APPENDIX B

Parking Analysis

LOS ANGELES SPORTS AND ENTERTAINMENT DISTRICT

SHARED PARKING ANALYSIS

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Prepared for

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I. INTRODUCTION

The Los Angeles Sports and Entertainment District is being proposed as a mixed-use retail dining and entertainment district to be developed in downtown Los Angeles.

The District would be developed adjacent to the Los Angeles Convention Center and the STAPLES Center along Olympic Boulevard and Figueroa Avenue in the South Park district of downtown. The project itself is to be located primarily on six blocks – three along Olympic between Cherry and Figueroa and three along Figueroa between Olympic and 12th Street.

PROPOSAL

The proposed District includes retail, restaurant and entertainment space as well as general and medical office space.

Table 1 summarizes the land uses proposed for the six blocks of the site.

PARKING STRATEGY

The applicant has proposed a parking strategy comprised of the following components:

1. Coordinate the project's parking supply with the management program already in place as part of the South Park Event Parking and Circulation Management Plan,
2. Provide employee parking off-site connected to the project by a shuttle bus system,
3. Provide enough parking on-site to accommodate the visitor parking demand generated on a typical day, and
4. Arrange enough off-site parking to accommodate the overflow visitor parking demand on peak days.

This strategy has been successful in providing the parking for the STAPLES Center in that a portion of the parking demand is met on-site and a portion is met in leased and private spaces off-site.

This strategy has resulted in increased pedestrian activity in the South Park District of downtown Los Angeles, especially in the Figueroa Avenue corridor between the STAPLES Center and the Financial District to the north. The pedestrian activity has led to longer restaurant hours and increased business activity in the area.

The parking strategy proposed by the applicant for the LAS & ED has been endorsed, in concept, by the Central City Association who believe that the increased pedestrian flows that result from the combination on-site/off-site parking program is beneficial to the greater downtown area.

PARKING SUPPLY IN THE AREA

The parking supply in the vicinity of the LAS & ED includes the parking that will be developed for the project, the parking for the STAPLES Center and the Los Angeles Convention Center, and the private parking in the area.

The STAPLES Center will construct a 2,200-space parking structure adjacent to the LAS & ED. The Los Angeles Convention Center (LACC) has over 5,000 parking spaces in its inventory – up to 3,100 of which are made available to events at the STAPLES Center when there are no event conflicts with LACC activities.

In addition, the area bounded by Seventh Street to the north, Grand Avenue to the east, the Santa Monica Freeway to the south and the Harbor Freeway to the west provides 1,000 on-street curb parking spaces and 18,450 off-street commercial parking spaces. As a result of the increased activity generated by the STAPLES Center, many of these commercial spaces are open to the public for nighttime and weekend parking. It is expected that the private parking entrepreneurs would continue to market their supply to the visitors of the LAS & ED.

II. PARKING ANALYSIS

ZONING CODE

Table 2 shows that the City of Los Angeles Zoning Code requires that the project supply 6,259 spaces to meet Code requirements. Since the project proposes to supply a total of 5,310 spaces on-site, the project as proposed would fall 949 spaces short of Code requirements. However, this estimated shortage does not take into account the 775 off-site spaces proposed to accommodate employee and special event parking nor does it take into account the mixed-use nature of the proposed development.

SHARED PARKING

The Los Angeles Zoning Code allows the parking demands of mixed-use projects to be evaluated by analyzing the shared parking aspects of the development.

Shared parking recognizes that parking spaces can be used to serve two or more individual land uses without conflict or encroachment. The shared parking phenomenon has long been observed in central business districts (CBD), suburban community districts, and other areas where land uses are combined. Shared parking is really the result of two conditions:

1. Variations of the peak accumulation of parked vehicles occur because of time differences in the activity patterns of adjacent or nearby land uses (by hour, by day, and by season). For example, a parking facility can be used by office employees during the day and serve patrons of an adjacent cinema at night.

2. There are clearly relationships among land use activities that result in people being attracted to two or more land uses on a single automobile trip to a given area or mixed-use development.

