FEHR PEERS

MEMORANDUM

Date: May 4, 2020

To: Steven Rupert, GBD Architects

From: Paul Herrmann, P.E.

Subject: Shared Parking Study for 100 E. Ocean Boulevard Hotel Project

OC16-0475

Fehr & Peers has completed a shared parking analysis for the 100 E. Ocean Boulevard hotel development in Long Beach, California. The proposed project is located on the southeast corner of the Ocean Boulevard and Pine Avenue intersection and consists of hotel, restaurant, meeting space, and banquet hall uses. The purpose of the shared parking analysis is to determine the recommended on-site parking supply for the project in consideration of City of Long Beach minimum parking requirements, the Shared Parking methodology developed by the Urban Land Institute (ULI), and empirical data collected at similar establishments. Strategies are then presented to assist the project in accounting for the remaining parking demand. The analysis methodology and findings are presented below.

PROJECT SITE

The hotel site plan (dated October 24, 2018 and provided by GBD Architects) was utilized for the shared parking study. This site plan features the following land uses and is provided as attachment A:

- 429 Business Hotel Rooms
- 23.512 KSF Restaurant (consisting of 4.236 KSF Kitchen, 14.282 Indoor Seating, 4.994 Outdoor Patio)
- 26.847 KSF Banquet Space (consisting of 10.670 KSF Ballroom, 10.123 KSF Pre-Function Space, and 6.054 KSF Meeting Rooms)

The hotel is considered a "business" hotel because the *Institute of Transportation Engineers' Trip Generation Manual (10th edition, 2017)* defines this type of hotel as a "place of lodging aimed

towards the business traveler but also accommodates a growing number of recreational travelers." The project fits this description because while it is expected to serve some tourists, it is anticipated to primarily accommodate guests who will be attending business conferences and events at the Long Beach Convention Center, which is located adjacent to the proposed hotel.

Pre-function spaces will not be used concurrently with the neighboring meeting rooms or ballroom space on the same floor. The same guests using the pre-function spaces will subsequently use the meeting room or ballroom spaces, and thus, additional parking demand will not be generated while the banquet spaces are in use. Thus, only the banquet spaces were included in the shared parking calculations. The 4.236 KSF kitchen space was subtracted from the 23.512 KSF Restaurant floor area as it is not applicable to the shared parking calculation for the restaurant space.

The proposed parking on the site consists of 151 vehicle spaces located in two levels underground. Valet parking will be used to fill these spaces. The project has also identified an off-site parking facility located approximately a quarter mile away from the site at 300 E. Seaside Way. **Figure 1** shows the valet route between the project and parking facility.

This facility, known as the Terrace Theatre Parking structure, is operated by the Long Beach Convention Center and located directly north of the center. It will allocate 280 overflow parking spaces on an "available spaces" basis. Once on-site parking facilities have reached their capacity, parking attendants will use the Terrace Theatre Parking structure for valet parking. The facility is available for use once the project opens. See attachment F, a letter from Charles Beirne, General Manager of the Long Beach Convention Center, for details regarding the off-site parking agreement with the project. In addition, employees will be required to park off-site, but not necessarily at the Terrace Theatre Parking structure.

The valet parking system will be operated by a professional valet management organization that will be adequately staffed to handle parking demand during check-in and check-out periods, as well as banquets and meetings. Restaurant patrons will also be able to use the valet services. Employees operating the valet system will be required to park off-site. In addition, per the conditions of approval for the project, a second valet staging area at the project's southern entrance will be used if the first staging area at the project's front loop, located adjacent to E Ocean Boulevard, exceeds capacity.
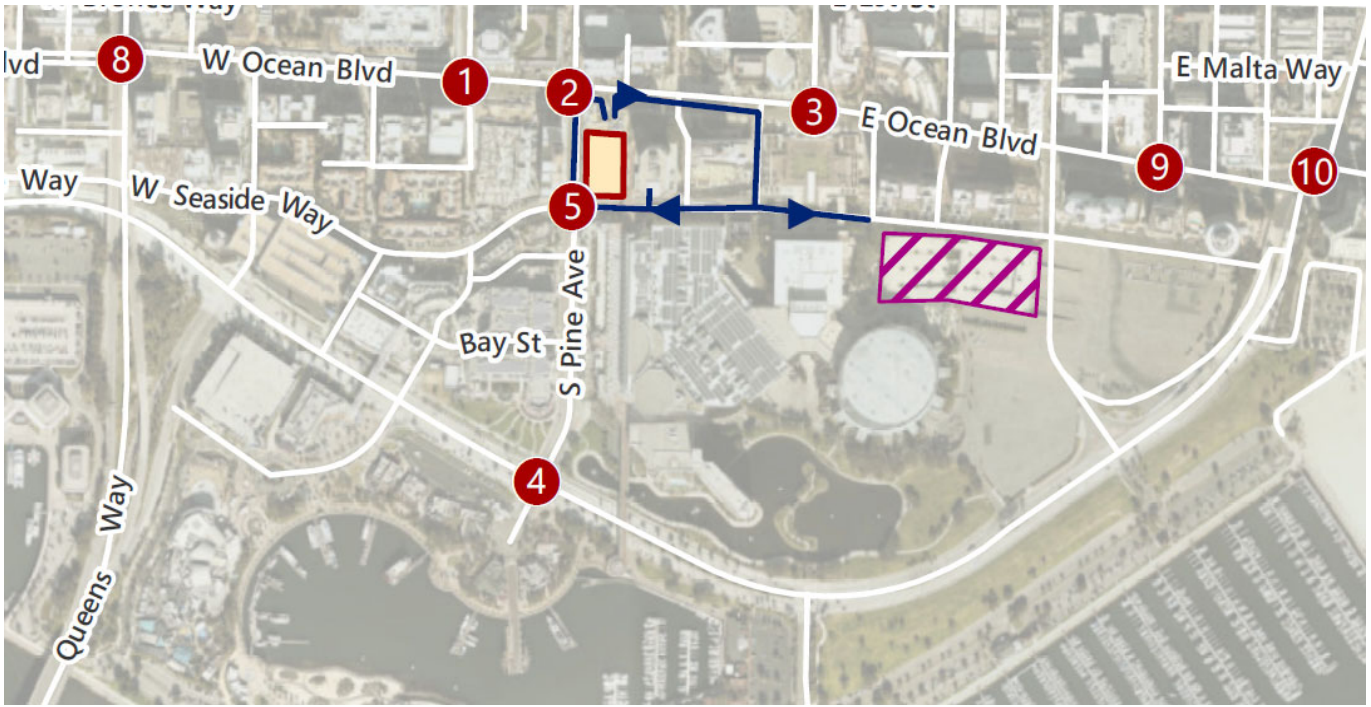
Legend:
- Study Intersection
- Project Site (100 E. Ocean Blvd)
- Valet Route
- Off-Site Parking (300 Seaside Way)

Figure 1

Off-Site Parking Garage Location and Valet Route

During special events such as the Grand Prix, the Terrace Theatre Parking structure will not be available, and parking requirements will be met through various offsite locations, including the parking garages located at 180 E Ocean Boulevard and/or 111 W Ocean Boulevard (also known as Landmark Square). Valet operations might also be affected during the Grand Prix, as Seaside Way will be reduced to a single lane facility. However, preparations will be made for the Grand Prix and other similar events.

METHODOLOGY

Fehr & Peers determined the recommended parking supply using the following process. First, we utilized the required parking rates identified in the City of Long Beach's Municipal Code and the Downtown Shoreline Planned Development District (PD-6) Ordinance. The Municipal Code rates were compared to empirical data collected at similar establishments to estimate an actual parking demand rate. Then, we applied the ULI Shared Parking methodology to account for the temporal distribution of parking demand by land use type. Utilizing this approach and allowing the parking to be shared by all users on-site enabled us to identify the worst-case peak temporal demand on the site assuming full occupancy at the hotel and ancillary uses. Following that, we identified parking demand for a typical weekday.

CITY OF LONG BEACH MINIMUM PARKING REQUIREMENTS

The City of Long Beach Municipal Code §21.41.216 specifies the minimum parking space requirements for various land use types. In addition, the Downtown Shoreline Planned Development (PD-6) Ordinance (ORD-11-0017) includes several unique parking requirements for a specific area downtown referred to as PD-6. These parking requirements recognize the unique transportation characteristics along the Downtown Shoreline and PD-6 area. For instance, the ordinance contains a parking supply ratio for hotels of 0.75 spaces per unit, which is lower than the parking supply ratio for hotels in other areas of the City, because the ordinance acknowledges that it's neither practical nor expected to provide as much parking in the PD-6 area as in City locations. The project site's location within the PD-6 area enabled us to apply the ordinance's parking requirements to this project. The parking requirements as applied to this project are summarized in **Table 1**.

A strict application of the municipal code results in 1,052 required parking spaces when applied to each use separately.

TABLE 1
CITY CODE PARKING REQUIREMENT

Land Use	Amount	Unit	Code Rate	Parking Space Requirement
Hotel	429	Room	0.75 spaces per unit	322
Banquet/Meeting Space*	26.847	KSF	20.0 spaces per KSF	537
Restaurant	19.276	KSF	10.0 spaces per KSF	193
			Site Total	**1,052**

Sources: City of Long Beach Municipal Code §21.41.216
Ordinance ORD-11-0017

*Includes pre-function space

DATA COLLECTION

Empirical data was collected for similar, local hotels in the downtown Long Beach PD-6 area. Nine months of recently collected data from May 2019 to January 2020 counted overnight and temporary parking counts at these similar facilities. The data includes the number of overnight parked vehicles, temporary parked vehicles, and number of occupied hotel rooms for each day of the data collection period. This data is included in this memorandum as Attachment G.

The data shows that 12-15% of occupied rooms on typical Tuesdays, Wednesdays and Thursdays purchased overnight parking. For purposes of this analysis, we conservatively assumed a 0.2 space per unit parking supply rate for guests, which is 33% higher than the maximum observed parking demand rate but 60% lower than the required rate by the Long Beach Municipal Code.

The data shows that 15-19% of occupied rooms on typical Fridays and Saturdays purchased parking. For purposes of this analysis, we conservatively assumed a 0.25 space per unit parking supply rate for guests, which is 34% higher than the maximum observed parking demand rate but 50% lower than the required rate by the Long Beach Municipal Code.

SHARED PARKING ANALYSIS

Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The following conditions encourage shared parking:

- Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses
- Relationships among the land uses that result in visiting multiple uses on the same auto trip

The key goal of a shared parking analysis is to find the balance between providing adequate parking to support a development from a commercial viewpoint and minimizing the negative aspects of excessive land area or resources devoted to parking. Mixed-use developments that share parking result in greater density, better pedestrian connections, and in turn, reduced reliance on driving, typically because a visitor can park once and visit multiple destinations by walking.

Shared Parking, 2nd Edition (Urban Land Institute, 2005) considers a base parking rate generated by a specific land use type and takes reductions based on the shared temporal demand between land uses. We used the City's required parking rates as the base parking rate generated for each specific land use type. In addition, we took into account additional parking space reductions with the following mode shift or non-captive ratio adjustments:

- Single-occupant mode share of 80% for employees and 80% for visitors. The Downtown Shoreline parking requirement for hotels is lower than the Municipal Code and takes local transit and pedestrian facility availability into account. However, with the increasing use of Transportation Network Companies (TNCs) (such as Uber or Lyft) and shared mobility companies (such as Bird or Lime Scooters), a lower percent mode adjustment was taken. These assumptions were based on US Census commute data and our knowledge of the local transportation system. Reductions were not applied to the empirically derived hotel rate as that already accounts for mode share.
- Non-captive ratios are as follows, defined as unique visitors to the site that are not already visiting other uses and based on the project's proposed program:
    - Restaurant: 50% daytime and 50% evening
    - Banquet: 50% daytime and 50% evening
    - Hotel: 0% daytime and 0% evening

These non-captive ratios are based on GBD Architects' parking observations of similar projects they have constructed, as well as Fehr & Peers' professional judgement and knowledge of the project area.

