



WALKER
PARKING CONSULTANTS

Walker Parking Consultants
2550 Hollywood Way, Suite 303
Burbank, CA 91505

Voice: 818.953.9130
Fax: 818.953.9331
www.walkerparking.com

February 15, 2006

David Gaulton
President
Pacific Development Services
21515 Vanowen Street, Suite 101
Canoga Park, CA 91303

Re: *Shores Project*
Parking Management Plan

Dear Mr. Gaulton:

Walker Parking Consultants is pleased to present the following parking management plan for the Shores apartment complex project, proposed to be developed in Marina Del Rey, California.

Should you have any questions regarding this report, please do not hesitate to call us.

Sincerely,

WALKER PARKING CONSULTANTS

William E. Francis
Vice President

Rio J. Lupisan
Parking Consultant



SHORES APARTMENT COMPLEX PROJECT **PARKING MANAGEMENT PLAN**

INTRODUCTION

The Shores Project (Project), located at 4201 Via Marina in Marina Del Rey, CA, is a 544-unit apartment complex project that will offer one- and two-bedroom units in a total of twelve structures. The Project will be served by a two-level garage that will provide parking for residents and guests. Most of the residential parking spaces are located on the entire Lower Level of the garage, which can be accessed via one of three driveways off of Dell Avenue. The remaining balance of resident spaces is located on the Upper Level, which can be accessed from a driveway off of Panay Way. Another entrance into the garage is provided off of Panay Way for direct access into the Upper Level parking area dedicated strictly for guests.

The Project is required by the County of Los Angeles (County) to provide a total of 952 resident spaces for the 271 one-bedroom units (271 x 1.5 spaces/unit) and 273 two-bedroom units (273 x 2.0 spaces/unit), along with 136 residential guest spaces (544 x .25 spaces/unit), for a total of 1,088 parking spaces.

PROPOSED PARKING LAYOUT

The two-level garage consists of 90-degree parking with two-way circulation on both levels. Standard and compact spaces are proposed throughout the garage, configured as single and tandem parking stalls. Tandem stalls do not exist in the guest parking area, but rather, have been distributed on both levels of the garage for use by residents. Some of these tandem stalls provide parking for two standard vehicles, although most have been designed to accommodate one standard and one compact vehicle.

As required by the County code, the standard and compact stalls are provided at lengths of 18'-0" and 15'-0", respectively, while the width of each compact space is identical to the width of a standard space at 8'-6". With 26'-0" drive aisles, the total width of the parking bays are 62'-0" or 59'-0", depending on whether standard stalls are provided on both sides of a drive aisle or compacts, shorter in length by 3'-0", are provided on one side. In those areas of the garage in which tandem parking is proposed, the parking bay widths are increased by the length of the additional standard or compact space.

The table on the following page summarizes the Project's proposed parking supply for residents and guests by location and type.



Table 1: Proposed Parking Inventory

PARKING AREA	Standard (S)	Compact (C)	Accessible	
UPPER LEVEL				
Guest Parking	93	19	7	
				119
Residential Parking	108	31	11	
Tandem S/C	76	76		
Tandem S/S	26			
	210	107	11	328
	303	126	18	447
LOWER LEVEL				
Residential Parking	226	62		
Tandem S/C	140	140		
Tandem S/S	56			
	422	202		624
SURFACE PARKING				
Guest Parking	17			
	17			17
Total	742	328	18	1,088
		30.1%		

METHOD OF OPERATION

ACCESS CONTROL EQUIPMENT

In order to protect the Project's parking supply and control parkers within the garage, access control equipment in the form of card readers and gate arms will be installed in all of the entrance and exit lanes to and from the residential parking areas of the garage. The installation of card readers will ensure that those attempting to park in these areas will be authorized. The gate arms will prevent vehicles from proceeding into or out of the garage without proper authorization or follow through of entry/exit procedures. Residents will be issued keycards for use at the card readers, while guests will utilize an intercom system for access into the designated guest parking area. Roll-down gates will also be installed in each of the access-controlled lanes for after-hours use.



GUEST PARKING

The designated guest parking area is provided in the portion of the garage located closest to Via Marina. Parking spaces will also be available prior to entry into the garage, as well as in a small parking area off of Panay Way. As guests enter from the driveway off of Panay Way and approach the garage, they will encounter access control equipment, which will allow property management to control the guest parking area and prevent unauthorized parking by residents.

