

TECHNICAL MEMORANDUM

Date: August 26, 2016

To: Honorable Mayor
and Members of the City Council

From: KOA Corporation

Subject: Block 10700 Farragut Drive Parking Study

Introduction

KOA Corporation has prepared this parking study to provide the City Council the information it needs in order to make a determination regarding the parking-related requests by Grace Evangelical Lutheran Church and by the residents on the 10700 block of Farragut Drive.

The representatives of the Grace Evangelical Lutheran Church have requested that the City Council consider changing the parking restrictions on the 10700 block of Farragut Drive from permit-only parking, 8:00 a.m. to 10:00 p.m., Monday through Friday, to 2-hour parking, so that attendees to the various activities at the church may use the on-street public parking without restriction.

The residents of the 10700 block of Farragut Drive have requested the City Council to maintain the permit-only parking restrictions, and further, have submitted a qualifying petition asking to have the permit-only parking restrictions extended to include Saturday and Sunday, from 8:00 a.m. to 10:00 p.m.

This report summarizes the findings of KOA's assessment of the parking supply and demand in the study area, and a determination of non-resident parking intrusion on the 10700 block of Farragut Drive. Additionally, the parking study includes our findings as to whether the residents' petition for extended permit-only parking restrictions on weekends meets the City Council's adopted criteria.

Background

On September 8, 2014, the City Council considered a request from Grace Evangelical Lutheran Church, to change the Farragut Drive parking restrictions from permit-only parking, 8:00 a.m. to 10:00 p.m., Monday through Friday, to 2-hour parking. After

discussion and input from all parties and the general public, the City Council directed City staff to return at a future date with information to consider a parking study of the 10700 block of Farragut Drive, and adjacent streets. The parking study would evaluate the existing parking demand and make findings and recommendations, based on the current parking intrusion/impact criteria adopted by the City Council on November 12, 2013, in the Procedures and Regulations for Residential Permit Parking Districts, as Exhibit A of Resolution 2013-R071.

On March 14, 2016, the information requested by the City Council about a parking study, was presented by City staff, and the City Council directed that the parking study be conducted. Additionally, the City Council adopted a resolution to temporarily suspend the permit-only parking restrictions indicated previously, on the 10700 block of Farragut Drive, and directed the temporary implementation on the same block of 2-hour parking restrictions, (from 8 am to 6 pm, Monday through Saturday, except with a permit), during the parking study period, and until further direction by the City Council after considering the findings of the parking study and its recommendations.

Parking Study Components

The parking study has three components:

- For the study area, quantification of the parking supply, parking demand, parking intrusion (in the 10700 block of Farragut Drive), and findings
- A parking needs analysis of Grace Evangelical Lutheran Church, based on a voluntary survey filled-out by attendees, as well as by KOA's observations; and
- An assessment of the feasibility of shared parking by Grace Evangelical Lutheran Church with nearby institutions that have parking facilities.

Overview of the City's Adopted Regulations

The City Council-adopted Regulations, Section 3, Overview of the Permit Parking Program, in paragraph K. Permit Parking Restrictions Based on Traffic Engineering Studies, states that traffic engineering studies:

“...may be used to consider 1) establishing new parking restrictions, or 2) to consider extending existing parking restrictions' days and/or hours and/or restrictiveness...[for] example, so that an existing two-hour time limit might be considered for changing to a one-hour time limit, or to permit-only restrictions. Primarily, this method is intended as a gap-closure to enhance parking restrictions under conditions of extenuating circumstances.”

When traffic engineering parking and occupancy studies are conducted, paragraph M further states that:

“...the findings of such studies determine if parking intrusion thresholds have been met.”

Criteria Required to be Met

Section 7.3.1.C of the Regulations state as follows:

“C. For purposes of establishing “No Parking Anytime Except by Permit” Preferential Parking Zones:

“i. Parking will be considered excessively impacted by on-street parking of non-resident vehicles on streets in a residential area when:

“1. More than seventy-five percent (75%) of the legal on-street parking spaces are occupied by resident and non-resident motor vehicles; and

“2. More than fifty percent (50%) of the legal on-street parking spaces are occupied by non-resident motor vehicles.”

Both criteria 1 and 2 shall be met concurrently for each qualifying study hour. Failure to meet both criteria concurrently disqualifies the street from consideration for permit-only parking.

Section 7.3.1. Parking Intrusion Criteria, states that “at least six (6) random field inspections” shall be conducted “during the course of a three (3) week period. The inspections shall occur within the time period when the impact is occurring, as specified in the neighborhood’s petition.” The study conducted by KOA was compliant with this requirement, and as per the direction of the City Council, 20 field inspections were conducted.

Parking Study with 2-Hour Parking Restrictions in Place

City staff and KOA discussed the ramifications of conducting the parking study while 1) Time-limited parking restrictions are in place; or 2) No parking restrictions are in place.

1. Although ideally the absence of time-limited parking restrictions would make for a simpler study, and thus would be a desirable scenario, the parking study data collected while time-limited parking restrictions are in place would still reflect parking demand, and findings can be made about whether or not the City’s criteria is met (the criteria is discussed later in this report).
2. If the criteria is met while time-limited parking restrictions are in place, then it would be an indication that the time-limited parking restrictions in place during the study would be insufficient to prevent non-residential parking intrusion, and

would further indicate that intensification of such parking restrictions to permit-only parking would be needed to prevent parking intrusion. If the criteria is not met, then it would be an indication that the time-limited parking restrictions in place at the time of the study are adequate to prevent parking intrusion.

3. Under the City's standard daytime time-limited parking restrictions of 2-hour parking, Monday through Saturday, 8 am to 6 pm, except with a permit (District 10 permit in the case of 10700 block of Farragut Drive), longer-term parking demand -- such as employee parking -- if it exists, may not be reflected on the block. However, if such long-term parking demand is significant, it would be reflected in an adjacent block in the parking study area (Area A through E, discussed later in the report), potentially causing one or several of these other blocks to meet the criteria to qualify for parking restrictions above and beyond the standard daytime time-limited parking restrictions indicated above. Parking demand for short-term parking -- 2-hours or less, such as school-related drop-offs and pick-ups, would still be reflected.

Study Area

Parking Study Methodology

Data about parking in the study area was collected and recorded during a typical period, that is, during a period when school was in session, in the absence of rain, and not during holidays.

The parking study was conducted during the weeks of May 9th, 16th, and 23rd. Figure 2, below, shows the days when parking data was collected, within the 2015-2016 school calendars.

The study area was defined as a collaborative effort between City staff and KOA Corporation. The streets within the study area are listed below, and highlighted in yellow in Figure I. The streets in the study area are identified as "A" through "G" in Figure I, and subsequently in the report.

Figure 1 – Study Area Map



- A – Farragut Drive (both sides)
Between Overland Avenue and
Keystone Avenue
- B – Overland Avenue (both sides)
Between Garfield Avenue and
Franklin Avenue-Farragut Drive
- C – Overland Avenue (both sides)
Between Franklin Avenue and
Farragut Drive
- D – Garfield Avenue (both sides)
Between Overland Avenue and
Coombs Avenue
- E – Franklin Avenue (both sides)
Between Overland Avenue and
Coombs Avenue
- F – Farragut Drive (both sides)
Between Overland Avenue and
Coombs Avenue
- G – Coombs Avenue (east side)
Between Franklin Avenue and
Farragut Drive

Figure 2 – CCUSD School Calendar

Culver City Unified School District School Year Calendar 2015/2016																								
90+ Days Taught Semester 1 90+ Days Taught Semester 2 180+ Instructional Days 184+ Veteran Teacher Days 185+ New Teacher Days	First Week Mon Tue Wed Thu Fri					Second Week Mon Tue Wed Thu Fri					Third Week Mon Tue Wed Thu Fri					Fourth Week Mon Tue Wed Thu Fri					Days Taught	Legal Holiday	Local Holiday	
First School Month Aug. 17 – Sept. 11	Aug	17	18	[19]	[20]	[21]	(24)	25	26	27	28	31	1	2	3	4	7	8	9	10	11	14	1	0
Second School Month Sept. 14 – Oct. 9	14	15	16	17	18	21	22	23	24	25	28	29	30	1	2	5	6	7	8	9	20	0	0	
Third School Month Oct. 12 – Nov. 6	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	2	3	4	5	6	20	0	0	
Fourth School Month Nov. 9 – Dec. 4	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	1	2	3	4	16	2	2	
Fifth School Month Dec. 7 – Jan. 1	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31	1	10	2	8	
Sixth School Month Jan. 4 – Jan. 29	4	5	6	7	8	11	12	13	14	15	18	[19]	20	21	22	25	26	27	28	29	18	1	0	
Seventh School Month Feb. 1 – Feb. 26	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	18	2	0	
Eighth School Month Feb. 29 – March 25	29	1	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	20	0	0	
Ninth School Month March 28 – Apr. 22	X	X	X	X	Apr X	X	X	X	X	X											10	0	10	
Tenth School Month Apr. 25 – May 20	25	26	27	28	29	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	20	0	0	
Eleventh School Month May 23 – June 17	23	24	25	26	27	30	31	1	2	3	6	7	8	9	(10)	13	14	15	16	17	14	1	0	
Totals																					180	9	20	
* Legal Holiday Per Education Code Section 37229	Date in 2015-2016	Day of Week 2015-2016	X Local Holiday Per Education Code Section 37220.13 & Recesses Office of Child Development is closed legal & classified holidays.					Elementary Trimesters & Elementary Parent Conference Minimum Days					Adult School Program Schedules					Other						
Independence Day (observed)	July 3	Friday	Local Recess					Elementary Trimesters November 20, 2015 March 4, 2016 June 10, 2016 Target Parent Conference Dates October 12 & 13, 2015 April 21 & 22, 2016					ADA- Dates August 31, 2015 - June 10, 2016 Fee Based Trimesters Fall: Aug. 31, 2015 – Nov. 20, 2015 Winter: Nov. 23, 2015 – March 4, 2016 Spring: March 7, 2016 – June 10, 2016 Kids Enrichment Summer Program Session 1: June 20, 2016– July 8, 2016 (3 weeks) Session 2: July 11, 2016– July 29, 2016 (3 weeks)					New Teacher Orientation August 18, 2015 Teacher Work Day (Non-Pupil Day) August 19, 20, 21, 2015 January 19, 2016 Instruction Begins: August 24, 2015 School Ends: June 10, 2016 Summer School Remediation Grades 9 th -12 th : June 14 – July 21, 2016 Extended Year: June 14 – July 14, 2016						
Labor Day Veterans Day Thanksgiving Christmas Day New Year's Day	Sep. 7 Nov. 11 Nov. 26 Dec. 25 Jan. 1	Monday Wednesday Thursday Friday Friday	Winter Recess December 21, 2015 – January 1, 2016 Spring Recess March 28 – April 8, 2016																					
Dr. King Day Lincoln's Day (observed) Washington Day (President's Day) Memorial Day	Jan. 18 Feb. 8 Feb. 15 May 30	Monday Monday Monday Monday	Classified Employee Holidays November 25, 2015 November 27, 2015 December 23, 2015 (Admin Day) December 24, 2015 December 31, 2015																					
Adopted by the Board: February 10, 2015																								

City staff received written confirmation from the CCUSD Superintendent, Head of CCUSD security, and OCD Director indicating that the schools in the vicinity of the study area were open and in normal operation during the study period. The previous graphic identifies in yellow highlight the days when parking data was collected during the study period.

In order to safeguard the integrity of the data collected, the dates when parking data was collected were known only by KOA and City Staff.

The church survey and the shared-parking analysis were not conducted concurrent with the parking data collection, to avoid disclosing the study period, and thereby avoiding the possibility of anyone affecting the outcome of the parking study.

The license plates of all vehicles parked at the curbs within the study area were collected and recorded during the study period. The license plate data for the 10700 block of Farragut Drive was post-processed by the Culver City Police Department to determine which vehicles were registered to residents of the block. Without providing personal information, the Police Department identified such vehicles and communicated it to City Engineering Division staff and to KOA Corporation. The parking data for the 10700 block of Farragut Drive was segregated between vehicles registered to the residents of the block and those that were not. The segregated information was used to perform the analysis required to make findings about whether or not the City's adopted criteria was met.

Section 7.3 of the City's permit parking policy, requires a minimum of six random field study visits for data collection, as the basis for analysis and formulating findings. However, in order to establish greater statistical confidence for the analysis and findings, City staff recommended, and the City Council directed, that KOA make 20 random field visits for parking data collection. This approach ensured that the 10700 block of Farragut Drive have more than three times the opportunity to meet the criteria adopted by the City Council's policy. Conversely, if the data were to show that the criteria were not met by the 10700 block of Farragut Drive, the preponderance of data would support the statistical confidence of the findings. The results of the parking study and KOA's findings are detailed later in this report.