The City's code requirements do not specify what portion of the parking is meant for visitors or employees. We applied ULI's proportional splits for similar land use types among visitors and employees to estimate the employee parking demand.

Estimated parking demand using the Shared Parking methodology is summarized in **Chart 1**. Detailed parking demand calculations are attached to this memorandum. The results indicate a worst-case parking demand of 304 spaces to accommodate the peak demand at 9:00 PM on a weekend with 100% hotel occupancy and full use of the banquet and meeting spaces. This includes 48 spaces of employee parking demand that will be required to park off-site. The remaining parking demand is 256 spaces for guests.

Chart 1: Hourly Parking Demand (Worst-Case Weekend Scenario)
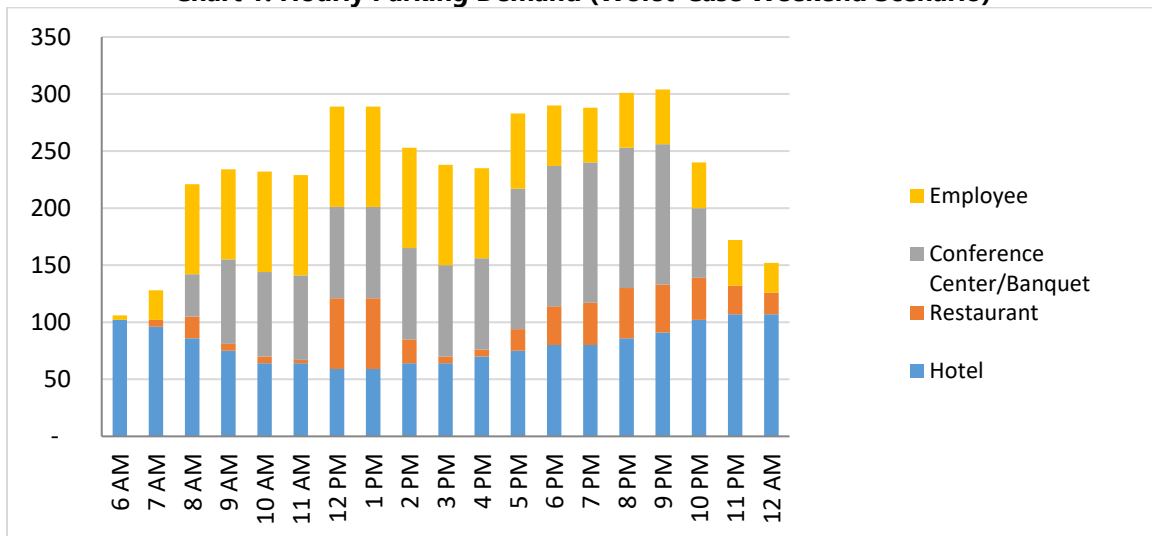
Given that this estimated parking demand is for a "worst-case" weekend scenario that would only occur on some weekends, we also estimated peak parking demand for a typical weekday at the project. Using information provided by Sodo Builders and GBD Architects, we made the following additional assumptions for a typical weekday:

- 75% hotel room occupancy
- Partial occupancy of the banquet area (specifically, 15% occupancy of the 11.626 KSF ballroom and 25% occupancy of the 10.047 KSF meeting rooms)

Estimated parking demand for a typical weekday using the Shared Parking methodology and the above assumptions is summarized in **Chart 2**. Detailed parking demand calculations are attached to this memorandum. The results indicate a parking demand of 180 spaces during a typical weekday at 12:00 PM. This includes 67 spaces of employee parking demand that will be required to park off-site. The remaining parking demand is 113 spaces for guests. However, the peak parking demand for all uses not counting employee demand occurs at 9:00 PM. The demand at 9:00 PM is 132 total spaces, 13 of which are employee spaces and 119 are for the remaining guest uses.

Chart 2: Hourly Parking Demand (Typical Weekday Scenario)
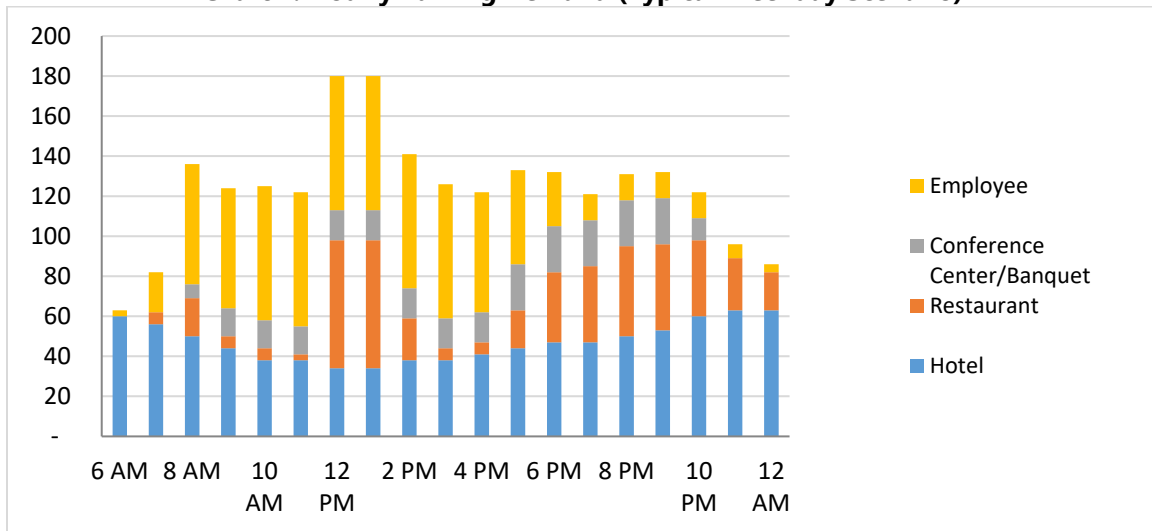
CONCLUSION

Fehr & Peers performed a Shared Parking analysis for the proposed hotel development located at 100 E. Ocean Boulevard in Long Beach, California. We used the City of Long Beach's minimum

parking requirements, the Urban Land Institute's Shared Parking methodology, and empirical data at similar facilities to estimate a parking demand of 180 parking spaces at Noon for a typical weekday and 304 parking spaces at 9:00 PM for a "worst-case" weekend scenario with all uses at full occupancy. When not taking employee parking into account, the typical weekday peaked at 9:00 PM with a demand of 119 spaces and the "worst-case" weekend scenario still peaked at 9:00 PM with a demand of 256 spaces.

The provided October 2018 site plan proposes 151 parking spaces on-site. Therefore, as shown in **Table 2**, the hotel parking supply is anticipated to accommodate peak parking demand for guests on a typical weekday. The City of Long Beach has requested that a 20-stall buffer be included in the provided parking supply in addition to the measured demand for the worst-case weekend scenario. With the 20-stall buffer, 125 parking spaces would be used off-site to accommodate peak weekend demand at full occupancy in addition to the 48 spaces for employees.

The additional parking demand not provided on-site can be met by the recently identified off-site parking facility, which as mentioned will provide 280 overflow spaces. The project also plans to implement transportation demand management (TDM) measures to further reduce parking demand. Furthermore, the City of Long Beach has established its own TDM programs that could decrease parking demand at the project site. Long Beach has established a robust bike share program and bicycle network in the vicinity of the hotel. The City also recently allowed electric scooters (e-scooters) permanently after a successful pilot program in 2018.

The project will also sell pre-loaded passes at the front desk for the Long Beach Bike Share station adjacent to the proposed project on Pine Avenue. This option would help negate the need for visitors to bring or rent an automobile that would have to be parked on-site. Another strategy is to unbundle the cost of parking from the nightly room rate (or monthly rent) which would further reduce the number of single occupancy vehicle that need parking spaces. The cost of parking is anticipated to be much higher than other paid facilities in the area and is expected to deter demand on-site. Encouraging carpooling/vanpooling, providing guaranteed rides home, and implementing ride matching services are effective measures to reduce the project's overall parking demand. We recommend that the project monitor parking demand during operation and adjust the TDM Plan as needed.

TABLE 2
RECOMMENDED PARKING SUPPLY

Time Period	Total Parking Demand	Required Buffer	Employee Parking Demand	Guest Parking Demand	On-site Parking Supply	Off-site Parking Supply
Typical Weekday (Noon)	180	-	67	113	151	-
Typical Weekday (9:00 PM)	132	-	13	119	151	-
Worst Case Weekend Event (9:00 PM)	304	20	48	256	151	125

Attachments:

    A. **100 E. Ocean Hotel Program and Site Plan**

    B. **U.S. Census Bureau – Commuting Characteristics by Sex**

    C. **Shared Parking Demand Summary – Worst-Case Weekend (9:00 PM)**

    D. **Shared Parking Demand Summary – Typical Weekday (Noon)**

    E. **Shared Parking Demand Summary – Typical Weekday (9:00 PM)**

    F. **Off-site Parking Agreement with Long Beach Convention Center**

    G. **Similar Hotel Parking Data**

HOTEL PROGRAM - REVISED 2018 May 04

	SITEWORK & PARKING & USE								HOTEL & RETAIL																	
	Site	Sitework	Victory Park	Parking	Parking Stalls	Patio	Balcony	Use	Flr-Flr Hgt '	Bldg	Apts.	Apts.	Hotel	Hotel	Hotel Rooms	K	QQ	SS	PS	Apt. Units	Meeting Space	Kitchen	Pre-Function	% of Meeting	Restaurant/ Lounge	Jergen's Tunnel (Estimated)
	GSF	GSF	GSF	GSF		GSF	GSF			GSF	GSF	NSF	GSF	NSF							GSF	GSF	GSF		GSF	GSF
P 01				24,750	101			PARKING	10	34,134																3,762
1ST FLR				15,843	50			PRKNG/HOTEL/RET	10	35,629			19,786													
2ND FLR								HOTEL/MEETING	16	34,134			34,134								6,054	506	4,059	67%		
3RD FLR	37,073	8,087	13,159					HOTEL/RETAIL	22	24,770			15,953									2,531			8,817	
3RD MEZZ								MECH	0	527			527													
4TH FLR								HOTEL/MEETING	30	25,606			25,606								10,670	3,530	6,064	57%		
4TH MEZZ								MECH	0	3,023			3,023													
5th FLR								HOTEL	0	13,524			13,524													
6th FLR						11,076		HOTEL	16	16,254			16,254													
7TH FLR						2,904		HOTEL	10	14,542			14,542	9,649	21	9	8	4								
8TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
9TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
10TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
11TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
12TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
13TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
14TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
15TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
16TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
17TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
18TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
19TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
20TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
21ST FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
22ND FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
23RD FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
24TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
25TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
26TH FLR							383	HOTEL	16	14,307			14,307	9,612	9				9							
27TH FLR							383	HOTEL	16	14,307			14,307	9,612	9				9							
28TH FLR							383	HOTEL	16	14,307			14,307	9,588	6				6							
29TH FLR							383	HOTEL	16	14,307			14,307	9,588	6				6							
30TH FLR						4,994		RESTAURANT/BAR	20	9,701												1,705			9,701	
ROOF								MECH	25																	
TOTALS		8,087	13,159	40,593	151	18,974	0		393.0	530,828	0	0	462,333	221,731	429	171	152	76	30	0	16,724	8,272	10,123	61%	18,518	3,762

*Excludes Roof Deck

1. Parking stall count includes vallet parking.
2. Existing Jergen's Tunnel not counted in GSF. SF of Jergen's Tunnel is unknown.
3. Double volume spaces not included in GSF.
4. Mechanical penthouse not included in GSF.
5. Kitchen area included in restaurants
6. Draft kitchen layout estimate
7. NA
8. Sidewalk improvements are not included in site GSF
9. Jergen's Tunnel is measured from the wall of the lobby to curb at Ocean blvd.
10. On levels that include a restaurant the 'Hotel GSF' is calculated as 'BLDG GSF' minus 'Restaurant GSF'.