Appendix A presents a detailed discussion of the shared parking phenomenon and a description of a national study conducted by Barton-Aschman Associates, Inc. for the Urban Land Institute (ULI). Data on the hourly and seasonal fluctuation of parking demand by land use and data on peak parking demand ratios are presented and discussed.

SHARED PARKING PARAMETERS

In order to evaluate the number of spaces needed under shared parking conditions, a number of characteristics regarding a particular development must be known. The most important of these characteristics are the mix of land uses within the project and the size of each individual land use.

Other parking-related factors must be estimated in order to determine peak parking demand by hour. This discussion explains the assumptions used in the LAS & ED analysis and describes the background documentation used for each of these factors.

Parking Ratio

Figure 1 of Appendix A shows the peak parking demand ratios found during the ULI shared parking study. These figures represent national averages for individual land uses. During the course of the last ten years, Barton-Aschman Associates, Kaku Associates and other consulting firms have conducted numerous studies in California in order to adjust the national parking demand factors to represent California conditions.

While most parking ratios were found to closely parallel national ratios, California conditions suggest that adjustments to the national averages should be made to large retail centers, restaurants within shopping centers, large multi-screen cinema developments, residential developments and hotel parking supplies.

Parking occupancy counts at Southern California retail/entertainment centers were used to identify appropriate parking demand rates for the proposed project. Where data was not available, parking requirements from the Zoning Code were used as the estimate of peak demand. The estimated peak parking demand of 1.0 space per dwelling unit was based on the ULI parking demand data as well as on recent downtown residential projects in Long Beach, Pasadena and Santa Monica.

The Los Angeles Zoning Code rates were used to quantify Hotel Rooms and Hotel Banquet space parking demand. In the case of office and retail land uses, the parking rates used in this analysis matched the rates found in the Urban Land Institute Study referenced above. In the remainder of the land uses, the parking rate was based on the ULI rate but modified to reflect the downtown location of the project – but in all cases, the rates were higher than those required by the Zoning Code.

The rates used for individual land uses are as follows:

Land Use	Weekday Rate	Weekend Rate
Office	3.0 sp/1,000 sf	0.5 sp/1,000 sf
Retail	3.8 sp/1,000 sf	4.0 sp/1,000 sf
Restaurant, Night Club, Entertainment	10 sp/1,000 sf	10 sp/1,000 sf
Theater	0.3 sp/seat	0.3 sp/seat
Medical Office	5.0 sp/1,000 sf	5.0 sp/1,000 sf
Health Club	5.0 sp/1,000 sf	5.0 sp/1,000 sf

Mode Split

One factor that affects the overall parking demand at a particular development is the number of visitors and employees that arrive by automobile. In the case of LAS & ED analysis, it was assumed that 75% of the office workers would arrive by automobile (based on empirical data for office mode split in downtown Los Angeles). Hotel rooms and residential units were calculated with a 100% auto mode split because the parking rates

used already reflect transit and taxi usage factors. Other uses would see 80-95% auto usage.

Auto Occupancy

The LAS & ED Shared Parking Analysis used the national averages for auto occupancy for all land uses. No changes were made to the ULI average rates.

Captive Market

Figure 4 of Appendix A suggests that CBD mixed-use projects have an average of 61 percent of their patrons/visitors captured within the site itself.

Two sets of internal capture patterns were estimated for this project depending on whether or not a concurrent event was going on at the Convention Center and/or the STAPLES Center. A smaller internal capture was assumed if no events were underway at the LACC or the STAPLES Center. If events were underway, it was assumed that some of the patrons to the event(s) would eat a meal, shop or visit some of the entertainment venues as part of their downtown trip. Thus these customers would already be parked in the Convention Center or STAPLES Center lots and would not have to be accommodated in the project's parking supply.

The estimate of internal capture was based on the market surveys prepared for the project. These surveys estimated that the retail and restaurant venues at the project could expect as much as one-third of their traffic to be walk-in from the event visitor. Approximately one-quarter of the entertainment visitors would come from the other venues or the other land uses within the project. Internal capture to other land uses within the project was estimated to be in the 5-10% range for all uses except the hotel banquet facilities where 25% of the guests were estimated to already be on-site (Convention Center visitors or hotel guests).

