

10876 CULVER BOULEVARD COMPREHENSIVE PLAN MODIFICATION PROJECT PARKING DEMAND STUDY TECHNICAL MEMORANDUM

A Comprehensive Plan modification (the "Project") is being proposed at the Wende Museum (the "Museum") located at 10876 Culver Boulevard in the City of Culver City (the "City"). The Museum is proposing an expansion to add a Creative Community Center (CCC) which requires the Comprehensive Plan modification. The Project would redevelop property adjacent to the Museum for the CCC, and also construct up to six units of affordable housing on the property to the south of the Museum (the "Housing"). The Project's expected completion date is the year 2022.

This technical memorandum presents and documents the parking demand study for the combined existing Wende Museum and Project. This analysis was prepared to determine if adequate parking will be provided with the Comprehensive Plan modification. Because of the current data collection restrictions due to the Covid-19 pandemic, historical data resources are instrumental at this time. Specific to this Project, the approved January 30, 2013, *Revised Initial Traffic Analysis* prepared by the Rifkin Transportation Planning Group (the "2013 Traffic Analysis") and the *Wende Museum Parking Utilization Study* prepared by Civic Enterprise Associates, LLC dated March 15, 2013 (the "2013 Parking Utilization Study") formed the basis of our parking analysis. The assumptions and methodology utilized in this parking study were approved by the City on October 21, 2020 with a subsequent cumulative parking analysis requested on November 5, 2020, and are detailed below.

PROJECT DESCRIPTION

The Museum currently occupies approximately 13,073 square feet of a former vacant armory building located at the southwest corner of the Culver Boulevard and Coombs Avenue intersection. The Museum is bounded by Culver Boulevard to the north, Coombs Avenue to the east, a public alley to the south, and the Project site to the west. The Museum and Project sites are generally surrounded by low-density single-family housing to the north and south, open space to the east, and medium density multiple family housing to the west.

The Project proposes an amendment to the Wende Comprehensive Plan for an area consisting of 49,572 square feet (21 lots). Phase 1, the already-completed Museum, includes Lots 14-30 (approximately 38,305 square feet). Phase 1 involved the adaptive reuse of an existing 13,073 square foot Armory building located at 10808 Culver Boulevard which is currently used as a museum, offices, storage, permanent and temporary exhibition space, and event space. The Museum is served by an existing 305 space set of parking lots that also serves Veterans Memorial Park and other area public facilities. Phase 1 also included the redevelopment of a former parking area into a sculpture garden.

Phase 2 is part of the Project and consists of the redevelopment of 6,760 square feet, currently developed with an existing 2,200 square foot two-story building and an existing 1,920 square foot A-Frame building.

Phase 2 involves the development of the CCC through the demolition of the 2,200 square foot building, the adaptive re-use of the 1,920 square foot building, and construction of 5,102 square feet of new development. The new 7,022 square foot CCC will contain a theater/multipurpose space in the A-Frame portion, along with a multi-purpose space, classrooms, a demonstration garden, meeting rooms, offices and ancillary spaces. The theater/multi-purpose space will contain an 88-seat performance space. Phase 2 also includes street-level landscaping and sculpture, along with a rooftop garden. The existing garden at the Museum will be expanded to establish continuity between the new development and the existing Museum and sculpture garden. Phase 2 will be served by the existing 305 space parking lots.

The CCC will operate with the same days and hours of operation of the existing Museum of Monday through Friday from 10:00 AM to 9:00 PM and Saturday and Sunday 10:00 AM to 5:00 PM, though special events would be allowed from 7:00 AM to 11:00 PM, seven days a week. Some of the Museum's existing functions, such as offices and event space will be moved to the CCC. The Wende will hire a full-time Program Coordinator to ensure that major events never occur at the same time at the Museum and at the CCC. The coordinator will also assure that, once in operation, the performance space and the meeting rooms/classrooms will not be simultaneously occupied.

Phase 3 is a City initiated development of 4,507 square feet (Lots 9-10), currently being used as a community garden. Phase 3 involves the development of up to six affordable housing units with 4,511 square feet of garden. The community garden will include 2,731 square feet of area that will replace seventeen existing parking spaces. Also included in the Phase 3 Project will be reconfiguring of six existing parking spaces to provide two accessible parking spaces. The parking adjustments will reduce the parking supply at Lot 1 by a net amount of 21 parking spaces as a result of the Phase 3. Phase 3 will be served by a total of 284 spaces* in the six public parking lots serving the Veterans Memorial Building and Veterans Memorial Park.

Existing off-street public parking lots are located adjacent to the Museum and Project site on the north side of the site. These parking lots are a shared-use facility for several of the public uses nearby. According to the 2013 Parking Utilization Study, the parking lots that directly serve the Project and Museum are identified as Lots 1 and 2 in the study, respectively. Lot 1 provides 62 parking spaces with Lot 2 providing 58 parking spaces. The public parking lots that currently serve the Museum and will eventually serve the Project are accessed on Culver Boulevard (two driveways) and Coombs Avenue (one driveway). Full access and egress are provided on Coombs Avenue and at the northern driveway on Culver Boulevard; access only is provided from the southern driveway on Culver Boulevard.

Attachment 1(a) contains the conceptual site plan showing the proposed Phase 2 building and Attachment 1(b) illustrates the general location of the Phase 3 construction.

** Note that, while not part of the Project, a proposed assignment of seven spaces to specific other uses may reduce the number of parking spaces in these lots that are available to the Project to 277 spaces.*

BACKGROUND

As noted earlier, as part of the existing Museum's project development, the 2013 Traffic Analysis and 2013 Parking Utilization Study reports were prepared and approved by the City. The 2013 Parking Utilization Study collected data at six off-street public parking lots at the Veterans Memorial Building and Veteran Park along with on-street parking bordering the park, all of which serve the Museum. This Project parking study only focused on off-street public parking lots. A total of 305 marked parking spaces were inventoried in these six parking lots. The parking inventory is summarized in Table 1 and illustrated in Attachment 2.

Table 1: Off-Street Public Parking Lot Inventory

PARKING LOTS	PARKING SPACES	ADJACENT USES
Lot 1	62	Paddle tennis courts; Project (previous AmVets and Scout House); Community Garden
Lot 2	58	Wende Museum
Lot 3	63	Veterans Park Playground and Tennis Courts
Lot 4	44	Veterans Memorial Building
Lot 5	51	Some employee parking; Veterans Memorial Building and Veterans Park
Lot 6	27	Teen Center; Swimming Pool
Total	305	

The parking data collection was conducted to represent parking demand on a typical weekday and weekend. The parking occupancy surveys were conducted on Thursday, February 21, 2013, Saturday, February 23, 2013, and Sunday, February 24, 2013. The parking occupancy was captured every hour between 11:00 AM to 7:00 PM to account for the total number of vehicles in each off-street parking lot. It should be noted that at various times during the parking occupancy survey, there were events at most facilities, including an event in the Veterans Memorial Building, an event at the AmVets building, a large birthday party in the picnic area, softball games, swim team practice, etc.

The 2013 Traffic Analysis determined that the Museum would require a total of 17 parking spaces which was less than the 34 parking spaces required per the City parking requirements. It should be noted that the 2013 Traffic Analysis determined the total number of based on an approximately 12,000 square foot museum which leads to 34 spaces versus the 38 spaces used in this analysis which corresponds to the actual current Museum building area of 13,073 square foot. The reduction in parking from the 34 parking space Code requirement estimate to a 17 space parking demand estimate was based on a comparison of Code parking rates to the Institute for Transportation Engineers (ITE) parking generation rates along with a business plan prepared for the Museum. Based on this estimated parking need of 17 spaces, the 2013 Parking Utilization Study determined that there would be sufficient capacity to accommodate the demand of the Museum (Phase 1), proposed at that time. These 2013 analyses provided a wealth of information to

apply to the Project for determining parking demand during typical times since parking utilization data collection is presently suspended because of Covid-19.

PARKING DEMAND ANALYSIS METHODOLOGY

The parking demand analysis methodology is described to explain the adjustments to the 2013 Traffic Analysis and Parking Utilization Study for application to the Comprehensive Plan modification and with consideration of the existing Wende Museum (Phase 1) and Project (Phases 2 and 3). The 2013 Parking Utilization Study contains parking utilization data for the surface parking lots closest to the Project, and other nearby parking lots serving the Veterans Memorial Park and other facilities adjacent to the Museum, before the construction of the existing Wende Museum. The parking utilization measured in the 2013 Parking Utilization Study, and considering that the existing Museum (Phase 1) utilizes a portion of the existing parking, forms the base parking demand level (the "Base Demand"). The added Project parking demand is considered as a further incremental addition to the overall parking demand.

In addition to the aforementioned traffic and parking studies, the Culver City Municipal Code Section 17.320.020 Number of Parking Spaces Required (the "Code Requirements") was reviewed to determine the Code required parking for both the existing Museum (Phase 1) and Project (Phase 2 and 3). The Code requirements contain rates for museums, assembly uses, and multifamily dwellings that are summarized in Table 2.

Table 2: City of Culver City Parking Code Requirements

LAND USE TYPE	VEHICLE SPACES REQUIRED
Assembly uses, religious places of worship, clubs, mortuaries with congregational services, meeting halls, membership organizations, sports arenas, stadiums, and theaters	- 1 space / 5 fixed seats - 1 space / 35 square feet of assembly or seating area with no fixed seats, plus required spaces for ancillary uses (e.g. restaurant)
Libraries, museums, and art galleries	1 space / 350 square feet
Multi-family dwellings and residential component of mixed-use development includes supportive housing and transitional housing units	1 space / Studio and one bedroom, up to 900 square feet
	Guest parking: 1 space for every 4 residential units.

According to the Code Requirements, the existing Museum (Phase 1) parking requirement is 38 parking spaces based on the 13,073 square foot Museum. The Museum was evaluated based on the current Code Requirements to conservatively analyze the Museum and Project parking demands. The existing Museum parking demand was estimated through the same procedures outlined below for the Project, and was added to the parking count values from the 2013 Parking Utilization Study to form the Base Demand to which the Project parking demand was added.

The Code parking requirement for Phase 2 is 18 parking spaces. This would be the number of parking spaces required per Code based on the performance center theater use, since it has a higher requirement and since both the meeting rooms, classrooms, and office space component and theater component will not be operating simultaneously in excess of 88 persons. <An exception would be allowed so long as the total number of persons for both Phases 1 and 2 does not exceed 280 -- ([38 parking spaces+18 parking spaces] x 5 seats per space).> Conservatively, the housing component (Phase 3) was assumed to require eight parking spaces, although the affordability aspect of the housing may reduce the requirement to 0.5 spaces per unit or three parking spaces pursuant to State law. Assuming the 38 parking spaces for the existing Museum (Phase 1), 18 parking spaces for the Museum expansion (Phase 2), and eight parking spaces for the residential component (Phase 3), the total Museum plus Project Code rate parking requirement will be 64 parking spaces. Project (Phases 2 and 3) Code rate parking requirements represent 26 of the parking spaces. The parking requirement and demand calculation summary are provided in Attachment 3.

The fraction of the Code parking requirement that represents demand during each weekday, Saturday, or Sunday maximum daily peak-hour parking demand was calculated for each Project component. The calculation was based on a comparison of the peak average parking demand rates from the ITE Parking Generation, 5th Edition, January 2019 (ITE Parking Generation). The highest average rate in the ITE Parking Generation was considered to correspond to the demand level upon which the Code parking requirements were based – the peak hour of the peak day. The peak weekday, Saturday, or Sunday parking demand factors were developed by calculating the proportion of that day's peak hour average rates compared to the highest average peak hour demand rate for any day. The average peak parking demand rates factor was applied to the Code rate requirement to determine that day's peak demand rate. This process considers Code rates as more appropriate for Culver City peak parking demand by land use than are the average national demand rates in ITE Parking Generation, while also accounting for the daily variations in parking demand that the Code does not consider.