REFERENCE NOTES
For Area Reference Plans, see "Area Plans / Program Calcs1" in Revit model
Figures in **bold** were updated 04.23.2018

ZONING SUMMARY	
Site Area	37,073
Max. FAR	NA
Actual FAR	13.40
Max. GSF	NA
Actual GSF	**530,828**
FAR GSF	496,694
FAR Delta	NA
MAX Height	NA
Actual HT.	393.0
Bikes Req'd	NA
PARKING PROVIDED	
Parking Ratio	**0.35**
SF/Stall	**269**
Parking Stalls	151

ROOM SUMMARY		
KING	171	40%
DOUBLE QUEEN	152	35%
STANDARD SUITE	76	18%
PENTHOUSE SUITES	30	7%
TOTAL	429	
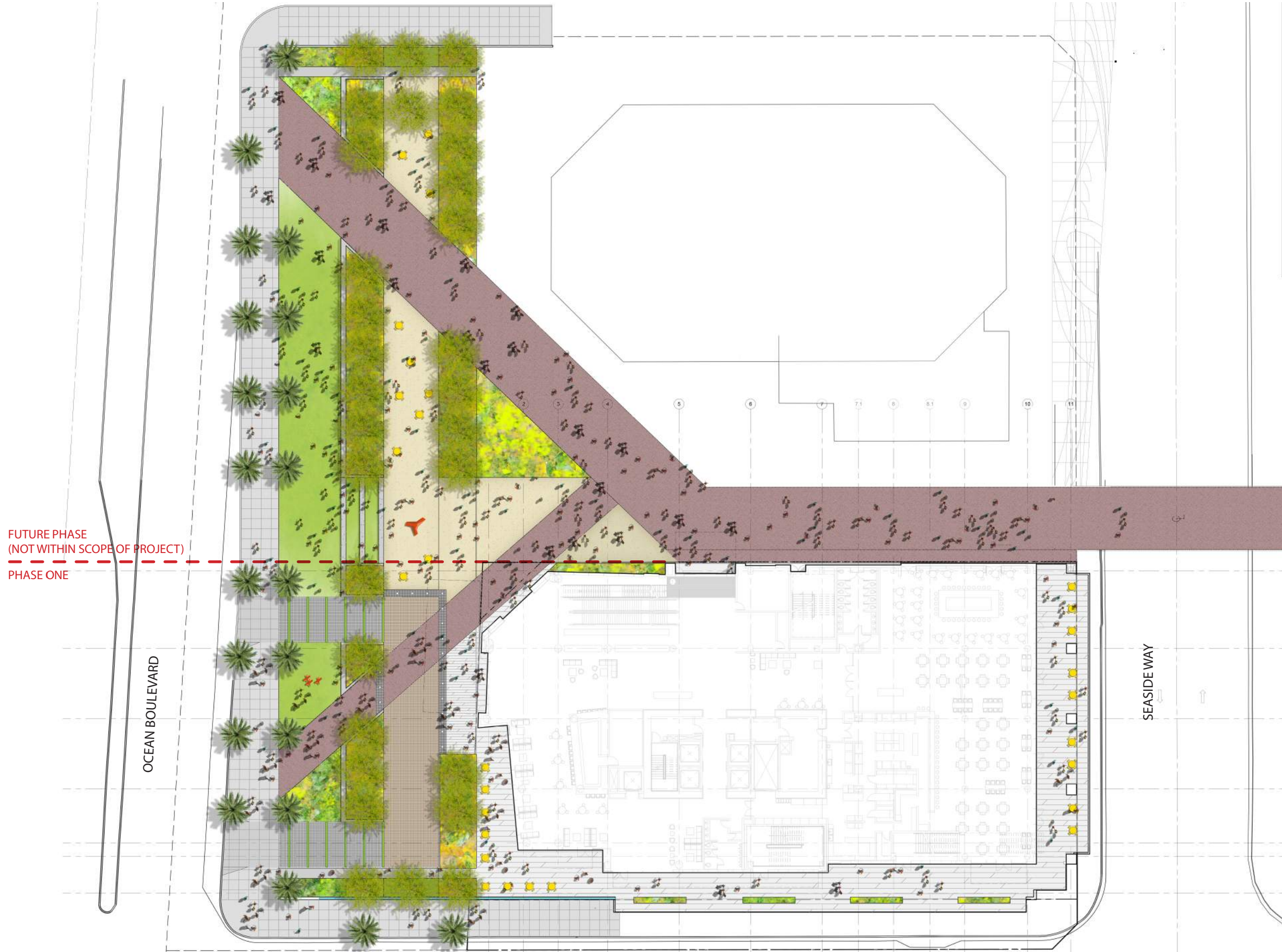
FUTURE PHASE
(NOT WITHIN SCOPE OF PROJECT)

PHASE ONE

OCEAN BOULEVARD

SEASIDE WAY

PINE AVENUE

0   10'   20'   40'

SITE PLAN
B.1

OCEAN BLVD.

SEASIDE WAY

PINE AVE.

PINE AVE.

METAL PANEL CLADDING

SPANDREL GLAZING, TYPE 1

SPANDREL GLAZING, TYPE 2

ALUMINUM FRAMED GLAZING

GLASS SCREEN WALL

ALUMINUM FRAMED GLAZING WITH ILLUMINATED SHADOW BOX

CONCRETE PANEL, TYPE 1

CONCRETE PANEL, TYPE 2

RENAISSANCE LONG BEACH

CONVENTION CENTER

OCEAN BLVD.

SEASIDE WAY

Level	Elevation
PENTHOUSE	402'-3"
ROOF	375'-3"
LEVEL 30	355'-3"
LEVEL 29	339'-3"
LEVEL 28	323'-3"
LEVEL 27	307'-3"
LEVEL 26	291'-3"
LEVEL 25	281'-3"
LEVEL 24	271'-3"
LEVEL 23	261'-3"
LEVEL 22	251'-3"
LEVEL 21	241'-3"
LEVEL 20	231'-3"
LEVEL 19	221'-3"
LEVEL 18	211'-3"
LEVEL 17	201'-3"
LEVEL 16	191'-3"
LEVEL 15	181'-3"
LEVEL 14	171'-3"
LEVEL 13	161'-3"
LEVEL 12	151'-3"
LEVEL 11	141'-3"
LEVEL 10	131'-3"
LEVEL 09	121'-3"
LEVEL 08	111'-3"
LEVEL 07	101'-3"
LEVEL 06	85'-3"
LEVEL 05	73'-3"
LEVEL 04M	62'-3"
LEVEL 04	53'-3"
LEVEL 03M	42'-3"
LEVEL 03	31'-3"

1
D.3

0'   14.5'   29'   58'

WEST ELEVATION
C.3

S0801	COMMUTING CHARACTERISTICS BY SEX
	2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Long Beach city, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	209,232	+/-2,255	113,723	+/-1,781	95,509
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	83.1%	+/-0.6	83.5%	+/-0.8	82.6%
Drove alone	73.4%	+/-0.7	74.2%	+/-0.8	72.5%
Carpooled	9.7%	+/-0.5	9.3%	+/-0.6	10.2%
In 2-person carpool	7.4%	+/-0.5	7.0%	+/-0.6	7.9%
In 3-person carpool	1.4%	+/-0.2	1.5%	+/-0.2	1.4%
In 4-or-more person carpool	0.9%	+/-0.2	0.9%	+/-0.2	0.9%
Workers per car, truck, or van	1.07	+/-0.01	1.07	+/-0.01	1.07
Public transportation (excluding taxicab)	7.2%	+/-0.4	6.9%	+/-0.5	7.7%
Walked	2.7%	+/-0.3	2.4%	+/-0.4	3.1%
Bicycle	1.1%	+/-0.2	1.4%	+/-0.2	0.7%
Taxicab, motorcycle, or other means	1.3%	+/-0.2	1.6%	+/-0.3	1.0%
Worked at home	4.6%	+/-0.4	4.2%	+/-0.4	5.0%
PLACE OF WORK					
Worked in state of residence	99.6%	+/-0.1	99.5%	+/-0.2	99.7%
Worked in county of residence	81.1%	+/-0.6	81.2%	+/-0.9	81.0%
Worked outside county of residence	18.5%	+/-0.6	18.2%	+/-0.8	18.7%
Worked outside state of residence	0.4%	+/-0.1	0.5%	+/-0.2	0.3%
Living in a place	100.0%	+/-0.1	100.0%	+/-0.1	100.0%
Worked in place of residence	34.0%	+/-0.8	31.3%	+/-1.1	37.2%
Worked outside place of residence	66.0%	+/-0.8	68.7%	+/-1.1	62.8%
Not living in a place	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Living in 12 selected states	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Worked in minor civil division of residence	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Worked outside minor civil division of residence	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Not living in 12 selected states	100.0%	+/-0.1	100.0%	+/-0.1	100.0%
Workers 16 years and over who did not work at home	199,681	+/-2,245	108,930	+/-1,665	90,751
TIME LEAVING HOME TO GO TO WORK					

Subject	Long Beach city, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
12:00 a.m. to 4:59 a.m.	5.5%	+/-0.3	7.3%	+/-0.5	3.4%
5:00 a.m. to 5:29 a.m.	4.1%	+/-0.3	5.6%	+/-0.4	2.4%
5:30 a.m. to 5:59 a.m.	4.6%	+/-0.3	6.3%	+/-0.5	2.6%
6:00 a.m. to 6:29 a.m.	9.8%	+/-0.5	10.7%	+/-0.8	8.6%
6:30 a.m. to 6:59 a.m.	8.5%	+/-0.4	8.3%	+/-0.6	8.8%
7:00 a.m. to 7:29 a.m.	15.4%	+/-0.6	15.2%	+/-0.8	15.7%
7:30 a.m. to 7:59 a.m.	9.0%	+/-0.5	7.2%	+/-0.6	11.3%
8:00 a.m. to 8:29 a.m.	10.9%	+/-0.5	9.2%	+/-0.6	13.0%
8:30 a.m. to 8:59 a.m.	5.2%	+/-0.3	4.4%	+/-0.4	6.2%
9:00 a.m. to 11:59 p.m.	26.8%	+/-0.7	25.8%	+/-0.9	28.0%
TRAVEL TIME TO WORK					
Less than 10 minutes	7.6%	+/-0.4	6.7%	+/-0.5	8.6%
10 to 14 minutes	11.3%	+/-0.5	10.9%	+/-0.7	11.8%
15 to 19 minutes	15.5%	+/-0.5	15.5%	+/-0.7	15.5%
20 to 24 minutes	15.2%	+/-0.6	15.3%	+/-0.8	15.2%
25 to 29 minutes	5.3%	+/-0.3	5.3%	+/-0.5	5.4%
30 to 34 minutes	17.0%	+/-0.7	17.5%	+/-0.9	16.3%
35 to 44 minutes	7.6%	+/-0.5	8.0%	+/-0.5	7.1%
45 to 59 minutes	9.0%	+/-0.4	9.0%	+/-0.6	9.0%
60 or more minutes	11.6%	+/-0.5	11.8%	+/-0.7	11.3%
Mean travel time to work (minutes)	29.0	+/-0.4	29.6	+/-0.5	28.3
VEHICLES AVAILABLE					
Workers 16 years and over in households	207,936	+/-2,269	113,144	+/-1,792	94,792
No vehicle available	5.4%	+/-0.4	5.3%	+/-0.5	5.4%
1 vehicle available	27.8%	+/-0.9	26.0%	+/-1.2	30.0%
2 vehicles available	38.0%	+/-1.0	39.0%	+/-1.1	36.7%
3 or more vehicles available	28.9%	+/-1.0	29.7%	+/-1.2	27.8%
PERCENT IMPUTED					
Means of transportation to work	8.1%	(X)	(X)	(X)	(X)
Private vehicle occupancy	9.3%	(X)	(X)	(X)	(X)
Place of work	10.7%	(X)	(X)	(X)	(X)
Time leaving home to go to work	14.7%	(X)	(X)	(X)	(X)
Travel time to work	12.1%	(X)	(X)	(X)	(X)
Vehicles available	1.0%	(X)	(X)	(X)	(X)

