

MEMORANDUM

To: Westwood Village Improvement Association

From: Civic Enterprise Associates LLC

Date: September 30, 2013

Re: **Westwood Village Parking Study**

1. **OVERVIEW & SUMMARY**

The Westwood Village Improvement Association (WVIA) retained Civic Enterprise Associates LLC (CEA) to complete a parking study for the commercial center of Westwood Village. The intent of this effort was to provide data and analysis that can inform parking policy and operations in Westwood into the future, improving visitor perceptions, business success and resident quality of life. Following is a summary of the findings and recommendations:

Findings:

- There is substantial parking in Westwood Village—6,298 spaces generally accessible to visitors.
- At all times of day there are many unused spaces (no fewer than 1,000), even though parking meters are full much of the time.
- At certain times, a large proportion (>40%) of on-street spaces are occupied by cars displaying disabled parking placards. The high level of disabled placard use significantly impacts metered parking availability in the Village.
- A weekday survey of people walking in Westwood Village found that a majority of daytime visitors did not drive into the Village—most had walked, bike or ridden transit from their prior destination.
- Stakeholders place a higher priority on convenient parking than inexpensive parking.

Recommendations:

- a. Increase on-street parking supply by converting unnecessary loading zones to metered spaces.
- b. Increase meter availability by implementing demand-based pricing and advocating changes to California's disabled parking placard laws.
- c. Increase availability of short-term spaces at the Broxton Garage (owned by City of L.A.) by eliminating monthly parking permits there.
- d. Make underutilized parking in office buildings available to Westwood Village employees during evening and weekend hours.
- e. Promulgate "good neighbor" parking policies among private operators.
- f. Help drivers locate parking easily and form realistic pricing expectations through wayfinding signage and online tools.

2. **OBJECTIVES**

During the study process, the Westwood Village Improvement Association (WVIA) and CEA engaged a steering committee of local stakeholders—property owners, business representatives and area residents—to help guide the efforts and solidify goals. CEA also participated in several public meetings of the Westwood Village Improvement Association and conducted both online and in-person stakeholder surveys to help define the study's goals. In this context, the study's objectives were defined as follows:

- a. Characterize parking conditions comprehensively, including inventory and utilization.
- b. Collect stakeholder and City insights and opinions.
- c. Make recommendations to increase the utilization of existing parking, improve the parking experience for Westwood Village Visitors, encourage “park-once” behavior (i.e., visitors patronizing multiple destinations without moving their cars), and facilitate neighborhood-supported businesses.

3. STUDY AREA

The Study Area comprises an approximately 13-block, 72-acre portion of Westwood Village, generally including the commercial properties between Wilshire Boulevard to the south and Le Conte Avenue to the north. The Study Area is illustrated in Figure 1, below.

Figure 1. Westwood Village Parking Study Area



4. DATA COLLECTED & METHODOLOGY

- a. **Parking Inventory.** CEA determined the total number of parking spaces in the Study Area through physical inspection of the public right-of-way and private facilities. The inventory includes on-street spaces (metered and unmetered), and off-street spaces (in surface lots and in parking structures).

Westwood Village’s parking supply consists of on-street metered spaces, on-street spaces with restrictions (such as loading zones, taxi zones and police parking), off-street spaces on private properties

(structures and lots) and off-street spaces in publicly owned facilities (such as the City-owned Broxton garage and UCLA's Structure 32).

To complete our inventory, CEA physically inspected the spaces and supplemented the findings with building record research and, in some cases, owner-provided data.

- b. **Parking Utilization.** CEA completed a utilization study of all accessible parking, both on- and off-street, in order to better understand the dynamics in the Village. We followed standard City of Los Angeles Department of Transportation (LADOT) methodology for completing the utilization study. We completed physical surveys between 9 a.m. and midnight on February 9, 2012, a typical Thursday (chosen to reflect the conditions on a busy farmers' market day) and February 11, 2012, a typical Saturday. UCLA was in session and weather was normal on both days.

Every hour, we recorded whether or not a car was parked in each on-street and off-street parking space to which we had access. We recorded license plate numbers of cars parked in on-street spaces to allow documentation of length of stay/turnover.

To calculate the occupancy rate during every hour, we used the following formula:

$$\text{OCCUPANCY \%} = \# \text{ OF CARS OBSERVED} / \# \text{ OF PARKING SPACES}$$

Because some metered spaces convert to passenger loading zones at night, while yellow commercial loading zones convert to legal parking spaces after 6 p.m., the number of on-street spaces at any hour varied.

Some property owners declined to provide our data collection team access to their parking structures; their properties were not included in our occupancy study.

- c. **Stakeholder Insights & Opinions.** We worked with the Westwood Village Improvement Association to convene a Steering Committee of property owners, business representatives, UCLA, and area residents. We also conducted an online survey of residents, an intercept survey of people walking through Westwood Village on a typical weekday and worked with UCLA, which kindly conducted an employee survey to supplement the data available for this Study.

5. **RESULTS & FINDINGS**

- a. **There is a substantial parking supply in Westwood Village.**

i. **Inventory**

There are 6,298¹ parking spaces serving destinations in Westwood Village.² This yields an "as-built" parking ratio of 2.2 spaces per 1,000 SF of building. We note that while this is a lower parking ratio than zoning code would require for newly-built projects, it is generally consistent with parking ratios in other mixed-use walking areas of L.A. and elsewhere in California.³

¹ This total does not include the 640 permit-only spaces at UCLA Structure 32.

² Based on 2.9 million SF of buildings according to L.A. County Assessor's records.

³ The Sunset Strip area of West Hollywood which has 7,696 parking spaces and 3.6 million SF of building, yielding a similar ratio of 2.1 spaces per 1,000 SF of building. The Melrose Avenue corridor of West Hollywood has a parking ratio of 2.0 spaces per 1,000 SF. Source: Civic Enterprise (parking inventories) and L.A. County Assessor's Office (building data).

