formerly known as Admiralty Park

APPENDIX D-2
85TH & 90TH PERCENTILE DEMAND ANALYSIS BY ACTIVITY AREA - FUTURE CONDITIONS

| Mother's Beach | |
|----------------|--------|
| Date | Demand |
| Day 1 | 109 |
| Day 5 | 127 |
| Day 6 | 143 |
| Day 18 | 145 |
| Day 4 | 174 |
| Day 3 | 191 |
| Day 8 | 217 |
| Day 10 | 220 |
| Day 14 | 221 |
| Day 7 | 224 |
| Day 9 | 231 |
| Day 16 | 250 |
| Day 2 | 252 |
| Day 12 | 263 |
| Day 15 | 277 |
| Day 19 | 288 |
| Day 13 | 326 |
| Day 11 | 360 |
| Day 17 | 363 |
| Day 20 | 417 |

| Yvonne B. Burke Park** | |
|------------------------|--------|
| Date | Demand |
| Day 13 | 12 |
| Day 10 | 20 |
| Day 14 | 26 |
| Day 7 | 26 |
| Day 12 | 29 |
| Day 16 | 34 |
| Day 6 | 34 |
| Day 9 | 41 |
| Day 20 | 43 |
| Day 4 | 43 |
| Day 19 | 49 |
| Day 5 | 58 |
| Day 8 | 70 |
| Day 2 | 100 |
| Day 3 | 103 |
| Day 18 | 111 |
| Day 15 | 121 |
| Day 17 | 122 |
| Day 1 | 134 |
| Day 11 | 137 |

| Chace Park | |
|------------|--------|
| Date | Demand |
| Day 7 | 54 |
| Day 6 | 92 |
| Day 2 | 132 |
| Day 1 | 149 |
| Day 19 | 150 |
| Day 18 | 159 |
| Day 20 | 168 |
| Day 3 | 205 |
| Day 4 | 212 |
| Day 5 | 222 |
| Day 14 | 259 |
| Day 16 | 269 |
| Day 8 | 270 |
| Day 11 | 287 |
| Day 9 | 289 |
| Day 10 | 306 |
| Day 12 | 307 |
| Day 15 | 336 |
| Day 13 | 355 |
| Day 17 | 360 |

| Fiji Way | |
|----------|--------|
| Date | Demand |
| Day 6 | 38 |
| Day 3 | 50 |
| Day 5 | 59 |
| Day 7 | 61 |
| Day 4 | 63 |
| Day 2 | 82 |
| Day 18 | 93 |
| Day 10 | 102 |
| Day 12 | 111 |
| Day 14 | 128 |
| Day 16 | 131 |
| Day 19 | 140 |
| Day 11 | 147 |
| Day 15 | 156 |
| Day 13 | 165 |
| Day 17 | 173 |
| Day 20 | 173 |

| North Channel | |
|---------------|--------|
| Date | Demand |
| Day 6 | 17 |
| Day 1 | 18 |
| Day 4 | 18 |
| Day 5 | 22 |
| Day 2 | 23 |
| Day 8 | 26 |
| Day 3 | 29 |
| Day 18 | 36 |
| Day 7 | 40 |
| Day 12 | 46 |
| Day 10 | 54 |
| Day 14 | 59 |
| Day 9 | 66 |
| Day 16 | 67 |
| Day 13 | 77 |
| Day 15 | 78 |
| Day 11 | 100 |
| Day 17 | 100 |
| Day 19 | 101 |
| Day 20 | 143 |

| | |
|-------------------------------------|-----|
| 90th Percentile Peak Public Parking | 360 |
|-------------------------------------|-----|

| | |
|---------------------------------------|-----|
| 90th Percentile Peak Public Parking * | 102 |
|---------------------------------------|-----|

| | |
|-------------------------------------|-----|
| 90th Percentile Peak Public Parking | 336 |
|-------------------------------------|-----|