Guests will be required to interact with an intercom system in the entrance lane, which will connect them directly to the on-site property management office. Upon verification of the residential guest, the gate arm will be opened remotely. Any attempt for residents to park within the guest parking area will be denied. As guests exit the guest parking area, the gate arm in the exit lane will automatically open as the vehicle crosses a loop sensor installed beneath the ground.

RESIDENT PARKING

Residential parking for the Project, segregated from the guest parking area on the Upper Level, will have separate entrances into the garage and will utilize a keycard system. Residents will be issued keycards, known as proximity cards, to gain access into the garage. A resident will simply need to present their keycard near the card reader in order for the card to be verified and the gate arm raised to allow entry. These entry keycards can also be programmed to provide entry into the residential elevators within the garage area.

Unlike traditional insertion keycards, which as their name implies, need to be inserted into slotted card readers in order to be verified, proximity cards are easier to use in that they need only be presented near, and not into, the card readers. This eliminates the uncomfortable reach and need to manipulate the keycards, resulting in faster processing of vehicles.

Once residents have used their keycards to enter from one of the Lower Level entrances off of Dell Avenue or the designated resident entrance off of Panay Way, the card will be programmed so that the following activity registered on the keycard must be an exit out of garage. Once an attempt is made to use the keycard out of the required sequence of entry and exit, it will be temporarily deactivated and an attempt to pass through a gate arm will be denied. When this occurs, the keycard will have to be reset by on-site property management, at which time a warning could be administered and recorded.

The required sequence of keycard usage is referred to as "anti-passback" mode. Keycards that are programmed with this setting are protected from abuse in that they cannot be "passed back" to another user for a second, unauthorized vehicle entry. The described function of resident keycards accomplishes two things: 1) residents are prevented from allowing their guests to park in the resident parking area; and 2) resident parking activity could be monitored to ensure that issued keycards are being utilized within the residential parking area.



PARKING SPACE ALLOCATION

Single, as well as tandem, parking spaces are distributed throughout the Upper and Lower Level residential parking areas to accommodate the tenants of the one- and two-bedroom units. On-site property management will have complete control over the assignment of parking and will determine the location of space(s), based on the location of unit and needs of the individual tenant. For example, if a one-bedroom tenant owns a single vehicle, a single stall (standard or compact), as opposed to a tandem stall, would be provided. If a tenant owns two vehicles, a tandem stall would likely be provided. Should both of the vehicles be compacts, the option to offer two single compact spaces or a single tandem stall is available.

TANDEM/COMPACT PARKING

As allowed per Section 22.52.1180.B of the County code, tandem parking is allowed to be provided for dwelling units in which two spaces are required. There are a total of 257 tandem parking spaces that are proposed to be provided for the 273 two-bedroom units and about 135 one-bedroom units (half of the 271 one-bedroom units), which totals 408 units that are anticipated to have the need for two spaces.

Of the 257 total tandem parking spaces, 216 have been configured to accommodate one standard and one compact vehicle. While the Project does not exceed the County's maximum allowable provision of 40% compact spaces, the Project's compact parking supply can be viewed as even smaller, considering the fact that compact spaces coupled with standard spaces in tandem are actually more accommodating than single compact parking spaces. Compact parking spaces are typically 15'-0" in length, such as those required by the County, but because most standard vehicles are shorter than the entire length of a standard parking stall, the excess length in a tandem configuration can be credited towards the compact stall.

Walker has studied the trends of changing car sizes over the past 20 years to analyze their impacts on parking geometrics. In doing so, Walker has adopted the 85th percentile vehicle, in the range from smallest to largest vehicle sold, as its design vehicle.

In approaching parking design, Walker essentially assumes that all vehicles parked opposite and on either side of a vacant stall are design vehicles, and yet another design vehicle arrives to park in the stall. Cars larger than the 85th percentile vehicle can still be accommodated in spaces designed using this approach; they simply have less convenience in maneuvering if larger vehicles happen to be parked in the vicinity. The statistical probability, however, is that most of the vehicles parked in the area will be smaller¹.