Figure 2

Westwood Village Parking by Type

On-Street	527
Metered	452
Loading and Other	75
Off-Street (Visitor-Accessible)	5,741
Privately-Owned	5,252
UCLA Structure 32 public spaces	124
Broxton Garage (City-Owned)	365
Total Visitor Accessible Spaces	6,268

More than 90% of this parking is concentrated in just 13 off-street facilities, each of which has more than 75 spaces.

ii. Pricing & Operations

Privately Owned Parking

During daytime business hours, **the median off-street facility (i.e., lot or structure) charges \$8.25 for the first hour** of parking with a maximum daily parking fee of \$12. The highest observed posted parking fees were at 10861 Weyburn (Target, Ralph’s, Best Buy), which charges \$40 for the first hour with a \$50 daily maximum for tickets without validation. Parking at this location is free for two hours with validation, suggesting that the relatively high price is intended to encourage turnover and discourage non-customer parking, which is presumed to boost retail performance. Many structures provide free or low-cost parking for customers/patrons of on-site businesses for one or two hours; therefore, many parkers do not pay the posted parking rates.

During evening hours, the median price for private off-street parking is \$6.50, generally charged as a flat rate. There is less variability in evening rates among parking facilities, and therefore greater predictable for people driving to Westwood Village businesses during the evening. Facilities offer monthly parking at prices ranging from \$100 per month to \$180 per month, with a median price of \$140.

Other parking facilities, particularly small lots behind retail stores, restrict access to customers or employees only. Some do not allow any visitor parking at all.

It is important to note that private **off-street parking prices can change substantially based on day, time and whether or not special events in the Village (such as movie premieres) create a spike in demand.**⁴ We observe that this lack of pricing stability creates a lack of predictability for patrons visiting the Village, which may be a barrier to attracting casual patrons.

On-street Parking

On Westwood Boulevard, Broxton and surrounding blocks, parking meters operate from 8 a.m. every day to 8 p.m. Sunday through Thursday, and to Midnight on Fridays and Saturday. On most other streets, they operate from 8 a.m. to 8 p.m. Monday through Saturday and from 11 a.m. to 8 p.m. on Sundays.

Meters are generally priced at \$1.00 per hour with a maximum time limit of two hours.

⁴ Comments from Steering Committee and interviews with private parking operators.

Broxton Garage

The L.A. City garage at 1036 Broxton Avenue has 365 spaces and offers visitors two hours of free parking (no validation required) between 7 a.m. and 6 p.m. For stays of two hours or longer, drivers pay \$4.50 an hour with a daily maximum of \$9. The flat rate after 6 p.m. is \$3.

The City sells monthly parking passes based on an assessment of parking availability.⁵ 76 monthly parking permits are issued on average, representing 20% of the facility's capacity. The passes cost \$125 per month.

As of 2011, the City collects total annual revenues of \$743,000 from the Broxton Garage: \$618,000 from transient (hourly) parkers and \$125,000 from monthly parkers. Monthly parking passes account for about 20% of total revenue.⁶

b. There are many unused spaces at all times even though meters are nearly always full.

At all times, there are more than 1,000 parking spaces available in Westwood, even during the weekday peak hour of 1 p.m. to 2 p.m.

That said, parking meters are effectively full⁷ starting as early as 9 a.m. on a typical weekday and do not show meaningful availability until after 10 p.m. on a typical weekday or 11 p.m. on a typical Saturday. The Broxton structure operates below maximum occupancy⁸ before noon and after 5 p.m. on weekdays, and most of the day on weekends, with more than 150 available spaces at nearly all times on Saturday. Importantly, because on-street spaces are the most visible source of public parking, full meters in Westwood contribute to the false perception that there is a parking shortage in Westwood.

The graphs and charts on the following pages show that, while the occupancy of on-street parking spaces is above the 85% target occupancy at nearly all times that Westwood Village businesses are open, the occupancy of private off-street parking spaces is much lower, particularly during the evenings and on weekends.

In addition, because the vast majority of Westwood Village parking is in off-street facilities, there is always a large supply of parking available. For example, between 7 p.m. and 9 p.m. on weekdays, when there are 10 or fewer vacant on-street spaces in all of Westwood Village, there are more than 2,000 vacant off-street spaces.

⁵ Interview with Rene Sagles, LADOT, March 1, 2012

⁶ Data provided by LADOT on March 1, 2012:

<https://docs.google.com/open?id=0B9Anx1MCWencQWJnbWRuMnVCVfk>

⁷ In general, on-street parking is considered fully utilized when 85% of parking spaces are occupied. Higher occupancy levels can generate negative consequences, including "cruising" for empty spaces and blocking lanes waiting for vehicles to leave parking spaces.

⁸ We conservatively use 85% as the maximum effective operating occupancy. Because off-street parking lots generally can be used more efficiently than on-street parking (it is often easier to see vacant spaces, queueing will waiting for space to become vacant does not create traffic congestion, etc.) many planners and parking operators use higher effective occupancy rates of 90% or 95%.