11/07/2016

Subject	Long Beach city, California
	Female
	Margin of Error
Workers 16 years and over	+/-1,651
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	+/-1.0
Drove alone	+/-1.1
Carpooled	+/-0.8
In 2-person carpool	+/-0.7
In 3-person carpool	+/-0.3
In 4-or-more person carpool	+/-0.2
Workers per car, truck, or van	+/-0.01
Public transportation (excluding taxicab)	+/-0.6
Walked	+/-0.4
Bicycle	+/-0.2
Taxicab, motorcycle, or other means	+/-0.2
Worked at home	+/-0.5
PLACE OF WORK	
Worked in state of residence	+/-0.1
Worked in county of residence	+/-0.8
Worked outside county of residence	+/-0.8
Worked outside state of residence	+/-0.1
Living in a place	+/-0.1
Worked in place of residence	+/-1.2
Worked outside place of residence	+/-1.2
Not living in a place	+/-0.1
Living in 12 selected states	+/-0.1
Worked in minor civil division of residence	+/-0.1
Worked outside minor civil division of residence	+/-0.1
Not living in 12 selected states	+/-0.1
Workers 16 years and over who did not work at home	+/-1,578
TIME LEAVING HOME TO GO TO WORK	
12:00 a.m. to 4:59 a.m.	+/-0.4
5:00 a.m. to 5:29 a.m.	+/-0.3
5:30 a.m. to 5:59 a.m.	+/-0.4
6:00 a.m. to 6:29 a.m.	+/-0.6
6:30 a.m. to 6:59 a.m.	+/-0.7
7:00 a.m. to 7:29 a.m.	+/-0.9
7:30 a.m. to 7:59 a.m.	+/-0.7
8:00 a.m. to 8:29 a.m.	+/-0.8
8:30 a.m. to 8:59 a.m.	+/-0.6
9:00 a.m. to 11:59 p.m.	+/-1.2
TRAVEL TIME TO WORK	
Less than 10 minutes	+/-0.7
10 to 14 minutes	+/-0.8
15 to 19 minutes	+/-0.8
20 to 24 minutes	+/-0.8
25 to 29 minutes	+/-0.5
30 to 34 minutes	+/-1.1
35 to 44 minutes	+/-0.8
45 to 59 minutes	+/-0.6
60 or more minutes	+/-0.7
Mean travel time to work (minutes)	+/-0.5
VEHICLES AVAILABLE	

| Subject | Long Beach city, California |
| | Female |
	Margin of Error
Workers 16 years and over in households	+/-1,681
No vehicle available	+/-0.5
1 vehicle available	+/-1.1
2 vehicles available	+/-1.2
3 or more vehicles available	+/-1.1
PERCENT IMPUTED	
Means of transportation to work	(X)
Private vehicle occupancy	(X)
Place of work	(X)
Time leaving home to go to work	(X)
Travel time to work	(X)
Vehicles available	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

  1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
  2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
  3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
  4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
  5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
  6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
  7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
  8. An '(X)' means that the estimate is not applicable or not available.

Table
Project: 100 E. Ocean
Description: Worst-Case Weekend (80% visitor mode share)

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 9 PM, WEEKEND

Projected Parking Supply:			Weekend					Weekend		
	Project Data		**Base Rate**	**Mode Adj**	**Non-Captive Ratio**	**Project Rate**		**Peak Hr Adj**	**Peak Mo Adj**	**Estimated Parking**
Land Use	**Quantity**	**Unit**					**Unit**	**9 PM**	**June**	**Demand**
Hotel-Business	429	rooms	0.25	1.00	1.00	0.25	/rooms	0.85	1.00	91
Restaurant/Lounge	19,276	sf GLA	8.50	0.80	0.50	3.40	/ksf GLA	0.67	0.95	42
Conference Ctr/Banquet (20 to 50 sq ft/gue	16,724	sf GLA	18.33	0.80	0.50	7.33	/ksf GLA	1.00	1.00	123
Employee			0.13	0.80	1.00	0.10	/rooms	0.55	1.00	48

ULI base data have been modified from default values.

Customer	256
Employee	48
Reserved	0
Total	304

Table
Project: 100 E. Ocean
Description: Typical Weekday (80% visitor mode share)

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 12 PM, WEEKDAY

Projected Parking Supply:			Weekday					Weekday		
	Project Data		**Base Rate**	**Mode Adj**	**Non-Captive Ratio**	**Project Rate**	**Unit**	**Peak Hr Adj**	**Peak Mo Adj**	**Estimated Parking Demand**
Land Use	**Quantity**	**Unit**						**12 PM**	**July**	
Hotel-Business	322	rooms	0.20	1.00	1.00	0.20	/rooms	0.55	0.98	34
Restaurant/Lounge	19,276	sf GLA	8.47	0.80	0.50	3.39	/ksf GLA	1.00	0.98	64
Conference Ctr/Banquet (20 to 50 sq ft/gue	16,724	sf GLA	18.33	0.80	0.50	7.33	/ksf GLA	0.65	1.00	15
Employee			0.15	0.80	1.00	0.12	/rooms	1.00	1.00	67

ULI base data have been modified from default values.

Customer	113
Employee	67
Reserved	0
Total	180

Table
Project: **100 E. Ocean**
Description: **Typical Weekday (80% visitor mode share**)

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 9 PM, WEEKDAY

Projected Parking Supply:			Weekday					Weekday		
	Project Data		**Base Rate**	**Mode Adj**	**Non-Captive Ratio**	**Project Rate**		**Peak Hr Adj**	**Peak Mo Adj**	**Estimated Parking**
Land Use	**Quantity**	**Unit**					**Unit**	**9 PM**	**July**	**Demand**
Hotel-Business	322	rooms	0.20	1.00	1.00	0.20	/rooms	0.85	0.98	53
Restaurant/Lounge	19,276	sf GLA	8.47	0.80	0.50	3.39	/ksf GLA	0.67	0.98	43
Conference Ctr/Banquet (20 to 50 sq ft/gue	16,724	sf GLA	18.33	0.80	0.50	7.33	/ksf GLA	1.00	1.00	23
Employee			0.15	0.80	1.00	0.12	/rooms	0.20	1.00	13

ULI base data have been modified from default values.

Customer	119
Employee	13
Reserved	0
Total	132

August 8, 2018

Mr. Gregory Steinhauer
President
American Life, Inc.
2705 Hanford Street
Suite 100
Seattle, WA. 98134

Dear Mr. Steinhauer,

Per our discussions concerning the parking partnership with 100 Ocean Blvd. e. LP and the Long Beach Convention & Entertainment Center (Center) with the completion of the hotel complex located on Pine Ave. and Ocean Blvd. the following will apply:

- Allocation of two hundred eighty (280) overflow parking spaces on an "available spaces" in the Terrace Theater Parking structure.
- Spaces will be reviewed on a thirty (30) day look forward schedule based on the Center's calendar and may be adjusted according to Center's business needs.
- Additional spaces may be allocated based upon business needs of the hotel and inventory available after Center.
- The current rate of fifteen ($15) dollars shall be the base rate and may be adjusted on the opening date and first utilization of said spaces.
- Vehicles will need to be identified as "Hotel Guest" and an appropriate placard will need to be placed on the dashboard of said vehicles.
- Participation in the Parking Traffic Management Organization (PTMO) monthly meetings operated by the Center.
- Certain yearly blackout dates shall apply (i.e. Toyota Grand Prix of Long Beach) and will be outlined within the first thirty (30) days of each calendar year.
- All insurance liability and identification clauses shall be in place prior to first day of use by the hotel.

I am looking forward to our partnership.

