

MEMORANDUM

To:	Nick Schlossberg Southwest Value Partners	Date:	November 28, 2023
From:	David S. Shender, P.E. Jason A. Shender, AICP Linscott, Law & Greenspan, Engineers	LLG Ref:	1-22-4496-1
Subject:	Parking Demand Analysis for the Proposed Expansion of the Hyatt Regency Westlake Hotel		

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This parking demand analysis has been prepared for the proposed expansion (“Project”) of the existing Hyatt Regency Westlake hotel (“Hotel”) located at 880 S. Westlake Boulevard in the City of Thousand Oaks (“Project Site”). The Hotel is generally bound by the US-101 Freeway Southbound Off-Ramp to the north, Townsgate Road to the south, Westlake Boulevard to the west, and a private road to the east. **Figure 1** shows the Project Site’s location within the general vicinity. The parking analysis has been prepared to assess the adequacy of the parking supply to satisfy the forecast peak shared parking demand at the Hotel with the Project as described below.

Project Description*Existing Conditions*

The Hotel is located at 880 S. Westlake Boulevard in the City of Thousand Oaks and is generally bound by the US-101 Freeway Southbound Off-Ramp to the north, Townsgate Road to the south, Westlake Boulevard to the west, and a private road to the east. The Hotel provides 263 guestrooms, a restaurant with 3,267 square feet of seating area and 304 square feet of bar area, and 26,360 square feet of meeting room/event space. The Hotel currently provides 487 parking spaces within two surface parking lots. The primary surface parking lot provides 401 parking spaces around the perimeter of the Hotel. The auxiliary surface parking lot is located north of the east/west private road which bisects the Hotel site and provides 86 parking spaces. **Figure 2** provides the most recent ALTA / ACSM Land Title Survey conducted for the Project Site.

Project Description

The Project proposes to remove 51 parking spaces, along with the existing pool, to accommodate the construction of a new five-story guestroom addition, as well as the relocation of the Hotel’s pool. In total, the new guestroom addition would add 68 guestrooms to the Hotel. In conjunction with the guestroom addition, 31 parking spaces would be added within the existing surface parking lot adjacent to the Hotel (resulting in a net loss of 20 parking spaces in the surface lot adjacent to the Hotel). **Figure 3** provides the proposed site plan for the guestroom addition and pool relocation.

Additionally, the Project proposes to repurpose the existing auxiliary surface parking lot to create an outdoor dining and recreation space (“Drop Yard”). The Drop Yard would provide space for food trucks, outdoor seating, pop-up retail space, bar areas, outdoor game areas, and a stage. The Drop Yard would operate Wednesdays through Sundays, with live music on Friday and Saturday nights.

Parking for the Drop Yard would be designated within the Hotel’s surface parking lot. The Project would remove the auxiliary lot (86 parking spaces). In consideration of the net loss of parking spaces in the surface lot adjacent to the Hotel (20 fewer spaces), and the removal of the existing auxiliary lot (86 spaces removed), the total parking supply would at the Project Site would be reduced to 381 spaces as a result of the Project.

This parking study has been prepared to determine whether the remaining parking supply on the Project Site (381 parking spaces) would be sufficient to serve the forecast future parking demand generated by the Project. *Figure 2* indicates the location of the Project within the Hotel parking area. *Figure 4* provides the conceptual site plan for the Drop Yard component of the Project.

City Code Parking Requirements

Section 9-4.2402 of the City of Thousand Oaks Municipal Code provides the following parking rates applicable to the Hotel and the Project:

- Hotel: 1.25 spaces per guestroom;
- Restaurant: 1 space per 45 square feet of sit-down floor area, plus
1 space per 35 square feet of bar floor area, plus
1 space per 250 square feet of back-of-house area;
- Event Space: 1 space per 45 square feet in the activity area;
- Retail: 1 space per 250 square feet of floor area;
- Stage: 1 space per 35 square feet of non-fixed seating area;
- Game Courts: 3 spaces per court.

Table 1 provides a summary of the on-site parking requirements for the existing Hotel per the current Municipal Code. As shown on *Table 1*, the Hotel provides 263 guestrooms, a restaurant with 3,267 square feet of seating area and 304 square feet of bar area, and 26,360 square feet of meeting room/event space. Application of the Municipal Code parking rates yields a total parking requirement of approximately 996 parking spaces for the existing Hotel, as demonstrated on *Table 1*. This exceeds the current parking supply of 487 parking spaces provided at the Project Site. Per the Municipal Code a potential shortage of 509 spaces is calculated for the existing Hotel. It is conservatively assumed on *Table 1* that the meeting room/event space at the Hotel is all activity area, which yields the greatest amount of required parking for the space.

Table 1 also provides a summary of the on-site parking requirements based on implementation of the Project per the current Municipal Code. As shown on *Table 1*, the Project is forecast to yield a total parking requirement of approximately 1,352 parking spaces. This exceeds the proposed parking supply of 381 parking spaces provided at the Project Site with implementation of the Project. Per the Municipal Code, a potential shortage of 971 spaces is calculated for Project Site after implementation of the Project.

It should be noted that the Municipal Code requirements represent the sum of the peak parking requirements for each individual land use and do not take into account the shared parking concept (i.e., the hourly and/or day of the week variations in the parking demand generated by individual land uses) or the synergy and mix of tenants, which results in a lower overall parking demand at the Project Site.

For example, hotels typically generate peak parking demand in the late evening, well after the peak parking associated with the Drop Yard, which is expected to experience its peak parking demand during the lunchtime and dinnertime hours. Thus, a parking space used during the day by a Drop Yard patron can be “shared” with a Hotel guest in the late evening.