The ITE Parking Generation, 5th Edition was also utilized to determine the parking demand variations that occur by the time of day for weekdays and weekends as there is data available for both Museum land-use code (LUC 580) and Multifamily Housing (Low-Rise) (LUC 220) based on a General Urban/Suburban location category. These percentages were applied to the factored Code peak daily parking requirement for the Project to determine the hourly parking demand for each use. Since the performance space will operate as part of a museum rather than as an independent theater, the 88-seat performance space hourly parking demand estimate utilized the museum percentages from ITE Parking Generation applied to the assembly uses peak parking demand as determined by the Code Requirements. The housing is independent from the Museum, so the LUC 220 code time of day parking demand percentages were used.

PROJECT PARKING DEMAND

Based on the data from the 2013 Parking Utilization Study and the methodology presented earlier, the weekday, represented by a Thursday, and weekend, represented by Saturday and Sunday, the peak parking demand for the Project is as follows (it should be noted that the Phase 1 parking demand is not accounted for in the 2013 Parking Utilization Study counts). The Base Demand was calculated by adding the Phase 1 demand to the 2013 Parking Utilization Study counts considering the 38 Code spaces and the percentage use by day of the week and time of day:

- Thursday peak parking demand for the Project is estimated to occur at 11:00 AM, and 12:00, 1:00, 5:00 and 6:00 PM with a total of eight vehicles. When combined with the parking demand of the existing Museum (Phase 1 = nine vehicles), the total Wende Museum with CCC, and Housing peak parking demand would occur at 11:00 AM and 12:00 PM with a total of 17 vehicles (nine vehicles for Phase 1 + five vehicles for Phase 2 + three vehicles for Phase 3)
- Saturday peak parking demand for the Project is estimated to occur at 2:00 PM and 3:00 PM with a total of 16 vehicles (Phase 2 = 11 vehicles and Phase 3 = five vehicles), and when combined with the parking demand of the existing Museum (Phase 1 = 22 vehicles), there would be a total of 38 vehicles during the same period.
- Sunday peak parking demand for the Project is estimated to occur at 2:00 and 3:00 PM with an estimated 24 vehicles (Phase 2 = 18 vehicles and Phase 3 = six vehicles), and when combined with the parking demand of the existing Museum (Phase 1 = 38 vehicles), it is estimated there would be a total of 62 vehicles at 2:00 and 3:00 PM.

Attachment 4(a) illustrates the parking demand for Phases 1, 2, and 3 for Thursday, Saturday, and Sunday between 11:00 AM and 6:00 PM. Attachments 4(b) through 4(d) present the parking demand by day for the existing Wende Museum (Phase 1) with the additive Project parking demand associated with Phases 2 and 3 provided to display the total Wende Museum parking demand. As summarized above and shown in Attachments 4(a) through 4(d), the Museum and Project's peak parking demand of all the days and periods evaluated would be on Sunday at 2:00 and 3:00 PM with an estimated 24 Project vehicles (including Phases 2 and 3) and an existing (Phase 1) 38 vehicles for a total parking demand of 62 vehicles.

BASE PLUS PHASE 2 AND PHASE 3 PROJECT DEMAND COMPARISON TO THE PROJECT SUPPLY

Attachments 5(a) through 5(c) present the comparison for Thursday, Saturday, and Sunday of the parking demand of the Base Demand, which was adjusted to include the existing Museum (Phase 1) parking demand, and the additional Project parking demand associated with Phases 2 and 3 to the parking capacity in Lot 1 with the net loss of 21 spaces as a result of the Phase 3 of the Project. The peak percent of the occupied parking supply (peak parking occupancy rate) is also highlighted for each scenario. As shown earlier, although Sunday at 3:00 PM would be the highest Project parking demand, Saturday at 2:00 PM would exceed the amount of available parking spaces after construction of the Project with no unoccupied parking spaces after the addition of the Project's parking demand of 16 spaces. In fact, the Project parking

demand would exceed the parking supply by sixteen parking spaces for a peak parking occupancy rate of 117% for Lots 1 and 2. On Saturday at 1:00 PM the demand would exceed the supply by five parking spaces for a peak parking occupancy rate of 105% for Lots 1 and 2. A generally accepted standard for off-street parking lots is that peak parking occupancy rates of 85-95% are considered to operate most effectively. For the 2013 Parking Utilization Study, a peak parking occupancy rate of 90% was used as the goal. Although the peak parking occupancy would surpass the Lots 1 and 2 parking supply, when considering the other four off-street public parking lots in the nearby vicinity, there would still be ample parking available to accommodate the operation of the Project. There would be a total of 63 available spaces or a peak parking occupancy rate of 78% across all six off-street parking lots. Attachments 6(a) to 6(c) depict the overall parking occupancies at all six parking lots for Thursday, Saturday, and Sunday respectively. The highest peak parking occupancy across all six parking lots would occur on a Sunday at 11:00 AM with a peak parking occupancy rate of 83%. However, the Project would only comprise of 12 vehicles, contributing approximately 5% of the parking demand for the hour.

BASE PLUS PHASE 2 AND 3 PROJECT DEMAND COMPARISON TO THE CUMULATIVE SUPPLY

The Friends of the Culver City Scout House (FOCCSH) have requested that seven of the parking spaces in Lot 1 be reserved for use by the Scout House including the associated Rock and Mineral Club that is on the same site. The Scout House has been at its current location adjacent to Lot 1 since 1950 and was operating during the 2013 parking occupancy counts. Therefore, the demand was included in the 2013 parking utilization counts and the above analysis. However, to be conservative, a scenario was analyzed with the parking supply in Lots 1 and 2 being reduced by seven spaces to account for the restricted use of those seven parking spaces (the "Cumulative Supply Scenario"). The Cumulative Supply Scenario is conservative in that the scenario assumes both the parking restriction request is granted and that the Scout House had no parking demand on Saturday at 2:00 PM during the 2013 parking utilization counts.

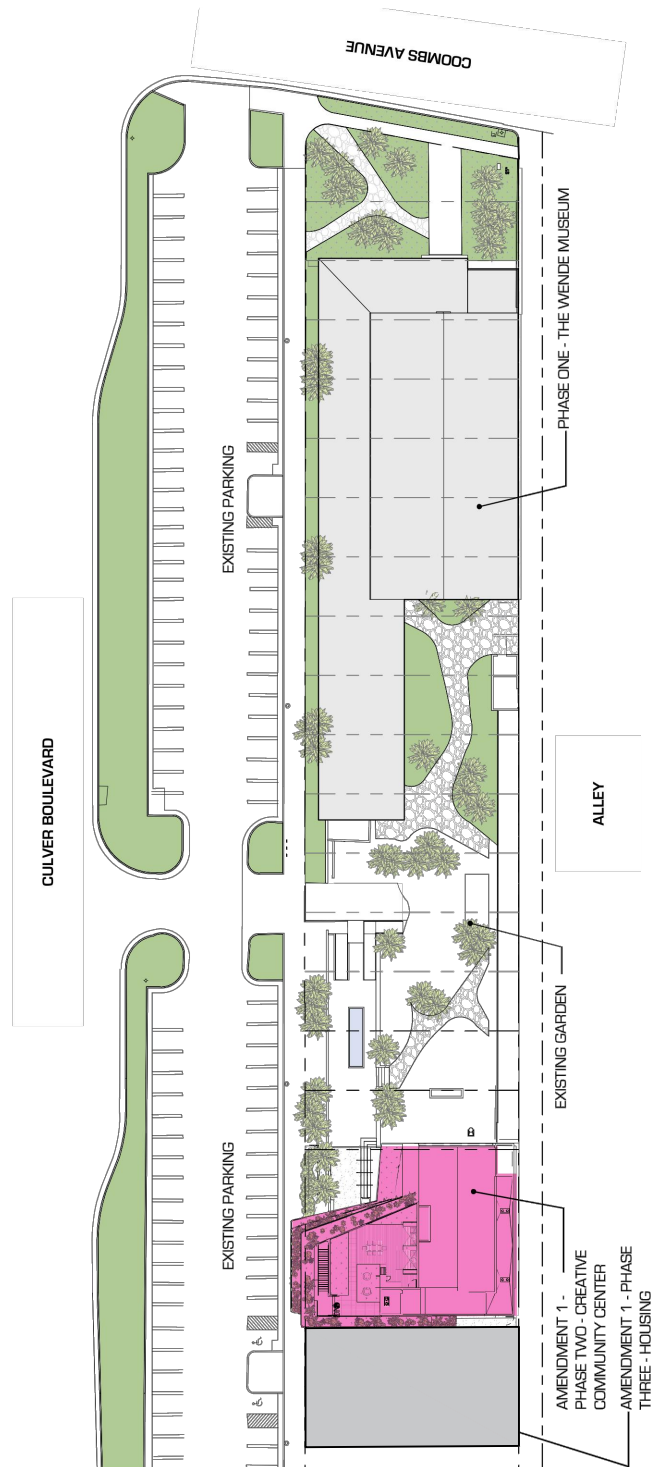
Attachments 7(a) through 7(c) present the comparison of the parking demand for the Base Demand and Project Phases 2 and 3 for Thursday, Saturday, and Sunday for Lots 1 and 2 with a reduced parking capacity in consideration of the parking restrictions. The peak parking occupancy is also highlighted for each scenario. As shown earlier, although Sunday at 3:00 PM would be the highest Project parking demand, Saturday at 2:00 PM would have the highest total cumulative parking demand after construction of the Project. The total parking demand would be 24 parking spaces in excess of Lots 1 and 2 capacity (a 126% peak parking demand to capacity ratio) after the addition of the Project's parking demand of 16 spaces. However, when considering the other four off-street public parking lots in the nearby vicinity, there would still be ample parking available to accommodate the operation of the Project with a total of 56 available spaces or an occupancy rate of 80% across all six off-street parking lots. Attachments 8(a) to 8(c) depict the overall parking occupancies at all six parking lots for Thursday, Saturday, and Sunday respectively. The highest peak parking occupancy across all six parking lots would occur on a Sunday at 11:00 AM with an occupancy of 85%. During this time period, the Project would only contribute a total of 12 vehicles which is approximately 5% of the parking demand for the hour.

CONCLUSIONS

The results of the Project parking demand study demonstrates that there is adequate parking supply available to accommodate the additional parking demand and reduced supply of the Project associated with Phases 2 and 3. In the event that the closest parking lots (Lots 1 and 2) are at capacity, the findings conclude that there is sufficient parking supply in the combined six off-street public parking lots to accommodate the additional Project demand.

ATTACHMENT 1

CONCEPTUAL PROJECT SITE PLAN



ATTACHMENT 1(a)