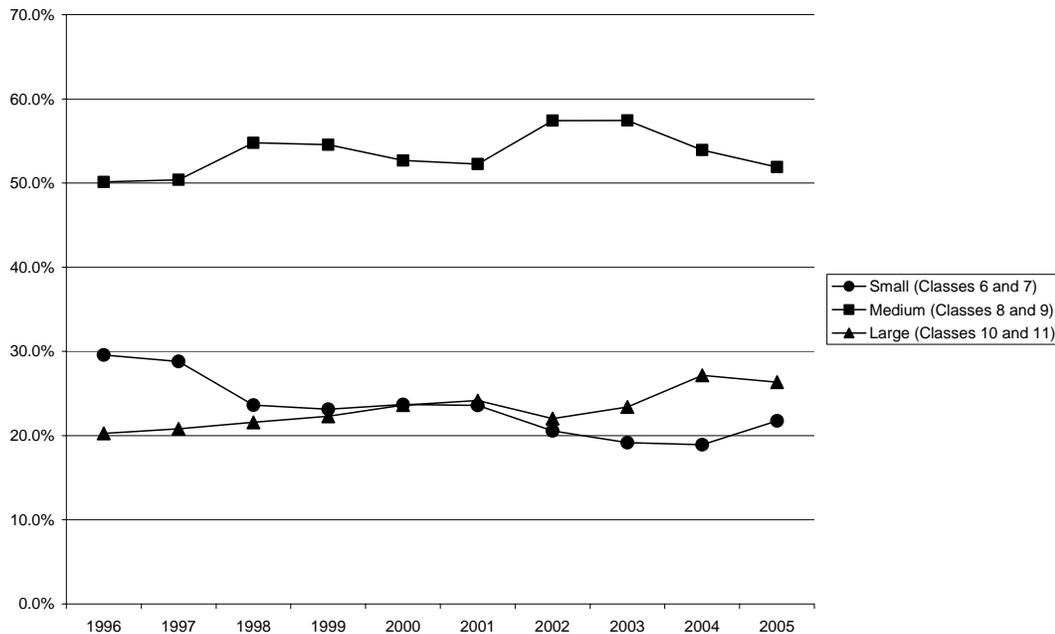
The current design vehicle used by Walker is 6'-7"x17'-4", equivalent to a Ford F150, and has not changed since 2002 when it was 6'-7"x17'-1", which was then comparable to a Lincoln Navigator. Recent studies seem to indicate that the "long term trend to larger vehicles has

¹ Smith, M., 2005. "20 Years of Vehicle Size Trends: Have We Reached Another Turn in the Road?", page 9.



probably peaked and there is clearly at least the start of a shift to smaller vehicles" (Smith, 2005). The figure below reflects the sales trend of vehicles since 1996.

Figure 1: Vehicle Sales by Size Since 1996



Source: Walker Parking Consultants

The 216 compact spaces that share the total length of a tandem stall make up approximately 66% of the total amount of compact parking spaces for the Project. The remaining 110 compact spaces provided as true single compact spaces essentially makes up about 10% of the Project's total parking supply, which is a very reasonable amount.

Del Rey Shores staff performed a vehicle inventory at the existing project site on a Saturday morning, at approximately 6:00 a.m., to determine the vehicle mix of existing tenants. At the time of the study, there were 93 SUVs/Trucks, 123 four-door sedans, and 79 two-door subcompacts on the grounds with resident stickers. While the exact classification of each of the vehicles is unknown, these figures certainly seem to be consistent with Walker's observation of small vehicles sales.

To the benefit of the proposed compact parking in this particular project is the fact that 62'-0" wide parking bays are provided in those areas with standard stalls (18'-0") on both sides of the drive aisle (26'-0"). Walker employs a Level-of-Service (LOS) approach in evaluating and designing parking using a rating scale ranging from LOS A, which represents the highest level of comfort for users, to LOS D, which represents a less than desirable parking design.



For 8'-6" parking stalls in a 90-degree layout, such as those proposed for the Project, Walker recommends a parking bay width of 59'-6" in order to achieve an LOS C rating, which would be considered average. Since the provided parking bays are 2'-6" wider, they are actually above average in design and in those parking bays that consist of tandem stalls with standards and compacts, vehicles parked in the compact stalls not only benefit from any excess lengths in the joined standard parking stalls, but could hypothetically encroach an addition 2'-6" into the drive aisle, while still maintaining an average level of comfort.

SUMMARY

Upon review of parking space allocation for the Project, Walker has determined that all code-required parking spaces will be provided within the Project's parking facility, with a small amount of excess surface parking also available. Since resident and visitor parking have been designed as segregated areas and will also be access-controlled, on-site property management will have the ability to monitor and fully control use of each of these respective areas. This includes the assignment of the tandem parking spaces, which are distributed throughout each of the parking levels. Lastly, because the Project does provide enough secured, on-site parking for its residents and the visitor parking area provides direct elevator access into the property, it is not foreseen that parking for the Project will impact the surrounding streets.