Seasonal Variations

Two time periods were tested. A shared parking analysis was completed based on peak month of the year. For this particular combination of land uses, the month of June was found to represent peak conditions. In June, all land uses on the site except retail are experiencing peak demand of 100% of their annual peak except retail. In June, retail experiences 75% of its December demand. Thus for this project, a June day represents the peak day of the year.

Project parking demand was also calculated for more typical day conditions. This typical day would likely occur in the January-March time period when the retail restaurant and entertainment land uses are at approximately 75% of their June peak. The live theater is estimated to be at 50% if its peak and the hotel banquet space would only experience 33% of its peak demand.

Weekday vs. Weekend

Each shared parking analysis measured the parking demand on a weekday as well as on a Saturday. The primary variation on weekday vs. weekend parking demand occurs because of the slightly higher restaurant and entertainment demand on weekend nights.

PROJECT SHARED PARKING DEMAND

Concurrent Events at LACC and/or STAPLES Center

Separate analyses were conducted for conditions with and without concurrent events at the Convention Center and/or the STAPLES Center. Again, if concurrent events occurred, more people could be expected to walk into the project (people who were already parked in the area, but not in project parking). Therefore, with concurrent events, parking demand at the project would be expected to be lower than would occur if all site visitors came directly to the project. The project parking demand under these two scenarios is as follows:

Scenario	Peak Parking Demand	
	Weekday 8-9 PM	Saturday 8-9 PM
With Concurrent Events	7,740	7,777 (see Table 3)
No Concurrent Events	8,309	8,309 (see Table 9)

As can be seen, if no concurrent events are underway, the parking demand at the project would be increased by approximately 5-600 spaces. However, if no event were underway at the STAPLES Center, an additional parking supply of 2,200 spaces would be available to project visitors. These spaces, located in the parking structure on the Olympic West block, are usually reserved for the visitors to the STAPLES Center. However, if there were no event at the STAPLES Center, these spaces would be available for the visitors to the LAS & ED.

Thus the controlling scenario for the project, in terms of parking demand analysis, is the scenario with a concurrent event (and without project access to the 2,200 STAPLES Center spaces on the Olympic West block). The remainder of the analysis in this report will therefore deal with the "With Concurrent Event" scenario.

PEAK PARKING DEMAND

Table 3 presents a summary of the shared parking analysis results for Peak Day conditions. The project parking demand will peak in the evening hours when 7,770 vehicles would park in the project on a weeknight from 8-9pm and 7,777 spaces would be filled on a Saturday night during the same hour. Appendix B contains the detailed shared parking worksheets.

Employee vs. Visitor Parking Demand

The project developer has stated his intention to park employees of the project off-site to the east of the project site in leased and/or owned spaces. These employees would be

connected to the site by a shuttle bus system similar to that used for the STAPLES Center employees today.

Tables 4A-4C show the split of employee vs. visitor spaces generated during the three peak hours of the week. The off-site employee parking program would have to accommodate approximately 550 daytime employee spaces (Table 4A) and 775 nighttime employee spaces (Tables 4B and 4C).

The remaining parking demand would be generated by visitors to the site. With visitor parking, it is necessary to provide a supply slightly in excess of the actual demand so that visitor search patterns do not become too frustrating for the customer. Tables 4A-4C show the parking supply needed to serve the visitors to the project if a 5% "oversupply" is provided. This project would need to provide a supply of approximately 7,355 spaces if all visitor demand was to be met on site.

PARKING SUPPLY vs. PEAK DAY DEMAND

As shown in Table 5, the project proposes to provide a total of 5,310 spaces on-site.

On a Peak Day Saturday night, the proposed project parking supply would be 2,044 spaces short of meeting the total demand on-site. Thus there would be approximately 2,050 project visitors' vehicles looking for off-site spaces on a Peak Weekend night. A similar number of off-site spaces would be sought on peak weeknights during the summer months (typically Thursday and Friday nights).

TYPICAL DAY CONDITIONS

Table 6 shows that the parking demand of a Typical Day at the project would range between 5,525 and 5,466 spaces – on a Friday and Saturday evening between 8-9pm, respectively. This represents a reduced parking demand of approximately 2,300 when compared to Peak Day conditions.