While the Municipal Code requirements indicate a potential shortage of parking spaces at full occupancy, the uses at the Project Site allows for an actual parking demand that is significantly below the Municipal Code requirements. Therefore, a shared parking demand analysis was conducted to address the adequacy of the parking supply for the Project Site upon implementation of the Project.

Parking Demand Analysis

Parking Utilization Surveys

The first step in preparing the parking demand analysis is to document the current utilization at the Project Site. Parking utilization counts were conducted at the Project Site for purposes of assessing the existing parking demand characteristics. Hourly counts of parking utilization were conducted on Thursday, September 29, 2022, Friday, September 30, 2022, and Saturday, October 1, 2022, beginning at 10:00 AM, with the last count made at 12:00 AM (midnight).

The parking count data collected at the Project Site is summarized in the “Existing” column provided in **Table 2** for Thursday conditions, **Table 3** for Friday conditions, and **Table 4** for Saturday conditions. As shown in **Table 2**, during the Friday survey day, the highest demand for parking occurred at 12:00 AM (midnight), when 175 of the Project Site’s 487 parking spaces were occupied. **Table 3** shows that peak demand on the Friday survey day occurred at 12:00 AM (midnight), when 197 parking spaces were occupied. **Table 4** shows that peak demand on the Saturday survey day occurred at 8:00 PM, when 238 parking spaces were occupied.

Table 5 below provides the Hotel’s guestroom occupancy on the three survey days.

Table 5
Hotel Occupancy Rates on Survey Dates

Date	Occupancy Percentage [1]	Occupied Rooms
Thursday, September 29, 2022	87.1%	229
Friday, September 30, 2022	94.3%	248
Saturday, October 1, 2022	96.2%	253

[1] Hotel provides 263 guestrooms.

As shown in **Table 5**, the Hotel’s occupancy rate was high on the three survey days. Further, the Hotel hosted a wedding with 158 guests on the Saturday survey day. Thus, the parking utilization documented on the three survey days provides a reasonably conservative (“worst case”) account of the Hotel’s parking demand.

The observed parking demand at the existing Project Site is substantially less than the calculated Code requirement for 996 spaces based on the following factors:

- The Hotel's event space is likely never used to full capacity. For example, some event space may be used for pre-event functions, followed by other areas used to host the main function. The pre-event and main function spaces are not used simultaneously.
- The relatively recent proliferation of shared ride services (Uber, Lyft, taxi, etc.) have substantially reduced parking demand at hotels as many guests (overnight guests and guests attending functions) utilize these transportation modes in lieu of driving a personal car to the site.

Shared Parking Analysis

The concept of shared parking is widely recognized within the transportation planning industry and accounts for the changes in parking demand over time for different types of land uses within a multi-use project. Shared parking analyses are used to determine the peak parking demand for a combination of uses that may share parking spaces (i.e., hotel, retail, office, and restaurant uses). *Shared Parking*, 3rd Edition, 2020 published by the Urban Land Institute (ULI) provides guidance to engineers for purposes of preparing parking demand evaluations. The ULI document provides hour-by-hour parking demand indices for a variety of land uses (including those found at the Project Site), derived from actual field parking counts conducted at existing developments.

The parking utilization surveys conducted at the Project Site provide the actual existing parking demand generated by the Hotel. To forecast the Project Site's future parking demand with the Project, the ULI hourly parking demand factors were applied to the highest parking demand forecast for the land use change of the Project based on the City of Thousand Oaks Municipal Code Parking requirements per land use.

The *Shared Parking* manual provides the following with respect to the characteristics of parking demand at mixed-use developments:

- Hourly Parking Indices. The *Shared Parking* manual provides hourly parking indices for various land uses. For the proposed land uses, the hourly parking indices for each use were utilized. The indices show, for example, that the hourly parking demand for a hotel (which generates its peak parking demands in the early morning and late evening periods on a weekend day) is different than the parking demand associated with a use similar to the Drop Yard (which generates its peak parking demands in the evening).

- Day of Week Parking Variations. The *Shared Parking* manual provides recommendations for day of week parking factors. For example, an office use experiences its peak parking demands during weekdays but experiences minimal demand during weekends. A retail use generally has a higher demand for parking during weekends as compared to weekdays. For this analysis, the following were assumed for the Drop Yard:
 - Retail: Weekday peak demand for parking would be 90% of the peak weekend demand.
 - Restaurant: Weekday peak demand for parking would be 87.3% of the peak weekend demand.
 - Bar: Weekday peak demand for parking would be 86.8% of the peak weekend demand.
 - Stage: Weekday peak demand for parking would be 92.5% of the peak weekend demand.
 - Game Courts: Weekday peak demand for parking would be 87.5% of the peak weekend demand.
- Non-Captive Adjustments. The ULI *Shared Parking* manual states that reduction in parking demand can be expected at mixed-use developments due to patronage at multiple land uses. Typical examples of parking reducing behavior cited in the ULI *Shared Parking* manual that are applicable to the Project include: 1) a Hotel guest who has dinner at the Drop Yard; 2) an employee at a nearby office building who walks to have lunch at the Drop Yard and 3) a Drop Yard patron who visits multiple components during a single visit (i.e., has dinner and visits the retail component). The ULI *Shared Parking* manual notes that other “captive market” characteristics at mixed-use developments actually do not reduce parking; these behaviors simply extend the length of stay of a parked vehicle, and therefore do not contribute to an overall reduced parking demand. An example of this behavior is a group who visit the retail component to shop, and then stay at the site to have dinner at a restaurant.