| | |
|-------------------------------------|-----|
| 90th Percentile Peak Public Parking | 165 |
|-------------------------------------|-----|

| | |
|-------------------------------------|-----|
| 90th Percentile Peak Public Parking | 100 |
|-------------------------------------|-----|

| LEGEND | |
|--------|-----------------|
| | 85th Percentile |
| | 90th Percentile |

| | |
|---------------|-----|
| Yearly Growth | 0.6 |
|---------------|-----|

Notes:
 * 20 spaces in Admiralty Park Activity Area (specifically lot 5) have been leased to the Public Library.
 ** Formerly known as Admiralty Park

APPENDIX E

FIJI WAY ACTIVITY AREA DETAILED PARKING DEMAND ANALYSIS

Appendix E
Fiji Way Activity Area Parking Analyses

| Estimated Parking Demand | | | | | |
|---|--|---|-------------------------------------|---|-------------------------|
| Weekday | | | | | |
| Time | Fisherman Village / Commercial Demand [1] | Charter Boat Slip Demand [1] | Total Development Demand | Peak Public Parking Demand [2] | Total Demand |
| 2:00 PM | 464 | 65 | 529 | 15 | 544 |
| 3:00 PM | 354 | 65 | 419 | 20 | 439 |
| 4:00 PM | 390 | 100 | 490 | 24 | 514 |
| 5:00 PM | 499 | 135 | 634 | 29 | 663 |
| 6:00 PM | 577 | 150 | 727 | 26 | 753 |
| 7:00 PM | 591 | 180 | 771 | 17 | 788 |
| Weekend Day | | | | | |
| Time | Fisherman Village / Commercial Demand [1] | Charter Boat Slip Demand [1] | Total Development Demand | Peak Public Parking Demand [2] | Total Demand |
| 2:00 PM | 399 | 240 | 639 | 49 | 695 |
| 3:00 PM | 392 | 240 | 632 | 43 | 681 |
| 4:00 PM | 389 | 275 | 664 | 32 | 700 |
| 5:00 PM | 461 | 310 | 771 | 23 | 794 |
| 6:00 PM | 571 | 310 | 881 | 20 | 901 |
| 7:00 PM | 584 | 310 | 894 | 20 | 914 |
| 8:00 PM | 599 | 310 | 909 | 21 | 930 |
| Proposed Total Supply = 1,012 spaces | | | | | |

Note : [1] Demand data obtained from "Traffic Impact Analysis Report for the Proposed Fisherman's Village Enhancement / Expansion Project," September 2000, prepared by Hirsch / Green Transportation Consulting, Inc.

[2] Public Parking Demand for Fiji Way Activity Area obtained from Parking Surveys conducted by Raju Associates, Inc.

APPENDIX F

PUBLIC PARKING REQUIREMENTS, EXISTING PARKING & POTENTIAL FUTURE PARKING PROVISIONS BY ACTIVITY AREA

(90TH PERCENTILE FUTURE DEMAND/
MINIMUM PUBLIC PARKING REQUIREMENT/
EXISTING PARKING SUPPLY/
FUTURE POTENTIAL PUBLIC PARKING SUPPLY)