Table 7B shows that the peak visitor supply would need to be approximately 5,200 spaces to fully accommodate Typical Day visitor parking demand on-site. With 5,310 on-site spaces proposed, Table 8 shows that the project would meet the on-site visitor demand during the peak hour of the week under Typical Day conditions.

PARKING MANAGEMENT

Parking at the LAS & ED will be influenced by the varied activity schedules of the STAPLES Center and the Los Angeles Convention coupled with the varying day-to-day activity patterns of the LAS & ED itself. Visitors to the project will face different parking situations depending on sporting events, conventions, theater crowds, hotel banquets, etc. Because of the different visitor parking conditions, the project would coordinate its parking supply with the STAPLES Center parking management program.

The project parking supply would be coordinated with the STAPLES Center parking in that both supplies would be operated by the same management firm, and thus available parking from one venue would be offered to visitors to the other venue.

The STAPLES Center parking supply is also part of the South Park Event Parking and Circulation Management Plan. In this program, the traffic and parking demands of the multiple venues in the area are managed to provide visitors with information on optimum routes and the locations of available parking. The information is coordinated through the South Park Traffic Management Center and disseminated to visitors through changeable message signs, highway advisory radio, a web site and a telephone hot line.

The LAS & ED parking supply will be added to the managed supplies of the STAPLES Center and the Los Angeles Convention Center so that visitors to any of the venues can be offered the greatest flexibility in finding parking during the busiest event days.

The upcoming activity patterns at the LAS & ED would be coordinated with the South Park Event Coordinating Committee. This Committee meets weekly during the peak activity season and biweekly or monthly as needed during other times of the year for the purpose of forecasting upcoming activity levels at the area venues. Once the activity

level is known, various traffic and parking responses can be programmed. With the LAS & ED activity levels added to the planning mix, the Committee can take better advantage of the overall parking supply available to visitors to the combined venues.

III. CONCLUSION

The proposed parking supply of 5,310 spaces would meet peak visitor parking demand on-site during Typical Day conditions.

During the peak month of the year, the peak hour visitor parking demand would need 7,354 spaces to fully accommodate visitor parking on the project site. Since 5,310 on-site spaces would be supplied, peak days at the project would see approximately 2,050 visitor vehicles parked off-site. This parking demand would most likely be met in leased spaces to the north of the project. Since the peak parking demand occurs at night, the office spaces to the north of the project are prime candidates for shared parking opportunities.

The parking program for the LAS & ED will also include an off-site employee parking program capable of accommodating 775 employee vehicles during the peak months of the year. These spaces would be connected to the site by a shuttle bus system to the extent that the spaces are located beyond a reasonable walking distance.

The project parking supply will be added to the South Park Event Parking and Circulation Management Plan so that visitors to any of the area venues will be offered the greatest opportunity to find parking on the busiest event days.

The project developer currently owns or leases approximately 8,900 spaces in the vicinity of the project site. These spaces were built/leased to support the visitors coming to the STAPLES Center. However, even on the night of a sellout sporting event (the highest parking demand condition for the venue), these 8,900 spaces are only about one-half filled. Visitors to the STAPLES Center are choosing to park off-site – sometimes in their reserved office spaces a few blocks from the Center, sometimes in less expensive private lots to the north and east of the site, and sometimes in on-street spaces within a few blocks of the venue. Because of the large amount of off-site parking now occurring at the STAPLES Center, the project developer controls more than enough

parking spaces to meet the off-site demand of the LAS & ED even on the Peak Day of the year.

TABLE 1 LOS ANGELES SPORTS AND ENTERTAINMENT DISTRICT - LAND USE SUMMARY

	hotel room rooms	hotel banquet sf	museum sf	retail sf	entertain sf	live theater seats	restaurant sf	multi funct hall sf	night club sf	sports ba sf	corport venue sf	office sf	health club sf	residentia du	medical office sf	TOTAL	
hotel	1,800															1,800	hotel
banquet		150,000														150,000	banquet
theater						7,000										7,000	theater
night club									55,000							55,000	night club
entertainmnt					80,000			25,000		25,000						130,000	entertainmnt
museum			25,000													25,000	museum
visitor attr											35,000					35,000	visitor attr
restaurant							215,000									215,000	restaurant
retail				385,000												385,000	retail
health club													125,000			125,000	health club
office												165,000				165,000	office
med office															135,000	135,000	med office
resident														800		800	resident
TOTAL	1,800	150,000	25,000	385,000	80,000	7,000	215,000	25,000	55,000	25,000	35,000	165,000	125,000	800	135,000		