The ULI *Shared Parking* document expresses these multi-purpose parking stays as “non-captive” adjustments. That is, uses which are considered to be “primary” destinations – such as the Hotel use – have little or no non-captive adjustments (i.e., their parking demand is not reduced based on the mix of uses at the site). Other uses that are considered to be “ancillary” destinations – such as the Project – are expected to attract a relatively higher number of patrons who are already at the site (or could work at nearby office buildings) and would not otherwise extend the length of stay of the parked vehicle.

The ULI *Shared Parking* manual does not provide specific recommendations with respect to non-captive adjustment factors but provides examples of use in their case studies (Chapter 5 therein). For this analysis, a conservative 80% non-captive market factor was applied to the base Code parking rates for the various uses within the Drop Yard component of the Project.

A shared parking demand model was prepared to determine the peak parking requirement for the Project. The Municipal Code parking rates and the ULI hourly parking utilization profiles for the proposed Project were applied to determine the forecast shared parking demand for the Project. Additionally, a non-captive adjustment was applied to the various uses within the Drop Yard component of the Project. The Thursday, Friday, and Saturday parking analyses utilizing the shared parking methodology for the proposed Project are provided in *Tables 2, 3, and 4*, respectively.

Table 2 indicates that following completion and occupancy of the Project, the Thursday peak parking demand at the Project Site is forecast to occur at 9:00 PM, when a forecast demand of 391 parking spaces would be occupied. When compared to the supply of 381 spaces, a forecast deficiency of 10 spaces is expected. This represents a forecast deficiency of parking equal to approximately 2.6% of the total proposed parking supply.

Table 3 demonstrates that the Friday peak parking demand will occur at 9:00 PM when a forecast demand of 402 spaces would be occupied, yielding a forecast deficiency of 21 parking spaces at this hour. This represents a forecast deficiency of parking equal to approximately 5.5% of the total proposed parking supply.

Table 4 demonstrates that the Saturday peak parking demand will occur at 9:00 PM when a forecast demand of 513 spaces would be occupied, yielding a forecast deficiency of 132 parking spaces at this hour. This represents a forecast deficiency of parking equal to approximately 34.7% of the total proposed parking supply.

Further, as shown on *Tables 2 and 3*, a potential parking space deficiency is forecast between the hours of 9:00 PM to 11:00 PM on a Thursday and Friday. Additionally, as shown on *Table 4*, a potential parking space deficiency is forecast between the hours of 6:00 PM to 12:00 AM (midnight) on a Saturday. It is noted, however, that the existing office park with 1,059 surface parking spaces is located just east of the Project Site, across the private roadway. The general location of the surface parking spaces is shown on *Figure 1* for reference. According to recorded documents, the Hotel has easement rights to use this surface parking lot in common with other owners. The parcel map from the easement agreement is attached to this parking study for reference. As shown on *Table 4*, the Saturday peak parking demand will occur at 9:00 PM when a forecast demand of 513 spaces would be occupied, yielding a forecast deficiency of 132 parking spaces at this hour. Based on a potential

deficiency of 132 spaces, only 12.5% of the spaces in the adjacent surface parking lot would need to be utilized to accommodate the forecast peak parking demand generated by the Project. As office uses generate their peak parking demand on weekdays during typical business hours, these parking spaces tend to be vacant on weeknights and weekends (particularly during the evening hours). Therefore, in the event of all available parking at the Project Site being occupied, the surface parking spaces in the adjacent office park could be utilized as overflow parking for the Hotel and Drop Yard upon completion of the Project.

Surpluses of parking are expected at the Project Site throughout other hours of the day during a typical weekday and weekend day. For example:

- 10:00 AM
 - Thursday: 191 space demand, 190 space surplus
 - Friday: 206 space demand, 175 space surplus
 - Saturday: 243 space demand, 138 space surplus
- 1:00 PM
 - Thursday: 225 space demand, 156 space surplus
 - Friday: 222 space demand, 159 space surplus
 - Saturday: 289 space demand, 92 space surplus
- 4:00 PM
 - Thursday: 222 space demand, 159 space surplus
 - Friday: 251 space demand, 130 space surplus
 - Saturday: 328 space demand, 53 space surplus

Summary

The following provides a summary of the parking demand analysis prepared for the proposed expansion of the existing Hyatt Regency Westlake hotel located at 880 S. Westlake Boulevard in the City of Thousand Oaks:

- The Project proposes to remove 51 parking spaces, along with the existing pool, to accommodate the construction of a new five-story guestroom addition, as well as a new pool. In total, the new guestroom addition would add 68 guestrooms to the Hotel. In conjunction with the guestroom addition, 31 parking spaces would be added within the existing surface parking lot.

Additionally, the Project proposes to repurpose the existing auxiliary surface parking lot to create an outdoor dining and recreation space, the Drop Yard. The Drop Yard would provide space for up to food trucks, outdoor seating,

pop-up retail space, bar areas, outdoor game areas, and a stage. The Drop Yard would operate Wednesdays through Sundays, with live music on Friday and Saturday nights. The Drop Yard would result in the loss of 86 parking spaces. After completion and occupancy of the Project, the Hotel's total parking supply would be reduced to 381 parking spaces.