Sincerely,

Charles Beirne
General Manager
Long Beach Convention & Entertainment Center

CC: Thomas Marcoux, Director of Security/Parking

Parking Analysis

2019

16%
Drive In

80%
Hotel Occupancy

28,687
Total Car Count

2020

12%
Drive In

60%
Hotel Occupancy

5,017
Total Car Count

Transient & Overnight Ticket Count

- Overnight
- Transient

36.73%

63.27%

Drive Rate by Hotel

● Drive In ● Drive in LB2

Drive In and Drive in LB2

Day Numb	Drive In	Drive in LB2
Monday	14%	15%
Tuesday	12%	15%
Wednesday	13%	15%
Thursday	14%	14%
Friday	14%	16%
Saturday	18%	19%
Sunday	18%	17%
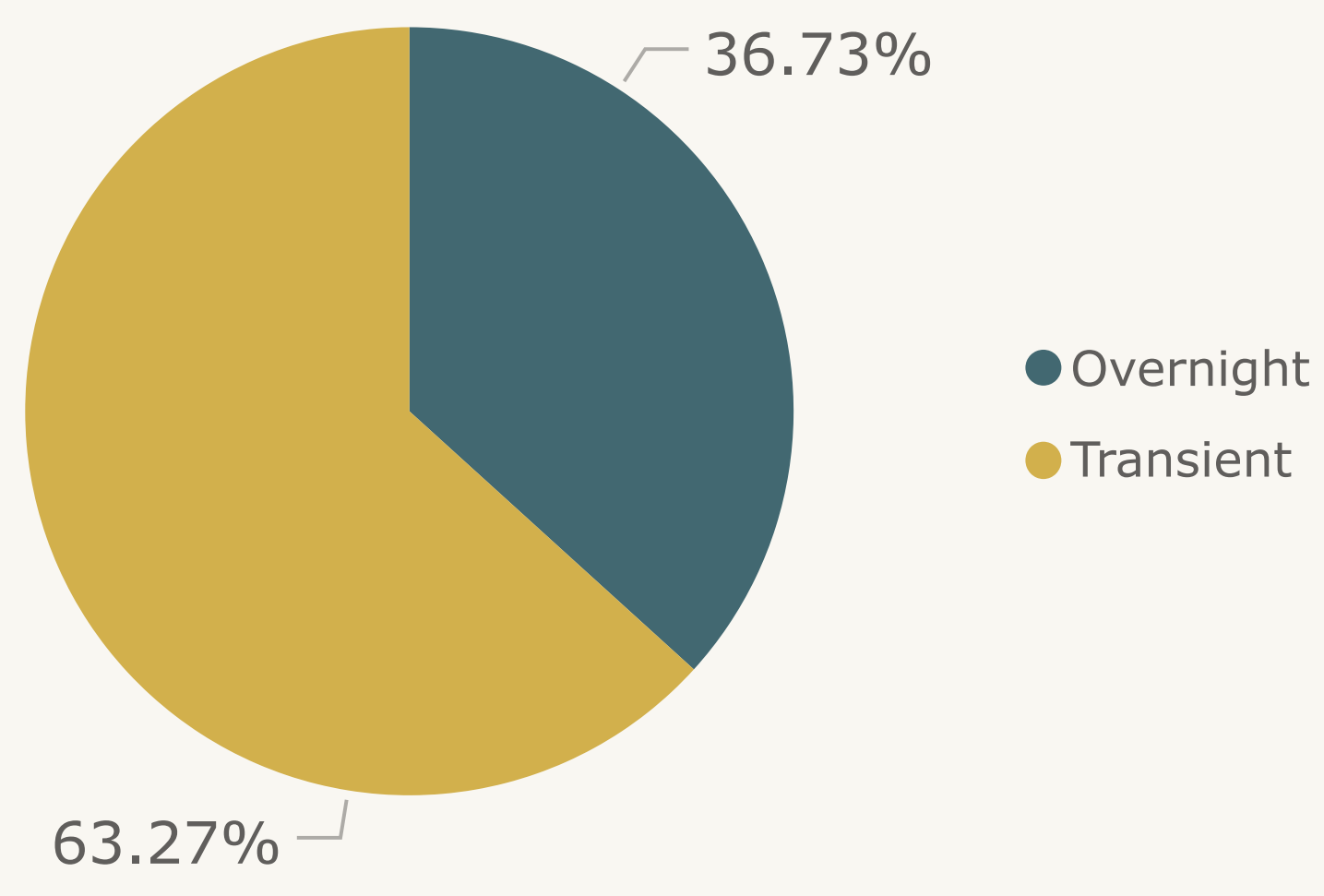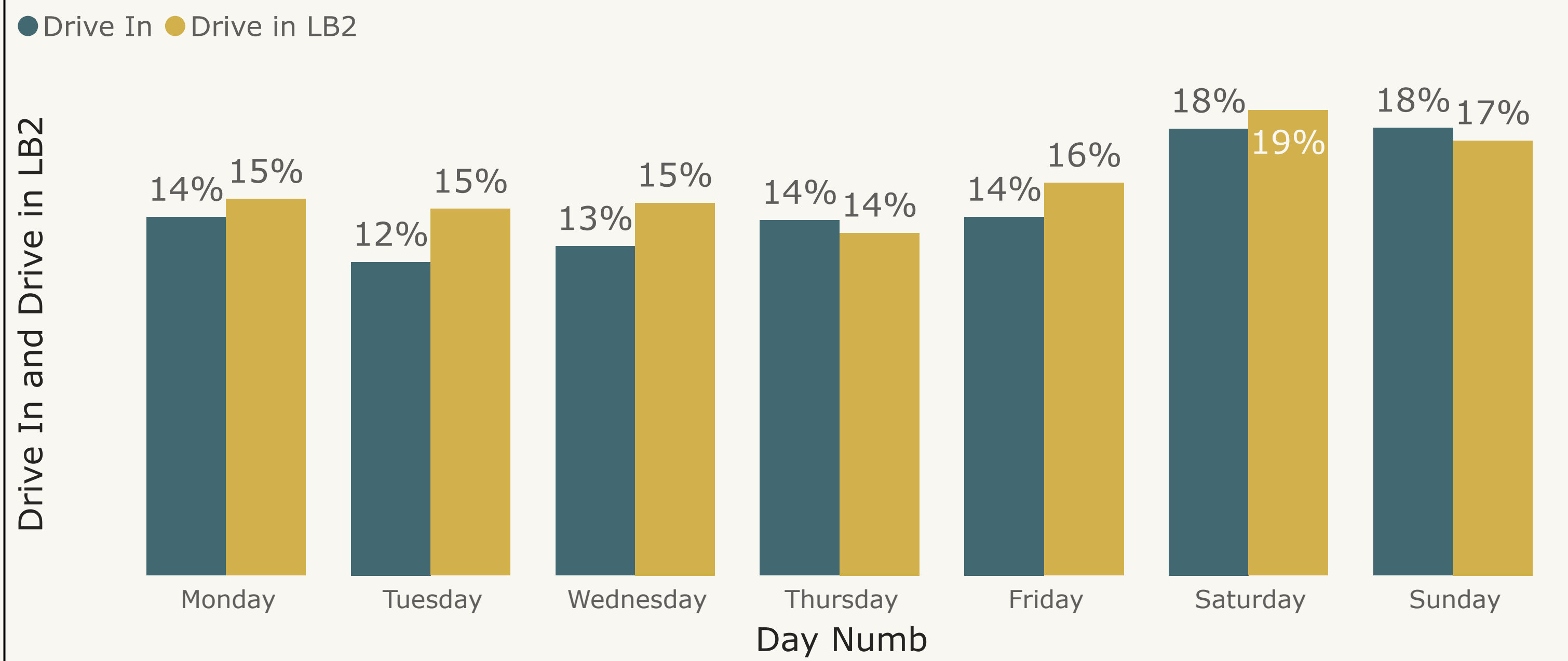
Hotel Occupancy by Hotel

Long Beach Hotel Group ● LB 1 ● LB 2

Hotel Occupancy

Month	LB 1	LB 2
January	76%	38%
February	86%	42%
May	80%	82%
June	92%	85%
July	90%	87%
August	90%	72%
September	89%	89%
October	83%	86%
November	75%	78%
December	61%	53%
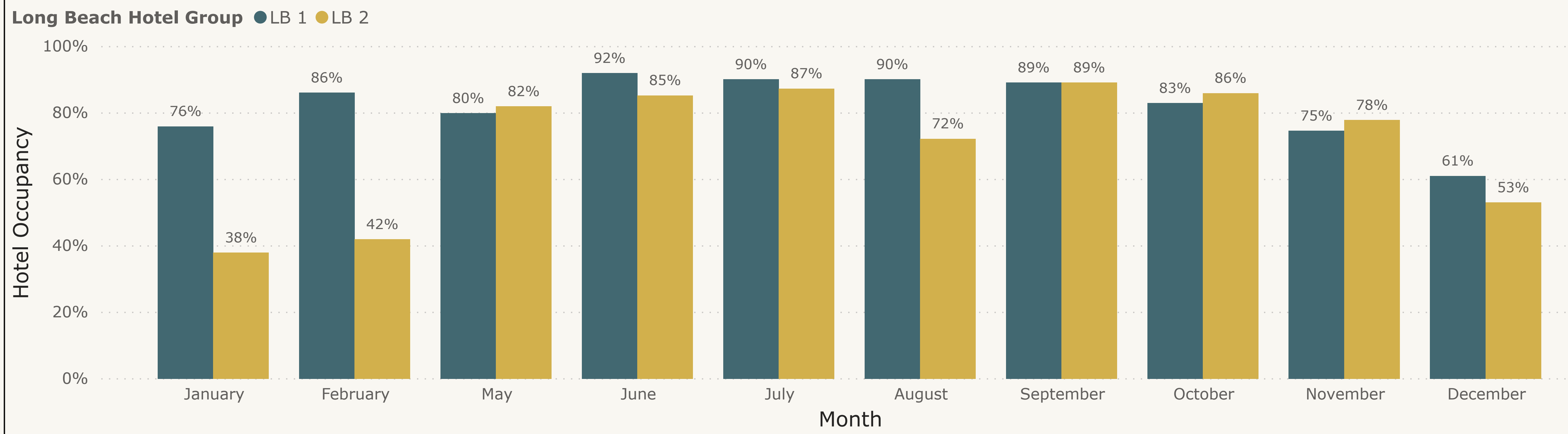
Long Beach Hotel #1