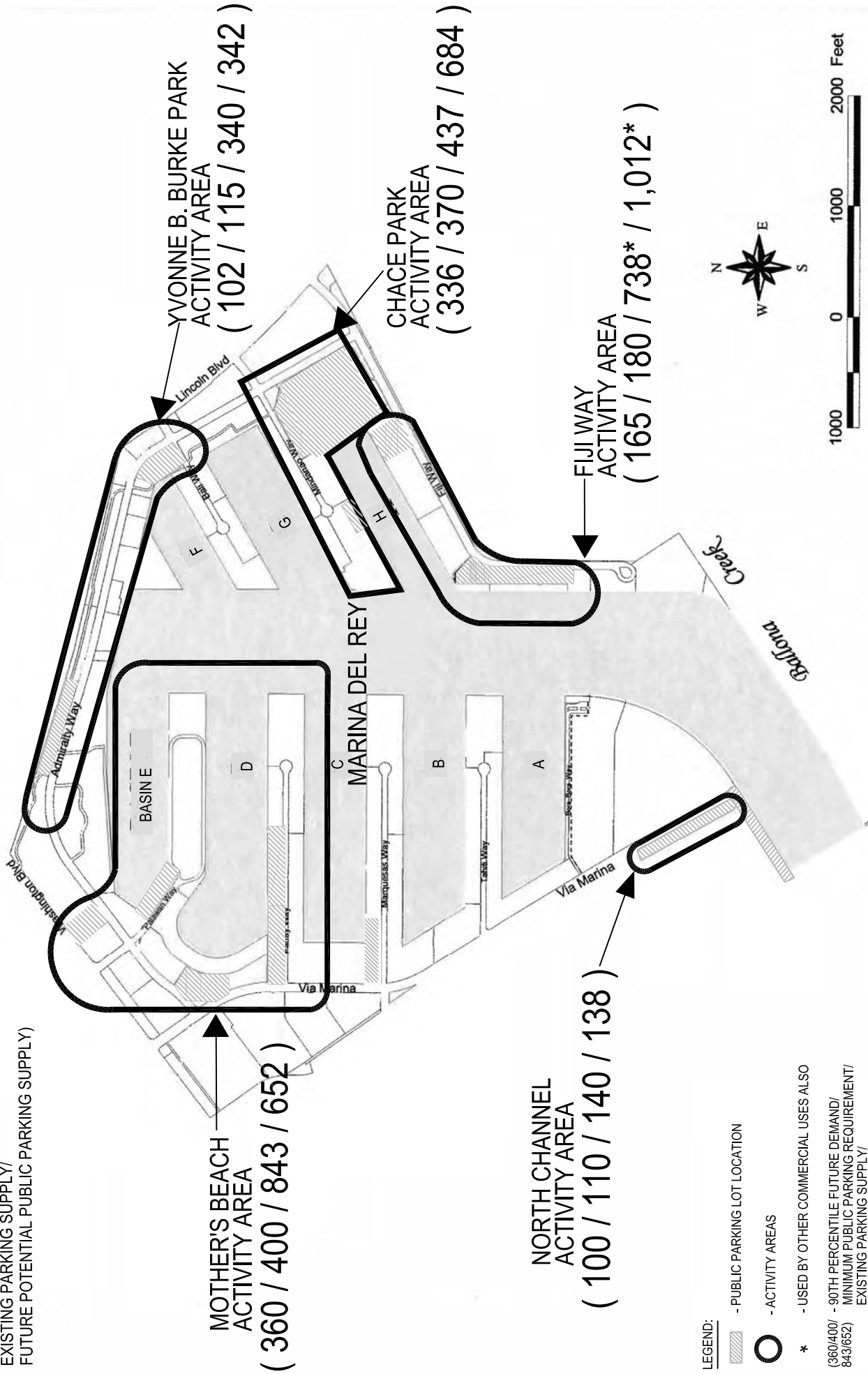
MOTHER'S BEACH
ACTIVITY AREA
(360 / 400 / 843 / 652)

NORTH CHANNEL
ACTIVITY AREA
(100 / 110 / 140 / 138)

FIJI WAY
ACTIVITY AREA
(165 / 180 / 738* / 1,012*)

CHACE PARK
ACTIVITY AREA
(336 / 370 / 437 / 684)

YVONNE B. BURKE PARK
ACTIVITY AREA
(102 / 115 / 340 / 342)



SOURCE: LOS ANGELES COUNTY DEPT OF BEACHES AND HARBORS, PLANNING DIVISION.

APPENDIX F PARKING CONDITIONS EVALUATION SUMMARY