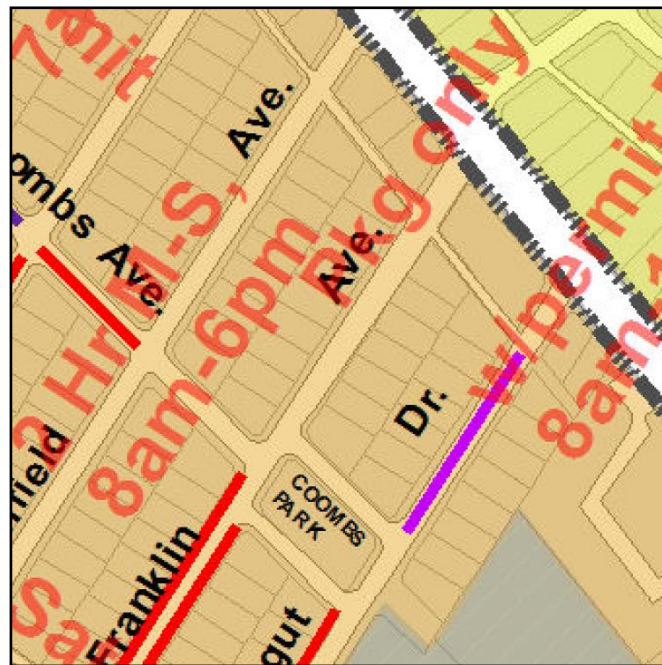
As part of the study, and in order to estimate the parking needs of Grace Evangelical Lutheran Church, KOA conducted a limited survey with the cooperation of the church. The survey was conducted after the field parking data had already been collected and recorded. Church staff was asked to distribute a survey to everyone attending their scheduled events. Participation was voluntary. The results of were used to develop a general understanding of the church's parking needs. The findings are discussed later in this report.

Additionally, KOA explored the feasibility of the church parking needs being partially met by shared-parking. Shared-parking is the sharing of surplus parking resources from nearby entities with other entities that have parking needs but lack parking supply on-site.

Existing Conditions

During the parking study, only the 10700 block of Farragut Drive had permit parking restrictions in place (2-hour parking, 8 am to 6 pm, Monday through Saturday, except with a permit) – see Figure 3, below. The study area is generally swept Wednesdays and Thursdays, 11 am to 1 pm, and Overland Avenue is swept same days, between 8 am to 12 pm. The street sweeping schedule was taken into consideration in the collection of parking data, as well as in the analysis. Streets scheduled for sweeping were surveyed to identify potential violations of the street sweeping schedule

Figure 3 – Existing Parking Restrictions Map



As noted above, the purpose of the parking study was to determine whether there is parking intrusion by non-resident vehicles on the 10700 block of Farragut Drive. In order to make this finding, the determination was based on identifying license plates for all vehicles parked on the block. With the assistance of the Culver City Police Department Parking Enforcement Office, all license plate numbers collected on the subject block during the parking survey were run through the State's Department of Motor Vehicles (DMV) database to identify which vehicles were registered to an address on the 10700 block of Farragut Drive.

On-Street Parking Supply

There are approximately 169 on-street parking spaces within the study area. The spaces are based on physical measurements on each block of the amount of available curb parking. Each parking space was assumed to be 20 feet per vehicle. Figure 4 illustrates the on-street parking supply for each area.

Figure 4 – On-Street Parking Supply



Existing Parking Occupancy

- The existing parking occupancy was collected on random dates and times over a three-week period. The following pages contain narrative summaries of the results of the on-street parking demand for each study block/area.
- Additionally, tabular data is presented showing the results during each of the 20 random study hours within the parking study period. The tables are formatted as follows:
 - The rows show each of the twenty study hours;
 - The columns show the actual parking demand (the number of vehicles parked) and the percentage occupied relative to the total available parking supply on each of the study blocks.
 - The column data is presented separately for each side of the study blocks.
 - At the bottom, each table shows the average parking demand and the average percentage occupied per study blocks.

Project Description

On March 14, 2016, the City Council directed that a parking study be conducted, and concurrently adopted a resolution temporarily suspending the then-existing permit-only parking restrictions for the 10700 block of Farragut Drive (8:00 a.m. to 10:00 p.m., Monday through Friday, except with a permit), and directed the temporary installation of 2-hour parking restrictions, 8 am to 6 pm, Monday through Saturday. The removal and installations indicated above were put into effect on March 29, 2016. After the removal of the permit-only signs, a period of approximately 30 days was observed to allow for parking patterns to normalize before commencing the parking study.

The parking surveys for the study area were collected over a three-week period with 20 random field inspections. The parking data collection occurred between the hours of 8:00 a.m. to 10:00 p.m., Monday through Sunday. The parking data was collected beginning Tuesday, May 10, 2016 through Thursday, May 26, 2016.

During each parking survey observation period, the vehicles license plate numbers and their relative parked locations on each study block in the study area were documented. Table I summarizes the dates and times the parking data was collected in the study area.

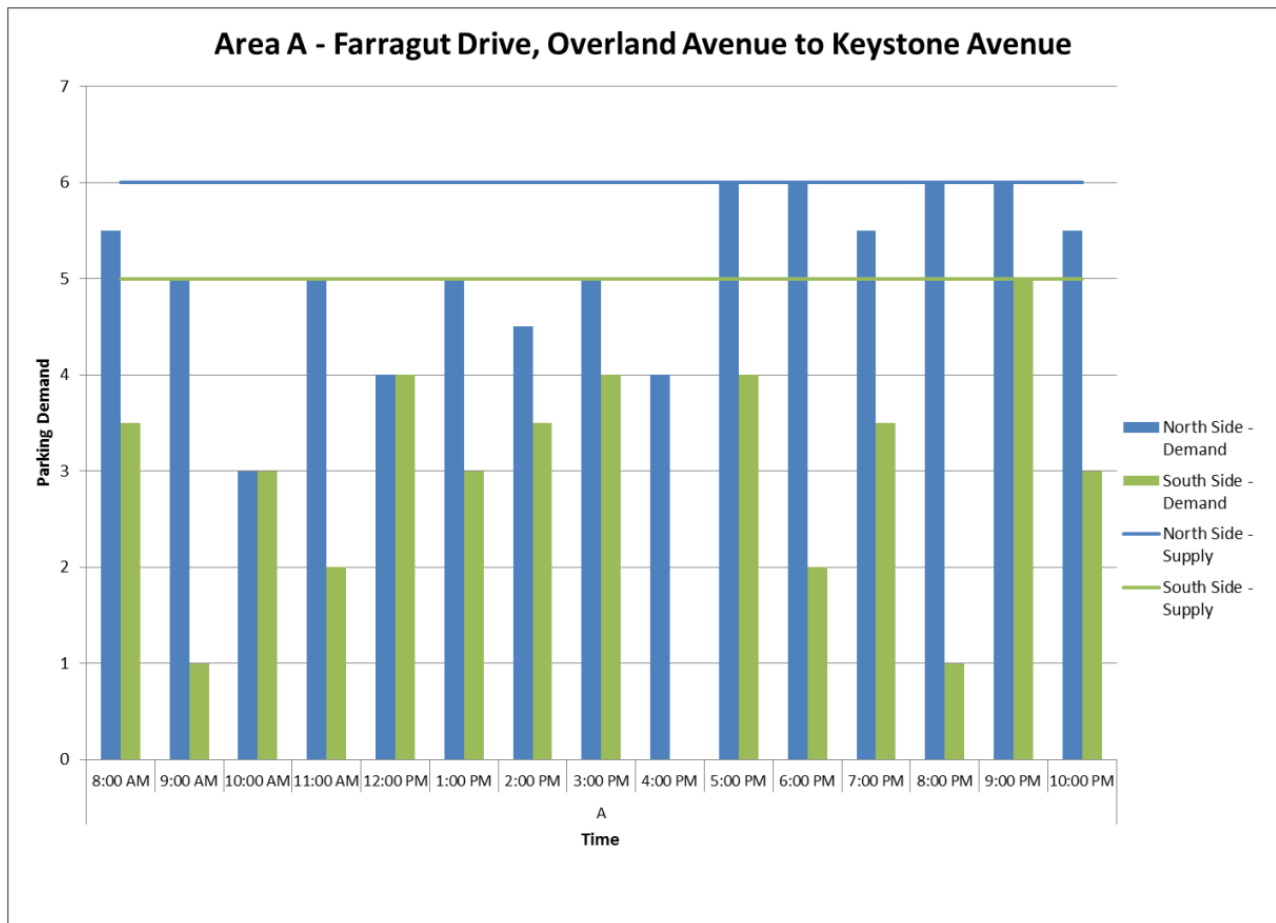
Table I – Survey Observation Periods

NO.	TIME	DATE	DAY
1	8:00 AM	5/16	Monday
2	9:00 AM	5/24	Tuesday
3	10:00 AM	5/13	Friday
4	11:00 AM	5/18	Wednesday
5	12:00 PM	5/14	Saturday
6	1:00 PM	5/16	Monday
7	2:00 PM	5/13	Friday
8	3:00 PM	5/15	Sunday
9	4:00 PM	5/10	Tuesday
10	5:00 PM	5/26	Thursday
11	6:00 PM	5/24	Tuesday
12	7:00 PM	5/18	Wednesday
13	8:00 PM	5/20	Friday
14	9:00 PM	5/16	Monday
15	10:00 PM	5/26	Thursday
16	8:00 AM	5/14	Saturday
17	11:00 AM	5/15	Sunday
18	2:00 PM	5/24	Tuesday
19	7:00 PM	5/21	Saturday
20	10:00 PM	5/22	Sunday

Existing Parking Occupancy

The existing parking occupancy was collected on random dates and times over a three-week period. The following summarizes the results of the on-street parking demand for block/area locations A to G.

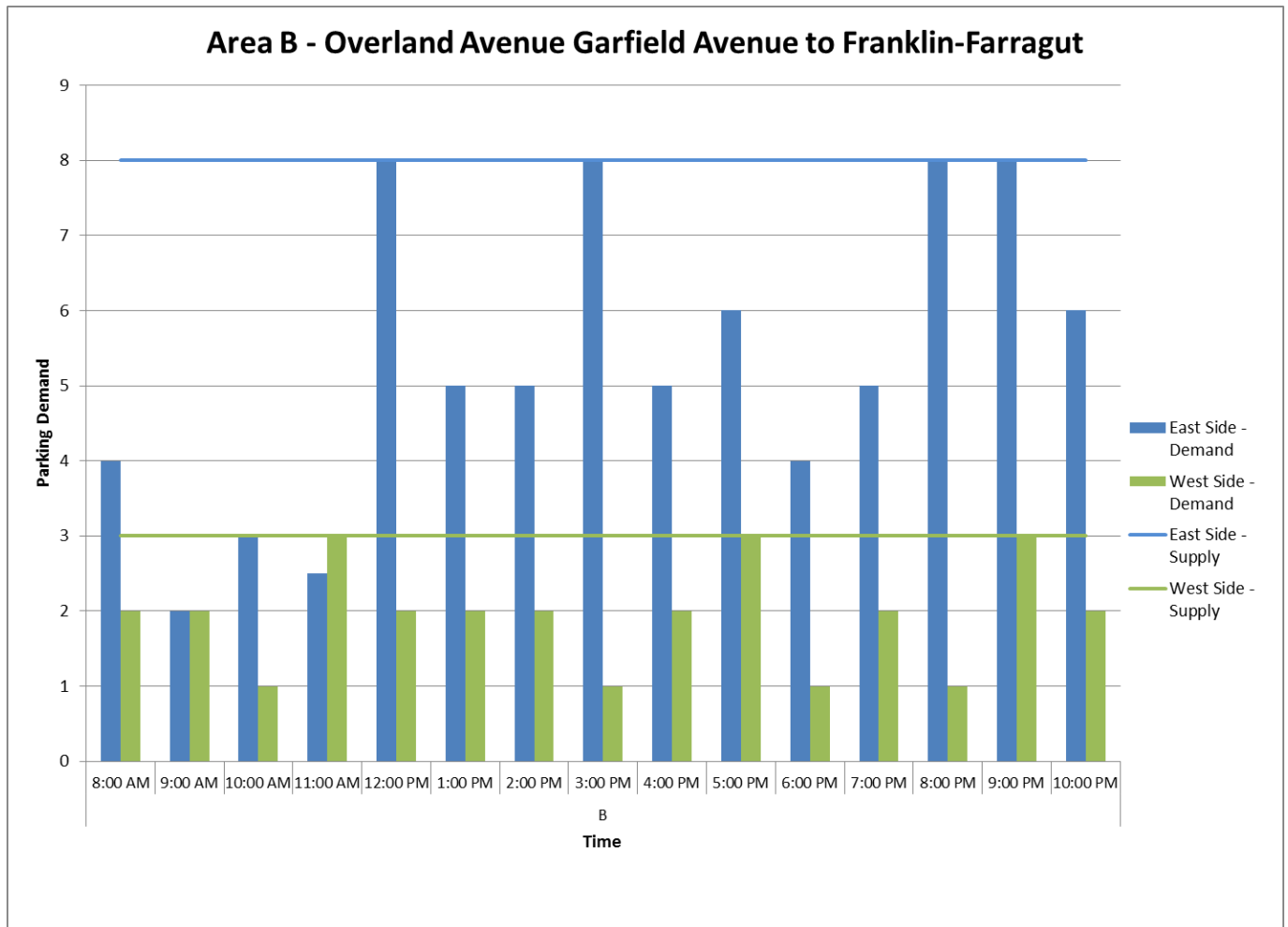
Area A summarizes the parking occupancy on Farragut Drive, between Overland Avenue and Keystone Avenue. The on-street parking supply for this block is 11 spaces. Throughout the day, an average of eight vehicles (about 70%) were parked on this block.