Parking Tickets by Date and Year

Year ● 2019 ● 2020
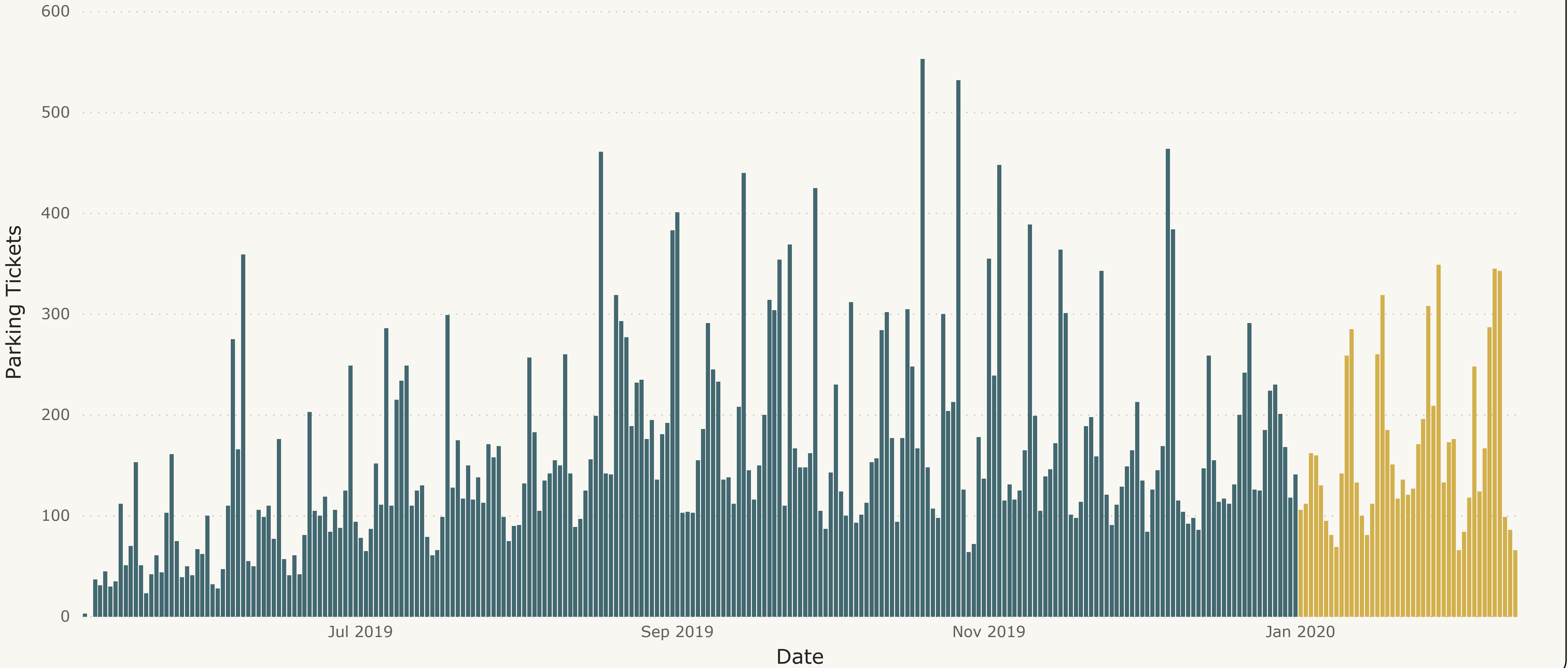
Long Beach Hotel #2

Cars Parked by Date and Year

Year ● 2019 ● 2020
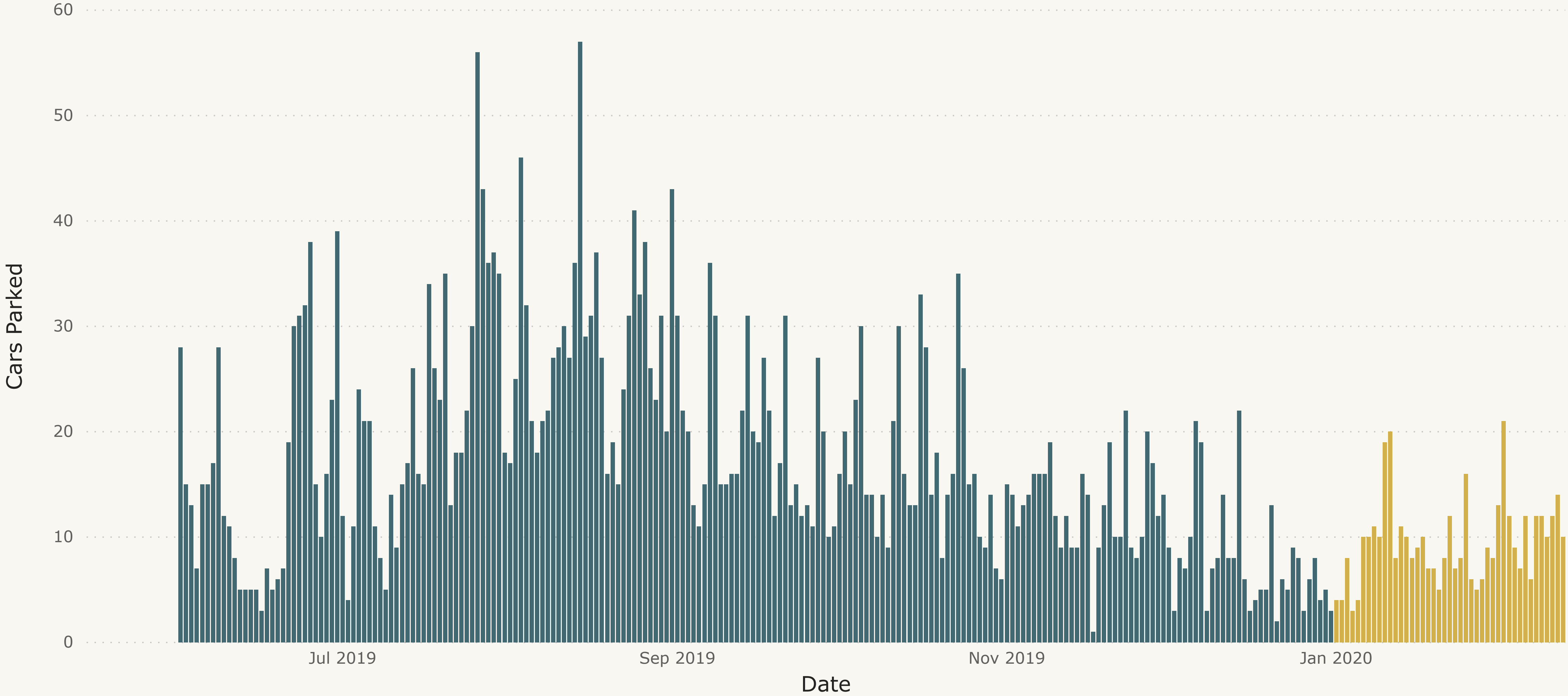
Long Beach Hotel Group	LB 1		
Year	Hotel Occupancy	Drive In	Total Car Count
⊞ 2019	83%	13%	23,113
⊞ 2020	80%	13%	4,474
Total	**83%**	**13%**	**27,587**

Long Beach Hotel Group	LB 2		
Year	Hotel Occupancy	Drive In	Total Car Count
⊟ **2019**	**77%**	**18%**	**5,574**
⊞ May	82%		0
⊞ June	85%	17%	749
⊞ July	87%	20%	939
⊞ August	72%	29%	1,579
⊞ September	89%	15%	768
⊞ October	86%	16%	587
⊞ November	78%	12%	607
⊞ December	53%	10%	345
⊟ **2020**	**40%**	**11%**	**543**
⊞ January	38%	10%	344
⊞ February	42%	13%	199
Total	**71%**	**17%**	**6,117**

Long Beach Hotel Location 1 Raw Data

Year	Month	Date	Hotel Occupancy	Drive In	Total Car Count	Long Beach Hotel Group	Day of Week
2019	May	43593	99%		24	LB 1	Thursday
2019	May	43594	61%		14	LB 1	Friday
2019	May	43595			20	LB 1	Saturday
2019	May	43596			34	LB 1	Sunday
2019	May	43597			25	LB 1	Monday
2019	May	43598			3	LB 1	Tuesday
2019	May	43599			56	LB 1	Wednesday
2019	May	43600			16	LB 1	Thursday
2019	May	43601			62	LB 1	Friday
2019	May	43602			33	LB 1	Saturday
2019	May	43603			46	LB 1	Sunday
2019	May	43604			26	LB 1	Monday
2019	May	43606			16	LB 1	Tuesday
2019	May	43607			25	LB 1	Wednesday
2019	May	43608			34	LB 1	Thursday
2019	May	43609			126	LB 1	Friday
2019	May	43610			60	LB 1	Saturday
2019	May	43611			102	LB 1	Sunday
2019	May	43612			56	LB 1	Monday
2019	May	43613			2	LB 1	Tuesday
2019	May	43614			17	LB 1	Wednesday
2019	May	43615			38	LB 1	Thursday
2019	May	43616			23	LB 1	Friday
2019	June	43617			131	LB 1	Saturday
2019	June	43618			15	LB 1	Sunday
2019	June	43619			43	LB 1	Monday
2019	June	43620			20	LB 1	Tuesday
2019	June	43621			26	LB 1	Wednesday
2019	June	43622			49	LB 1	Thursday
2019	June	43623			80	LB 1	Friday
2019	June	43624			163	LB 1	Saturday
2019	June	43625			10	LB 1	Sunday
2019	June	43626			56	LB 1	Monday
2019	June	43627			85	LB 1	Tuesday
2019	June	43628			22	LB 1	Wednesday
2019	June	43629			37	LB 1	Thursday
2019	June	43630			23	LB 1	Friday
2019	June	43631	99%	5%	64	LB 1	Saturday
2019	June	43632	95%	5%	53	LB 1	Sunday
2019	June	43633	100%	3%	159	LB 1	Monday
2019	June	43634	100%	3%	39	LB 1	Tuesday
2019	June	43635	99%	3%	29	LB 1	Wednesday
2019	June	43636	97%	9%	70	LB 1	Thursday
2019	June	43637	95%	14%	113	LB 1	Friday
2019	June	43638	96%	15%	113	LB 1	Saturday
2019	June	43639	90%	15%	113	LB 1	Sunday
2019	June	43640	82%	15%	112	LB 1	Monday
2019	June	43641	80%	13%	98	LB 1	Tuesday
2019	June	43642	83%	15%	118	LB 1	Wednesday
2019	June	43643	88%	15%	108	LB 1	Thursday
2019	June	43644	97%	18%	136	LB 1	Friday
2019	June	43645	98%	25%	317	LB 1	Saturday
2019	June	43646	74%	20%	114	LB 1	Sunday
2019	July	43647	60%	17%	119	LB 1	Monday
2019	July	43648			40	LB 1	Tuesday
2019	July	43649			48	LB 1	Wednesday
2019	July	43650			40	LB 1	Thursday
2019	July	43651			37	LB 1	Friday
2019	July	43652			68	LB 1	Saturday
2019	July	43653			48	LB 1	Sunday
2019	July	43654			268	LB 1	Monday
2019	July	43655			90	LB 1	Tuesday
2019	July	43656			94	LB 1	Wednesday
2019	July	43657			33	LB 1	Thursday
2019	July	43658			75	LB 1	Friday
2019	July	43659			48	LB 1	Saturday
2019	July	43660			53	LB 1	Sunday
2019	July	43661			40	LB 1	Monday
2019	July	43662			34	LB 1	Tuesday
2019	July	43663			24	LB 1	Wednesday
2019	July	43664			134	LB 1	Thursday
2019	July	43665			78	LB 1	Friday
2019	July	43666			98	LB 1	Saturday
2019	July	43667	84%	19%	152	LB 1	Sunday
2019	July	43668	95%	16%	127	LB 1	Monday

2019 July	43669	98%	13%	127 LB 1	Tuesday
2019 July	43670	98%	14%	134 LB 1	Wednesday
2019 July	43671	97%	17%	137 LB 1	Thursday
2019 July	43672	99%	18%	173 LB 1	Friday
2019 July	43673	99%	18%	197 LB 1	Saturday
2019 July	43674	93%	19%	162 LB 1	Sunday
2019 July	43675	98%	13%	94 LB 1	Monday
2019 July	43676	99%	14%	120 LB 1	Tuesday
2019 July	43677	62%	12%	76 LB 1	Wednesday
2019 August	43678	84%	14%	114 LB 1	Thursday
2019 August	43679	96%	11%	93 LB 1	Friday
2019 August	43680	100%	20%	192 LB 1	Saturday
2019 August	43681	82%	17%	146 LB 1	Sunday
2019 August	43682	92%	11%	78 LB 1	Monday
2019 August	43683	94%	9%	92 LB 1	Tuesday
2019 August	43684	81%	14%	89 LB 1	Wednesday
2019 August	43685			25 LB 1	Thursday
2019 August	43686			20 LB 1	Friday
2019 August	43687			134 LB 1	Saturday
2019 August	43688			27 LB 1	Sunday
2019 August	43689	72%	16%	77 LB 1	Monday
2019 August	43690	80%	12%	73 LB 1	Tuesday
2019 August	43691	89%	11%	74 LB 1	Wednesday
2019 August	43692	97%	9%	79 LB 1	Thursday
2019 August	43693	97%	11%	92 LB 1	Friday
2019 August	43694	100%	15%	143 LB 1	Saturday
2019 August	43695	52%	15%	60 LB 1	Sunday
2019 August	43696	92%	9%	247 LB 1	Monday
2019 August	43697	99%	9%	76 LB 1	Tuesday
2019 August	43698	97%	9%	81 LB 1	Wednesday
2019 August	43699	75%	9%	85 LB 1	Thursday
2019 August	43700	94%	12%	84 LB 1	Friday
2019 August	43701	99%	10%	87 LB 1	Saturday
2019 August	43702	94%	17%	114 LB 1	Sunday
2019 August	43703	98%	16%	116 LB 1	Monday
2019 August	43704	95%	16%	122 LB 1	Tuesday
2019 August	43705			25 LB 1	Wednesday
2019 August	43706			31 LB 1	Thursday
2019 August	43707	95%	11%	133 LB 1	Friday
2019 August	43708	100%	11%	65 LB 1	Saturday
2019 September	43709	93%	12%	250 LB 1	Sunday
2019 September	43710	60%	5%	115 LB 1	Monday
2019 September	43711	88%	2%	313 LB 1	Tuesday
2019 September	43712	92%	4%	95 LB 1	Wednesday
2019 September	43713	93%	5%	129 LB 1	Thursday
2019 September	43714	93%	11%	143 LB 1	Friday
2019 September	43715	98%	18%	223 LB 1	Saturday
2019 September	43716	86%	12%	205 LB 1	Sunday
2019 September	43717	100%	11%	206 LB 1	Monday
2019 September	43718			60 LB 1	Tuesday
2019 September	43719			52 LB 1	Wednesday
2019 September	43720			41 LB 1	Thursday
2019 September	43721			53 LB 1	Friday
2019 September	43722			200 LB 1	Saturday
2019 September	43723			102 LB 1	Sunday
2019 September	43724			148 LB 1	Monday
2019 September	43725			81 LB 1	Tuesday
2019 September	43726			88 LB 1	Wednesday
2019 September	43727			198 LB 1	Thursday
2019 September	43728			192 LB 1	Friday
2019 September	43729			159 LB 1	Saturday
2019 September	43730			189 LB 1	Sunday
2019 September	43731			264 LB 1	Monday
2019 September	43732			98 LB 1	Tuesday
2019 September	43733			97 LB 1	Wednesday
2019 September	43734			69 LB 1	Thursday
2019 September	43735			54 LB 1	Friday
2019 September	43736			68 LB 1	Saturday
2019 September	43737			254 LB 1	Sunday
2019 September	43738			26 LB 1	Monday
2019 October	43739			35 LB 1	Tuesday
2019 October	43740			136 LB 1	Wednesday
2019 October	43741			85 LB 1	Thursday
2019 October	43742			32 LB 1	Friday
2019 October	43743			190 LB 1	Saturday
2019 October	43744			51 LB 1	Sunday
2019 October	43745			21 LB 1	Monday