Figure 3: Percent of Parking Spaces Occupied Weekday—By Parking Type

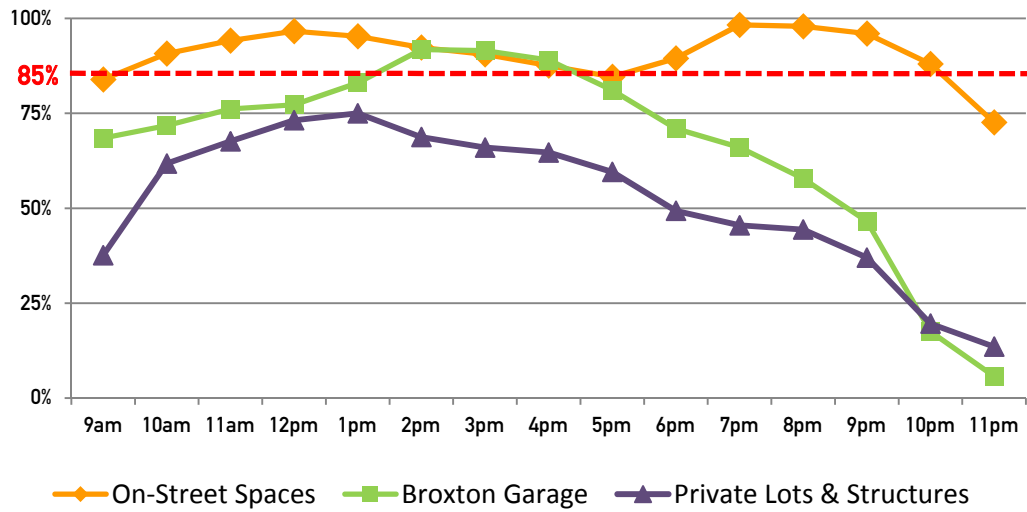


Figure 4: Number of Vacant Parking Spaces—Weekday

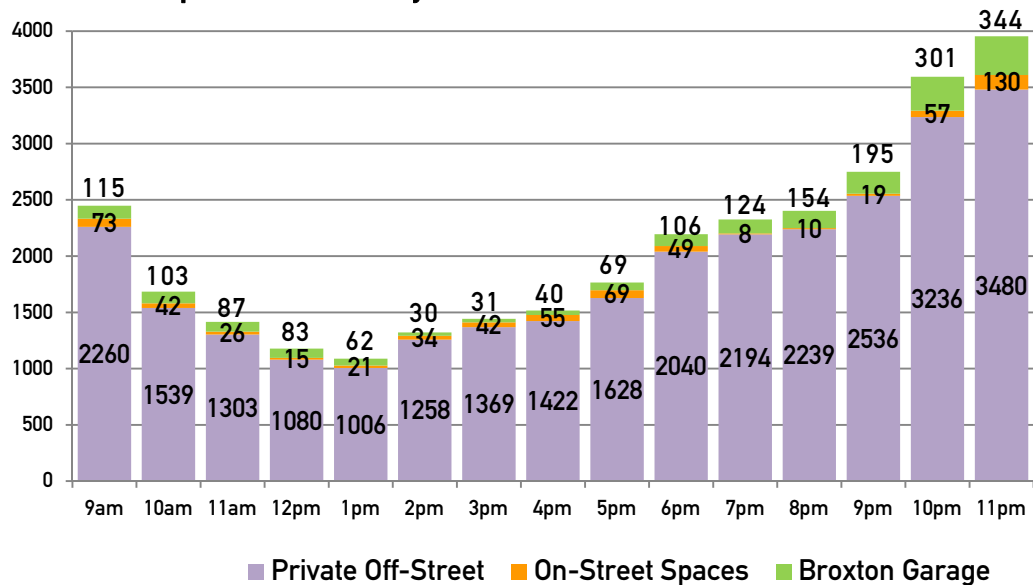


Figure 5: Percent of Parking Spaces Occupied Weekend--By Parking Type

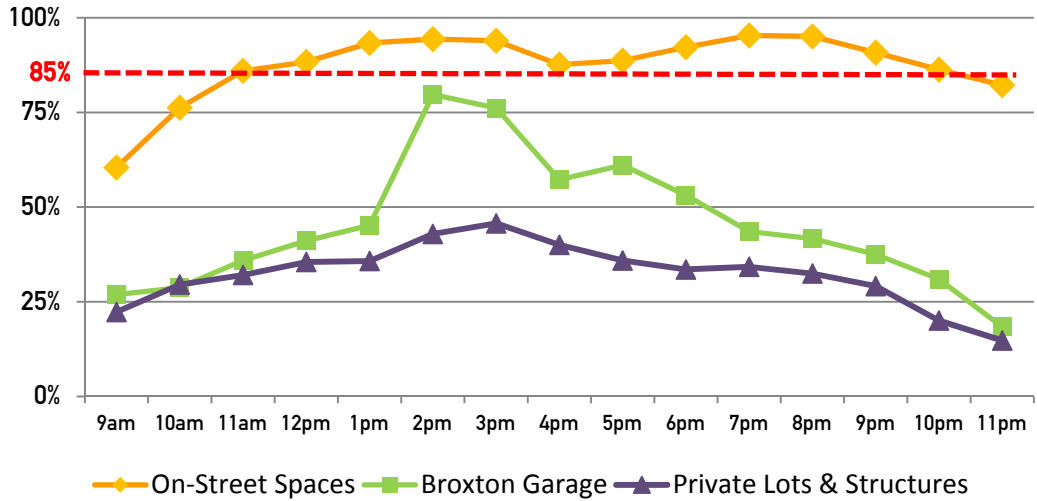
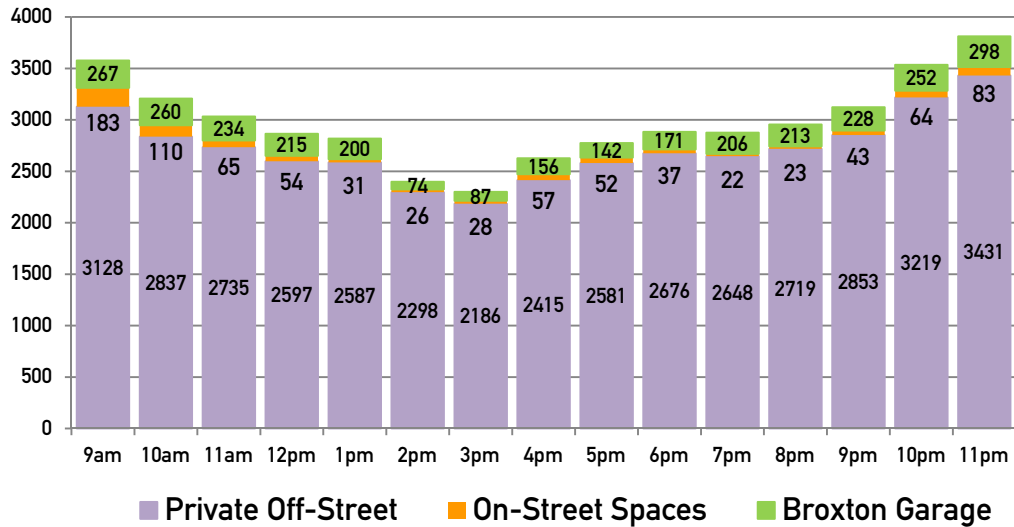


Figure 6: Number of Vacant Parking Spaces--Weekend



c. A large proportion of spaces are occupied by vehicles displaying disabled parking placards.

During our utilization survey, we noted a large proportion of spaces occupied by cars displaying disabled parking placards. During one survey hour, more than 40% of spaces in the Village were occupied by cars with disabled placards.



North side of Le Conte Avenue, east of Westwood Boulevard.

Figure 7, below, provides a more complete picture of the impact of disabled placard use in Westwood Village, indicating the percentage of spaces occupied by cars displaying disabled parking placards during a peak-hour snapshot..