6/16/2021

FN: WENDEMUSEUMCC\GRAPHICS\SITEPLAN

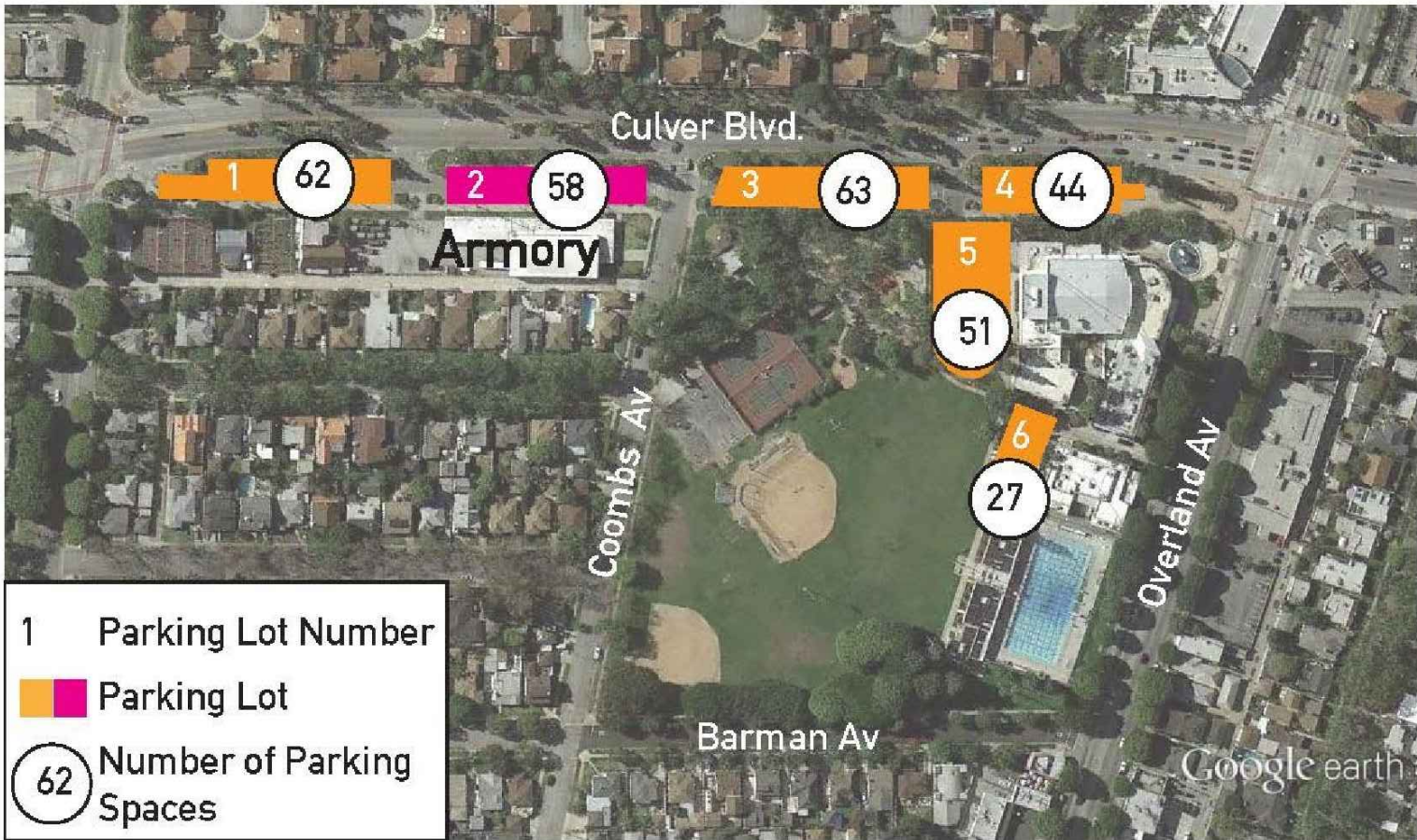
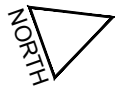
CONCEPTUAL PROJECT SITE PLAN PHASE 2



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ATTACHMENT 2

OFF-STREET PUBLIC PARKING LOT LOCATION MAP



ATTACHMENT 2

10/19/2020

FN: WENDEMIUSELMCCGRAPHICS/PARKINGLOTMAP

OFF-STREET PUBLIC PARKING LOCATION MAP

ATTACHMENT 3

PARKING REQUIREMENTS AND DEMAND CALCULATIONS

ATTACHMENT 3 - PARKING REQUIREMENT AND DEMAND CALCULATIONS

Culver City Code Required Parking

Existing Museum Per 2013 Letter	17
<u>PHASE 1</u>	
Existing Museum per Code (Phase 1)	38
<u>PHASE 2</u>	
Project - Museum Area Per Code	15
Project - Theater per Code	18
Phases 1-2: Existing Museum Plus Theater Per Code ¹	56
<u>PHASE 3</u>	
Residential per Code	8
Phases 1-3: Project Total per Code	64

Maximum Site Parking Demand

Daily Maximum Existing Museum (Phase 1) Area Per Code & ITE Percentage ²					
Thursday Peak Museum Demand	38	X	22.6%	=	9
Saturday Peak Museum Demand	38	X	57.6%	=	22
Sunday Peak Museum Demand	38	X	100.0%	=	38
Daily Maximum Project Theater (Phase 2) Per Code & ITE Percentage ²					
Thursday Peak Museum Demand	18	X	22.6%	=	5
Saturday Peak Museum Demand	18	X	57.6%	=	11
Sunday Peak Museum Demand	18	X	100.0%	=	18
Daily Maximum Residential (Phase 3) Per Code & ITE Percentage ²					
Thursday Peak Residential Demand	8	X	72.9%	=	6
Saturday Peak Residential Demand	8	X	78.9%	=	7
Sunday Peak Residential Demand	8	X	100.0%	=	8

Wende Museum (Existing & Project) Hourly Parking Demand

	<u>11:00 AM</u>	<u>12:00 PM</u>	<u>1:00 PM</u>	<u>2:00 PM</u>	<u>3:00 PM</u>	<u>4:00 PM</u>	<u>5:00 PM</u>	<u>6:00 PM</u>
<u>Museum Percentages by Hour^{3,4}</u>								
Thursday ⁵	100%	90%	84%	79%	71%	71%	71%	71%
Saturday ⁵	47%	75%	80%	99%	100%	81%	51%	-
Sunday ⁵	28%	41%	93%	98%	100%	59%	59%	-
<u>Residential Percentages by Hour³</u>								
Thursday	37%	36%	36%	37%	43%	45%	55%	66%
Saturday	71%	68%	66%	65%	68%	70%	73%	77%
Sunday	71%	68%	66%	65%	68%	70%	73%	77%
<u>Existing Museum (Phase 1) Demand by Hour</u>								
Thursday	9	9	8	8	7	7	7	7
Saturday	11	17	18	22	22	18	12	0
Sunday	11	16	36	38	38	23	23	0
<u>Project Theater (Phase 2) Demand by Hour</u>								
Thursday	5	5	5	4	4	4	4	4
Saturday	6	9	9	11	11	9	6	0
Sunday	6	8	17	18	18	11	11	0
<u>Project Residential (Phase 3) Demand by Hour</u>								
Thursday	3	3	3	3	3	3	4	4
Saturday	5	5	5	5	5	5	6	6
Sunday	6	6	6	6	6	6	6	7
<u>Total Project Demand by Hour</u>								
Thursday	8	8	8	7	7	7	8	8
Saturday	11	14	14	16	16	14	12	6
Sunday	12	14	23	24	24	17	17	7
<u>Total Wende Museum (Existing & Project) Demand by Hour</u>								
Thursday	17	17	16	15	14	14	15	15
Saturday	22	31	32	38	38	32	24	6
Sunday	23	30	59	62	62	40	40	7

**Comparison of Parking Demand and Project Available Spaces
of the Base Demand to the Project Demand⁶**

Parking Supply

Lots 1-2: 99 parking spaces

Lots 1-6: 284 parking spaces

Parking Lots 1 + 2

	<u>11:00 AM</u>	<u>12:00 PM</u>	<u>1:00 PM</u>	<u>2:00 PM</u>	<u>3:00 PM</u>	<u>4:00 PM</u>	<u>5:00 PM</u>	<u>6:00 PM</u>
<u>Lots 1 + 2 Base Parking Demand</u>								
Thursday	72	83	72	66	67	69	44	28
Saturday	42	51	90	100	52	27	20	3
Sunday	54	41	54	52	49	31	24	6

Lots 1 + 2 Base Available/Vacant Parking Spaces

Thursday	27	16	27	33	32	30	55	71
Saturday	57	48	9	-1	47	72	79	96
Sunday	45	58	45	47	50	68	75	93

Comparison of Lots 1 + 2 Base Available/Vacant Parking Spaces vs. Project Demand

Thursday	19	8	19	26	25	23	47	63
Saturday	46	34	-5	-17	31	58	67	90
Sunday	33	44	22	23	26	51	58	86

Parking Occupancy Percentage (Lots 1+ 2)

Thursday	81%	92%	81%	74%	75%	77%	53%	36%
Saturday	54%	66%	105%	117%	69%	41%	32%	9%
Sunday	67%	56%	78%	77%	74%	48%	41%	13%

All Parking Lots (Lot 1 -6)

	<u>11:00 AM</u>	<u>12:00 PM</u>	<u>1:00 PM</u>	<u>2:00 PM</u>	<u>3:00 PM</u>	<u>4:00 PM</u>	<u>5:00 PM</u>	<u>6:00 PM</u>
<u>Lots 1-6 Base Parking Demand</u>								
Thursday	148	175	181	168	148	136	115	84
Saturday	138	155	201	205	174	122	72	22
Sunday	224	93	89	115	126	142	121	63

Lots 1-6 Base Available/Vacant Parking Spaces

Thursday	136	109	103	116	136	148	169	200
Saturday	146	129	83	79	110	162	212	262
Sunday	60	191	195	169	158	142	163	221

Comparison of Lots 1-6 Base Available/Vacant Parking Spaces vs. Project Demand

Thursday	128	101	95	109	129	141	161	192
Saturday	135	115	69	63	94	148	200	256
Sunday	48	177	172	145	134	125	146	214

Parking Occupancy Percentage (All Lots - Lots 1-6)

Thursday	55%	64%	67%	62%	55%	50%	43%	32%
Saturday	52%	60%	76%	78%	67%	48%	30%	10%
Sunday	83%	38%	39%	49%	53%	56%	49%	25%

**Comparison of Parking Demand and Cumulative Available Spaces
of the Base Demand to the Project Demand⁶**

Parking Supply

Lots 1-2: 92 parking spaces

Lots 1-6: 277 parking spaces

Parking Lots 1 + 2

	<u>11:00 AM</u>	<u>12:00 PM</u>	<u>1:00 PM</u>	<u>2:00 PM</u>	<u>3:00 PM</u>	<u>4:00 PM</u>	<u>5:00 PM</u>	<u>6:00 PM</u>
<u>Lots 1 + 2 Base Parking Demand</u>								
Thursday	72	83	72	66	67	69	44	28
Saturday	42	51	90	100	52	27	20	3
Sunday	54	41	54	52	49	31	24	6

<u>Lots 1 + 2 Base Available/Vacant Parking Spaces</u>								
Thursday	20	9	20	26	25	23	48	64
Saturday	50	41	2	-8	40	65	72	89
Sunday	38	51	38	40	43	61	68	86

<u>Comparison of Lots 1 + 2 Base Available/Vacant Parking Spaces vs. Project Demand</u>								
Thursday	12	1	12	19	18	16	40	56
Saturday	39	27	-12	-24	24	51	60	83
Sunday	26	37	15	16	19	44	51	79

<u>Parking Occupancy Percentage (Lots 1+ 2)</u>								
Thursday	87%	99%	87%	79%	80%	83%	57%	39%
Saturday	58%	71%	113%	126%	74%	45%	35%	10%
Sunday	72%	60%	84%	83%	79%	52%	45%	14%

All Parking Lots (Lot 1 -6)

	<u>11:00 AM</u>	<u>12:00 PM</u>	<u>1:00 PM</u>	<u>2:00 PM</u>	<u>3:00 PM</u>	<u>4:00 PM</u>	<u>5:00 PM</u>	<u>6:00 PM</u>
<u>Lots 1-6 Base Parking Demand</u>								
Thursday	148	175	181	168	148	136	115	84
Saturday	138	155	201	205	174	122	72	22
Sunday	224	93	89	115	126	142	121	63

<u>Lots 1-6 Base Available/Vacant Parking Spaces</u>								
Thursday	129	102	96	109	129	141	162	193
Saturday	139	122	76	72	103	155	205	255
Sunday	53	184	188	162	151	135	156	214

<u>Comparison of Lots 1-6 Base Available/Vacant Parking Spaces vs. Project Demand</u>								
Thursday	121	94	88	102	122	134	154	185
Saturday	128	108	62	56	87	141	193	249
Sunday	41	170	165	138	127	118	139	207

<u>Parking Occupancy Percentage (All Lots - Lots 1-6)</u>								
Thursday	56%	66%	68%	63%	56%	52%	44%	33%
Saturday	54%	61%	78%	80%	69%	49%	30%	10%
Sunday	85%	39%	40%	50%	54%	57%	50%	25%