2019 October	43746			38 LB 1		Tuesday
2019 October	43747			64 LB 1		Wednesday
2019 October	43748			58 LB 1		Thursday
2019 October	43749			175 LB 1		Friday
2019 October	43750			101 LB 1		Saturday
2019 October	43751			90 LB 1		Sunday
2019 October	43752			17 LB 1		Monday
2019 October	43753			89 LB 1		Tuesday
2019 October	43754			218 LB 1		Wednesday
2019 October	43755	75%	21%	131 LB 1		Thursday
2019 October	43756	75%	17%	212 LB 1		Friday
2019 October	43757	99%	18%	371 LB 1		Saturday
2019 October	43758			319 LB 1		Sunday
2019 October	43759			46 LB 1		Monday
2019 October	43760			34 LB 1		Tuesday
2019 October	43761			57 LB 1		Wednesday
2019 October	43762			120 LB 1		Thursday
2019 October	43763			107 LB 1		Friday
2019 October	43764			360 LB 1		Saturday
2019 October	43765			85 LB 1		Sunday
2019 October	43766			20 LB 1		Monday
2019 October	43767			15 LB 1		Tuesday
2019 October	43768			80 LB 1		Wednesday
2019 October	43769			47 LB 1		Thursday
2019 November	43770	93%	10%	112 LB 1		Friday
2019 November	43771	96%	10%	69 LB 1		Saturday
2019 November	43772	89%	6%	47 LB 1		Sunday
2019 November	43773	53%	9%	148 LB 1		Monday
2019 November	43774	80%	10%	66 LB 1		Tuesday
2019 November	43775	98%	6%	54 LB 1		Wednesday
2019 November	43776	85%	6%	601 LB 1		Thursday
2019 November	43777	97%	10%	72 LB 1		Friday
2019 November	43778	99%	18%	170 LB 1		Saturday
2019 November	43779	79%	16%	162 LB 1		Sunday
2019 November	43780	40%	13%	244 LB 1		Monday
2019 November	43781	61%	20%	104 LB 1		Tuesday
2019 November	43782	74%	14%	90 LB 1		Wednesday
2019 November	43783			53 LB 1		Thursday
2019 November	43784			80 LB 1		Friday
2019 November	43785			51 LB 1		Saturday
2019 November	43786			326 LB 1		Sunday
2019 November	43787			107 LB 1		Monday
2019 November	43788			10 LB 1		Tuesday
2019 November	43789			58 LB 1		Wednesday
2019 November	43790			101 LB 1		Thursday
2019 November	43791	65%	15%	174 LB 1		Friday
2019 November	43792	64%	21%	233 LB 1		Saturday
2019 November	43793	39%	12%	143 LB 1		Sunday
2019 November	43794	58%	6%	43 LB 1		Monday
2019 November	43795			88 LB 1		Tuesday
2019 November	43796			56 LB 1		Wednesday
2019 November	43797			38 LB 1		Thursday
2019 November	43798			54 LB 1		Friday
2019 November	43799			37 LB 1		Saturday
2019 December	43800			42 LB 1		Sunday
2019 December	43801			25 LB 1		Monday
2019 December	43802			12 LB 1		Tuesday
2019 December	43803			47 LB 1		Wednesday
2019 December	43804			46 LB 1		Thursday
2019 December	43805			89 LB 1		Friday
2019 December	43806			64 LB 1		Saturday
2019 December	43807			450 LB 1		Sunday
2019 December	43808	55%	8%	63 LB 1		Monday
2019 December	43809	66%	8%	82 LB 1		Tuesday
2019 December	43810	56%	9%	68 LB 1		Wednesday
2019 December	43811	48%	9%	56 LB 1		Thursday
2019 December	43812	56%	17%	93 LB 1		Friday
2019 December	43813	85%	33%	219 LB 1		Saturday
2019 December	43814	52%	12%	50 LB 1		Sunday
2019 December	43815	54%	9%	262 LB 1		Monday
2019 December	43816	54%	12%	64 LB 1		Tuesday
2019 December	43817	58%	10%	63 LB 1		Wednesday
2019 December	43818	53%	12%	62 LB 1		Thursday
2019 December	43819	78%	15%	125 LB 1		Friday
2019 December	43820	79%	15%	153 LB 1		Saturday
2019 December	43821			146 LB 1		Sunday
2019 December	43822			124 LB 1		Monday

2019 December	43823			33 LB 1		Tuesday
2019 December	43824			27 LB 1		Wednesday
2019 December	43825			43 LB 1		Thursday
2019 December	43826			49 LB 1		Friday
2019 December	43827			49 LB 1		Saturday
2019 December	43828			40 LB 1		Sunday
2019 December	43829			33 LB 1		Monday
2019 December	43830			51 LB 1		Tuesday
2020 January	43831			31 LB 1		Wednesday
2020 January	43832			33 LB 1		Thursday
2020 January	43833			36 LB 1		Friday
2020 January	43834			37 LB 1		Saturday
2020 January	43835			27 LB 1		Sunday
2020 January	43836			27 LB 1		Monday
2020 January	43837			33 LB 1		Tuesday
2020 January	43838			16 LB 1		Wednesday
2020 January	43839			24 LB 1		Thursday
2020 January	43840			77 LB 1		Friday
2020 January	43841			89 LB 1		Saturday
2020 January	43842			125 LB 1		Sunday
2020 January	43843			29 LB 1		Monday
2020 January	43844			45 LB 1		Tuesday
2020 January	43845			35 LB 1		Wednesday
2020 January	43846			76 LB 1		Thursday
2020 January	43847			273 LB 1		Friday
2020 January	43848			118 LB 1		Saturday
2020 January	43849			80 LB 1		Sunday
2020 January	43850	75%	9%	78 LB 1		Monday
2020 January	43851	76%	7%	83 LB 1		Tuesday
2020 January	43852	81%	4%	71 LB 1		Wednesday
2020 January	43853	60%	9%	63 LB 1		Thursday
2020 January	43854	82%	11%	113 LB 1		Friday
2020 January	43855	96%	14%	176 LB 1		Saturday
2020 January	43856	97%	14%	303 LB 1		Sunday
2020 January	43857	66%	12%	206 LB 1		Monday
2020 January	43858	55%	12%	96 LB 1		Tuesday
2020 January	43859	77%	8%	293 LB 1		Wednesday
2020 January	43860	78%	11%	121 LB 1		Thursday
2020 January	43861	69%	14%	117 LB 1		Friday
2020 February	43862	65%	17%	77 LB 1		Saturday
2020 February	43863	78%	15%	119 LB 1		Sunday
2020 February	43864	91%	12%	93 LB 1		Monday
2020 February	43865	96%	11%	98 LB 1		Tuesday
2020 February	43866	91%	13%	155 LB 1		Wednesday
2020 February	43867	72%	11%	59 LB 1		Thursday
2020 February	43868	98%	22%	292 LB 1		Friday
2020 February	43869	98%	24%	215 LB 1		Saturday
2020 February	43870			192 LB 1		Sunday
2020 February	43871			202 LB 1		Monday
2020 February	43872			41 LB 1		Tuesday

Long Beach Hotel Location 2 Raw Data

Year	Month	Date	Hotel Occupancy	Drive In	Total Car Count	Long Beach Hotel Group	Day of Week
2019	May	43593	92%			LB 2	Tuesday
2019	May	43594	72%			LB 2	Wednesday
2019	May	43600			0	LB 2	Thursday
2019	May	43601			0	LB 2	Friday
2019	June	43617			28	LB 2	Saturday
2019	June	43618			15	LB 2	Sunday
2019	June	43619			13	LB 2	Monday
2019	June	43620			7	LB 2	Tuesday
2019	June	43621			15	LB 2	Wednesday
2019	June	43622			15	LB 2	Thursday
2019	June	43623			17	LB 2	Friday
2019	June	43624			28	LB 2	Saturday
2019	June	43625			12	LB 2	Sunday
2019	June	43626			11	LB 2	Monday
2019	June	43627			8	LB 2	Tuesday
2019	June	43628			5	LB 2	Wednesday
2019	June	43629			5	LB 2	Thursday
2019	June	43630			5	LB 2	Friday
2019	June	43631	100%	3%	10	LB 2	Saturday
2019	June	43632	99%	2%	6	LB 2	Sunday
2019	June	43633	100%	5%	14	LB 2	Monday
2019	June	43634	100%	3%	10	LB 2	Tuesday
2019	June	43635	99%	4%	12	LB 2	Wednesday
2019	June	43636	97%	5%	14	LB 2	Thursday
2019	June	43637	92%	14%	38	LB 2	Friday
2019	June	43638	95%	22%	60	LB 2	Saturday
2019	June	43639	60%	37%	62	LB 2	Sunday
2019	June	43640	69%	33%	64	LB 2	Monday
2019	June	43641	86%	31%	76	LB 2	Tuesday
2019	June	43642	80%	13%	30	LB 2	Wednesday
2019	June	43643	65%	11%	20	LB 2	Thursday
2019	June	43644	80%	13%	31	LB 2	Friday
2019	June	43645	96%	15%	44	LB 2	Saturday
2019	June	43646	47%	53%	74	LB 2	Sunday
2019	July	43647	37%	23%	24	LB 2	Monday
2019	July	43648			4	LB 2	Tuesday
2019	July	43649			11	LB 2	Wednesday
2019	July	43650			24	LB 2	Thursday
2019	July	43651			21	LB 2	Friday
2019	July	43652			21	LB 2	Saturday
2019	July	43653			11	LB 2	Sunday
2019	July	43654			8	LB 2	Monday
2019	July	43655			5	LB 2	Tuesday
2019	July	43656			14	LB 2	Wednesday
2019	July	43657			9	LB 2	Thursday
2019	July	43658			15	LB 2	Friday
2019	July	43659			17	LB 2	Saturday
2019	July	43660			26	LB 2	Sunday
2019	July	43661			16	LB 2	Monday
2019	July	43662			15	LB 2	Tuesday
2019	July	43663			34	LB 2	Wednesday
2019	July	43664			26	LB 2	Thursday
2019	July	43665			23	LB 2	Friday
2019	July	43666			35	LB 2	Saturday
2019	July	43667			13	LB 2	Sunday
2019	July	43668	94%	12%	35	LB 2	Monday
2019	July	43669	96%	12%	35	LB 2	Tuesday
2019	July	43670	100%	13%	40	LB 2	Wednesday
2019	July	43671	95%	17%	53	LB 2	Thursday
2019	July	43672	98%	18%	81	LB 2	Friday
2019	July	43673	100%	23%	76	LB 2	Saturday
2019	July	43674	93%	26%	70	LB 2	Sunday
2019	July	43675	95%	26%	72	LB 2	Monday
2019	July	43676	95%	25%	69	LB 2	Tuesday
2019	July	43677	58%	22%	36	LB 2	Wednesday
2019	August	43678	77%	14%	32	LB 2	Thursday
2019	August	43679	100%	18%	50	LB 2	Friday
2019	August	43680	100%	27%	84	LB 2	Saturday
2019	August	43681	59%	35%	61	LB 2	Sunday
2019	August	43682	70%	21%	42	LB 2	Monday
2019	August	43683	73%	17%	36	LB 2	Tuesday
2019	August	43684	70%	21%	42	LB 2	Wednesday
2019	August	43685			22	LB 2	Thursday
2019	August	43686			27	LB 2	Friday
2019	August	43687			28	LB 2	Saturday