AREA:	A			
	Farragut Drive, Overland Avenue to Keystone Avenue			
Direction:	South Side		North Side	
Supply:	5		6	
TIME	Parking Demand	Percent Occupied	Parking Demand	Percent Occupied
8:00 AM	4	80%	6	100%
9:00 AM	1	20%	5	83%
10:00 AM	3	60%	3	50%
11:00 AM	2	40%	5	83%
12:00 PM	4	80%	4	67%
1:00 PM	3	60%	5	83%
2:00 PM	4	80%	5	83%
3:00 PM	4	80%	5	83%
4:00 PM	0	0%	4	67%
5:00 PM	4	80%	6	100%
6:00 PM	2	40%	6	100%
7:00 PM	4	80%	6	100%
8:00 PM	1	20%	6	100%
9:00 PM	5	100%	6	100%
10:00 PM	3	60%	6	100%

AVERAGE 3 60% 5 87%

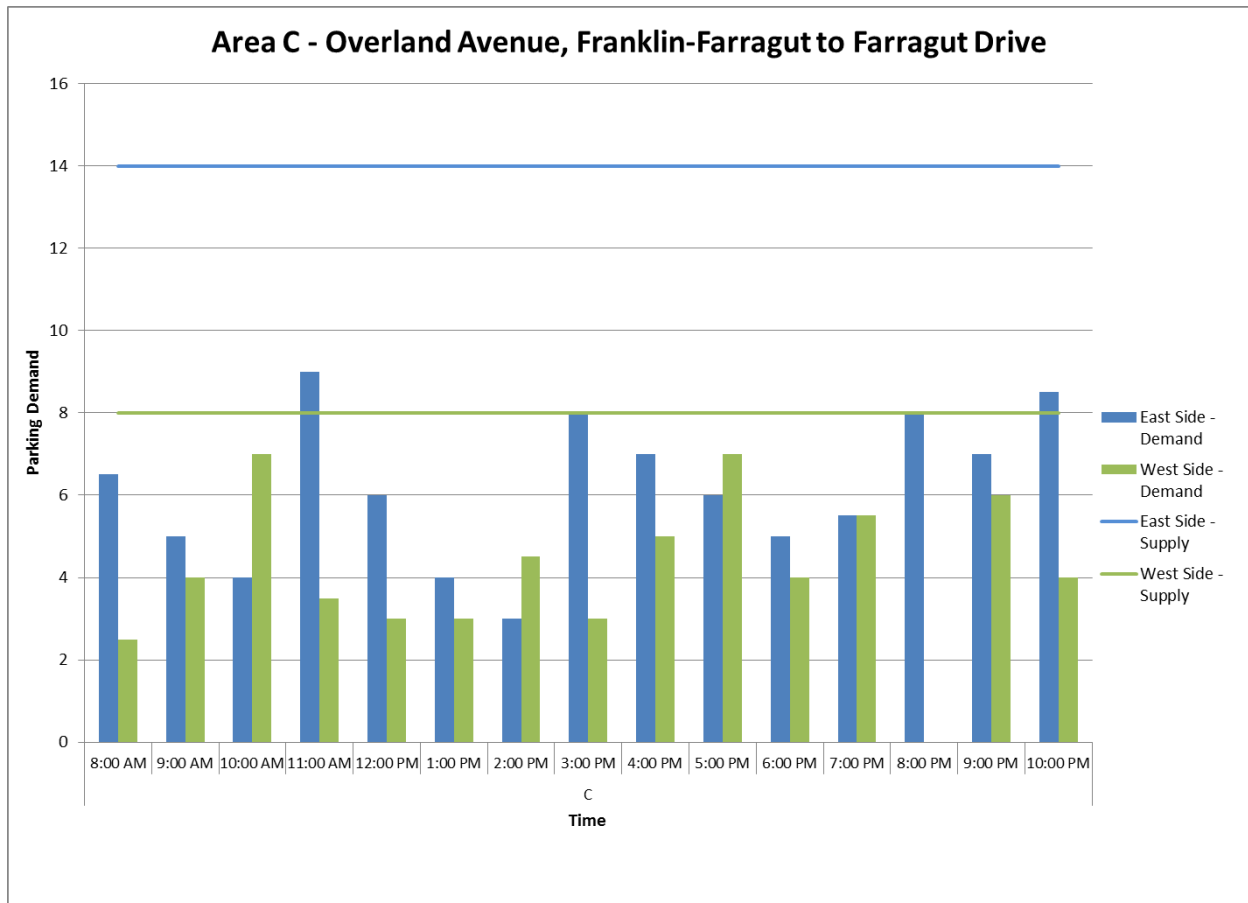
Area B summarizes the parking occupancy on Overland Avenue, between Garfield Avenue and Franklin Avenue-Farragut Drive. The total on-street parking supply for this block is 11 spaces. Throughout the day, an average of seven vehicles (about 65%) were parked on this block.



AREA:	B			
	Overland Avenue, Garfield Avenue to Franklin-Farragut			
Direction:	West Side		East Side	
Supply:	3		8	
TIME	Parking Demand	Percent Occupied	Parking Demand	Percent Occupied
8:00 AM	2	67%	4	50%
9:00 AM	2	67%	2	25%
10:00 AM	1	33%	3	38%
11:00 AM	3	100%	3	38%
12:00 PM	2	67%	8	100%
1:00 PM	2	67%	5	63%
2:00 PM	2	67%	5	63%
3:00 PM	1	33%	8	100%
4:00 PM	2	67%	5	63%
5:00 PM	3	100%	6	75%
6:00 PM	1	33%	4	50%
7:00 PM	2	67%	5	63%
8:00 PM	1	33%	8	100%
9:00 PM	3	100%	8	100%
10:00 PM	2	67%	6	75%

AVERAGE 2 68% 5 63%

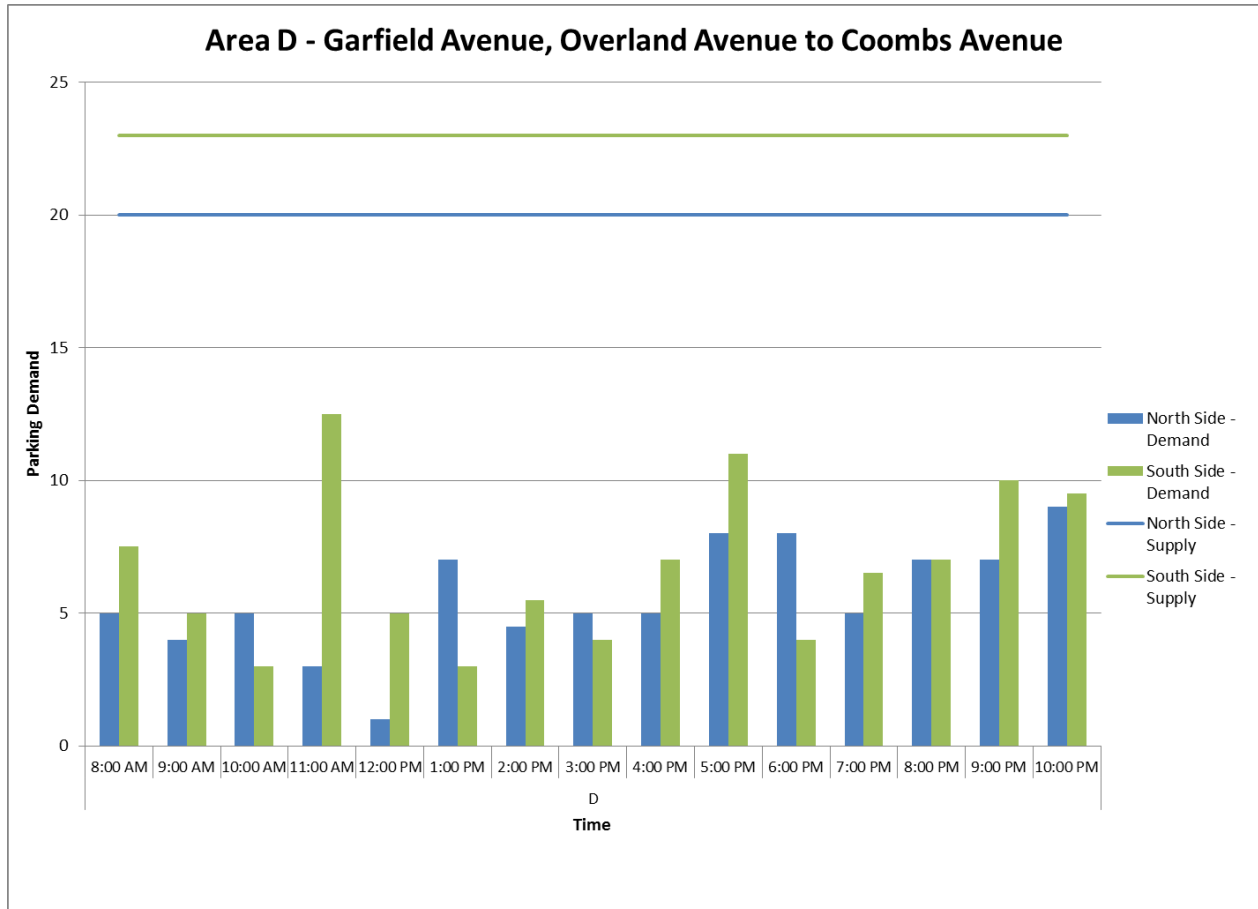
Area C summarizes the parking occupancy on Overland Avenue, between Franklin Avenue-Farragut Drive and Farragut Drive. The total on-street parking supply for this block is 22 spaces. Throughout the day, an average of 10 vehicles (about 50%) were parked on this block.



AREA:	C			
	Overland Avenue, Franklin-Farragut to Farragut Drive			
Direction:	West Side		East Side	
Supply:	8		14	
TIME	Parking Demand	Percent Occupied	Parking Demand	Percent Occupied
8:00 AM	3	38%	7	50%
9:00 AM	4	50%	5	36%
10:00 AM	7	88%	4	29%
11:00 AM	4	50%	9	64%
12:00 PM	3	38%	6	43%
1:00 PM	3	38%	4	29%
2:00 PM	5	63%	3	21%
3:00 PM	3	38%	8	57%
4:00 PM	5	63%	7	50%
5:00 PM	7	88%	6	43%
6:00 PM	4	50%	5	36%
7:00 PM	6	75%	6	43%
8:00 PM	0	0%	8	57%
9:00 PM	6	75%	7	50%
10:00 PM	4	50%	9	64%