Figure 7: Disabled Parking Placards by Block

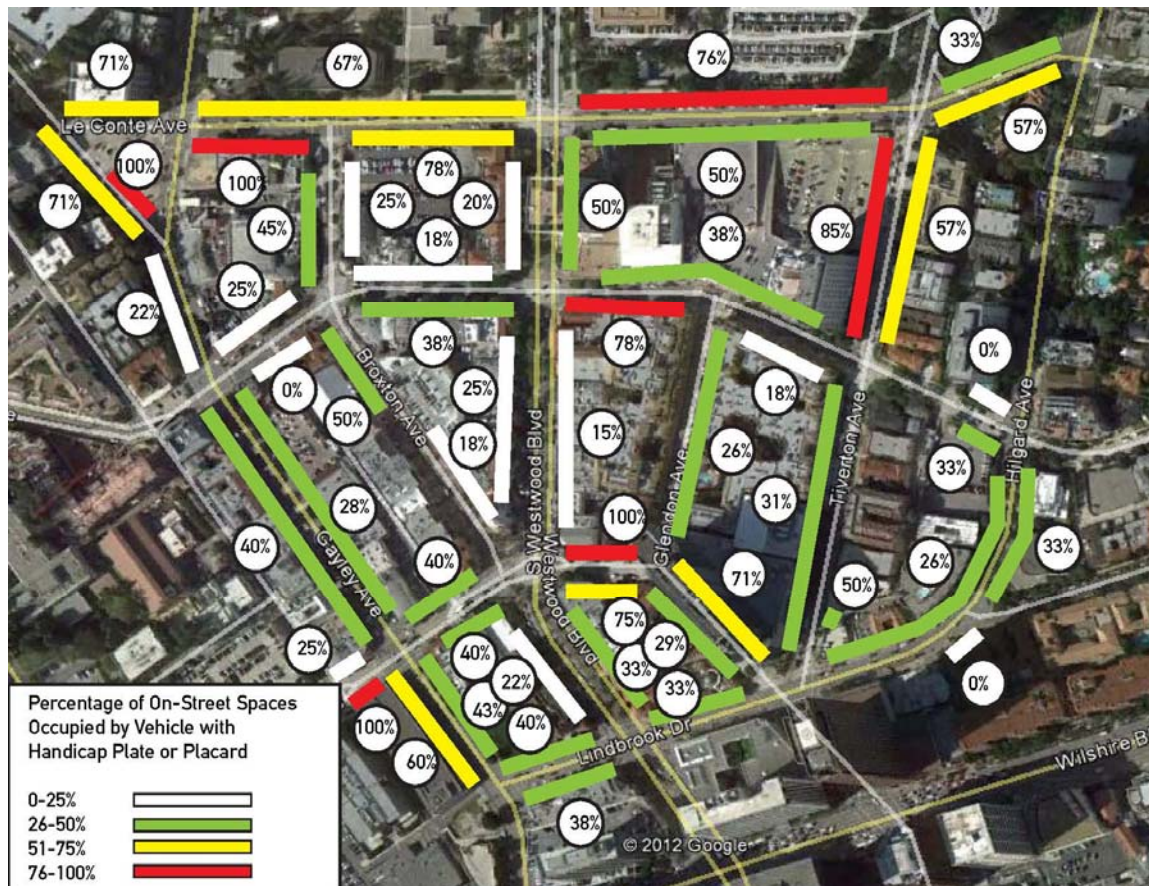


Figure 8 provides another perspective by showing (1) the average length of stay for vehicles parked in on-street spaces on each block; and (2) the proportion of meter-hours on each block consumed by vehicles parked longer than four hours (double the posted 2-hour time limit). The percent figures were calculated as follows:

$$\frac{\text{SUM OF METERS OCCUPIED EACH HOUR BY VEHICLE STAYING LONGER THAN 4 HOURS}}{\text{SUM OF METERS OCCUPIED EACH HOUR BY ANY VEHICLE}}$$

Figure 8: Average Length of Stay/Long-Term Parking by Block



d. Stakeholder surveys

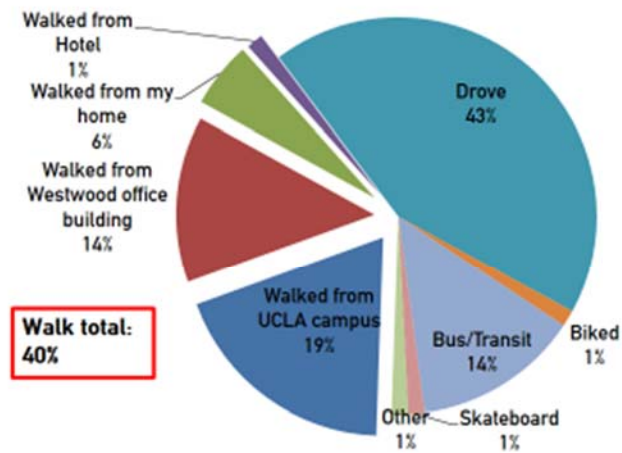
Three stakeholder surveys were conducted in April 2012 as part of this study:

- An online survey distributed through local resident organizations conducted by CEA (104 responses)
- An online survey of UCLA employees conducted by the UCLA Events & Transportation office (315 responses)
- An intercept survey of pedestrians in Westwood Village conducted on a weekday afternoon by CEA (74 responses)

Following are key findings of these surveys:

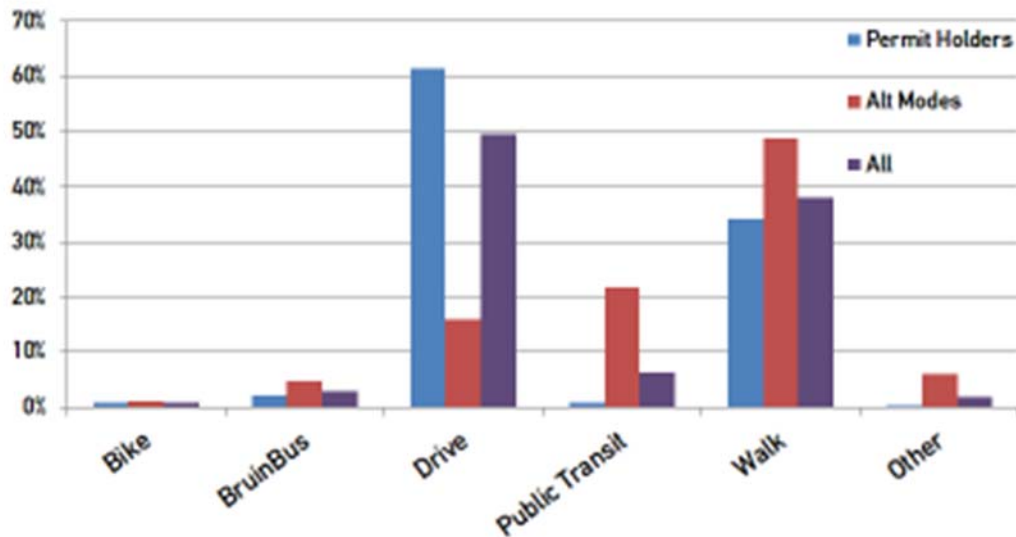
- i. The majority of daytime visitors to the Village arrive by a mode other than the single-occupant automobile.

Figure 9. Pedestrians: How did you get to Westwood today?



Source: CEA Pedestrian Intercept Survey

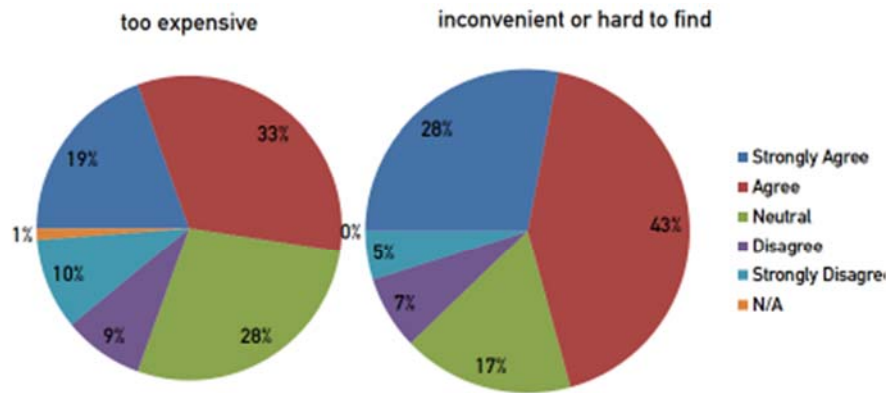
Figure 10. UCLA Employees: How do you get to/from Westwood Village?



Source: UCLA Employee Survey

ii. Parking convenience is more important than pricing.

Figure 11. Residents: Parking in Westwood Village is . . .



Source: CEA Residents Survey

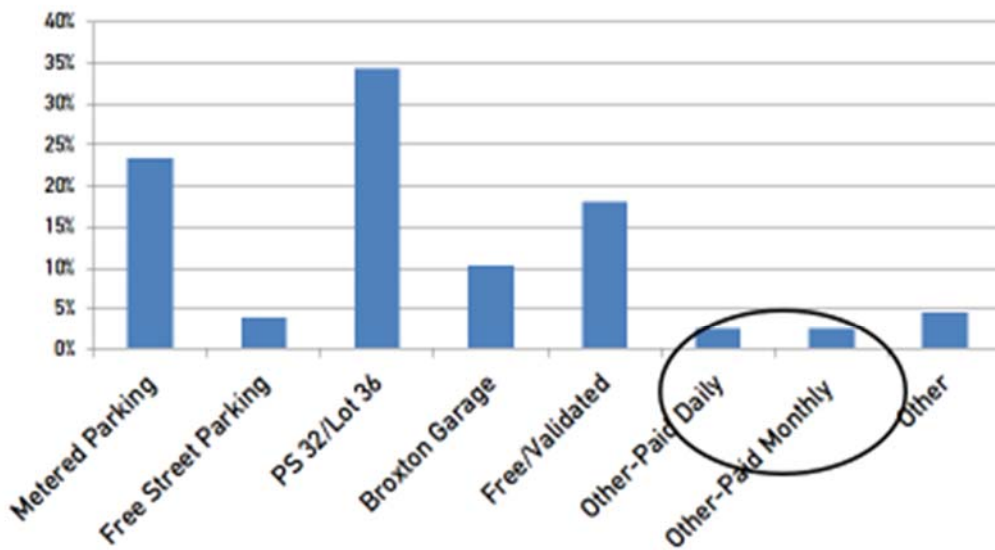
iii. At the same time, even though the market price for off-street parking is relatively high, most survey respondents do not regularly pay the market price for parking.

Figure 12. Residents: When you go to Westwood Village, where do you usually park?



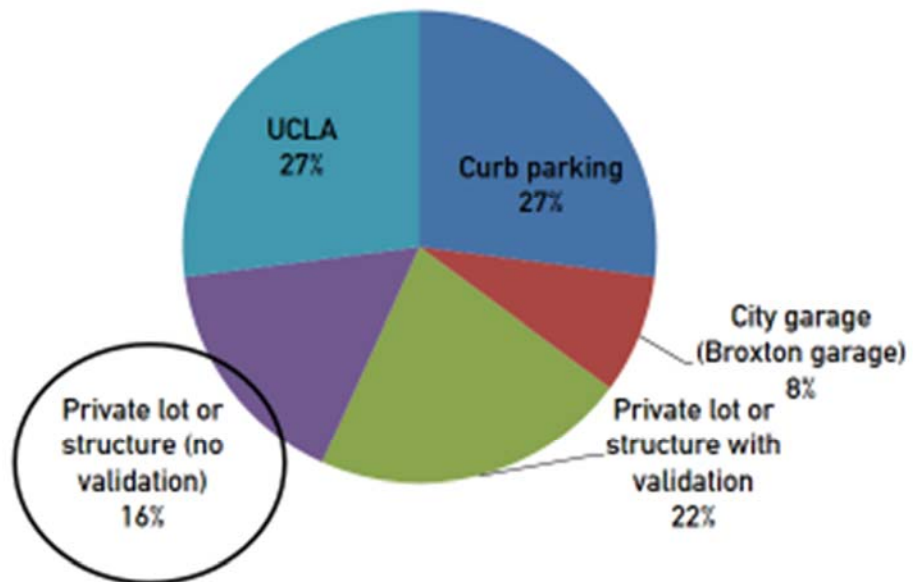
Source: CEA Residents Survey

Figure 13. UCLA Employees: Where do you park in Westwood Village?