2019 August	43688			30 LB 2		Sunday
2019 August	43689	58%	32%	53 LB 2		Monday
2019 August	43690	69%	37%	72 LB 2		Tuesday
2019 August	43691	88%	35%	100 LB 2		Wednesday
2019 August	43692	82%	24%	57 LB 2		Thursday
2019 August	43693	76%	24%	57 LB 2		Friday
2019 August	43694	76%	33%	72 LB 2		Saturday
2019 August	43695	54%	32%	51 LB 2		Sunday
2019 August	43696	81%	14%	32 LB 2		Monday
2019 August	43697	91%	15%	38 LB 2		Tuesday
2019 August	43698	95%	11%	30 LB 2		Wednesday
2019 August	43699	26%	63%	47 LB 2		Thursday
2019 August	43700	64%	29%	57 LB 2		Friday
2019 August	43701	74%	33%	76 LB 2		Saturday
2019 August	43702	71%	31%	64 LB 2		Sunday
2019 August	43703	41%	66%	76 LB 2		Monday
2019 August	43704			26 LB 2		Tuesday
2019 August	43705	34%	45%	45 LB 2		Wednesday
2019 August	43706	75%	28%	61 LB 2		Thursday
2019 August	43707	87%	15%	39 LB 2		Friday
2019 August	43708	88%	23%	72 LB 2		Saturday
2019 September	43709	95%	18%	56 LB 2		Sunday
2019 September	43710	77%	17%	41 LB 2		Monday
2019 September	43711	76%	18%	39 LB 2		Tuesday
2019 September	43712	84%	11%	26 LB 2		Wednesday
2019 September	43713	82%	9%	22 LB 2		Thursday
2019 September	43714	95%	11%	30 LB 2		Friday
2019 September	43715	97%	23%	68 LB 2		Saturday
2019 September	43716	92%	23%	61 LB 2		Sunday
2019 September	43717	97%	11%	30 LB 2		Monday
2019 September	43718	97%	11%	30 LB 2		Tuesday
2019 September	43719			16 LB 2		Wednesday
2019 September	43720			16 LB 2		Thursday
2019 September	43721			22 LB 2		Friday
2019 September	43722			31 LB 2		Saturday
2019 September	43723			20 LB 2		Sunday
2019 September	43724			19 LB 2		Monday
2019 September	43725			27 LB 2		Tuesday
2019 September	43726			22 LB 2		Wednesday
2019 September	43727			12 LB 2		Thursday
2019 September	43728			17 LB 2		Friday
2019 September	43729			31 LB 2		Saturday
2019 September	43730			13 LB 2		Sunday
2019 September	43731			15 LB 2		Monday
2019 September	43732			12 LB 2		Tuesday
2019 September	43733			13 LB 2		Wednesday
2019 September	43734			11 LB 2		Thursday
2019 September	43735			27 LB 2		Friday
2019 September	43736			20 LB 2		Saturday
2019 September	43737			10 LB 2		Sunday
2019 September	43738			11 LB 2		Monday
2019 October	43739			16 LB 2		Tuesday
2019 October	43740			20 LB 2		Wednesday
2019 October	43741			15 LB 2		Thursday
2019 October	43742			23 LB 2		Friday
2019 October	43743			30 LB 2		Saturday
2019 October	43744			14 LB 2		Sunday
2019 October	43745			14 LB 2		Monday
2019 October	43746			10 LB 2		Tuesday
2019 October	43747			14 LB 2		Wednesday
2019 October	43748			9 LB 2		Thursday
2019 October	43749			21 LB 2		Friday
2019 October	43750			30 LB 2		Saturday
2019 October	43751			16 LB 2		Sunday
2019 October	43752			13 LB 2		Monday
2019 October	43753			13 LB 2		Tuesday
2019 October	43754			33 LB 2		Wednesday
2019 October	43755	95%	21%	56 LB 2		Thursday
2019 October	43756	68%	14%	28 LB 2		Friday
2019 October	43757	95%	13%	36 LB 2		Saturday
2019 October	43758			8 LB 2		Sunday
2019 October	43759			14 LB 2		Monday
2019 October	43760			16 LB 2		Tuesday
2019 October	43761			35 LB 2		Wednesday
2019 October	43762			26 LB 2		Thursday
2019 October	43763			15 LB 2		Friday
2019 October	43764			16 LB 2		Saturday

2019 October	43765			10 LB 2		Sunday
2019 October	43766			9 LB 2		Monday
2019 October	43767			14 LB 2		Tuesday
2019 October	43768			7 LB 2		Wednesday
2019 October	43769			6 LB 2		Thursday
2019 November	43770	94%	10%	29 LB 2		Friday
2019 November	43771	97%	9%	27 LB 2		Saturday
2019 November	43772	98%	6%	20 LB 2		Sunday
2019 November	43773	63%	13%	25 LB 2		Monday
2019 November	43774	87%	11%	28 LB 2		Tuesday
2019 November	43775	93%	11%	31 LB 2		Wednesday
2019 November	43776	92%	12%	32 LB 2		Thursday
2019 November	43777	93%	12%	32 LB 2		Friday
2019 November	43778	93%	14%	38 LB 2		Saturday
2019 November	43779	65%	13%	24 LB 2		Sunday
2019 November	43780	63%	10%	18 LB 2		Monday
2019 November	43781	71%	11%	23 LB 2		Tuesday
2019 November	43782	56%	11%	18 LB 2		Wednesday
2019 November	43783			9 LB 2		Thursday
2019 November	43784			16 LB 2		Friday
2019 November	43785			14 LB 2		Saturday
2019 November	43786			1 LB 2		Sunday
2019 November	43787			9 LB 2		Monday
2019 November	43788			13 LB 2		Tuesday
2019 November	43789			19 LB 2		Wednesday
2019 November	43790			10 LB 2		Thursday
2019 November	43791	88%	8%	20 LB 2		Friday
2019 November	43792	93%	17%	44 LB 2		Saturday
2019 November	43793	42%	15%	18 LB 2		Sunday
2019 November	43794	37%	15%	16 LB 2		Monday
2019 November	43795			10 LB 2		Tuesday
2019 November	43796			20 LB 2		Wednesday
2019 November	43797			17 LB 2		Thursday
2019 November	43798			12 LB 2		Friday
2019 November	43799			14 LB 2		Saturday
2019 December	43800			9 LB 2		Sunday
2019 December	43801			3 LB 2		Monday
2019 December	43802			8 LB 2		Tuesday
2019 December	43803			7 LB 2		Wednesday
2019 December	43804			10 LB 2		Thursday
2019 December	43805			21 LB 2		Friday
2019 December	43806			19 LB 2		Saturday
2019 December	43807			3 LB 2		Sunday
2019 December	43808	63%	8%	14 LB 2		Monday
2019 December	43809	78%	7%	16 LB 2		Tuesday
2019 December	43810	70%	14%	28 LB 2		Wednesday
2019 December	43811	42%	13%	16 LB 2		Thursday
2019 December	43812	52%	9%	15 LB 2		Friday
2019 December	43813	76%	20%	44 LB 2		Saturday
2019 December	43814	36%	12%	12 LB 2		Sunday
2019 December	43815	65%	3%	6 LB 2		Monday
2019 December	43816	57%	5%	8 LB 2		Tuesday
2019 December	43817	35%	10%	10 LB 2		Wednesday
2019 December	43818	30%	11%	10 LB 2		Thursday
2019 December	43819	42%	20%	25 LB 2		Friday
2019 December	43820	44%	3%	4 LB 2		Saturday
2019 December	43821			6 LB 2		Sunday
2019 December	43822			5 LB 2		Monday
2019 December	43823			9 LB 2		Tuesday
2019 December	43824			8 LB 2		Wednesday
2019 December	43825			3 LB 2		Thursday
2019 December	43826			6 LB 2		Friday
2019 December	43827			8 LB 2		Saturday
2019 December	43828			4 LB 2		Sunday
2019 December	43829			5 LB 2		Monday
2019 December	43830			3 LB 2		Tuesday
2020 January	43831			4 LB 2		Wednesday
2020 January	43832			4 LB 2		Thursday
2020 January	43833			8 LB 2		Friday
2020 January	43834			3 LB 2		Saturday
2020 January	43835			4 LB 2		Sunday
2020 January	43836			10 LB 2		Monday
2020 January	43837			10 LB 2		Tuesday
2020 January	43838			11 LB 2		Wednesday
2020 January	43839			10 LB 2		Thursday
2020 January	43840			19 LB 2		Friday
2020 January	43841			20 LB 2		Saturday

2020 January	43842			8 LB 2	Sunday
2020 January	43843			11 LB 2	Monday
2020 January	43844			10 LB 2	Tuesday
2020 January	43845			8 LB 2	Wednesday
2020 January	43846			9 LB 2	Thursday
2020 January	43847			10 LB 2	Friday
2020 January	43848			7 LB 2	Saturday
2020 January	43849			7 LB 2	Sunday
2020 January	43850	28%	5%	7 LB 2	Monday
2020 January	43851	39%	10%	14 LB 2	Tuesday
2020 January	43852	39%	14%	20 LB 2	Wednesday
2020 January	43853	37%	9%	12 LB 2	Thursday
2020 January	43854	35%	4%	10 LB 2	Friday
2020 January	43855	44%	19%	28 LB 2	Saturday
2020 January	43856	44%	8%	11 LB 2	Sunday
2020 January	43857	44%	8%	10 LB 2	Monday
2020 January	43858	44%	6%	10 LB 2	Tuesday
2020 January	43859	33%	17%	17 LB 2	Wednesday
2020 January	43860	38%	9%	13 LB 2	Thursday
2020 January	43861	31%	13%	19 LB 2	Friday
2020 February	43862	44%	20%	34 LB 2	Saturday
2020 February	43863	38%	15%	20 LB 2	Sunday
2020 February	43864	43%	10%	15 LB 2	Monday
2020 February	43865	44%	9%	13 LB 2	Tuesday
2020 February	43866	44%	8%	17 LB 2	Wednesday
2020 February	43867	36%	7%	10 LB 2	Thursday
2020 February	43868	43%	16%	22 LB 2	Friday
2020 February	43869	44%	16%	22 LB 2	Saturday
2020 February	43870			10 LB 2	Sunday
2020 February	43871			12 LB 2	Monday
2020 February	43872			14 LB 2	Tuesday
2020 February	43873			10 LB 2	Wednesday