AVERAGE **4** 52% **6** 45%

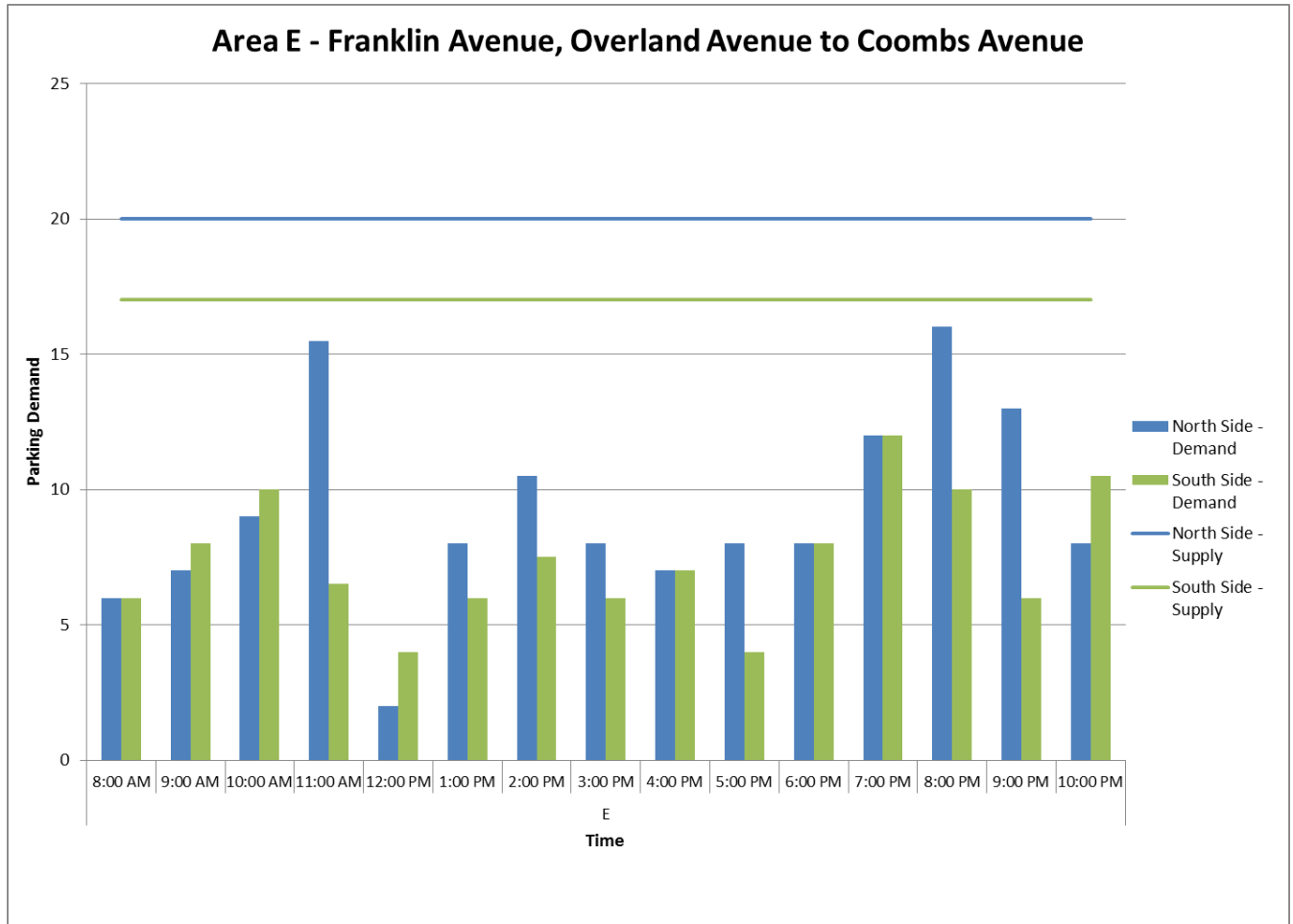
Area D summarizes the parking occupancy on Garfield Avenue, between Overland Avenue and Coombs Avenue. The total on-street parking supply for this block is 43 spaces. Throughout the day, an average of 12 vehicles (about 30%) were parked on this block.



AREA:	D			
	Garfield Avenue, Overland Avenue to Coombs Avenue			
Direction:	South Side		North Side	
Supply:	23		20	
TIME	Parking Demand	Percent Occupied	Parking Demand	Percent Occupied
8:00 AM	8	35%	5	25%
9:00 AM	5	22%	4	20%
10:00 AM	3	13%	5	25%
11:00 AM	13	57%	3	15%
12:00 PM	5	22%	1	5%
1:00 PM	3	13%	7	35%
2:00 PM	6	26%	5	25%
3:00 PM	4	17%	5	25%
4:00 PM	7	30%	5	25%
5:00 PM	11	48%	8	40%
6:00 PM	4	17%	8	40%
7:00 PM	7	30%	5	25%
8:00 PM	7	30%	7	35%
9:00 PM	10	43%	7	35%
10:00 PM	10	43%	9	45%

AVERAGE 7 32% 5 27%

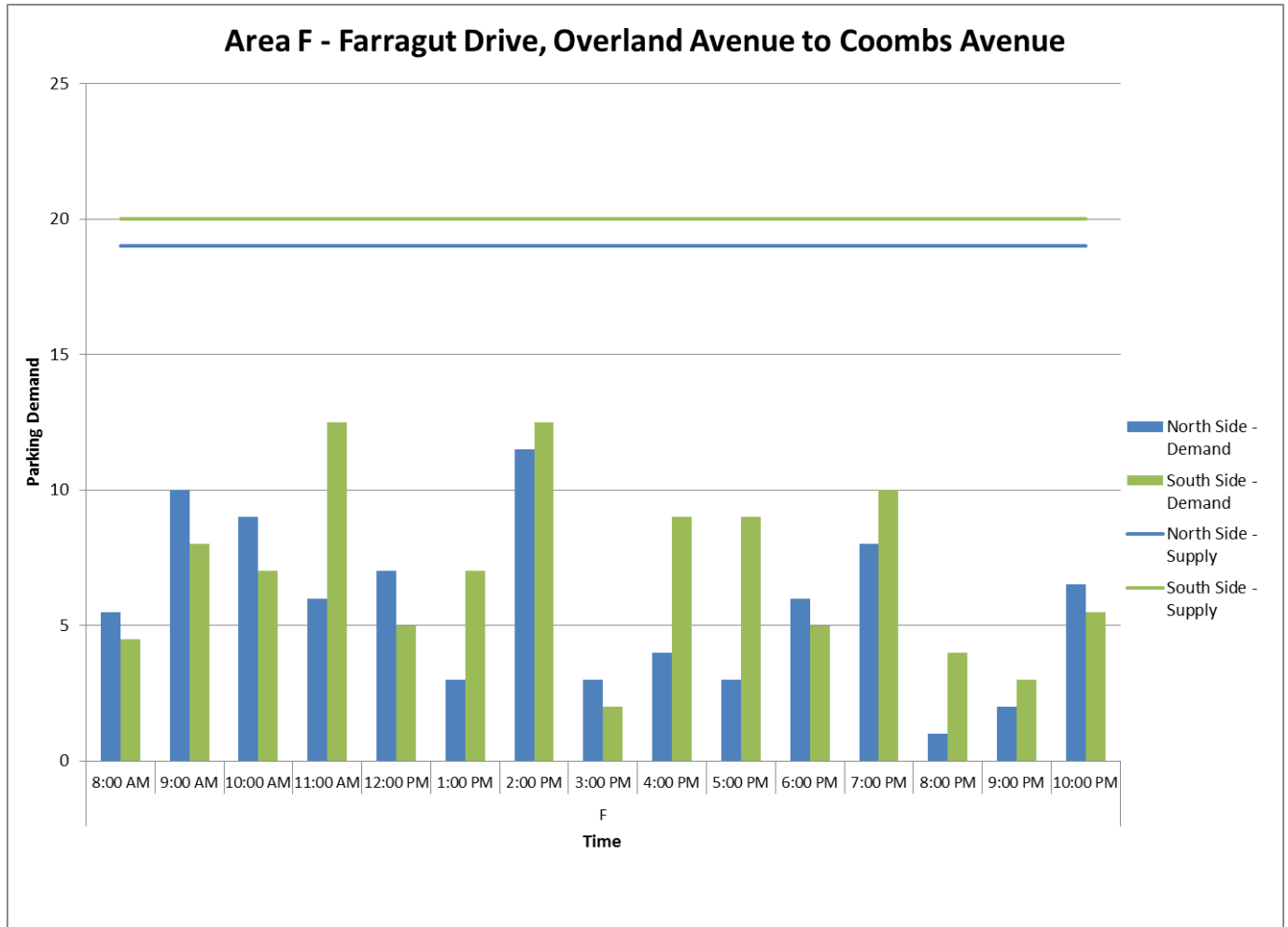
Area E summarizes the parking occupancy on Franklin Avenue, between Overland Avenue and Coombs Avenue. The total on-street parking supply for this block is 37 spaces. Throughout the day, an average of 18 vehicles (about 50%) were parked on this block.



AREA:	E			
	Franklin Avenue, Overland Avenue to Coombs Avenue			
Direction:	South Side		North Side	
Supply:	17		20	
TIME	Parking Demand	Percent Occupied	Parking Demand	Percent Occupied
8:00 AM	6	35%	6	30%
9:00 AM	8	47%	7	35%
10:00 AM	10	59%	9	45%
11:00 AM	7	41%	16	80%
12:00 PM	4	24%	2	10%
1:00 PM	6	35%	8	40%
2:00 PM	8	47%	11	55%
3:00 PM	6	35%	8	40%
4:00 PM	7	41%	7	35%
5:00 PM	4	24%	8	40%
6:00 PM	8	47%	8	40%
7:00 PM	12	71%	12	60%
8:00 PM	10	59%	16	80%
9:00 PM	6	35%	13	65%
10:00 PM	11	65%	8	40%

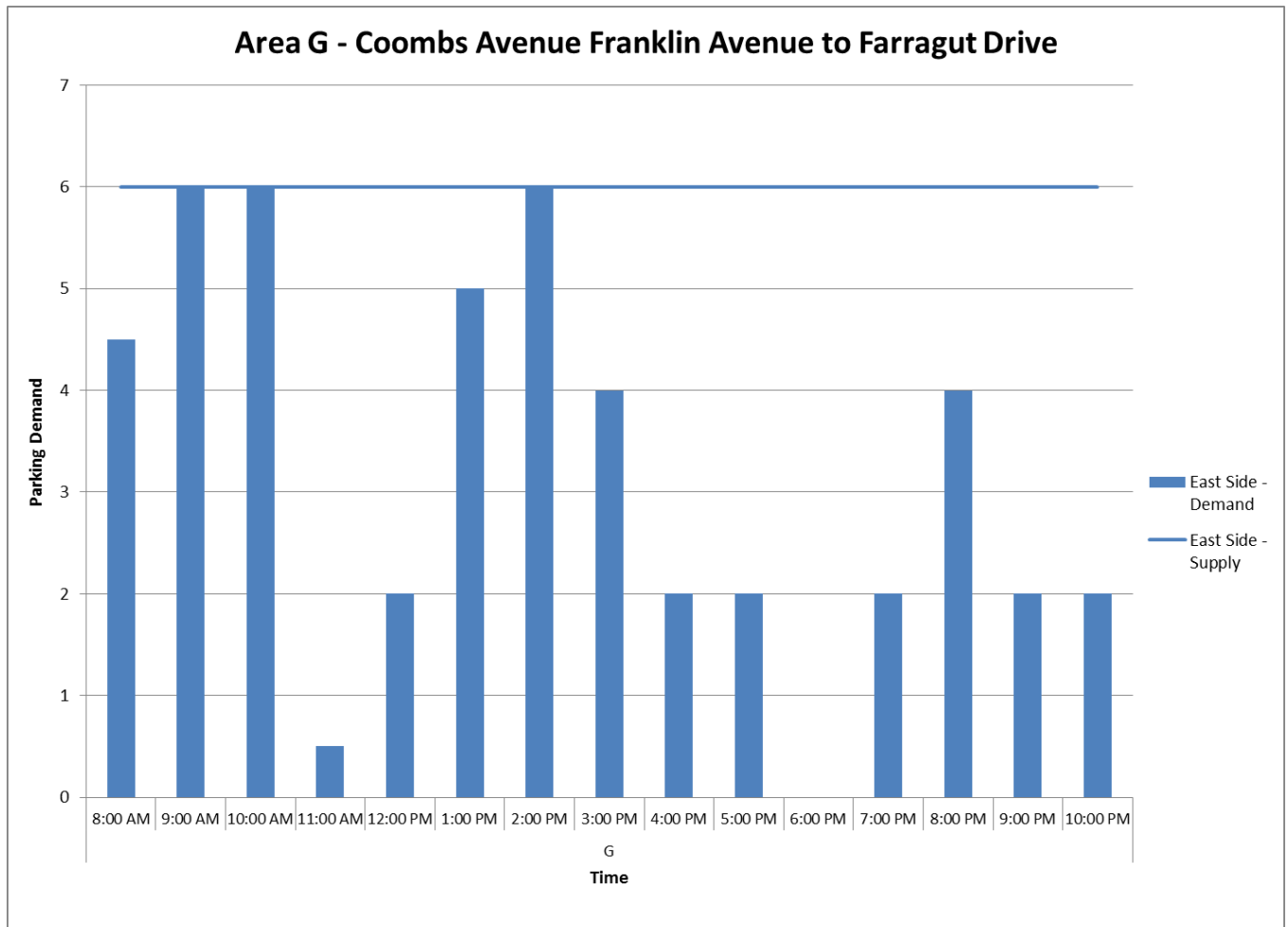
AVERAGE 8 47% 10 49%

Area F summarizes the parking occupancy on Farragut Drive, between Overland Avenue and Coombs Avenue. The total on-street parking supply for this block is 39 spaces. Throughout the day, an average of 14 vehicles (about 40%) were parked on this block.