Source: UCLA Employee Survey

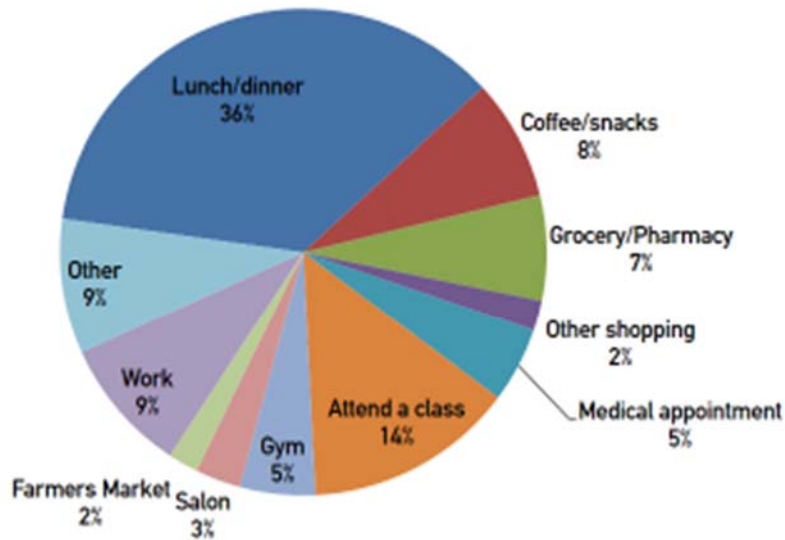
Figure 14. Pedestrians: If you drove to Westwood today, where did you park?



Source: CEA Pedestrian Intercept Survey

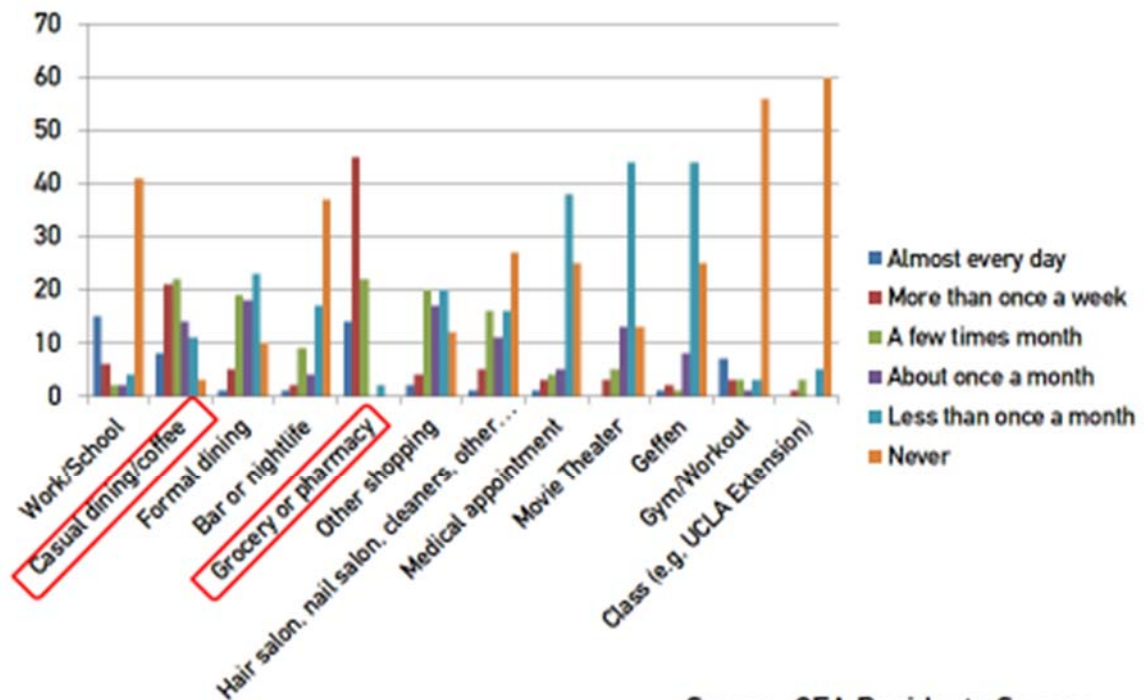
iv. Most visits to the Village are for dining and grocery shopping.

Figure 15. Pedestrians: Why did you come to Westwood Village today?



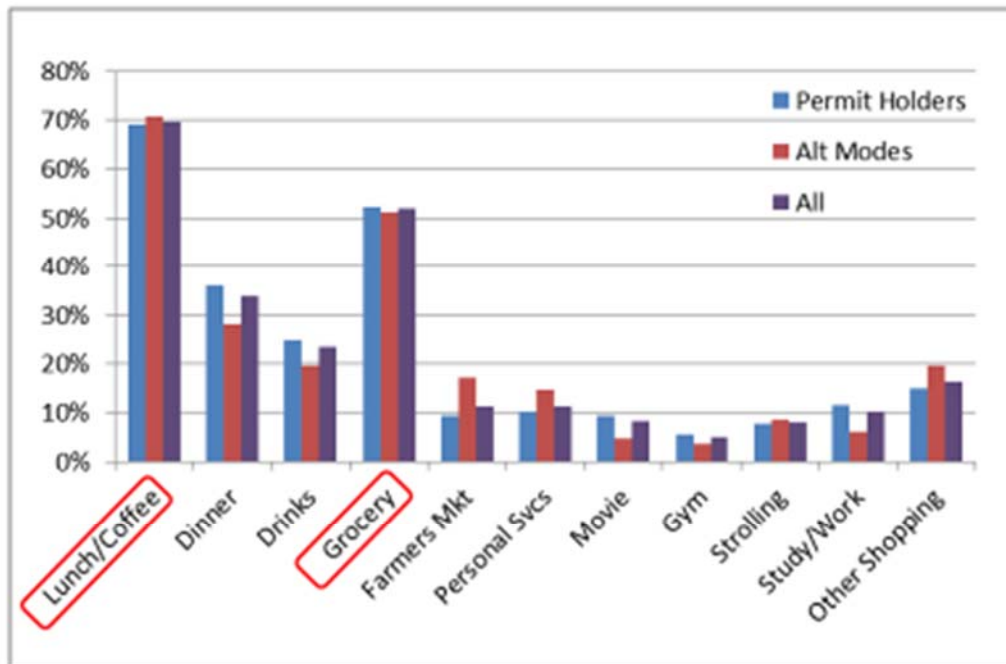
Source: CEA Pedestrian Intercept Survey

Figure 16. Residents: How often do you visit Westwood Village for ... ?