Notes

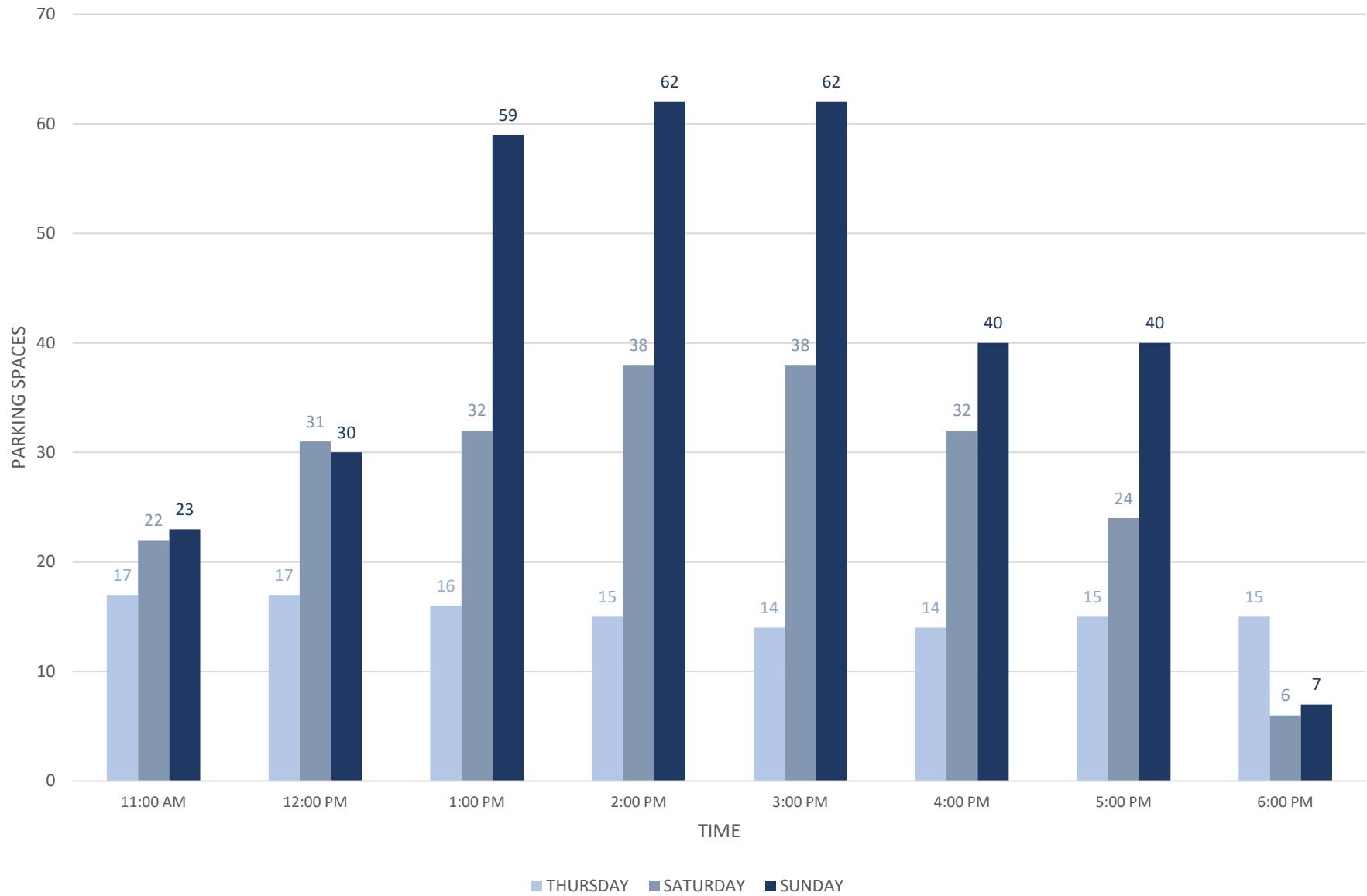
- 1) Project Theater applied for evaluation because it has a higher parking requirement than the Project Museum (i.e. classrooms, meeting rooms).
- 2) ITE percentage is based on the ITE Parking Generation, 5th Edition peak average demand parking rates. The highest average rate in the ITE Parking Generation was considered to correspond to the demand level upon which the Code parking requirements were based – the peak hour of the peak day. The peak weekday, Saturday, or Sunday parking demand factors were developed by calculating the proportion of that day's peak hour average rates compared to the highest average peak hour demand rate for any day. The average peak parking demand rates factor was applied to the Code rate requirement to determine that day's peak demand rate.
- 3) Percentage of peak parking demand is sourced from ITE Parking Generation, 5th Edition for Museum (LUC 580) and Multifamily Housing (Low-Rise) (LUC 220).
- 4) For the Museum (LUC 580) percentage of peak parking demand data, not all time periods have available data. Therefore, in instances where the Museum is still open, the prior hour day distribution percentage was applied to the parking demand to provide a conservative analysis. Additionally, the Museum percentages were applied to Theater since there is no ITE LUC for Theater and it is assumed to operate similar to the Museum with the same hours.
- 5) Museum operating hours are Monday - Friday from 10:00 AM to 9:00 PM and Saturday - Sunday from 10:00 AM to 5:00 PM.
- 6) The base parking demand includes the 2013 parking demand data and the existing Wende Museum parking demand.

ATTACHMENT 4

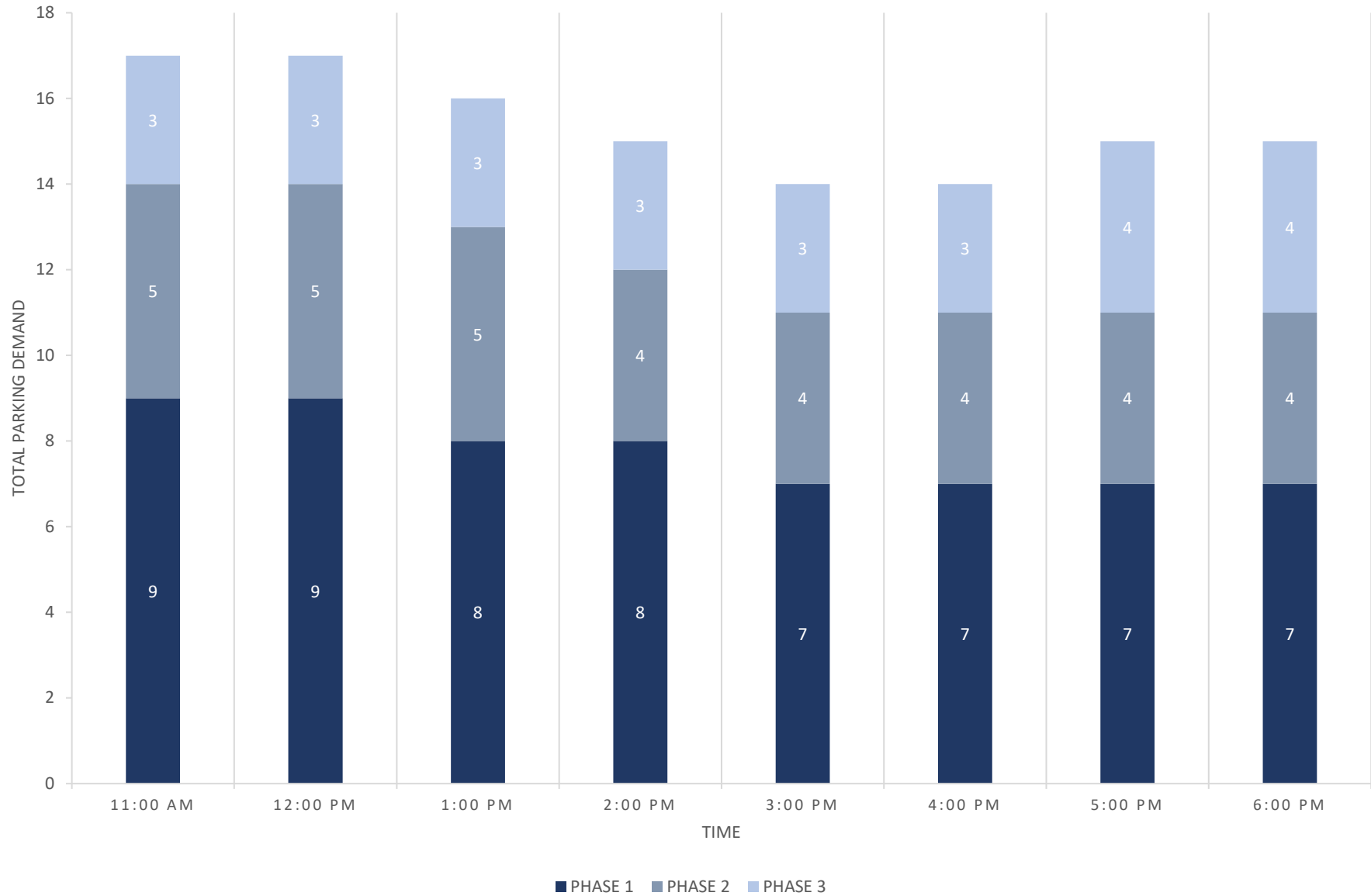
PARKING DEMAND

EXISTING WENDE MUSEUM, CCC AND, HOUSING
(PHASE 1 + PHASE 2 + PHASE 3)

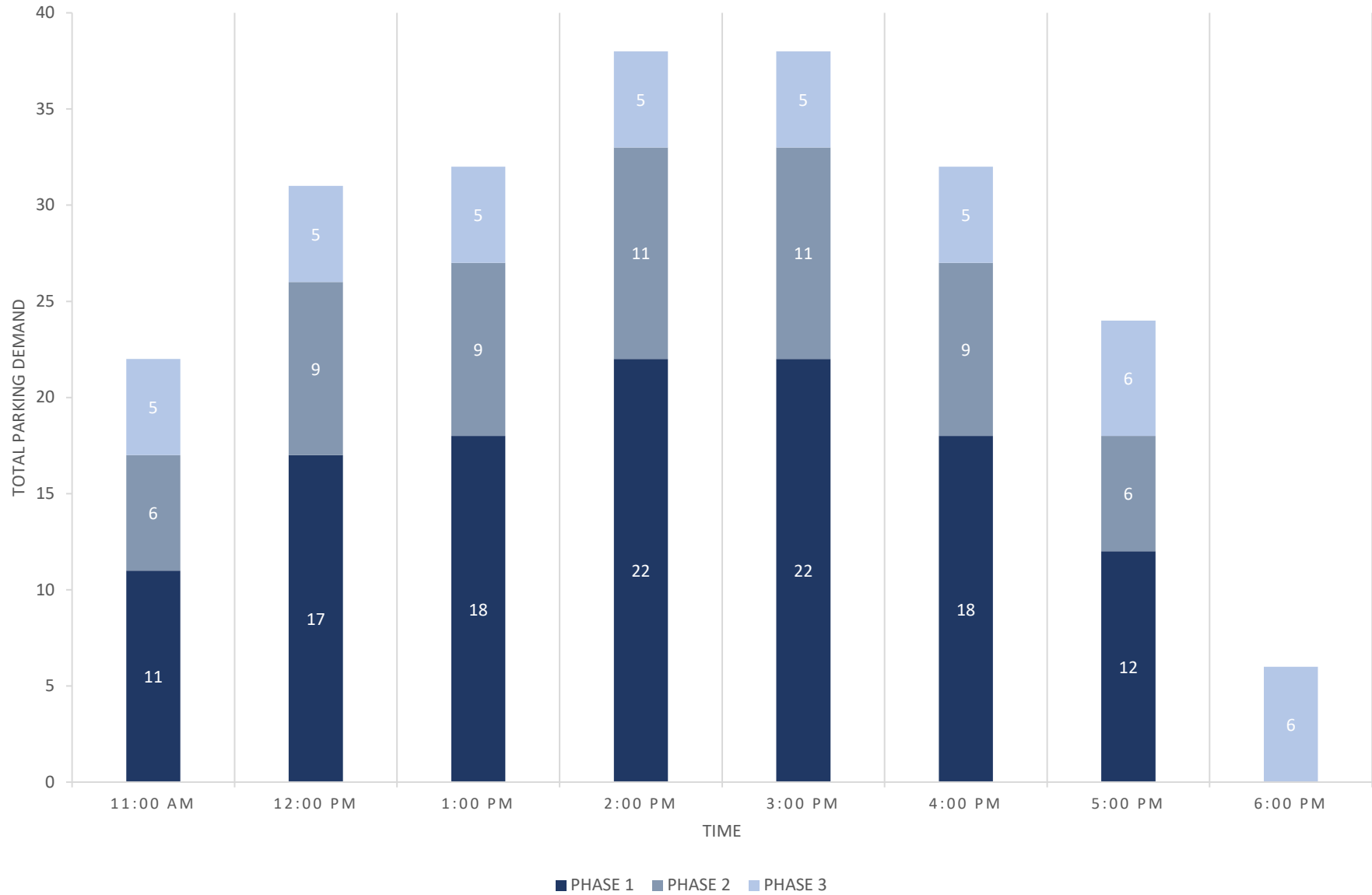
WENDE MUSEUM (PHASES 1-3) PEAK PARKING DEMAND