AREA:	F			
	Farragut Drive, Overland Avenue to Coombs Avenue			
Direction:	South Side		North Side	
Supply:	20		19	
TIME	Parking Demand	Percent Occupied	Parking Demand	Percent Occupied
8:00 AM	5	25%	6	32%
9:00 AM	8	40%	10	53%
10:00 AM	7	35%	9	47%
11:00 AM	13	65%	6	32%
12:00 PM	5	25%	7	37%
1:00 PM	7	35%	3	16%
2:00 PM	13	65%	12	63%
3:00 PM	2	10%	3	16%
4:00 PM	9	45%	4	21%
5:00 PM	9	45%	3	16%
6:00 PM	5	25%	6	32%
7:00 PM	10	50%	8	42%
8:00 PM	4	20%	1	5%
9:00 PM	3	15%	2	11%
10:00 PM	6	30%	7	37%
AVERAGE	8	39%	6	34%

Area G summarizes the parking occupancy on Coombs Avenue, between Franklin Avenue and Farragut Drive. The total on-street parking supply for this block is six spaces. On-street parking is allowed on the east side only. Throughout the day, an average of three vehicles (about 50%) were parked in the area.



AREA:	G	
	Coombs Avenue, Franklin Avenue to Farragut Drive	
Direction:	East Side	
Supply:	6	
TIME	Parking Demand	Percent Occupied
8:00 AM	5	83%
9:00 AM	6	100%
10:00 AM	6	100%
11:00 AM	1	17%
12:00 PM	2	33%
1:00 PM	5	83%
2:00 PM	6	100%
3:00 PM	4	67%
4:00 PM	2	33%
5:00 PM	2	33%
6:00 PM	0	0%
7:00 PM	2	33%
8:00 PM	4	67%
9:00 PM	2	33%
10:00 PM	2	33%

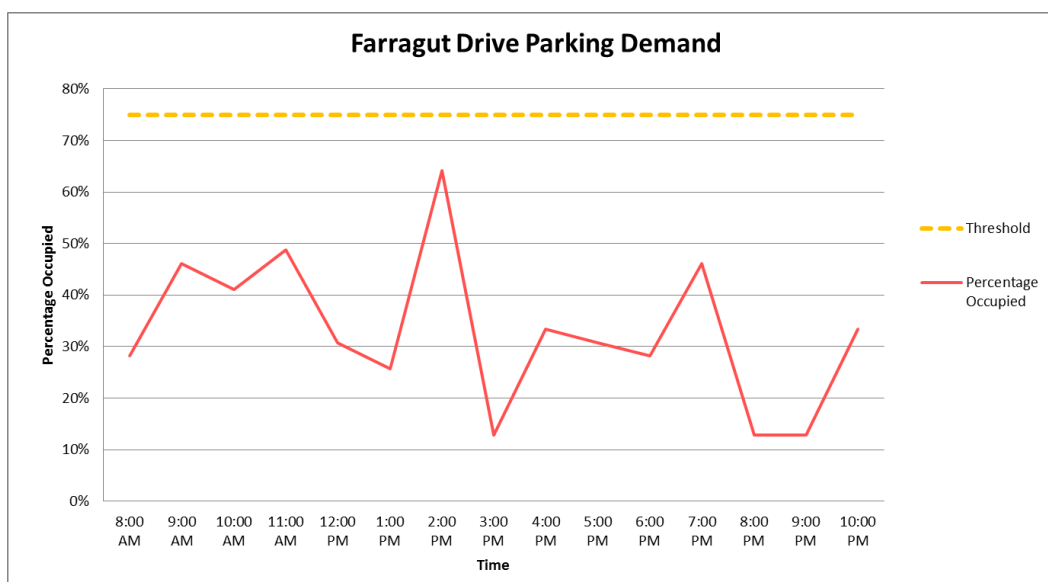
AVERAGE 3 53%

Based on the parking survey, the analysis showed that about 50 percent of the spaces were occupied and that there are sufficient on-street parking spaces for residents and non-residents.

Findings Regarding Parking Demand on 10700 Block of Farragut Drive

In accordance with the City Council-adopted Regulations, the criteria requires that a minimum of 75 percent of the available legal on-street parking spaces be occupied by the combined vehicles of residents and non-residents' vehicles. Failure to meet the criteria disqualifies the street from consideration for permit-only parking.

The following chart summarizes the overall parking demand on the 10700 block of Farragut Drive, by resident and non-resident vehicles, from 8:00 a.m. to 10:00 p.m., during the entire study period.



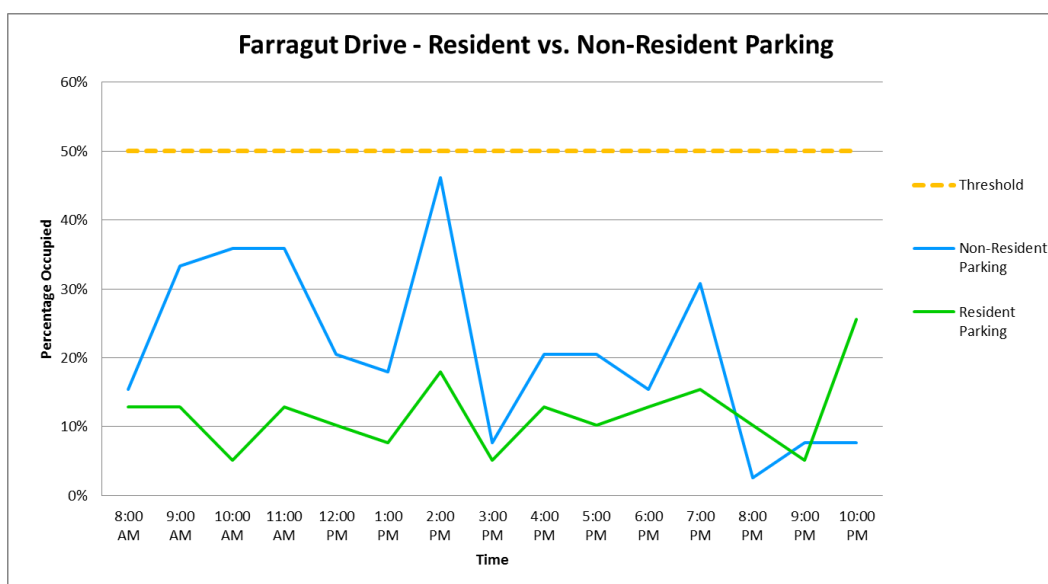
As shown above, the orange dotted line represents the 75 percent occupancy criteria. The average parking occupancy on Farragut Drive is under 40 percent, as illustrated in the tabular data earlier in the report. On weekdays, for the 2 pm study hour, parking occupancy increased to about 65 percent. This reflects school-related parking demand. Occupancy at all other study hours averaged from about 10 percent to less than 50 percent.

On-street parking occupancy did not meet the criteria of a minimum of 75 percent occupancy on a minimum of six of the study hours during the study period. This is the first of two quantifiable criteria that shall be met by a residential block to be considered for permit-only parking restrictions. Thus, the 10700 block of Farragut Drive does not meet the criteria, and hence does not qualify for permit-only parking.

Parking Intrusion Findings

The determination of parking intrusion by non-residents is based on identifying all vehicles that belong to the residents on the block. On-street parking demand collected was based on the vehicle license plate information. The Culver City Police Department's Enforcement Division assisted in verifying whether the license plate registration for vehicles parked on the 10700 block of Farragut Drive belongs to a resident. Vehicles that do not belong to residents on the block are considered to be part of the parking intrusion group. However, it should be noted these vehicles may include visitors or domestic help to the residences on Farragut Drive.

The following chart compares the parking occupancy by the residents and non-residents on the 10700 block of Farragut Drive.



As shown above, the on-street parking spaces occupied by the residents are lower than the non-residents. In addition, the on-street parking spaces occupied by the non-residents did not meet the criteria of at least 50 percent occupancy. The average parking occupancy by the non-residents on Farragut Drive is about 20 percent, and the resident parking occupancy is about 10 percent.

Therefore, the threshold for non-resident on-street parking was not met. This is the second of two quantifiable criteria that shall be met by a residential block to be considered for participation in the PPP.

Findings Regarding Parking Intrusion on 10700 Block of Farragut Drive

In accordance with the City Council-adopted Regulations, the criterion requires that a minimum of 50 percent of the available legal on-street parking spaces be occupied by vehicles belonging to non-residents. Failure to meet the criteria disqualifies the street from consideration for permit-only parking.

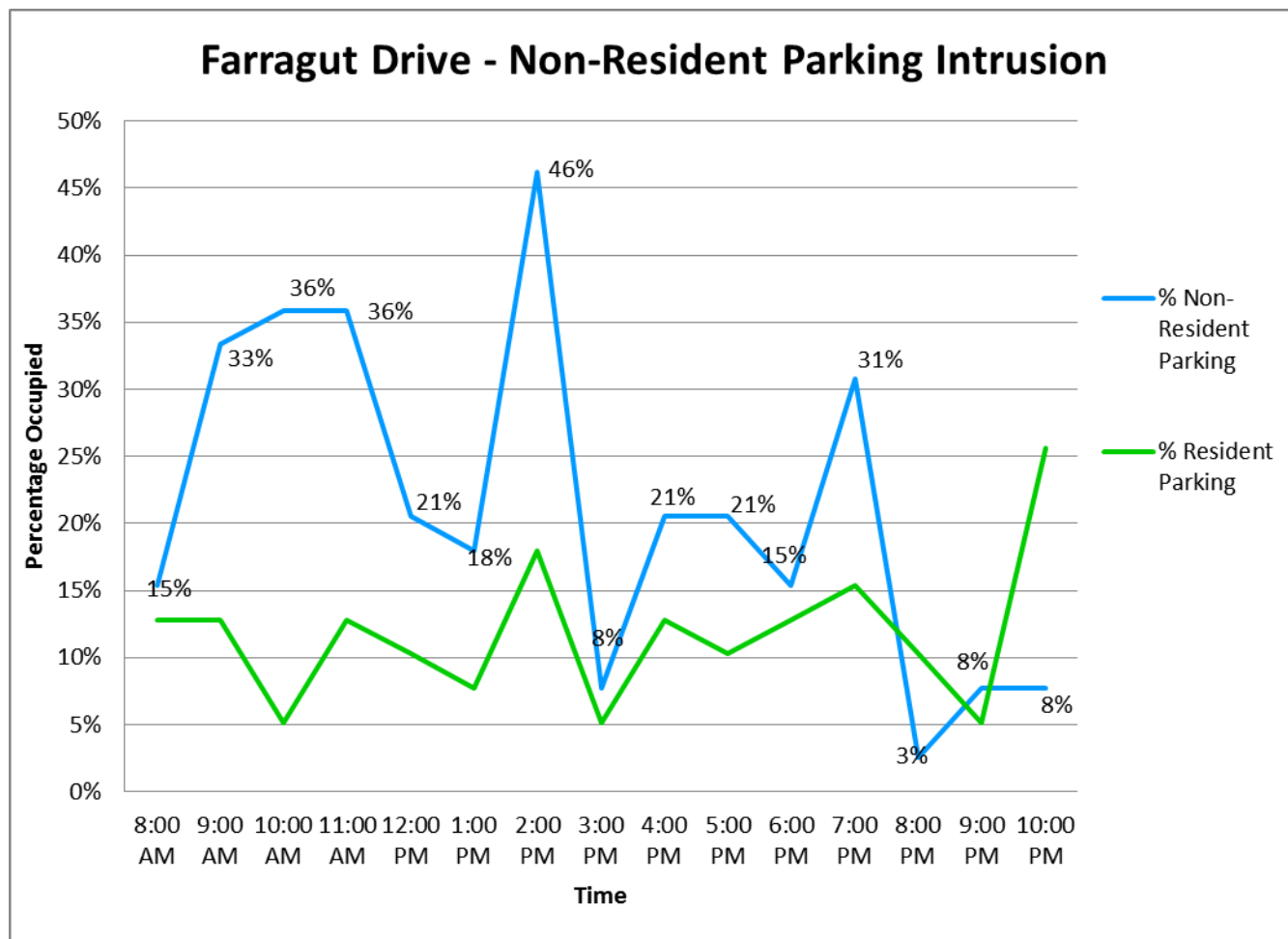
In order to make a determination of non-resident parking intrusion all vehicles parked on the 10700 block of Farragut Drive during the study period were identified by the Culver City Police Department, and the information was provided to KOA, without disclosing personal ownership information. The residents' vehicles were subtracted from the quantified parking demand. The remaining vehicles, vehicles that are not registered to residents on the block, were determined to be the parking intrusion group. However, it should be noted these vehicles may include visitors to residents' homes, or in-home service providers, such as babysitters, housekeepers, nannies, and medical care givers.

Table 2 summarizes the quantified residents' vehicles and the total parking demand during each study hour throughout the parking study.