- Implementation of the Project yields an overall parking requirement of 1,352 spaces per the Municipal Code for the Project Site. Based on the proposed parking supply of 381 spaces, a potential deficiency of 971 spaces is calculated based on strict application of the Municipal Code.
- Although the Municipal Code parking calculations indicate a potential deficiency of parking spaces for the Project Site following implementation of the Project, the actual parking demand generated by the Project, as well as the mixed-use nature of uses at the Project Site indicate an actual parking need that is significantly below the Municipal Code requirements. Therefore, a parking demand analysis was prepared for the Project Site. This analysis included conducting counts of parking demand generated by the existing Hotel, supplemented with a forecast of parking demand for the Project based on the ULI shared parking principles.
- Based on the shared parking analysis, the peak parking demand at the Project Site is forecast to occur at 9:00 PM on a Saturday, when 513 spaces would be needed to satisfy peak demand. When compared to the proposed supply of 381 parking spaces, this represents a forecast deficiency of parking equal to approximately 34.7% of the proposed parking supply. Further, a potential parking space deficiency is forecast between the hours of 9:00 to 11:00 PM on a Thursday and Friday, and from 6:00 PM to 12:00 AM (midnight) on a Saturday. It is noted, however, that an existing office park with 1,059 surface parking spaces is located just east of the Project Site, across the private roadway. The Project would only need to utilize 132 of the of the adjacent office park's 1,059 surface parking spaces (12.5% of the adjacent office park's parking supply) to accommodate the forecast shortfall of on-site parking during the 8:00 PM hour on a Saturday. The Hotel has recorded easement rights to use this surface parking lot in common with other owners. As office uses generate their peak parking demand on weekdays during typical business hours, these parking spaces tend to be vacant on weekends, particularly during the evening hours. Therefore, in the event of all available parking at the Project Site being occupied, the surface parking spaces in the adjacent office park could be utilized as overflow parking for the Hotel and Drop Yard upon completion of the Project.

- During other hours of the day on Saturday, as well as on weekdays, surpluses in parking are forecast. For example, at 4:00 PM on a Thursday, Friday, and Saturday, parking demands of 225 spaces, 254 spaces and 330 spaces are forecast, respectively. This would result in forecast parking surpluses of 156 spaces, 127 spaces, and 51 spaces, respectively, on Thursdays, Fridays, and Saturdays.
- Based on existing parking utilization at the Hotel, as well as the parking demand forecast related to the Project utilizing the shared parking concept, the Hotel's proposed parking supply along with the parking supply which the Hotel has easement rights to at the adjacent office building, is expected to adequately accommodate the future peak parking demand at the Hotel.

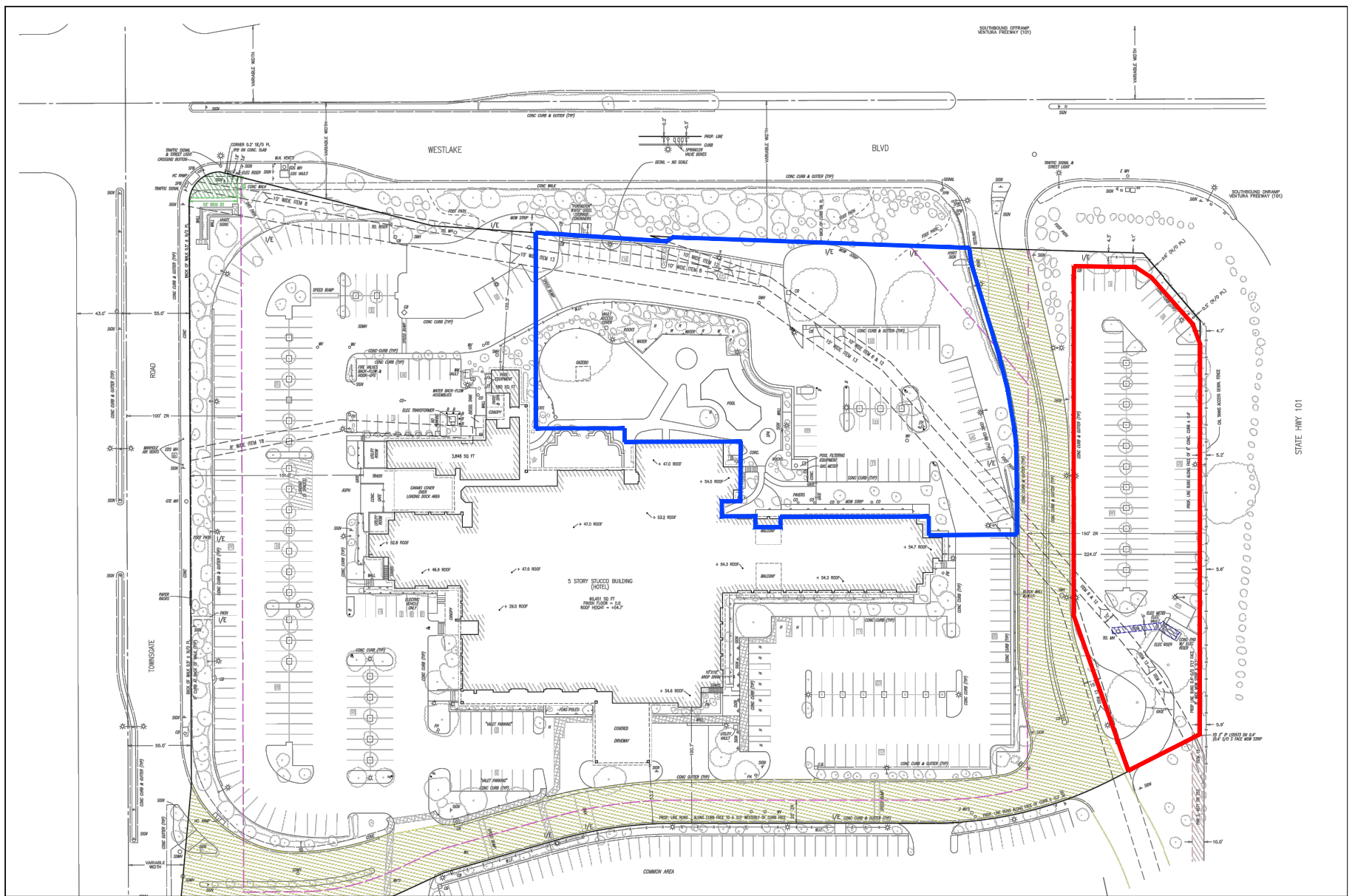
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-  Project Site
-  Parking Spaces Available by Easement Rights