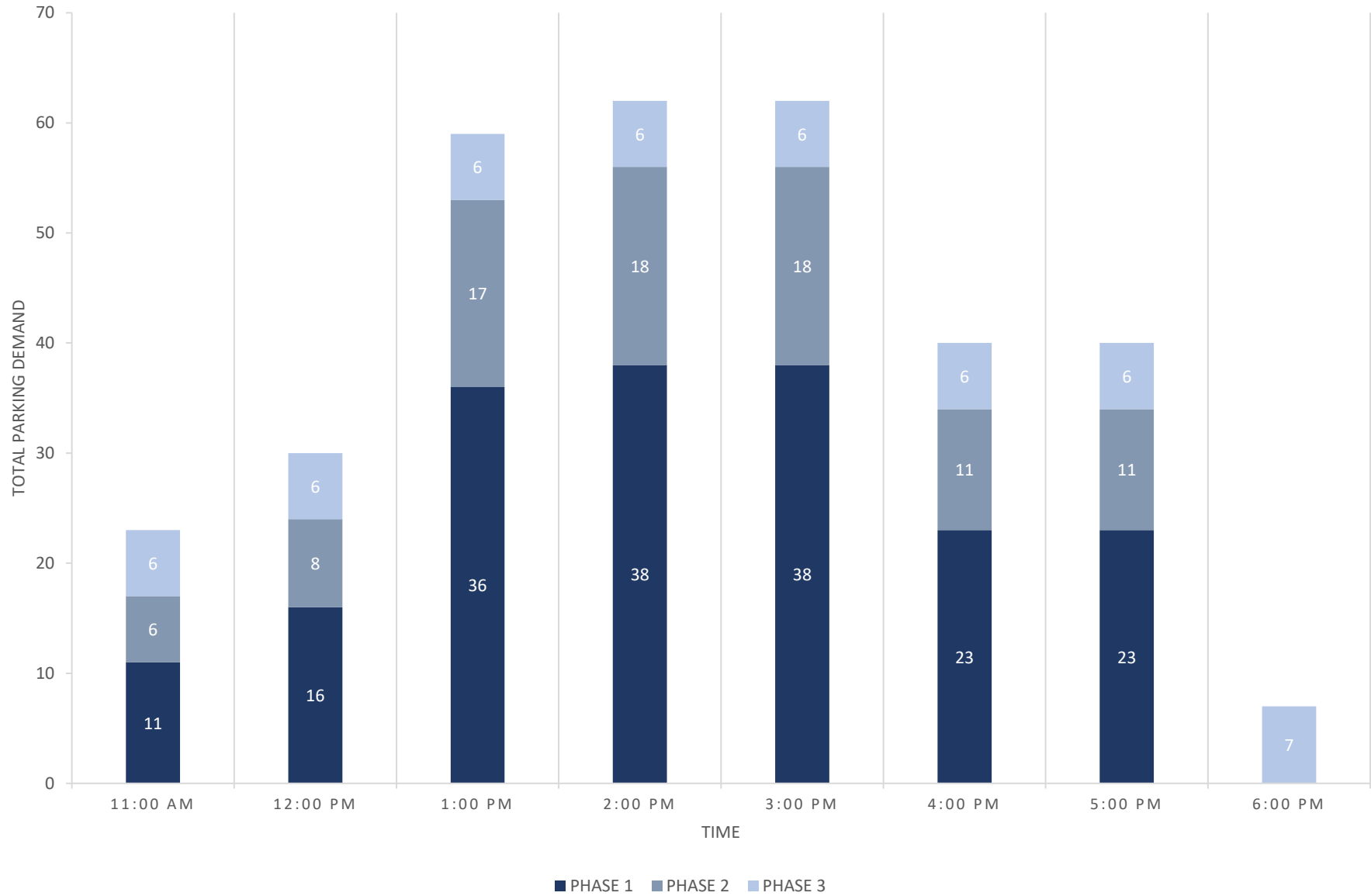
WENDE MUSEUM (PHASES 1-3) THURSDAY PEAK PARKING DEMAND



WENDE MUSEUM (PHASES 1-3) SATURDAY PEAK PARKING DEMAND



WENDE MUSEUM (PHASES 1-3) SUNDAY PEAK PARKING DEMAND

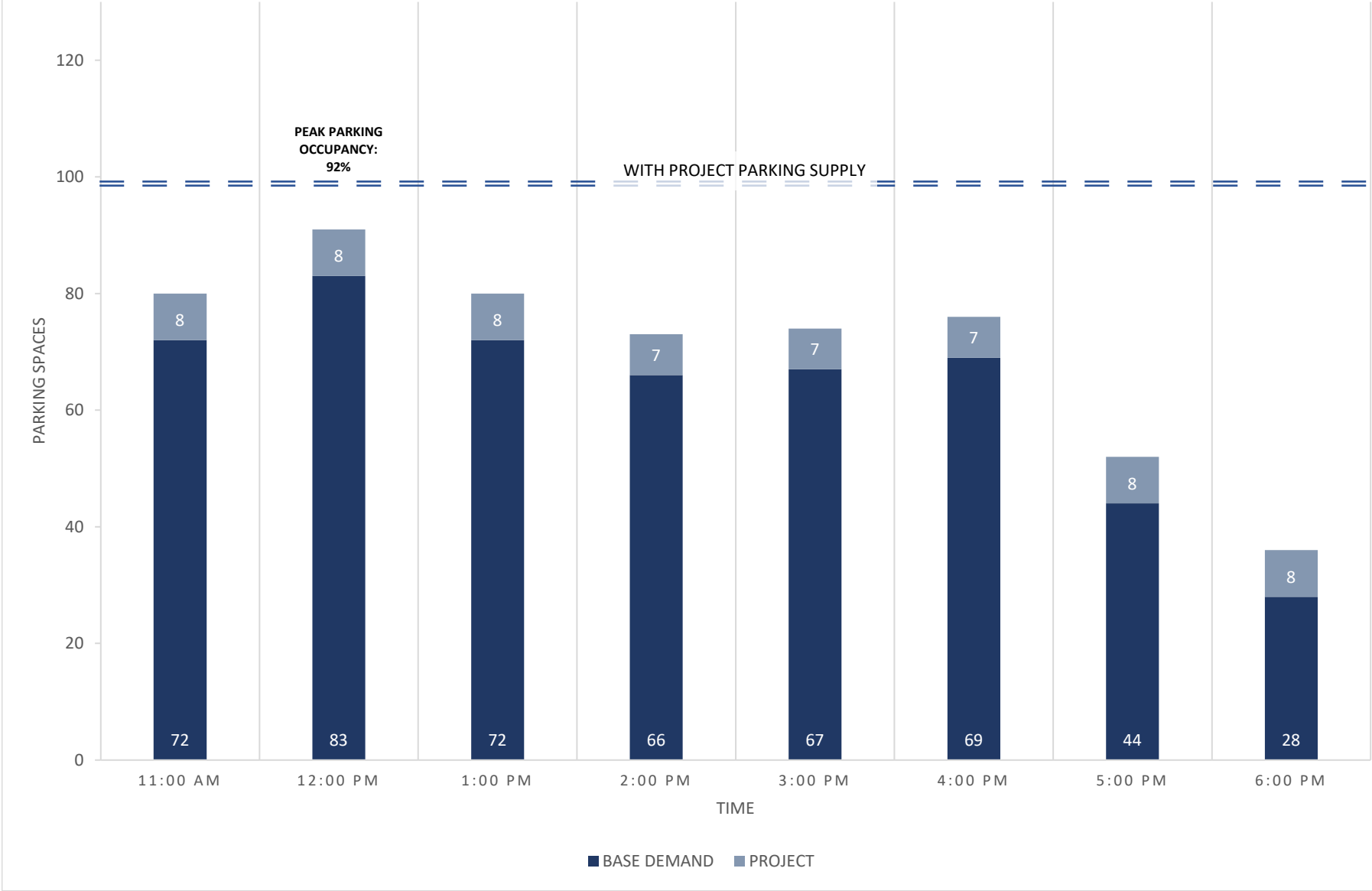


ATTACHMENT 5

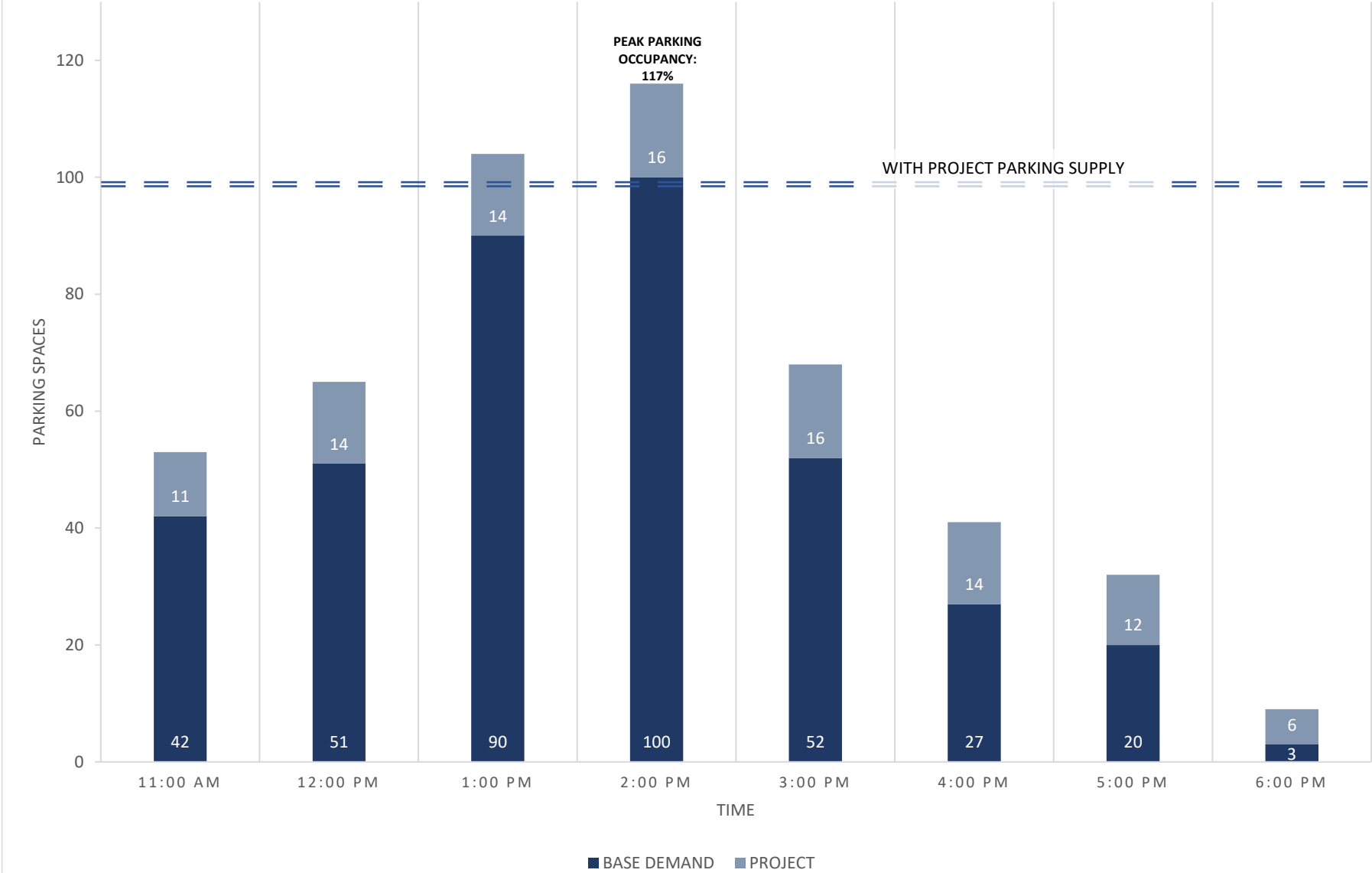
PARKING DEMAND

LOTS 1 AND 2 (WITH PROJECT PARKING SUPPLY)