TABLE 2 ZONING CODE PARKING REQUIREMENTS

LAND USE	SIZE			CODE REQUIREMENT	
	GROSS BUILDING AREA (square feet)	GROSS LEASEABLE AREA (square feet)	UNITS	RATE	NUMBER OF SPACES
Hotel:					
Hotel	960,000		1,200 rooms	Note 1	209
Hotel	480,000		600 rooms	Note 1	109
Meeting Rooms/ Banquet	150,000			1sp/100sf	1,500
Entertainment:					
Multi-function Hall	25,000	15,000		1sp/100sf	250
Live Theater			7,000 seats	1sp/10 seats	700
Night Club/Sports Bar	80,000	75,000		1sp/100sf	800
Sports Hall of Fame Museum	25,000	25,000		1sp/100sf	250
Corporate Museum	35,000	30,000		1sp/100sf	350
Entertainment:	80,000	75,000		1sp/1000sf	80
Food/Beverage:					
Restaurants	210,000	195,000		1sp/1000sf	210
Restaurants	5,000	5,000		Note 2	3
Retail:					
Anchors + Shops	400,000	370,000		1sp/1000sf	400
Anchors + Shops	15,000	15,000		Note 2	9
Office:					
Office	75,000			1sp/1000sf	75
Office	90,000	85,000		Note 2	54
Health Club	125,000			1sp/1000sf	125
Medical Office	135,000	125,000		Note 2	135
Residential	870,000		800 dwelling units	1.25sp/du	1,000
PROJECT TOTAL					**6,259**

TABLE 3
LAS & ED PARKING DEMAND SUMMARY
PEAK DAY

LAND USE	WEEKDAY 5-6 PM	WEEKDAY 8-9 PM	SATURDAY 8-9 PM
1. Hotel -- Rooms	340	510	510
2. Hotel -- Banquet/Mtg.	1,013	1,013	1,013
3. Theater	625	1,895	1,895
4. Entertainment	497	829	829
Night Club	147	446	446
Subtotal	644	1,275	1,275
5. Restaurants	819	1,170	1,170
6. Museums	11	7	34
7. Attraction	239	151	286
8. Retail	472	519	547
9. Health Club	396	338	200
10. General Office	161	24	11
11. Medical Office	257	38	36
12. Residential	800	800	800
TOTAL	5,777	7,740	7,777

TABLE 4A
LAS & ED PARKING DEMAND BY AREA
PEAK DAY – WEEKDAY 5-6 PM

LAND USE	WEEKDAY 5-6 PM			
	Total Spc	% Employe	Emp Spaces	Visitor+5%
1. Hotel – Rooms	340	10%	34	321
2. Hotel -- Banquet/Mtg.	1,013	10%	101	957
3. Theater	625	5%	31	623
4. Entertainment	497	15%	75	444
Night Club	147	15%	22	131
Subtotal	644	15%	97	575
5. Restaurants	819	15%	123	731
6. Museums	11	5%	1	11
7. Attraction	239	10%	24	226
8. Retail	472	20%	94	396
9. Health Club	396	10%	40	374
10. General Office	161	0%	0	169
11. Medical Office	257	0%	0	270
12. Residential	800	0%	0	840
Total	**5,777**		**544**	**5,494**

Total Employee Parking 544
Total Visitor Parking 5,494 (Includes 5% excess for search)