Figure 1
Vicinity Map



MAP SOURCE: PEAK SURVEYS INC.



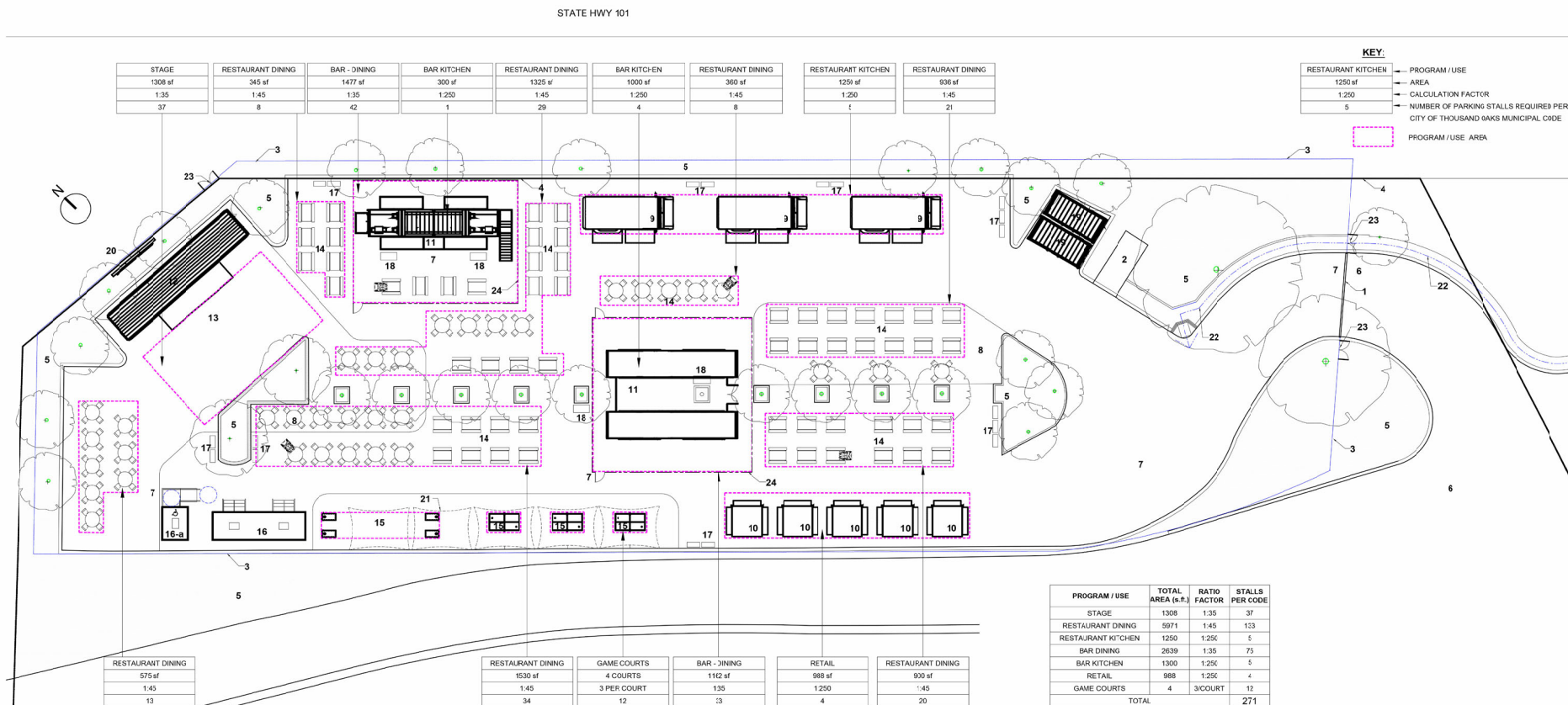
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- Guestroom/Pool Addition Site
- Drop Yard Site

Figure 2
ALTA / ACSM Land Title Survey

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MAP SOURCE: STUDIO ANTARES



Figure 4
Drop Yard Conceptual Site Plan

Hyatt Regency Westlake Parking

Table 1
EXISTING AND PROPOSED TENANTS AND PEAK PARKING DEMAND RATIOS [1]
Hyatt Regency Westlake