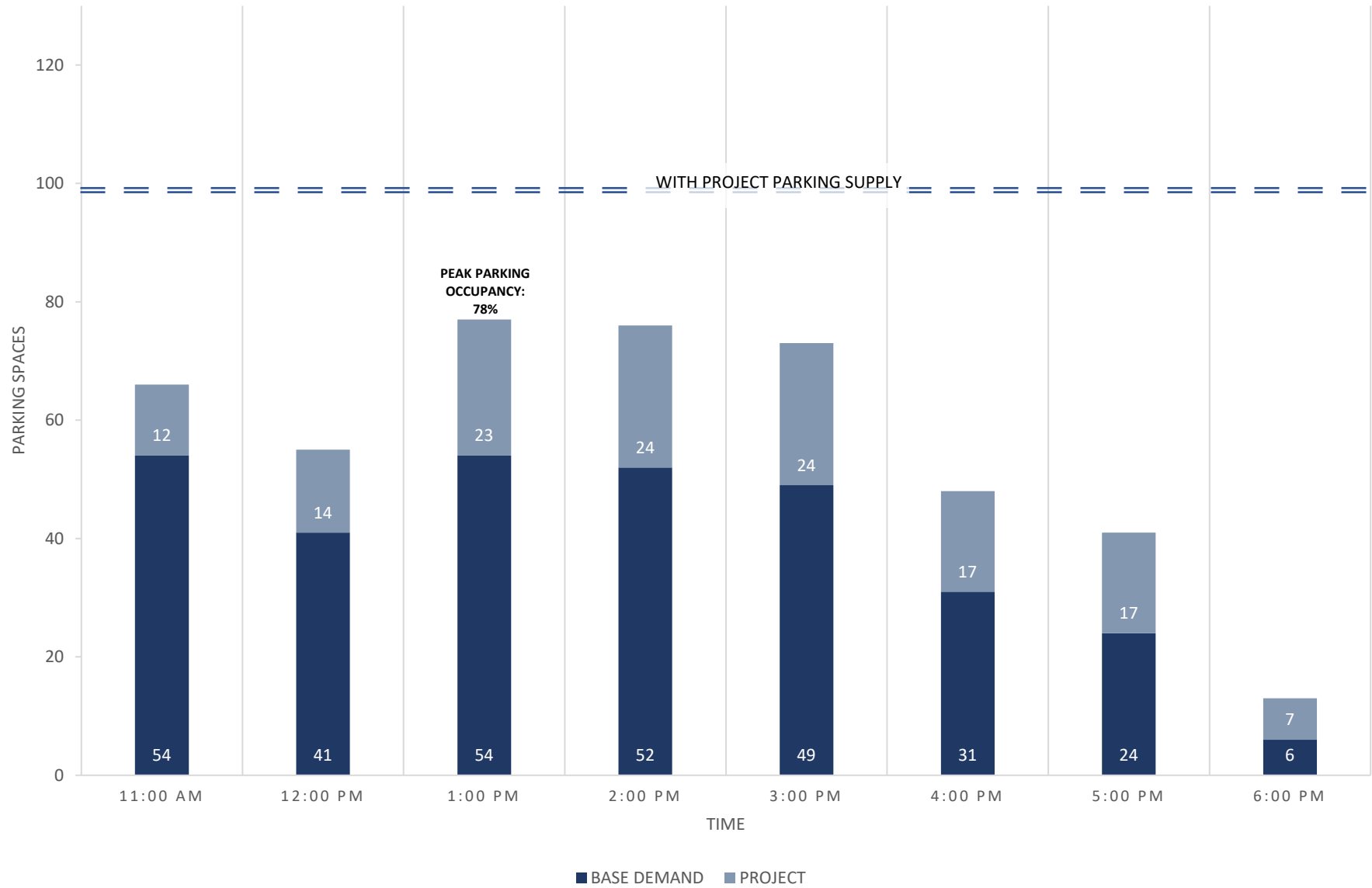
PARKING DEMAND FOR LOTS 1 AND 2 THURSDAY



PARKING DEMAND FOR LOTS 1 AND 2 SATURDAY



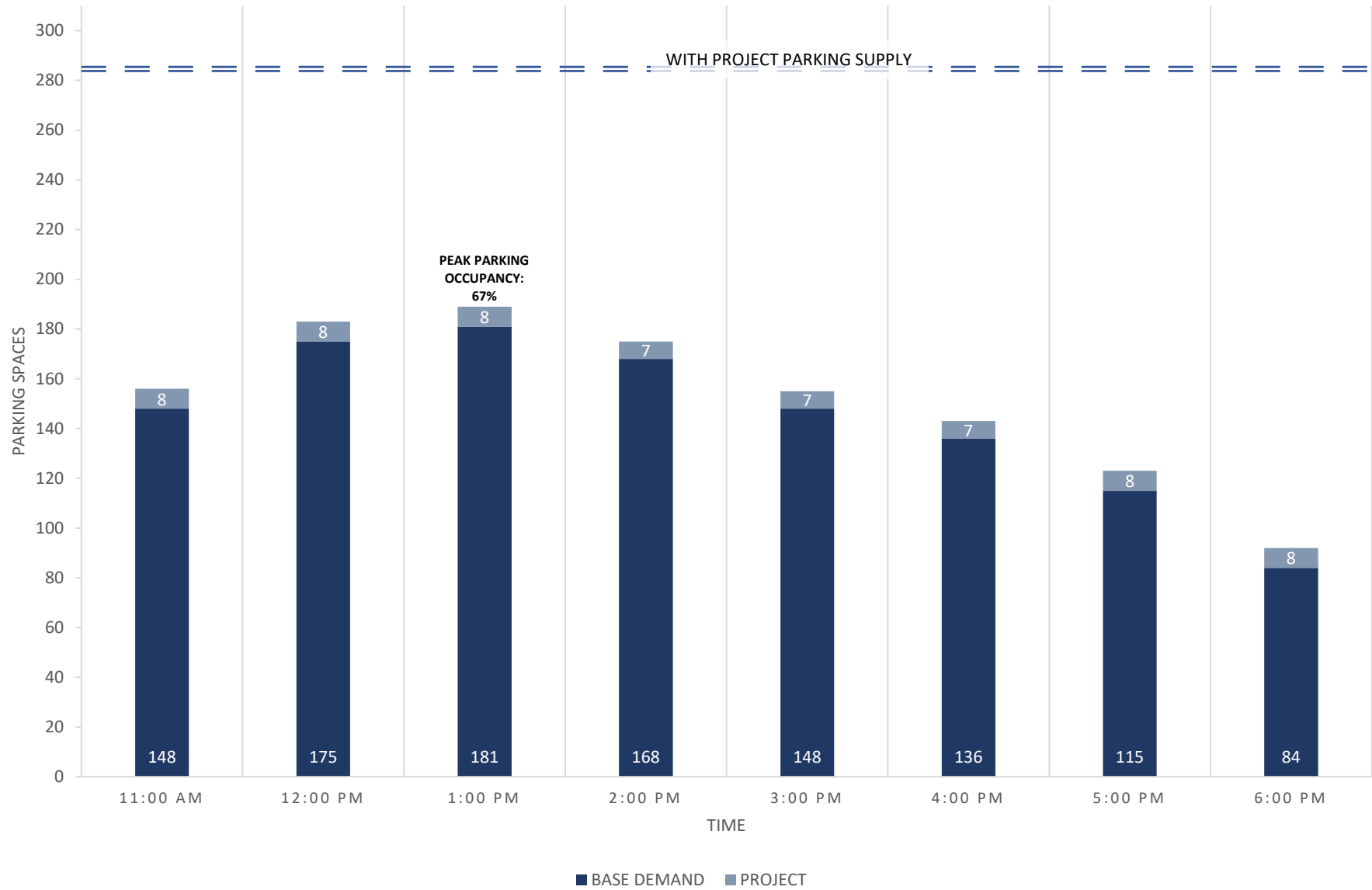
PARKING DEMAND FOR LOTS 1 AND 2 SUNDAY



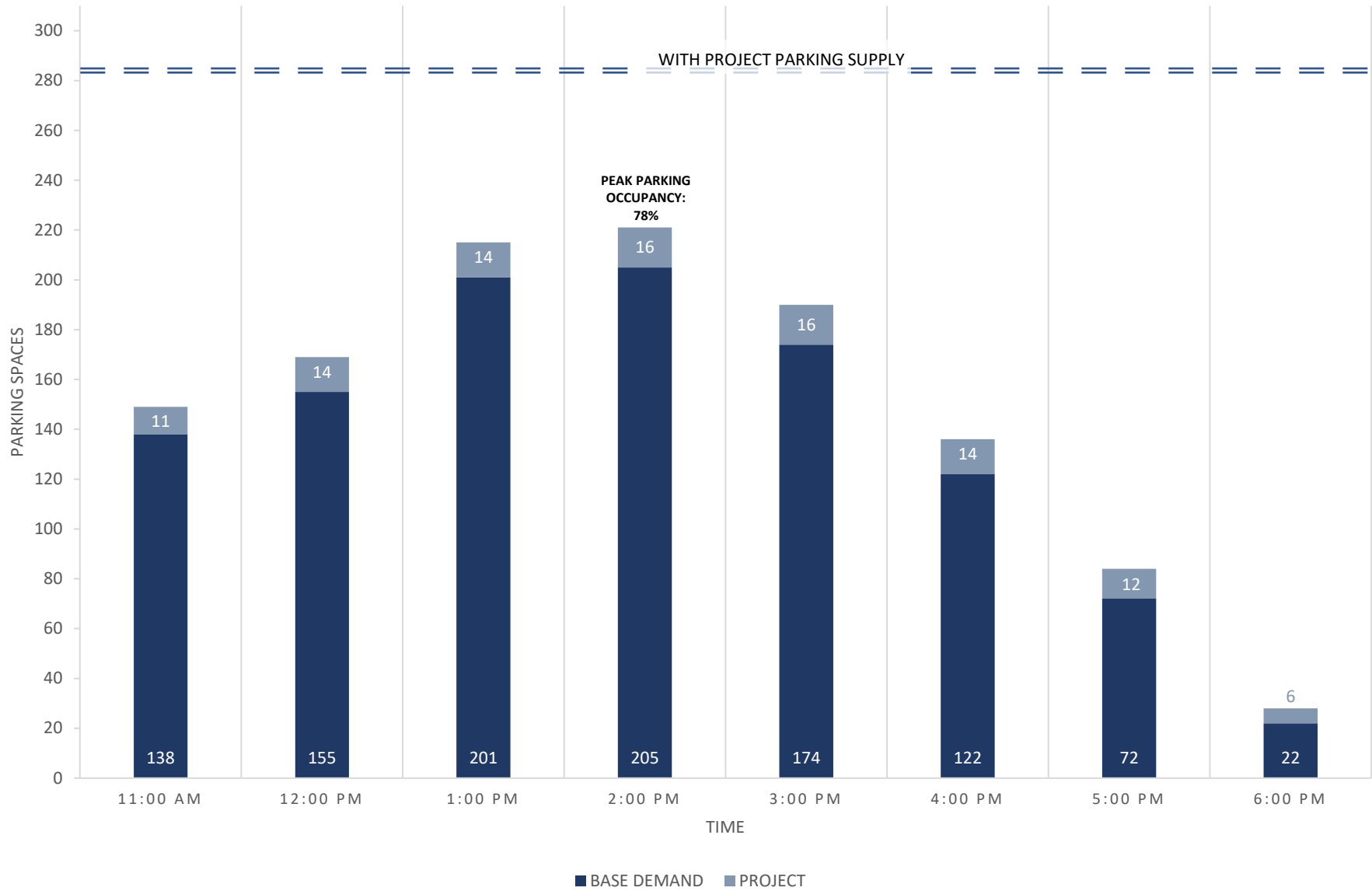
ATTACHMENT 6

PARKING DEMAND
LOTS 1-6 (WITH PROJECT PARKING SUPPLY)