TABLE 4B
LAS & ED PARKING DEMAND BY AREA
PEAK DAY – WEEKDAY 8-9 PM

LAND USE	WEEKDAY 8-9 PM			
	AREA A			
	Total Spc	% Employe	Emp Spaces	Visitor+5%
1. Hotel – Rooms	510	10%	51	482
2. Hotel – Banquet/Mtg.	1,013	10%	101	957
3. Theater	1,895	5%	95	1,890
4. Entertainment	829	15%	124	740
Night Club	446	15%	67	398
Subtotal	1,275	15%	191	1,138
5. Restaurants	1,170	15%	176	1,044
6. Museums	7	5%	0	7
7. Attraction	151	10%	15	143
8. Retail	519	20%	104	436
9. Health Club	338	10%	34	319
10. General Office	24	0%	0	25
11. Medical Office	38	0%	0	40
12. Residential	800	0%	0	840
Total	**7,740**		**767**	**7,322**

Total Employee Parking 767
Total Visitor Parking 7,322 (Includes 5% excess for search)

TABLE 4C
LAS & ED PARKING DEMAND BY AREA
PEAK DAY -- SATURDAY 8-9 PM

LAND USE	SATURDAY 8-9 PM			
	AREA A			
	Total Spc	% Employe	Emp Spaces	Visitor+5%
1. Hotel -- Rooms	510	10%	51	482
2. Hotel -- Banquet/Mtg.	1,013	10%	101	957
3. Theater	1,895	5%	95	1,890
4. Entertainment	829	15%	124	740
Night Club	446	15%	67	398
Subtotal	1,275	15%	191	1,138
5. Restaurants	1,170	15%	176	1,044
6. Museums	34	5%	2	34
7. Attraction	286	10%	29	270
8. Retail	547	20%	109	459
9. Health Club	200	10%	20	189
10. General Office	11	0%	0	12
11. Medical Office	36	0%	0	38
12. Residential	800	0%	0	840
Total	**7,777**		**774**	**7,354**

Total Employee Parking 774
Total Visitor Parking 7,354 (Includes 5% excess for search)

TABLE 5
LAS & ED VISITOR PARKING – PEAK DAY
DEMAND vs. SUPPLY (ADJUSTED)

LAND USE	PEAK WEEKDAY 5-6 PM	PEAK WEEKDAY 8-9 PM	PEAK SATURDAY 8-9 PM
1. Hotel – Rooms	321	482	482
2. Hotel – Banquet/Mtg.	957	957	957
3. Theater	623	1,890	1,890
4. Entertainment	444	740	740
Night Club	131	398	398
5. Restaurants	731	1,044	1,044
6. Museums	11	7	34
7. Attraction	226	143	270
8. Retail	396	436	459
9. Health Club	374	319	189
10. General Office	169	25	12
11. Medical Office	270	40	38
12. Residential	840	840	840
Total Demand	**5,494**	**7,322**	**7,354**
Total Supply	**5,310**	**5,310**	**5,310**
Surplus (Shortfall)	**-184**	**-2,012**	**-2,044**

TABLE 6
LAS & ED PARKING DEMAND SUMMARY
TYPICAL DAY

LAND USE	WEEKDAY 5-6 PM	WEEKDAY 8-9 PM	SATURDAY 8-9 PM
1. Hotel -- Rooms	306	459	397
2. Hotel -- Banquet/Mtg.	334	334	334
3. Theater	313	948	948
4. Entertainment	373	622	622
Night Club	147	446	446
Subtotal	520	1,068	1,068
5. Restaurants	614	877	877
6. Museums	11	7	34
7. Attraction	179	113	214
8. Retail	472	519	547
9. Health Club	396	338	200
10. General Office	161	24	11
11. Medical Office	257	38	36
12. Residential	800	800	800
TOTAL	4,363	5,525	5,466

TABLE 7A
LAS & ED PARKING DEMAND BY AREA
TYPICAL DAY – WEEKDAY 5-6 PM

LAND USE	WEEKDAY 5-6 PM			
	Total Spc	% Employe	Emp Spaces	Visitor+5%
1. Hotel -- Rooms	306	10%	31	289
2. Hotel -- Banquet/Mtg.	334	10%	33	316
3. Theater	313	5%	16	312
4. Entertainment	373	15%	56	333
Night Club	147	15%	22	131
Subtotal	520	15%	78	464
5. Restaurants	614	15%	92	548
6. Museums	11	5%	1	11
7. Attraction	179	10%	18	169
8. Retail	472	20%	94	396
9. Health Club	396	10%	40	374
10. General Office	161	0%	0	169
11. Medical Office	257	0%	0	270
12. Residential	800	0%	0	840
Total	**4,363**		**402**	**4,159**