21-Nov-23

Use	Type	Size (GSF)	Current Peak Parking Demand Ratio	Spaces Required
Hyatt Regency Westlake	Hotel Guestrooms	263 Rooms	1.25 /room	329
Family Restaurant	Sit-Down Area	3,267	1 /45 sf	73
	Bar	304	1 /35 sf	9
Event Space	Activity Area [2]	26,360	1 /45 sf	586
Hyatt Regency Westlake Total Parking (Existing)				995.8
Hyatt Regency Westlake	Hotel Guestrooms	68 Rooms	1.25 /room	85.0
Drop Yard - Retail (To Be Added)	Retail	988	1 /250 sf	4.0
Drop Yard - Restaurant (To Be Added)	Sit-Down Area	5,971	1 /45 sf	132.7
	Kitchen (Food Truck Staging Area)	1,250	1 /250 sf	5.0
Drop Yard - Bar (To Be Added)	Sit-Down Area	2,639	1 /35 sf	75.4
	Kitchen	1,300	1 /250 sf	5.2
Drop Yard - Stage (To Be Added)	Seating Area	1,308	1 /35 sf	37.4
Drop Yard - Game Courts (To Be Added)	Game Courts	4 Courts	3 /court	12.0
Hyatt Regency Westlake Proposed Changes (Future)				356.6
Hyatt Regency Westlake Total Parking (Future)				1352.4

[1] Source: City of Thousand Oaks Municipal Code Section 9-4.2402.

[2] Analysis conservatively assumes all event space as activity area.

TABLE 2
WEEKDAY (THURSDAY) SHARED PARKING DEMAND ANALYSIS [1]
HYATT REGENCY WESTLAKE

Land Use	Existing Hyatt Regency Westlake Hotel	Proposed Hyatt Regency Westlake Hotel Guestroom Addition	Proposed Drop Yard - Retail	Proposed Drop Yard - Restaurant	Proposed Drop Yard - Bar	Proposed Drop Yard - Stage	Proposed Drop Yard - Game Courts	Shared Parking Demand	Comparison w/ Parking Supply 381 Spaces [12]
Size		68 Rooms	0.988 KSF	7.221 KSF	3.953 KSF	1.308 KSF	4 Courts		
Code Pkg Rate [2]		1.25 /Room [6]	4.00 /KSF [7]	19.06 /KSF [8]	20.46 /KSF [9]	28.57 /KSF [10]	3.00 /Court [11]		
Non-Captive [3]		100 %	80 %	80 %	80 %	80 %	80 %		
Weekday Pkg Rate [4]		1.25 /Room	2.88 /KSF	13.32 /KSF	14.21 /KSF	21.14 /KSF	2.10 /Court		
Gross Spaces	Observed Hourly Parking Demand [5]	85 Spc.	3 Spc.	96 Spc.	56 Spc.	28 Spc.	8 Spc.	Shared Parking Demand	Surplus (Deficiency)
Time of Day		Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
10:00 AM	100	63	2	25	0	0	1	191	190
11:00 AM	86	63	3	46	0	0	2	200	181
12:00 PM	75	59	3	75	0	0	6	218	163
1:00 PM	82	59	3	75	0	0	6	225	156
2:00 PM	84	63	3	66	0	0	5	221	160
3:00 PM	89	63	3	44	0	0	5	204	177
4:00 PM	97	64	3	52	1	0	5	222	159
5:00 PM	106	67	3	76	2	0	6	260	121
6:00 PM	101	67	3	92	16	0	9	288	93
7:00 PM	104	65	3	96	30	7	10	315	66
8:00 PM	105	69	3	96	43	28	10	354	27
9:00 PM	128	72	2	96	56	28	9	391	(10)
10:00 PM	152	72	1	92	56	0	9	382	(1)
11:00 PM	158	75	0	74	43	0	9	359	22
12:00 AM	178	75	0	26	28	0	6	313	68

Notes:

- [1] Source: ULI - Urban Land Institute *Shared Parking*, Third Edition, 2020.
[2] Code parking rates based on the City of Thousand Oaks Municipal Code.
[3] Non-Captive adjustment assumes walk-ins from other components of the Drop Yard, Hotel guests, visitors, and employees, as well as surrounding land uses.
[4] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the *Shared Parking* manual.
[5] Parking counts conducted on Thursday, September 29, 2022 by The Traffic Solution.
[6] Additional Hotel guest room parking is based on the City Code rate for hotel uses of 1.25 spaces for every guestroom.
[7] Drop Yard retail parking is based on the City Code rate for retail uses of 1 space for every 250 square feet of floor area.
[8] Drop Yard restaurant parking is based on a blend of the City Code rate for restaurant uses of 1 space for every 45 square feet of sit-down floor area and 1 space per 250 square feet of floor area of kitchen floor area.
[9] Drop Yard bar parking is based on a blend of the City Code rate for bar uses of 1 space for every 35 square feet of sit-down floor area and 1 space per 250 square feet of floor area of kitchen floor area.
[10] Drop Yard stage parking is based on the City Code rate for spectator entertainment uses of 1 space for every 35 square feet of non-fixed seating area.
[11] Drop Yard game courts parking is based on the City Code rate for game court uses of 3 spaces for every court.
[12] Parking to be provided at the Hyatt Regency Westlake upon completion of the Project.