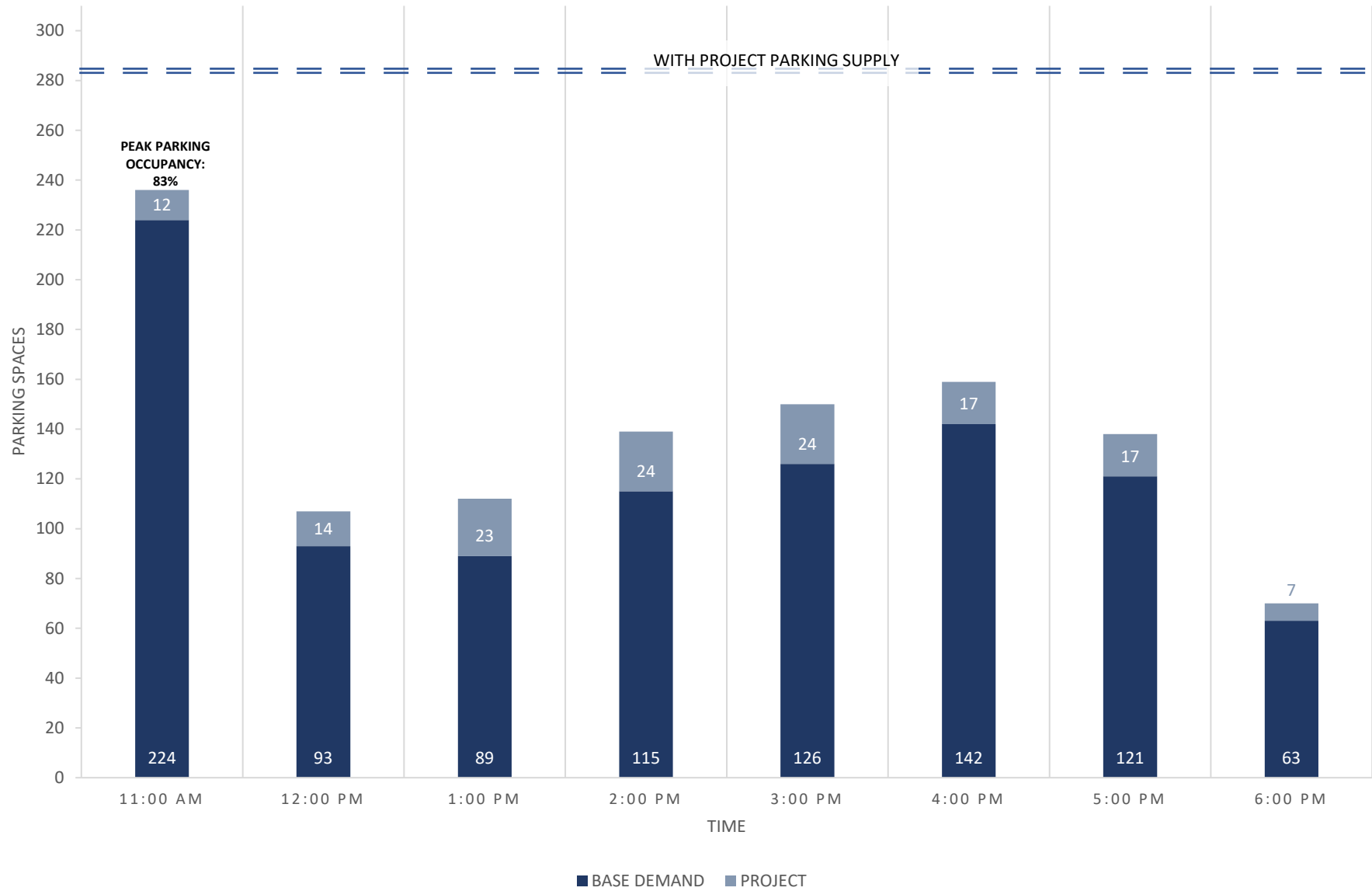
PARKING DEMAND FOR ALL LOTS THURSDAY



PARKING DEMAND FOR ALL LOTS SATURDAY



PARKING DEMAND FOR ALL LOTS SUNDAY

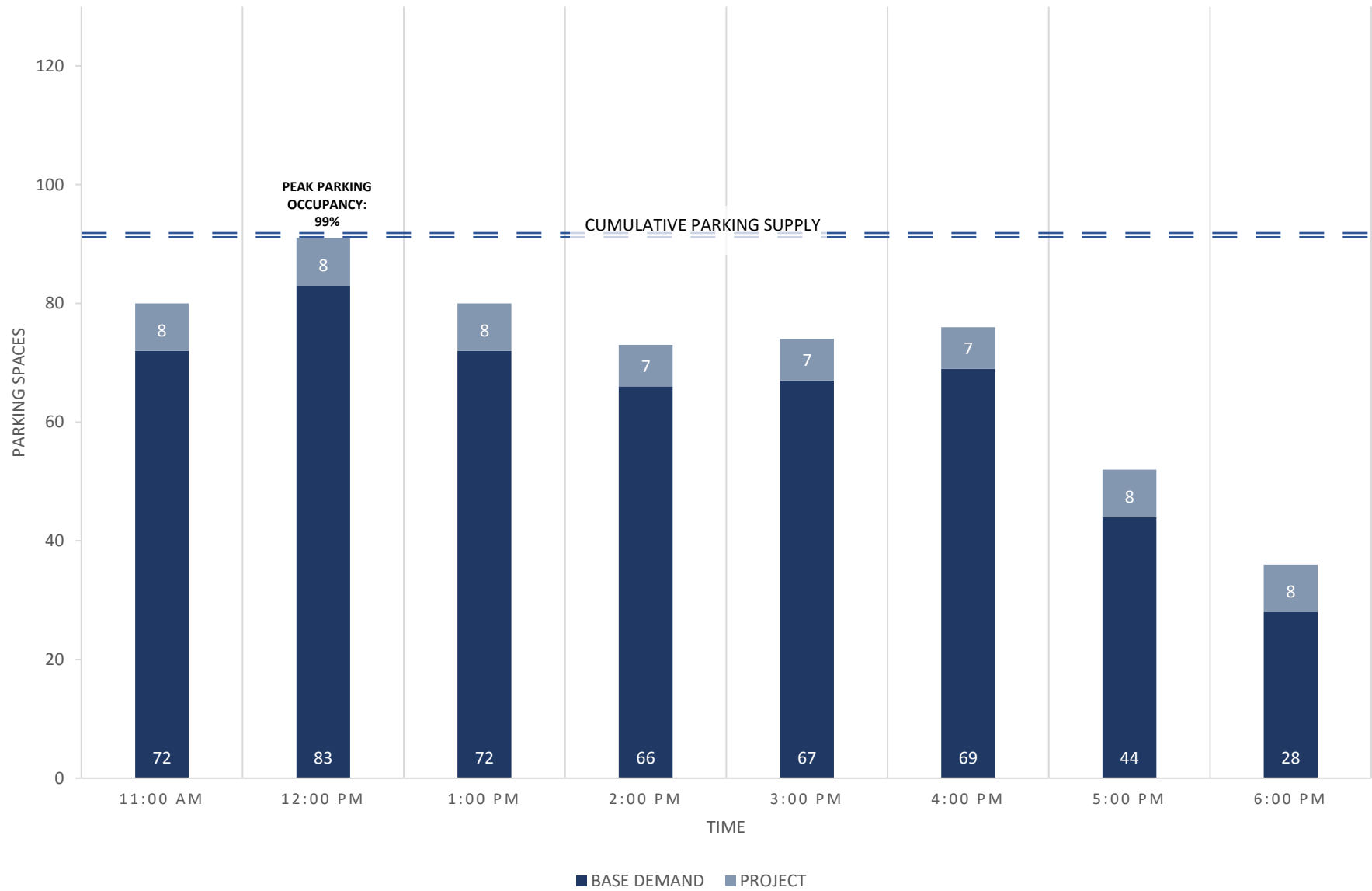


ATTACHMENT 7

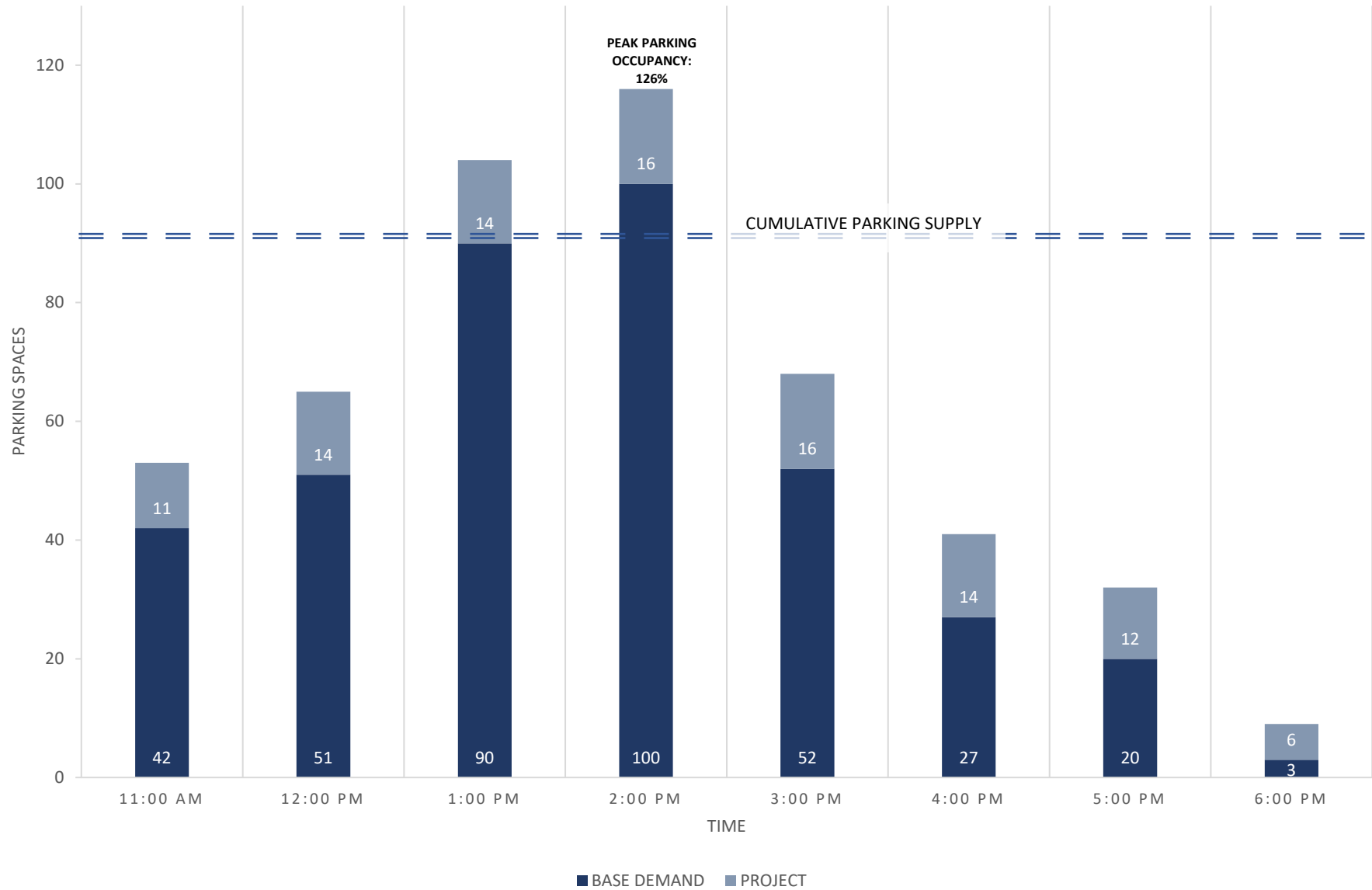
PARKING DEMAND

LOTS 1 AND 2 (CUMULATIVE PARKING SUPPLY)