Source: CEA Residents Survey

Figure 17. UCLA Employee Top Reasons for Visiting Westwood Village



Source: UCLA Employee Survey

6. **HISTORICAL CONTEXT**

Westwood Village parking has been studied many times over the years. In 1962, Wilbur Smith and Associates completed a study on behalf of the City of Los Angeles. That study was updated in 1970. In 1986, Gruen and Associates completed an evaluation of parking alternatives for the Westwood Village Specific Plan EIR. More recently, UCLA’s CityLAB addressed parking in its 2011 “Westwood Village Vision” report.

Perhaps the most helpful data come from the 1970 Wilbur Smith report, provides an interesting baseline against which we can measure current conditions.

Figure 18

1970 Data versus 2012 Data

	<u>1970 (Wilbur Smith)</u>	<u>2012 (CEA)</u>	<u>Change</u>
# of Curb Spaces	480	452	-6%
# of Off-Street Spaces	4,334	5,741	32%
Curbside Peak Occupancy	94%	98%	4%
Public Off-Street Peak Occupancy	84%	92%	10%
Private Off-Street Peak Occupancy	86%	69%	-20%

It is interesting to observe what has changed and what has remained consistent since 1970:

- a. The number of curbside parking spaces has decreased slightly as some traditional curbside spaces have been converted to loading zones in the years since 1970.

- b. The number of off-street parking spaces has grown by almost a third.
- c. Peak curbside occupancy was very high then (94%), as it is now (98%).
- d. Peak occupancy of private off-street parking, on the other hand, is significantly lower today (69%) than it was then (86%), suggesting that the primary effect of building additional off-street parking has been simply to increase supply of off-street parking relative to demand for off-street parking, but not to change demand for curbside parking. As a result, more off-street parking is unlikely to reduce demand for on-street spaces without a more comprehensive approach to parking management, including demand-based pricing of on-street spaces.

7. Recommendations

a. Increase on-street parking supply by converting unnecessary loading zones to metered spaces

There are currently 47 white curb passenger loading or taxi zone spaces, 16 yellow commercial loading spaces and 12 blue disabled parking spaces in Westwood Village. Based on our preliminary assessment of needs, we believe 49 of these spaces could be converted to meters by petition to the LADOT. We recommend that any proposed conversion of restricted space to meter be predicated upon sufficient outreach to potentially impacted businesses.

Figure 19

RECOMMENDED INCREASE IN METER INVENTORY			
	<u>Existing</u>	<u>Proposed</u>	<u>New Meters Yielded</u>
White Passenger Loading & Taxi Zones	47	19	28
Yellow Commercial Loading	16	7	9
Blue Disabled	12	0	12
Total Spaces with Special Restrictions	75	26	49
Two-Hour Meters	428	477	11% increase

b. Increase meter availability by implementing demand-based pricing and advocating changes to California’s disabled parking placard laws.

The City of Los Angeles’ “Express Park” program offer communities the opportunity to implement “demand-based pricing” for parking meters, adjusting prices up and down by hour and location in order to optimized occupancy. We recommend that WVIA proceed with implementation of an Express Park pilot project.

One factor limiting the ability of demand-based pricing to effectively moderate parking demand in Westwood Village is the large proportion of on-street meters occupied by cards displaying disabled parking placards. These cars may park for an unlimited amount of time at meters for free. Unlimited free parking for placard holders is required under State law. But increasingly, California cities, civic organizations and even disabled advocates are calling for legislative reform to our disabled parking policies. There is an increasing awareness that free parking for placard holders often fails to create adequate access for people with mobility-limiting disabilities, and that the current policy invites abuse.

We recommend that the Westwood Village Improvement Association join other BIDs, community organizations and disabled advocacy groups in California in calling for revisions to the laws that mandate free unlimited parking at meters for any car displaying a placard.

c. Increase availability of short-term spaces at the Broxton Garage (owned by City of L.A.) by eliminating monthly parking permits

In light of the relatively high peak occupancy of the Broxton Garage (92%), we recommend steps to increase the availability of spaces for transit parkers. As noted earlier in this memorandum, the Broxton Garage rents approximately 33% of its spaces to monthly permit holders, which reduces availability for transit parkers. While this does provide revenue stability to the City, it does not provide a service monthly parkers could not receive nearby at the same price, and it decreases the number of free and convenient public parking spaces available to Westwood visitors.

We thus recommend phasing out monthly parking at the Broxton Garage, being sensitive, of course, to those who currently depend on the structure for their monthly parking needs.

d. Make underutilized parking in office buildings available to Westwood Village employees during evening and weekend hours

In other Los Angeles-area communities, employees have proven to be a very significant source of demand for curbside parking spaces. Efforts to increase availability of curbside parking for customers have been enhanced both when restrictions were put in place that limit long-term parking, such as when Santa Monica installed sensors at Downtown meters to enforce turnover in late 2012, and when economical and convenient solutions have been found for lower-wage workers. Glendale, Santa Monica and West Hollywood now all offer employee parking passes for City facilities.

As in many other areas, demand for metered spaces in Westwood peaks during the early evening, a time when many restaurant employees are arriving for work. This is the very time when office building parking structures experience very low levels of utilization. We recommend the WVIA work with local building owners to offer low-cost parking to evening and weekend employees in the Village. In facilities with keycard access control, this could be done at nominal cost to the owner/operator of the parking, and even relatively low monthly charges to users could result in a revenue-positive operation for the parking owner.

e. Promulgate “good neighbor” parking policies among private operators to encourage “Park Once” behavior.

A common complaint we heard from Westwood Village stakeholders is that private off-street parking rates are expensive, unpredictable and, at times, opaque. Contributing to this perception is a practice we observed of operators raising daily maximums and/or flat rates during special event times, such as movie premieres.