Table 2 – Parking Demand Summary

AREA:	AREA F					
		Matched Address on 10700 block of Farragut Avenue				
	Direction:	South Side		North Side		BOTH
Supply:	Supply:	20		19		39
TIME	TIME	Parking Demand	Matched Address	Parking Demand	Matched Address	TOTAL
8:00 AM	8:00 AM	5	1	6	2	3
9:00 AM	9:00 AM	8	3	10	2	5
10:00 AM	10:00 AM	7	0	9	2	2
11:00 AM	11:00 AM	13	2	6	1	3
12:00 PM	12:00 PM	5	2	7	2	4
1:00 PM	1:00 PM	7	2	3	1	3
2:00 PM	2:00 PM	13	2	12	2	4
3:00 PM	3:00 PM	2	0	3	2	2
4:00 PM	4:00 PM	9	5	4	0	5
5:00 PM	5:00 PM	9	3	3	1	4
6:00 PM	6:00 PM	5	0	6	5	5
7:00 PM	7:00 PM	10	2	8	0	2
8:00 PM	8:00 PM	4	3	1	1	4
9:00 PM	9:00 PM	3	1	2	1	2
10:00 PM	10:00 PM	6	3	7	3	6
AVERAGE		8	2	6	2	3

The following chart summarizes the overall non-resident parking intrusion on the 10700 block of Farragut Drive, from 8:00 a.m. to 10:00 p.m., during the entire study period.



As shown above, the top of the chart represents the 50 percent non-resident intrusion criteria. The chart shows the parking demand by the identified residents' vehicles (the green line), and the parking demand by the non-residents vehicles (the blue line).

The average non-resident parking intrusion on Farragut Drive is 21 percent, as illustrated in the table below. On weekdays, for the 2 pm study hour, parking intrusion by non-residents' vehicles increased to 46 percent. This reflects school-related parking demand. Non-resident parking intrusion at all other study hours averaged from about 3 percent to 36 percent.

PARKING INTRUSION, 10700 FARRAGUT DRIVE, BOTH SIDES						
TIME	Parking Demand	Percentage Occupied	Resident Parking	% Resident Parking	Non-Resident Parking	% Non-Resident Parking
8:00 AM	11	28%	5	13%	6	15%
9:00 AM	18	46%	5	13%	13	33%
10:00 AM	16	41%	2	5%	14	36%
11:00 AM	19	49%	5	13%	14	36%
12:00 PM	12	31%	4	10%	8	21%
1:00 PM	10	26%	3	8%	7	18%
2:00 PM	25	64%	7	18%	18	46%
3:00 PM	5	13%	2	5%	3	8%
4:00 PM	13	33%	5	13%	8	21%
5:00 PM	12	31%	4	10%	8	21%
6:00 PM	11	28%	5	13%	6	15%
7:00 PM	18	46%	6	15%	12	31%
8:00 PM	5	13%	4	10%	1	3%
9:00 PM	5	13%	2	5%	3	8%
10:00 PM	13	33%	10	26%	3	8%
Average	13	33%	5	12%	8	21%

Non-resident parking intrusion did not meet the criteria of a minimum of 50 percent intrusion on a minimum of six of the study hours during the study period. This is the second of two quantifiable criteria that shall be met by a residential block to be considered for permit-only parking restrictions. Thus, the 10700 block of Farragut Drive does not meet the criteria, and hence does not qualify for permit-only parking.

Summary of Findings

1. The 10700 block of Farragut Drive did not meet the Council-adopted criteria of 75% occupancy on six occasions during the 20 study hours of the parking study period.
2. The 10700 block of Farragut Drive did not meet the Council-adopted criteria of 50% non-resident parking intrusion on six occasions during the 20 study hours of the parking study period.
3. During weekdays, between 8 am to 6 pm, Area F (10700 block of Farragut Drive), is adequately protected from non-residential parking intrusion by the existing 2-hour parking restrictions.

4. During weekdays, between 6 pm to 10 pm, Area F (10700 block of Farragut Drive), when there were no parking restrictions in effect, the data shows that Area F had 10 percent to 62 percent occupancy, with 38 percent to 90 percent available parking supply during this time range.
5. During Saturday, between 8 am to 6 pm, Area F (10700 block of Farragut Drive), is adequately protected from non-residential parking intrusion by the existing 2-hour parking restrictions because the data shows that Area F: 1) on Saturday morning at 8 am, has 28 percent parking occupancy – conversely, it has 72 percent available parking supply; 2) on Saturday afternoon at 12 noon, has 41 percent parking occupancy – conversely, it has 59 percent available parking supply.
6. During Saturday night at 7 PM the data shows that Area F has 69 percent parking occupancy – conversely, it has 31 percent available parking supply when there were no parking restrictions in effect.
7. The residents' petition for extension of permit-only parking restrictions, during the weekend, from 8 am to 10 pm, in light of the study's findings, does not meet the criteria established in the Regulations.
8. Of the other residential blocks in the study, only Area A (Farragut Drive, Overland Avenue to Keystone Avenue), met the 75 percent occupancy. The license plate data for the other residential blocks were not post-processed through the DMV database – they did not qualify to be considered for the 50 percent intrusion because they did not meet the 75 percent parking occupancy, with the exception of Area A. It should be noted that Area A was not assessed for criteria two.
9. Coombs Avenue and Franklin Avenue in the study area, which are immediately adjacent to the 10700 block of Farragut Drive, did not meet the 75 percent occupancy criteria. The inference is that long-term parking did not relocate from the 10700 block of Farragut Drive onto the adjacent residential streets in the study area. Although this was a concern City staff had expressed, the data doesn't support that this occurred.

Grace Lutheran Church Parking Survey

Appendix C includes the parking survey instrument provided to the Church for distribution to its members and other groups that use the facilities. The survey was conducted after the parking occupancy study was conducted to maintain the integrity of that effort. Since the total number of individuals/groups using the Church during the study period is unknown, as participation in the survey was voluntary, the results are not statistically significant. Nevertheless, the results do provide insight to the parking needs of the Grace Lutheran Church.

1. Personal vehicle is the predominant mode of transportation. Eighty-three percent (83%) of the respondents drive to the Church.
2. The survey results indicate that 93% of the respondents park on the street. The majority of the respondents park on the streets adjacent to the Church: Farragut Drive (29.8%), Franklin Avenue (36.6%) and Overland Avenue (25.2%).
3. The license plate survey resulted in 143 plausible matches. Fifty-two percent (52%) of the license plates were matched multiple times, either at different time periods and/or dates. This indicates that survey respondents either park within the parking study area multiple times per week, park more than 2 hours, or reside within the parking study area.
4. According to the survey results, the majority of the respondents attend activities between 9AM and 10AM (14%); and 7PM and 8PM (53%). Forty-three percent (43%) of the respondents attend activities on Sundays.
5. Only 28% of the respondents attend services.
6. Approximately 99% of the respondents park within the study area.

Opportunities for Shared Parking

There are two public facilities that are within two-tenths of a mile from the Church which could conceivably provide shared parking opportunities for its congregants and users. They are the Culver City Julian Dixon Public Library and Culver City Adult School/LA Goal Facility.

1. The library is open Monday through Thursday from 10:00 AM to 8:00 PM; Friday 10AM to 6:00 PM and Saturday 10:00 AM to 5:00 PM. It is closed on Sunday.
2. The most probable shared-parking opportunity would be Saturday night or Sunday. The County of Los Angeles Library Department has expressed preliminary interest in exploring the concept.
3. The Culver City Adult School (CCAS) when in session operates Monday through Thursday from 8:30 AM to 8:00 PM and from 8:30 AM to 4:00 PM on Friday.

4. The LA Goal program which operates within the CCAS facility operates 8:30 AM to 8:30 PM Monday through Friday, 8:30 AM to 5:00 PM on Saturday, and on occasion on Sundays.
5. It does not seem plausible the CCAS campus would be a viable opportunity to provide parking for users of the Grace Lutheran Church.

Conclusions

KOA's conclusion, based on the analysis of the parking data collected during the study period, is that Area F (10700 block of Farragut Drive) does not meet the City's 75 percent occupancy or the 50 percent non-resident parking intrusion criteria contained in the Regulations, and that the City's existing Standard Daytime parking restriction of 2-hour parking, Monday through Saturday, 8 am to 6 pm, is adequate to prevent non-residential parking intrusion under the existing environmental conditions in the vicinity of the study block.

As a result, the parking analysis indicates that a permit-only parking restriction for the 10700 block of Farragut Drive is not needed.

The study area's parking supply is 169 parking spaces. The data shows an overall average parking occupancy of 74 spaces or about 43%.

The parking needs of the Church could not be estimated based on the data sample collected.

The most likely opportunity for a shared parking is Saturday night and Sunday at the library facility. Further discussions with the County of Los Angeles and Supervisor Mark Ridley Thomas' office will be needed to pursue this opportunity.

Recommendations

The existing parking restrictions of 2-hour parking, 8 am to 6 pm, Monday through Saturday, District 10 permits exempt, temporarily installed during the parking study period, are adequate, based on the data collected, and should be authorized to remain permanently, since the restrictions provide adequate protection against non-residential parking intrusion.

Appendix A

Parking Study Summary by Hour

CULVER CITY RESIDENTIAL PARKING ANALYSIS

PARKING SUMMARY

Area	Date	Time	Direction	Parking Supply	Parking Demand	Match Address
A	5/10/2016	4:00 PM	South Side	5	0	0
A	5/10/2016	4:00 PM	North Side	6	4	0
B	5/10/2016	4:00 PM	West Side	3	2	0
B	5/10/2016	4:00 PM	East Side	8	5	0
C	5/10/2016	4:00 PM	West Side	8	5	0
C	5/10/2016	4:00 PM	East Side	14	7	0
D	5/10/2016	4:00 PM	South Side	23	7	0
D	5/10/2016	4:00 PM	North Side	20	5	0
E	5/10/2016	4:00 PM	South Side	17	7	0
E	5/10/2016	4:00 PM	North Side	20	7	0
F	5/10/2016	4:00 PM	South Side	20	9	5
F	5/10/2016	4:00 PM	North Side	19	4	0
G	5/10/2016	4:00 PM	East Side	6	2	0
A	5/13/2016	10:00 AM	South Side	5	3	0
A	5/13/2016	10:00 AM	North Side	6	3	0
B	5/13/2016	10:00 AM	West Side	3	1	0
B	5/13/2016	10:00 AM	East Side	8	3	0
C	5/13/2016	10:00 AM	West Side	8	7	0
C	5/13/2016	10:00 AM	East Side	14	4	0
D	5/13/2016	10:00 AM	South Side	23	3	0
D	5/13/2016	10:00 AM	North Side	20	5	0
E	5/13/2016	10:00 AM	South Side	17	10	0
E	5/13/2016	10:00 AM	North Side	20	9	0
F	5/13/2016	10:00 AM	South Side	20	7	0
F	5/13/2016	10:00 AM	North Side	19	9	2
G	5/13/2016	10:00 AM	East Side	6	6	0
A	5/13/2016	2:00 PM	South Side	5	4	0
A	5/13/2016	2:00 PM	North Side	6	5	0
B	5/13/2016	2:00 PM	West Side	3	2	0
B	5/13/2016	2:00 PM	East Side	8	4	0
C	5/13/2016	2:00 PM	West Side	8	2	0
C	5/13/2016	2:00 PM	East Side	14	2	0
D	5/13/2016	2:00 PM	South Side	23	7	0
D	5/13/2016	2:00 PM	North Side	20	5	0
E	5/13/2016	2:00 PM	South Side	17	8	0
E	5/13/2016	2:00 PM	North Side	20	13	0

CULVER CITY RESIDENTIAL PARKING ANALYSIS

PARKING SUMMARY

Area	Date	Time	Direction	Parking Supply	Parking Demand	Match Address
F	5/13/2016	2:00 PM	South Side	20	17	1
F	5/13/2016	2:00 PM	North Side	19	10	1
G	5/13/2016	2:00 PM	East Side	6	6	0
A	5/14/2016	8:00 AM	South Side	5	4	0
A	5/14/2016	8:00 AM	North Side	6	6	0
B	5/14/2016	8:00 AM	West Side	3	2	0
B	5/14/2016	8:00 AM	East Side	8	6	0
C	5/14/2016	8:00 AM	West Side	8	4	0
C	5/14/2016	8:00 AM	East Side	14	6	0
D	5/14/2016	8:00 AM	South Side	23	8	0
D	5/14/2016	8:00 AM	North Side	20	5	0
E	5/14/2016	8:00 AM	South Side	17	6	0
E	5/14/2016	8:00 AM	North Side	20	5	0
F	5/14/2016	8:00 AM	South Side	20	4	1
F	5/14/2016	8:00 AM	North Side	19	5	1
G	5/14/2016	8:00 AM	East Side	6	3	0
A	5/14/2016	12:00 PM	South Side	5	4	0
A	5/14/2016	12:00 PM	North Side	6	4	0
B	5/14/2016	12:00 PM	West Side	3	2	0
B	5/14/2016	12:00 PM	East Side	8	8	0
C	5/14/2016	12:00 PM	West Side	8	3	0
C	5/14/2016	12:00 PM	East Side	14	6	0
D	5/14/2016	12:00 PM	South Side	23	5	0
D	5/14/2016	12:00 PM	North Side	20	1	0
E	5/14/2016	12:00 PM	South Side	17	4	0
E	5/14/2016	12:00 PM	North Side	20	2	0
F	5/14/2016	12:00 PM	South Side	20	5	2
F	5/14/2016	12:00 PM	North Side	19	7	2
G	5/14/2016	12:00 PM	East Side	6	2	1
A	5/15/2016	11:00 AM	South Side	5	4	0
A	5/15/2016	11:00 AM	North Side	6	4	0
B	5/15/2016	11:00 AM	West Side	3	3	0
B	5/15/2016	11:00 AM	East Side	8	5	0
C	5/15/2016	11:00 AM	West Side	8	7	0
C	5/15/2016	11:00 AM	East Side	14	11	0
D	5/15/2016	11:00 AM	South Side	23	6	0