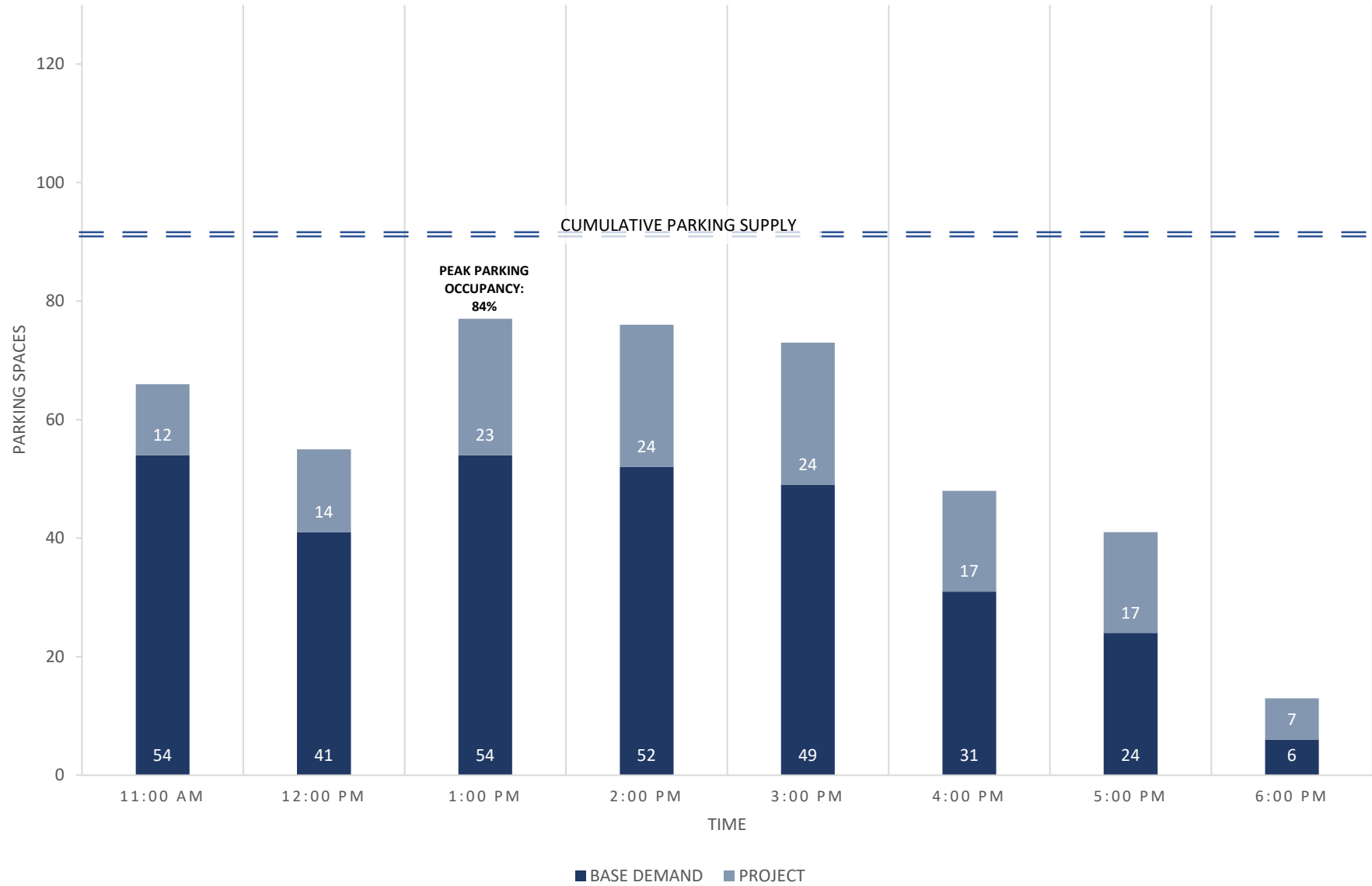
PARKING DEMAND FOR LOTS 1 AND 2 THURSDAY



PARKING DEMAND FOR LOTS 1 AND 2 SATURDAY



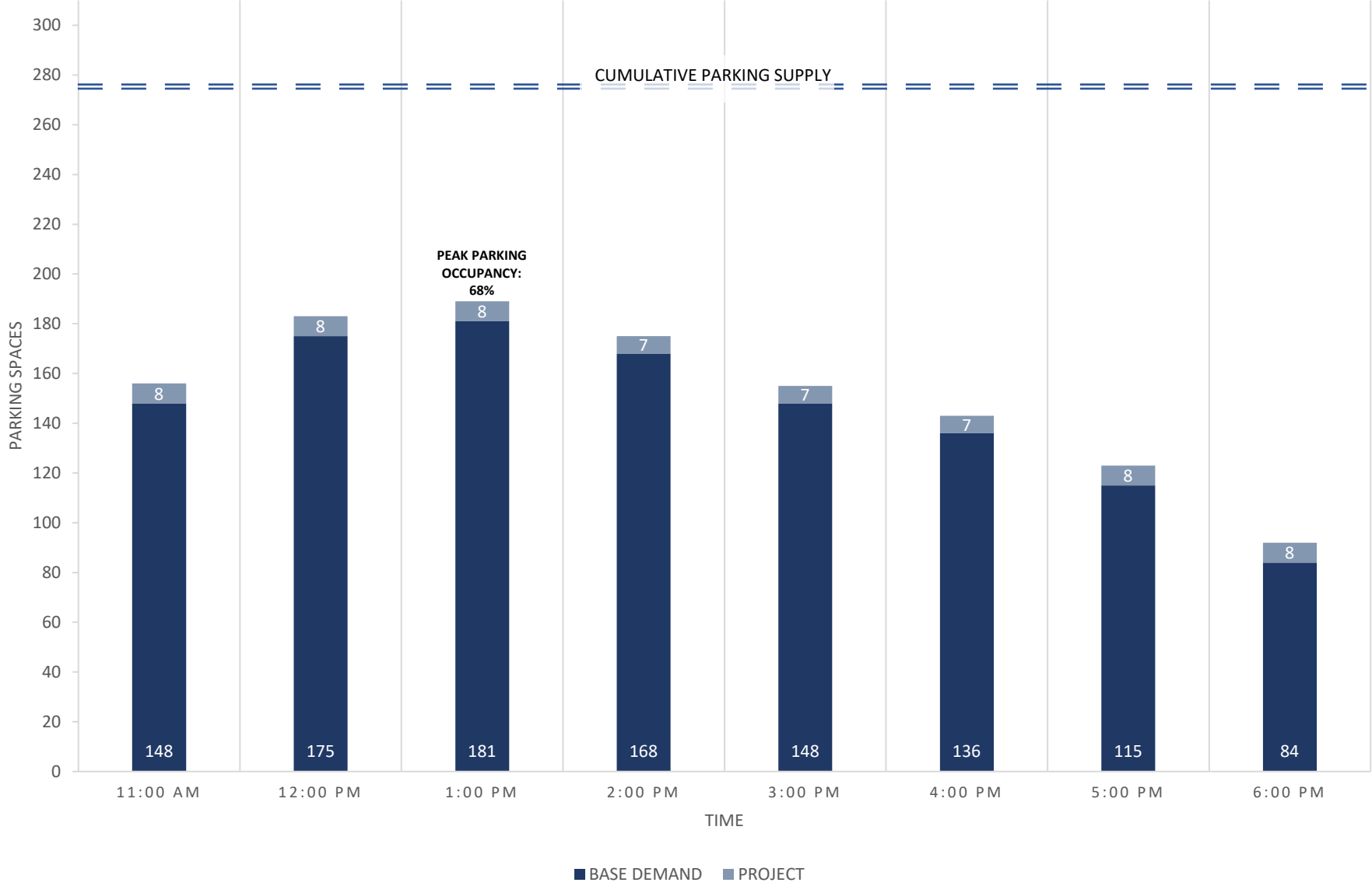
PARKING DEMAND FOR LOTS 1 AND 2 SUNDAY



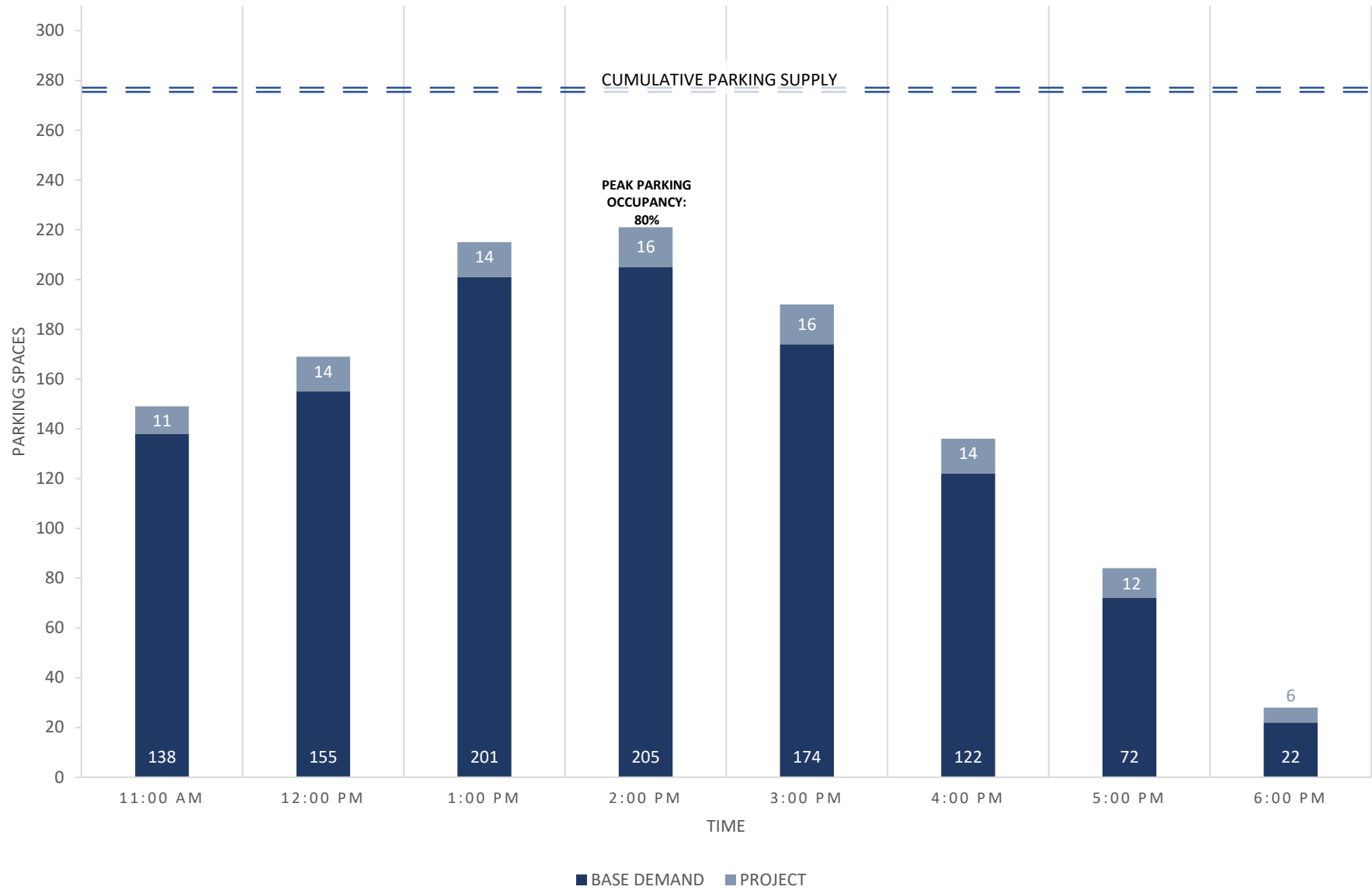
ATTACHMENT 8

PARKING DEMAND
LOTS 1-6 (CUMULATIVE PARKING SUPPLY)

PARKING DEMAND FOR ALL LOTS THURSDAY



PARKING DEMAND FOR ALL LOTS SATURDAY



PARKING DEMAND FOR ALL LOTS SUNDAY