TABLE 3
WEEKDAY (FRIDAY) SHARED PARKING DEMAND ANALYSIS [1]
HYATT REGENCY WESTLAKE

Land Use	Existing Hyatt Regency Westlake Hotel	Proposed Hyatt Regency Westlake Hotel Guestroom Addition	Proposed Drop Yard - Retail	Proposed Drop Yard - Restaurant	Proposed Drop Yard - Bar	Proposed Drop Yard - Stage	Proposed Drop Yard - Game Courts	Shared Parking Demand	Comparison w/ Parking Supply 381 Spaces [12]
Size		68 Rooms	0.988 KSF	7.221 KSF	3.953 KSF	1.308 KSF	4 Courts		
Code Pkg Rate [2]		1.25 /Room [6]	4.00 /KSF [7]	19.06 /KSF [8]	20.46 /KSF [9]	28.57 /KSF [10]	3.00 /Court [11]		
Non-Captive [3]		100 %	80 %	80 %	80 %	80 %	80 %		
Weekday Pkg Rate [4]		1.25 /Room	2.88 /KSF	13.32 /KSF	14.21 /KSF	21.14 /KSF	2.10 /Court		
Gross Spaces	Observed Hourly Parking Demand [5]	85 Spc.	3 Spc.	96 Spc.	56 Spc.	28 Spc.	8 Spc.	Shared Parking Demand	Surplus (Deficiency)
Time of Day		Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
10:00 AM	115	63	2	25	0	0	1	206	175
11:00 AM	105	63	3	46	0	0	2	219	162
12:00 PM	84	59	3	75	0	0	6	227	154
1:00 PM	79	59	3	75	0	0	6	222	159
2:00 PM	95	63	3	66	0	0	5	232	149
3:00 PM	101	63	3	44	0	0	5	216	165
4:00 PM	126	64	3	52	1	0	5	251	130
5:00 PM	146	67	3	76	2	0	6	300	81
6:00 PM	137	67	3	92	16	0	9	324	57
7:00 PM	104	65	3	96	30	7	10	315	66
8:00 PM	109	69	3	96	43	28	10	358	23
9:00 PM	139	72	2	96	56	28	9	402	(21)
10:00 PM	167	72	1	92	56	0	9	397	(16)
11:00 PM	185	75	0	74	43	0	9	386	(5)
12:00 AM	197	75	0	26	28	0	6	332	49

Notes:

- [1] Source: ULI - Urban Land Institute *Shared Parking*, Third Edition, 2020.
[2] Code parking rates based on the City of Thousand Oaks Municipal Code.
[3] Non-Captive adjustment assumes walk-ins from other components of the Drop Yard, Hotel guests, visitors, and employees, as well as surrounding land uses.
[4] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the *Shared Parking* manual.
[5] Parking counts conducted on Friday, September 30, 2022 by The Traffic Solution.
[6] Additional Hotel guest room parking is based on the City Code rate for hotel uses of 1.25 spaces for every guestroom.
[7] Drop Yard retail parking is based on the City Code rate for retail uses of 1 space for every 250 square feet of floor area.
[8] Drop Yard restaurant parking is based on a blend of the City Code rate for restaurant uses of 1 space for every 45 square feet of sit-down floor area and 1 space per 250 square feet of floor area of kitchen floor area.
[9] Drop Yard bar parking is based on a blend of the City Code rate for bar uses of 1 space for every 35 square feet of sit-down floor area and 1 space per 250 square feet of floor area of kitchen floor area.
[10] Drop Yard stage parking is based on the City Code rate for spectator entertainment uses of 1 space for every 35 square feet of non-fixed seating area.
[11] Drop Yard game courts parking is based on the City Code rate for game court uses of 3 spaces for every court.
[12] Parking to be provided at the Hyatt Regency Westlake upon completion of the Project.