CULVER CITY RESIDENTIAL PARKING ANALYSIS

PARKING SUMMARY

Area	Date	Time	Direction	Parking Supply	Parking Demand	Match Address
D	5/15/2016	11:00 AM	North Side	20	6	0
E	5/15/2016	11:00 AM	South Side	17	13	0
E	5/15/2016	11:00 AM	North Side	20	11	0
F	5/15/2016	11:00 AM	South Side	20	11	0
F	5/15/2016	11:00 AM	North Side	19	12	2
G	5/15/2016	11:00 AM	East Side	6	1	0
A	5/15/2016	3:00 PM	South Side	5	4	0
A	5/15/2016	3:00 PM	North Side	6	5	0
B	5/15/2016	3:00 PM	West Side	3	1	0
B	5/15/2016	3:00 PM	East Side	8	8	0
C	5/15/2016	3:00 PM	West Side	8	3	0
C	5/15/2016	3:00 PM	East Side	14	8	0
D	5/15/2016	3:00 PM	South Side	23	4	0
D	5/15/2016	3:00 PM	North Side	20	5	0
E	5/15/2016	3:00 PM	South Side	17	6	0
E	5/15/2016	3:00 PM	North Side	20	8	0
F	5/15/2016	3:00 PM	South Side	20	2	0
F	5/15/2016	3:00 PM	North Side	19	3	2
G	5/15/2016	3:00 PM	East Side	6	4	0
A	5/16/2016	8:00 AM	South Side	5	3	0
A	5/16/2016	8:00 AM	North Side	6	5	0
B	5/16/2016	8:00 AM	West Side	3	2	0
B	5/16/2016	8:00 AM	East Side	8	2	0
C	5/16/2016	8:00 AM	West Side	8	1	0
C	5/16/2016	8:00 AM	East Side	14	7	0
D	5/16/2016	8:00 AM	South Side	23	7	0
D	5/16/2016	8:00 AM	North Side	20	5	0
E	5/16/2016	8:00 AM	South Side	17	6	0
E	5/16/2016	8:00 AM	North Side	20	7	0
F	5/16/2016	8:00 AM	South Side	20	5	0
F	5/16/2016	8:00 AM	North Side	19	6	3
G	5/16/2016	8:00 AM	East Side	6	6	0
A	5/16/2016	1:00 PM	South Side	5	3	0
A	5/16/2016	1:00 PM	North Side	6	5	0
B	5/16/2016	1:00 PM	West Side	3	2	0
B	5/16/2016	1:00 PM	East Side	8	5	0

CULVER CITY RESIDENTIAL PARKING ANALYSIS

PARKING SUMMARY

Area	Date	Time	Direction	Parking Supply	Parking Demand	Match Address
C	5/16/2016	1:00 PM	West Side	8	3	0
C	5/16/2016	1:00 PM	East Side	14	4	0
D	5/16/2016	1:00 PM	South Side	23	3	0
D	5/16/2016	1:00 PM	North Side	20	7	0
E	5/16/2016	1:00 PM	South Side	17	6	0
E	5/16/2016	1:00 PM	North Side	20	8	0
F	5/16/2016	1:00 PM	South Side	20	7	2
F	5/16/2016	1:00 PM	North Side	19	3	1
G	5/16/2016	1:00 PM	East Side	6	5	0
A	5/16/2016	9:00 PM	South Side	5	5	0
A	5/16/2016	9:00 PM	North Side	6	6	0
B	5/16/2016	9:00 PM	West Side	3	3	0
B	5/16/2016	9:00 PM	East Side	8	8	0
C	5/16/2016	9:00 PM	West Side	8	6	0
C	5/16/2016	9:00 PM	East Side	14	7	0
D	5/16/2016	9:00 PM	South Side	23	10	0
D	5/16/2016	9:00 PM	North Side	20	7	0
E	5/16/2016	9:00 PM	South Side	17	6	0
E	5/16/2016	9:00 PM	North Side	20	13	0
F	5/16/2016	9:00 PM	South Side	20	3	1
F	5/16/2016	9:00 PM	North Side	19	2	1
G	5/16/2016	9:00 PM	East Side	6	2	0
A	5/18/2016	11:00 AM	South Side	5	0	0
A	5/18/2016	11:00 AM	North Side	6	6	0
B	5/18/2016	11:00 AM	West Side	3	3	0
B	5/18/2016	11:00 AM	East Side	8	0	0
C	5/18/2016	11:00 AM	West Side	8	0	0
C	5/18/2016	11:00 AM	East Side	14	7	0
D	5/18/2016	11:00 AM	South Side	23	19	0
D	5/18/2016	11:00 AM	North Side	20	0	0
E	5/18/2016	11:00 AM	South Side	17	0	0
E	5/18/2016	11:00 AM	North Side	20	20	0
F	5/18/2016	11:00 AM	South Side	20	14	3
F	5/18/2016	11:00 AM	North Side	19	0	0
G	5/18/2016	11:00 AM	East Side	6	0	0
A	5/18/2016	7:00 PM	South Side	5	3	0

CULVER CITY RESIDENTIAL PARKING ANALYSIS

PARKING SUMMARY

Area	Date	Time	Direction	Parking Supply	Parking Demand	Match Address
A	5/18/2016	7:00 PM	North Side	6	5	0
B	5/18/2016	7:00 PM	West Side	3	1	0
B	5/18/2016	7:00 PM	East Side	8	4	0
C	5/18/2016	7:00 PM	West Side	8	4	0
C	5/18/2016	7:00 PM	East Side	14	4	0
D	5/18/2016	7:00 PM	South Side	23	7	0
D	5/18/2016	7:00 PM	North Side	20	7	0
E	5/18/2016	7:00 PM	South Side	17	8	0
E	5/18/2016	7:00 PM	North Side	20	5	0
F	5/18/2016	7:00 PM	South Side	20	8	0
F	5/18/2016	7:00 PM	North Side	19	4	3
G	5/18/2016	7:00 PM	East Side	6	2	0
A	5/20/2016	8:00 PM	South Side	5	1	0
A	5/20/2016	8:00 PM	North Side	6	6	0
B	5/20/2016	8:00 PM	West Side	3	1	0
B	5/20/2016	8:00 PM	East Side	8	8	0
C	5/20/2016	8:00 PM	West Side	8	0	0
C	5/20/2016	8:00 PM	East Side	14	8	0
D	5/20/2016	8:00 PM	South Side	23	7	0
D	5/20/2016	8:00 PM	North Side	20	7	0
E	5/20/2016	8:00 PM	South Side	17	10	0
E	5/20/2016	8:00 PM	North Side	20	16	0
F	5/20/2016	8:00 PM	South Side	20	4	3
F	5/20/2016	8:00 PM	North Side	19	1	1
G	5/20/2016	8:00 PM	East Side	6	4	0
A	5/21/2016	7:00 PM	South Side	5	4	0
A	5/21/2016	7:00 PM	North Side	6	6	0
B	5/21/2016	7:00 PM	West Side	3	3	0
B	5/21/2016	7:00 PM	East Side	8	6	0
C	5/21/2016	7:00 PM	West Side	8	7	0
C	5/21/2016	7:00 PM	East Side	14	7	0
D	5/21/2016	7:00 PM	South Side	23	6	0
D	5/21/2016	7:00 PM	North Side	20	3	0
E	5/21/2016	7:00 PM	South Side	17	16	0
E	5/21/2016	7:00 PM	North Side	20	19	0
F	5/21/2016	7:00 PM	South Side	20	12	3

CULVER CITY RESIDENTIAL PARKING ANALYSIS

PARKING SUMMARY

Area	Date	Time	Direction	Parking Supply	Parking Demand	Match Address
F	5/21/2016	7:00 PM	North Side	19	12	0
G	5/21/2016	7:00 PM	East Side	6	2	0
A	5/22/2016	10:00 PM	South Side	5	2	0
A	5/22/2016	10:00 PM	North Side	6	6	0
B	5/22/2016	10:00 PM	West Side	3	2	0
B	5/22/2016	10:00 PM	East Side	8	8	0
C	5/22/2016	10:00 PM	West Side	8	1	0
C	5/22/2016	10:00 PM	East Side	14	7	0
D	5/22/2016	10:00 PM	South Side	23	5	0
D	5/22/2016	10:00 PM	North Side	20	8	0
E	5/22/2016	10:00 PM	South Side	17	6	0
E	5/22/2016	10:00 PM	North Side	20	4	0
F	5/22/2016	10:00 PM	South Side	20	1	1
F	5/22/2016	10:00 PM	North Side	19	3	3
G	5/22/2016	10:00 PM	East Side	6	2	0
A	5/24/2016	9:00 AM	South Side	5	1	0
A	5/24/2016	9:00 AM	North Side	6	5	0
B	5/24/2016	9:00 AM	West Side	3	2	0
B	5/24/2016	9:00 AM	East Side	8	2	0
C	5/24/2016	9:00 AM	West Side	8	4	0
C	5/24/2016	9:00 AM	East Side	14	5	0
D	5/24/2016	9:00 AM	South Side	23	5	0
D	5/24/2016	9:00 AM	North Side	20	4	0
E	5/24/2016	9:00 AM	South Side	17	8	0
E	5/24/2016	9:00 AM	North Side	20	7	0
F	5/24/2016	9:00 AM	South Side	20	8	3
F	5/24/2016	9:00 AM	North Side	19	10	2
G	5/24/2016	9:00 AM	East Side	6	6	0
A	5/24/2016	2:00 PM	South Side	5	3	0
A	5/24/2016	2:00 PM	North Side	6	4	0
B	5/24/2016	2:00 PM	West Side	3	2	0
B	5/24/2016	2:00 PM	East Side	8	6	0
C	5/24/2016	2:00 PM	West Side	8	7	0
C	5/24/2016	2:00 PM	East Side	14	4	0
D	5/24/2016	2:00 PM	South Side	23	4	0
D	5/24/2016	2:00 PM	North Side	20	4	0

CULVER CITY RESIDENTIAL PARKING ANALYSIS

PARKING SUMMARY

Area	Date	Time	Direction	Parking Supply	Parking Demand	Match Address
E	5/24/2016	2:00 PM	South Side	17	7	0
E	5/24/2016	2:00 PM	North Side	20	8	0
F	5/24/2016	2:00 PM	South Side	20	8	2
F	5/24/2016	2:00 PM	North Side	19	13	3
G	5/24/2016	2:00 PM	East Side	6	6	0
A	5/24/2016	6:00 PM	South Side	5	2	0
A	5/24/2016	6:00 PM	North Side	6	6	0
B	5/24/2016	6:00 PM	West Side	3	1	0
B	5/24/2016	6:00 PM	East Side	8	4	0
C	5/24/2016	6:00 PM	West Side	8	4	0
C	5/24/2016	6:00 PM	East Side	14	5	0
D	5/24/2016	6:00 PM	South Side	23	4	0
D	5/24/2016	6:00 PM	North Side	20	8	0
E	5/24/2016	6:00 PM	South Side	17	8	0
E	5/24/2016	6:00 PM	North Side	20	8	0
F	5/24/2016	6:00 PM	South Side	20	5	0
F	5/24/2016	6:00 PM	North Side	19	6	5
G	5/24/2016	6:00 PM	East Side	6	0	0
A	5/26/2016	5:00 PM	South Side	5	4	0
A	5/26/2016	5:00 PM	North Side	6	6	0
B	5/26/2016	5:00 PM	West Side	3	3	0
B	5/26/2016	5:00 PM	East Side	8	6	0
C	5/26/2016	5:00 PM	West Side	8	7	0
C	5/26/2016	5:00 PM	East Side	14	6	0
D	5/26/2016	5:00 PM	South Side	23	11	0
D	5/26/2016	5:00 PM	North Side	20	8	0
E	5/26/2016	5:00 PM	South Side	17	4	0
E	5/26/2016	5:00 PM	North Side	20	8	0
F	5/26/2016	5:00 PM	South Side	20	9	3
F	5/26/2016	5:00 PM	North Side	19	3	1
G	5/26/2016	5:00 PM	East Side	6	2	0
A	5/26/2016	10:00 PM	South Side	5	4	0
A	5/26/2016	10:00 PM	North Side	6	5	0
B	5/26/2016	10:00 PM	West Side	3	2	0
B	5/26/2016	10:00 PM	East Side	8	4	0
C	5/26/2016	10:00 PM	West Side	8	7	0