To help improve perceptions and clarity among parking customers, we recommend creating and promulgating a “good neighbor” parking policy among private operators. Operators who voluntarily agree to abide by the policy would be eligible to display a branded logo provided by the WVIA indicating that they are a preferred parking provider for the Village.

Such a policy could include items commitments to:

- i. Abide by consistent rates by location
- ii. Forgo price increases during special event periods
- iii. Clearly post parking pricing and policies
- iv. Display Westwood Village standard wayfinding signage



f. **Help drivers locate parking easily and set realistic pricing expectation through wayfinding signage and online tools.**

In light of the facts that Westwood has more available off-street parking now than it did in 1970, and that stakeholders have consistently indicated their preference for clear and predictable parking over parking that is simply inexpensive, we recommend the WVIA take steps to better educate visitors about parking locations and rates, in order to help them set realistic expectations as early as possible in their visitor experience.

The two key avenues for implementing this recommendation are:

- i. **Wayfinding Signage**, posted at key locations in the Village, to help visitors find parking and other destinations quickly and easily; and
- ii. **Online Tools**, such as ParkMe™, which allow visitors to identify parking locations and rates on their computers and smartphones.

It is worth noting as facilities agree to follow the sort of “good neighbor” policies discussed in (e) above, the improved consistency and transparency may also improve visitor perceptions.

g. **Conclusion**

Westwood Village suffers from a common problem in commercial districts: a large supply of physical parking spaces that are indeed available for public parking, but inefficient allocation of parking among users. In plain English, parking meters are overcrowded while off-street parking sits largely vacant. (Again, we note that from 1970 to today, the additional off-street parking that has been built appears to have reduced crowding in off-street facilities but has done nothing to relieve pressure on curbside spaces.) The result is an inaccurate perception that “there is no parking” in Westwood Village. With more active and effective management of the existing parking resources, however—including adding new metered spaces, increasing availability of curbside parking through price adjustments and hoped-for changes in disabled placard laws, and programs to make off-street parking more attractive to Westwood Village employees and visitors—the area could offer an improved parking experience both for visitors and for residents. We would be pleased to assist in the implementation of any follow-up efforts.

APPENDIX A – WESTWOOD VILLAGE OFF-STREET PARKING INVENTORY

ID	Name	Address	Total Striped Spaces	Max Occupancy (1)	Peak Occupancy	Peak Occupancy %	Peak Time
1	Broxton Garage (City Owned)	1036 Broxton	365	365	335	92%	2-3 p.m. Thursday
2	Parking structure at Weyburn	1015 Hilgard	225	225	155	69%	2-3 p.m. Thursday
3	Surface lot west of Westwood	10924 Le Conte	145	145	124	86%	1-2 p.m. Thursday
4	Surface lot behind Tommy Taco & Gushi	10975 Weyburn	32	46	46	100%	12-1 p.m. Thursday
5	Surface lot behind CVS	10916 Weyburn	39	47	47	100%	2-3 p.m. Thursday
6	UCLA Structure 32	1100 Veteran	124	124	111	90%	9-10 a.m. Thursday
8	Surface lot btwn Barney's Beanery & CPK	1013-31 Broxton	56	62	62	100%	7 p.m. Thursday
9	Office building at Le Conte	924 Westwood	334	334	259	78%	1-2 p.m. Thursday
10	Target, Ralph's and Best Buy	10861 Weyburn	643	643	224	35%	12-1 p.m. Thursday
11	Palazzo (West Side)	1001 Glendon (gen. access space)	32	31	20	65%	12-1 p.m. Thursday
12	Palazzo (East Side)/Trader Joes	1000 Glendon (gen. access space)	435	435	336	77%	1-2 p.m. Thursday
13	Office building (Napa Valley Grille)	1100 Glendon	635	635	522	82%	12-1 p.m. Thursday
14	Whole Foods	1050 Gayley (Lower)	84	84	56	67%	3-4 p.m. Saturday
14		1050 Gayley (Roof)	97	97	95	98%	11-12 p.m. Thursday
15	Retail and offices at Kinross	1101 Gayley	205	205	82	40%	3-4 p.m. Thursday
16	Westwood Village Square	1101 Westwood	221	221	157	71%	1-2 p.m. Thursday
17	Retail and UCLA Extension	10920 Lindbrook	73	73	72	99%	11-12 p.m. Thursday
18	Westwood Medical Plaza/L.A. Fitness	10921 Wilshire	310	310	217	70%	10 a.m. Thursday
19	Le Conte/ Broxton/ Weyburn/ Gayley	Small lots on block	49	48	48	100%	6-7 p.m. Thursday
20	Le Conte/ Westwood/ Weyburn/ Broxton	Small lots on block	44	44	31	70%	1-2 p.m. Saturday
21	Weyburn Av/ Gayley/ Kinross/ Weyburn Pl	Small lots on block	61	56	41	73%	1-2 p.m. Saturday
22	Weyburn Av/ Broxton/ Kinross/ Gayley	Small lots on block	72	71	58	82%	12-1 p.m. Saturday
23	Weyburn Av/ Westwood/ Kinross/ Broxton	Small lots on block	27	27	27	100%	3-5 p.m. Thursday
24	Weyburn Av/ Glendon/ Kinross/ Westwood	Small lots on block	42	42	26	62%	4-5 p.m. Thursday
25	Kinross/ Westwood/ Lindbrook/ Gayley	Small lots on block	7	7	7	100%	10-11 a.m. Thursday
26	Kinross/ Glendon/ Lindbrook/ Westwood	Small lots on block	28	28	24	86%	2-3 p.m. Thursday
27	Weyburn Av/ Hilgard/ Lindbrook/ Tiverton	Small lots on block	21	25	25	100%	8-9 p.m. Saturday
OFF-STREET SUBTOTAL SURVEYED			4,406	4,430	3,020	68%	1-2 p.m. Thursday
28	Center West	10877 Wilshire	782	n/a	n/a	n/a	Owner declined
29	Occidental Petroleum Building	10889 Wilshire	553	n/a	n/a	n/a	Owner declined
OFF-STREET SUBTOTAL NOT SURVEYED			1,335				
TOTAL OFF-STREET PARKING (2)			5,741				

(1) The greater of (a) striped spaces or (b) maximum occupancy observed with attendant parking

(2) Excludes permit-only spaces, such as portions of UCLA Structure 32, and spaces in exclusively residential properties within Westwood Village