Total Employee Parking 402
Total Visitor Parking 4,159 (Includes 5% excess for search)

TABLE 7B
LAS & ED PARKING DEMAND BY AREA
TYPICAL DAY – WEEKDAY 8-9 PM

LAND USE	WEEKDAY 8-9 PM			
	AREA A			
	Total Spc	% Employe	Emp Spaces	Visitor+5%
1. Hotel – Rooms	459	10%	46	434
2. Hotel – Banquet/Mtg.	334	10%	33	316
3. Theater	948	5%	47	946
4. Entertainment	622	15%	93	555
Night Club	446	15%	67	398
Subtotal	1,068	15%	160	953
5. Restaurants	877	15%	132	783
6. Museums	7	5%	0	7
7. Attraction	113	10%	11	107
8. Retail	519	20%	104	436
9. Health Club	338	10%	34	319
10. General Office	24	0%	0	25
11. Medical Office	38	0%	0	40
12. Residential	800	0%	0	840
Total	**5,525**		**568**	**5,205**

Total Employee Parking 568
Total Visitor Parking 5,205 (Includes 5% excess for search)

TABLE 7C
LAS & ED PARKING DEMAND BY AREA
TYPICAL DAY -- SATURDAY 8-9 PM

LAND USE	SATURDAY 8-9 PM			
	AREA A			
	Total Spc	% Employe	Emp Spaces	Visitor+5%
1. Hotel -- Rooms	397	10%	40	375
2. Hotel -- Banquet/Mtg.	334	10%	33	316
3. Theater	948	5%	47	946
4. Entertainment	622	15%	93	555
Night Club	446	15%	67	398
Subtotal	1,068	15%	160	953
5. Restaurants	877	15%	132	783
6. Museums	34	5%	2	34
7. Attraction	214	10%	21	202
8. Retail	547	20%	109	459
9. Health Club	200	10%	20	189
10. General Office	11	0%	0	12
11. Medical Office	36	0%	0	38
12. Residential	800	0%	0	840
Total	**5,466**		**565**	**5,146**

Total Employee Parking	565	
Total Visitor Parking	5,146	(Includes 5% excess for search)

TABLE 8
LAS & ED VISITOR PARKING -- TYPICAL DAY
DEMAND vs. SUPPLY (ADJUSTED)

LAND USE	TYPICAL WEEKDAY 5-6 PM	TYPICAL WEEKDAY 8-9 PM	TYPICAL SATURDAY 8-9 PM
1. Hotel -- Rooms	289	434	375
2. Hotel -- Banquet/Mtg.	316	316	316
3. Theater	312	946	946
4. Entertainment	333	555	555
Night Club	131	398	398
5. Restaurants	548	783	783
6. Museums	11	7	34
7. Attraction	169	107	202
8. Retail	396	436	459
9. Health Club	374	319	189
10. General Office	169	25	12
11. Medical Office	270	40	38
12. Residential	840	840	840
Total Demand	**4,159**	**5,205**	**5,146**
Total Supply	**5,310**	**5,310**	**5,310**
Surplus (Shortfall)	**1,151**	**105**	**164**

TABLE 9
LAS & ED PARKING DEMAND BY AREA
PEAK DAY WITH NO CONCURRENT EVENT AT LACC OR STAPLES

LAND USE	WEEKDAY 5-6 PM	WEEKDAY 8-9 PM	SATURDAY 8-9 PM
1. Hotel – Rooms	378	567	510
2. Hotel – Banquet/Mtg.	1,013	1,013	1,013
3. Theater	658	1,995	1,995
4. Entertainment	597	995	995
Night Club	163	495	495
Subtotal	760	1,490	1,490
5. Restaurants	903	1,290	1,290
6. Museums	12	8	38
7. Attraction	265	168	318
8. Retail	520	573	603
9. Health Club	396	338	200
10. General Office	161	24	11
11. Medical Office	286	43	41
12. Residential	800	800	800
Total Project	**6,152**	**8,309**	**8,309**