CULVER CITY RESIDENTIAL PARKING ANALYSIS

PARKING SUMMARY

Area	Date	Time	Direction	Parking Supply	Parking Demand	Match Address
C	5/26/2016	10:00 PM	East Side	14	10	0
D	5/26/2016	10:00 PM	South Side	23	14	0
D	5/26/2016	10:00 PM	North Side	20	10	0
E	5/26/2016	10:00 PM	South Side	17	15	0
E	5/26/2016	10:00 PM	North Side	20	12	0
F	5/26/2016	10:00 PM	South Side	20	10	4
F	5/26/2016	10:00 PM	North Side	19	10	2
G	5/26/2016	10:00 PM	East Side	6	2	0

Appendix B

Parking Summary by Study Hour

DATE: <u>Monday, May 16, 2016</u>			TIME: <u>8:00 AM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	3	60%
		North Side	6	5	83%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	2	67%
		East Side	8	2	25%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	1	13%
		East Side	14	7	50%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	7	30%
		North Side	20	5	25%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	6	35%
		North Side	20	7	35%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	5	25%
		North Side	19	6	32%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	6	100%
TOTAL			169	62	

DATE: <u>Tuesday, May 24, 2016</u>			TIME: <u>9:00 AM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	1	20%
		North Side	6	5	83%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	2	67%
		East Side	8	2	25%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	4	50%
		East Side	14	5	36%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	5	22%
		North Side	20	4	20%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	8	47%
		North Side	20	7	35%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	8	40%
		North Side	19	10	53%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	6	100%
TOTAL			169	67	

DATE: <u>Friday, May 13, 2016</u>			TIME: <u>10:00 AM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	3	60%
		North Side	6	3	50%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	1	33%
		East Side	8	3	38%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	7	88%
		East Side	14	4	29%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	3	13%
		North Side	20	5	25%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	10	59%
		North Side	20	9	45%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	7	35%
		North Side	19	9	47%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	6	100%
TOTAL			169	70	

DATE: <u>Wednesday, May 18, 2016</u>			TIME: <u>11:00 AM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand *	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	0	0%
		North Side	6	6	100%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	3	100%
		East Side	8	0	0%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	0	0%
		East Side	14	7	50%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	19	83%
		North Side	20	0	0%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	0	0%
		North Side	20	20	100%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	14	70%
		North Side	19	0	0%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	0	0%
TOTAL			169	69	

* Street cleaning occurred during the surveyed time, therefore zero vehicles counted on certain segments.

DATE: 5/14/2016			TIME: 12:00 PM		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	4	80%
		North Side	6	4	67%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	2	67%
		East Side	8	8	100%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	3	38%
		East Side	14	6	43%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	5	22%
		North Side	20	1	5%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	4	24%
		North Side	20	2	10%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	5	25%
		North Side	19	7	37%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	2	33%
TOTAL			169	53	

DATE: Monday, May 16, 2016			TIME: 1:00 PM		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	3	60%
		North Side	6	5	83%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	2	67%
		East Side	8	5	63%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	3	38%
		East Side	14	4	29%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	3	13%
		North Side	20	7	35%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	6	35%
		North Side	20	8	40%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	7	35%
		North Side	19	3	16%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	5	83%
TOTAL			169	61	

DATE: Friday, May 13, 2016			TIME: 2:00 PM		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	4	80%
		North Side	6	5	83%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	2	67%
		East Side	8	4	50%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	2	25%
		East Side	14	2	14%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	7	30%
		North Side	20	5	25%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	8	47%
		North Side	20	13	65%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	17	85%
		North Side	19	10	53%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	6	100%
TOTAL			169	85	

DATE: Sunday, May 15, 2016			TIME: 3:00 PM		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	4	80%
		North Side	6	5	83%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	1	33%
		East Side	8	8	100%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	3	38%
		East Side	14	8	57%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	4	17%
		North Side	20	5	25%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	6	35%
		North Side	20	8	40%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	2	10%
		North Side	19	3	16%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	4	67%
TOTAL			169	61	

DATE: <u>Tuesday, May 10, 2016</u>			TIME: <u>4:00 PM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	0	0%
		North Side	6	4	67%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	2	67%
		East Side	8	5	63%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	5	63%
		East Side	14	7	50%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	7	30%
		North Side	20	5	25%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	7	41%
		North Side	20	7	35%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	9	45%
		North Side	19	4	21%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	2	33%
TOTAL			169	64	

DATE: <u>Thursday, May 26, 2016</u>			TIME: <u>5:00 PM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	4	80%
		North Side	6	6	100%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	3	100%
		East Side	8	6	75%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	7	88%
		East Side	14	6	43%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	11	48%
		North Side	20	8	40%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	4	24%
		North Side	20	8	40%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	9	45%
		North Side	19	3	16%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	2	33%
TOTAL			169	77	

DATE: <u>Tuesday, May 24, 2016</u>			TIME: <u>6:00 PM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	2	40%
		North Side	6	6	100%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	1	33%
		East Side	8	4	50%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	4	50%
		East Side	14	5	36%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	4	17%
		North Side	20	8	40%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	8	47%
		North Side	20	8	40%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	5	25%
		North Side	19	6	32%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	0	0%
TOTAL			169	61	

DATE: <u>Wednesday, May 18, 2016</u>			TIME: <u>7:00 PM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	3	60%
		North Side	6	5	83%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	1	33%
		East Side	8	4	50%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	4	50%
		East Side	14	4	29%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	7	30%
		North Side	20	7	35%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	8	47%
		North Side	20	5	25%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	8	40%
		North Side	19	4	21%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	2	33%
TOTAL			169	62	

DATE: Friday, May 20, 2016			TIME: 8:00 PM		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	1	20%
		North Side	6	6	100%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	1	33%
		East Side	8	8	100%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	0	0%
		East Side	14	8	57%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	7	30%
		North Side	20	7	35%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	10	59%
		North Side	20	16	80%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	4	20%
		North Side	19	1	5%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	4	67%
TOTAL			169	73	

DATE: Monday, May 16, 2016			TIME: 9:00 PM		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	5	100%
		North Side	6	6	100%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	3	100%
		East Side	8	8	100%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	6	75%
		East Side	14	7	50%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	10	43%
		North Side	20	7	35%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	6	35%
		North Side	20	13	65%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	3	15%
		North Side	19	2	11%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	2	33%
TOTAL			169	78	

DATE: <u>Thursday, May 26, 2016</u>			TIME: <u>10:00 PM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	4	80%
		North Side	6	5	83%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	2	67%
		East Side	8	4	50%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	7	88%
		East Side	14	10	71%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	14	61%
		North Side	20	10	50%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	15	88%
		North Side	20	12	60%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	10	50%
		North Side	19	10	53%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	2	33%
TOTAL			169	105	

DATE: <u>Saturday, May 14, 2016</u>			TIME: <u>8:00 AM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	4	80%
		North Side	6	6	100%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	2	67%
		East Side	8	6	75%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	4	50%
		East Side	14	6	43%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	8	35%
		North Side	20	5	25%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	6	35%
		North Side	20	5	25%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	4	20%
		North Side	19	5	26%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	3	50%
TOTAL			169	64	

DATE: Sunday, May 15, 2016			TIME: 11:00 AM		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	4	80%
		North Side	6	4	67%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	3	100%
		East Side	8	5	63%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	7	88%
		East Side	14	11	79%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	6	26%
		North Side	20	6	30%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	13	76%
		North Side	20	11	55%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	11	55%
		North Side	19	12	63%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	1	17%
TOTAL			169	94	

DATE: Tuesday, May 24, 2016			TIME: 2:00 PM		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	3	60%
		North Side	6	4	67%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	2	67%
		East Side	8	6	75%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	7	88%
		East Side	14	4	29%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	4	17%
		North Side	20	4	20%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	7	41%
		North Side	20	8	40%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	8	40%
		North Side	19	13	68%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	6	100%
TOTAL			169	76	

DATE: <u>Saturday, May 21, 2016</u>			TIME: <u>7:00 PM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	4	80%
		North Side	6	6	100%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	3	100%
		East Side	8	6	75%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	7	88%
		East Side	14	7	50%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	6	26%
		North Side	20	3	15%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	16	94%
		North Side	20	19	95%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	12	60%
		North Side	19	12	63%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	2	33%
TOTAL			169	103	

DATE: <u>Sunday, May 22, 2016</u>			TIME: <u>10:00 PM</u>		
Area	Street Name	Direction	Parking Supply	Parking Demand	Percentage Occupied
A	Farragut Drive, Overland Avenue to Keystone Avenue	South Side	5	2	40%
		North Side	6	6	100%
B	Overland Avenue Garfield Avenue to Franklin-Farragut	West Side	3	2	67%
		East Side	8	8	100%
C	Overland Avenue, Franklin-Farragut to Farragut Drive	West Side	8	1	13%
		East Side	14	7	50%
D	Garfield Avenue, Overland Avenue to Coombs Avenue	South Side	23	5	22%
		North Side	20	8	40%
E	Franklin Avenue, Overland Avenue to Coombs Avenue	South Side	17	6	35%
		North Side	20	4	20%
F	Farragut Drive, Overland Avenue to Coombs Avenue	South Side	20	1	5%
		North Side	19	3	16%
G	Coombs Avenue Franklin Avenue to Farragut Drive	East Side	6	2	33%
TOTAL			169	55	

Appendix C

Grace Lutheran Church Parking Survey

Grace Evangelical Lutheran Church Parking Survey

This parking survey is being conducted as part of a neighborhood parking study being conducted by the Culver City Department of Public Works. KOA Corporation is working with the City to assist the City in the preparation of this survey. Please answer the following questions.

- 1) How do you typically get to the Church for services or events/classes?
 - a) Drive_____
 - b) Walk_____
 - c) Bike_____
 - d) Dropped Off_____
 - e) Transit/Shuttle_____
- 2) If the answer to question 1 is "Drive" where do you park your car?
 - a) Parking lot. Please name:_____
 - b) On the street: Which streets? _____
- 3) If you drive, what are the **last 3 numbers** of your license plate? _____
- 4) What activities do you attend at the Church? Please check all that apply and identify the start time of the activity.

a. Services_____	Start time:_____
b. Rehearsals_____	Start time:_____
c. Study_____	Start time:_____
d. Classes_____	Start time:_____
e. Other Activities_____	Start time:_____

Thank you for your participation.

Survey Results

1. How do you typically get to the Church for service or event/classes?	
Drive	83.5%
Walk	8.2%
Bike	1.4%
Dropped Off	4.5%
Transit/Shuttle	2.4%

2. If the answer to question 1 is "Drive", where do you park your car?	
Parking Lot	1.9%
On Street	92.7%
No Answer	5.4%
2. (b) Which Streets?	
Braddock	1.3%
Coombs	2.9%
Culver	0.4%
Farragut	29.8%
Franklin	36.6%
Garfield	2.5%
Keystone	0.4%
Mentone	0.4%
Monroe	0.4%
Overland	25.2%

3. If you drive, what are the last 3 of numbers of your license plates?

License Plate Survey Results	
Plausible Matches	143
Duplicates	76
Total Matches	67

Matches by Street	
Farragut	37%
Franklin	30%
Garfield	16%
Overland	17%

Matches by Day of Week	
Sunday	17%
Monday	18%
Tuesday	12%
Wednesday	8%
Thursday	13%
Friday	16%
Saturday	16%

4. What activities do you attend in Church? Please check all that apply and identify the start time of the activity	
Services	27.7%
Rehearsals	26.3%
Study	5.4%
Classes	4.0%
Other Activities	36.6%
Time	
8:00AM	1.1%
8:30AM	0.6%
9:00AM	14.5%
9:30AM	1.4%
10:00AM	13.6%
10:30AM	1.1%
11:00AM	3.3%
3:00PM	3.3%
3:30PM	0.3%
4:00PM	1.7%
4:30PM	0.8%
5:00PM	1.7%
5:30PM	0.8%
6:00PM	0.3%
6:30PM	1.9%
6:45PM	0.3%
7:00PM	28.4%
7:30PM	8.6%
7:45PM	0.3%
8:00PM	15.9%
Day of Week	
Sunday	43%
Monday	2%
Tuesday	24%
Wednesday	5%
Thursday	3%
Friday	2%
Saturday	21%