TABLE 4
WEEKEND (SATURDAY) SHARED PARKING DEMAND ANALYSIS [1]
HYATT REGENCY WESTLAKE

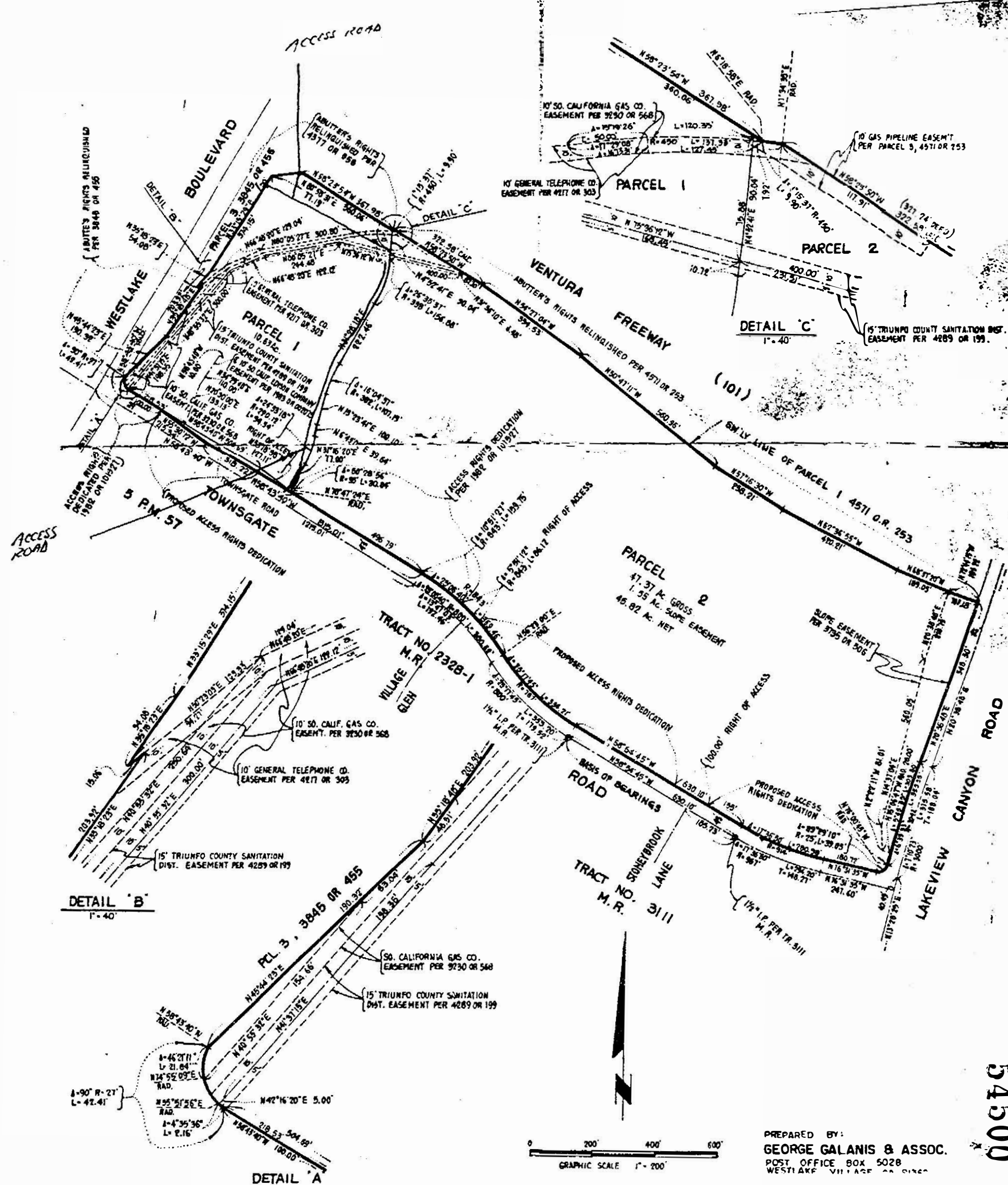
Land Use	Existing Hyatt Regency Westlake Hotel	Proposed Hyatt Regency Westlake Hotel Guestroom Addition	Proposed Drop Yard - Retail	Proposed Drop Yard - Restaurant	Proposed Drop Yard - Bar	Proposed Drop Yard - Stage	Proposed Drop Yard - Game Courts	Shared Parking Demand	Comparison w/ Parking Supply 381 Spaces [12]
Size		68 Rooms	0.988 KSF	7.221 KSF	3.939 KSF	1,308 KSF	4 Courts		
Code Pkg Rate [2]		1.25 /Room [6]	4.00 KSF [7]	19.06 KSF [8]	20.46 KSF [9]	28.57 KSF [10]	3.00 /Court [11]		
Non-Captive [3]		100 %	80 %	80 %	80 %	80 %	80 %		
Weekend Pkg Rate [4]		1.25 /Room	3.20 /KSF	15.25 /KSF	16.37 /KSF	22.86 /KSF	2.40 /Court		
Gross Spaces		85 Spc.	3 Spc.	110 Spc.	64 Spc.	30 Spc.	10 Spc.		
Time of Day	Observed Hourly Parking Demand [5]	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		Surplus (Deficiency)
10:00 AM	165	63	2	11	0	1	1	243	138
11:00 AM	137	63	3	25	0	1	2	231	150
12:00 PM	148	59	3	59	0	2	6	277	104
1:00 PM	148	59	3	63	1	9	6	289	92
2:00 PM	152	63	3	54	1	22	5	300	81
3:00 PM	164	63	3	54	1	22	5	312	69
4:00 PM	199	64	3	54	1	2	5	328	53
5:00 PM	225	67	3	72	2	2	6	377	4
6:00 PM	232	67	2	101	19	5	9	435	(54)
7:00 PM	226	65	2	105	35	11	10	454	(73)
8:00 PM	238	69	2	110	49	30	10	508	(127)
9:00 PM	235	72	2	101	64	30	9	513	(132)
10:00 PM	220	72	1	101	64	2	9	469	(88)
11:00 PM	217	75	0	99	64	1	9	465	(84)
12:00 AM	191	75	0	56	64	0	6	392	(11)

Notes:

- [1] Source: ULI - Urban Land Institute *Shared Parking*, Third Edition, 2020.
[2] Code parking rates based on the City of Thousand Oaks Municipal Code.
[3] Non-Captive adjustment assumes walk-ins from other components of the Drop Yard, Hotel guests, visitors, and employees, as well as surrounding land uses.
[4] Weekend parking rates based on the weekend parking demand ratios, as summarized in Table 2-2 of the *Shared Parking* manual.
[5] Parking counts conducted on Saturday, October 1, 2022 by The Traffic Solution.
[6] Additional Hotel guest room parking is based on the City Code rate for hotel uses of 1.25 spaces for every guestroom.
[7] Drop Yard parking is based on the City Code rate for recreational uses of 1 space for every 250 square feet of floor area.
[8] Drop Yard restaurant parking is based on a blend of the City Code rate for restaurant uses of 1 space for every 45 square feet of sit-down floor area and 1 space per 250 square feet of floor area of kitchen floor area.
[9] Drop Yard bar parking is based on a blend of the City Code rate for bar uses of 1 space for every 35 square feet of sit-down floor area and 1 space per 250 square feet of floor area of kitchen floor area.
[10] Drop Yard stage parking is based on the City Code rate for spectator entertainment uses of 1 space for every 35 square feet of non-fixed seating area.
[11] Drop Yard game courts parking is based on the City Code rate for game court uses of 3 spaces for every court.
[12] Parking to be provided at the Hyatt Regency Westlake upon completion of the Project.

RECORDED IN BOOK 3, PAGE 57 OF PARCEL MAPS.

JANUARY 1983



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