

Marquez Transportation Engineering

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July 16, 2010

BARRY SWENSON BUILDERS

Jessie Thielen
Senior Development Manager
Barry Swenson Builder
777 North First Street, 5th Floor
San Jose, CA 95112

Subject: Parking Analysis Aptos Village

Dear Ms. Thielen:

This letter transmits the parking study that I prepared for the Barry Swenson Builders mixed use proposal for the Aptos Village Area, in the unincorporated area of Santa Cruz County. The objective of my work was to make an estimate of the hourly peak parking demand for the Aptos Village Plan development and thus provide the peak parking demand for the site. The assumption in this analysis is that the variety of proposed uses can potentially share parking because the peak parking demand for each use will vary by hour of the day and because customers and clients will attend to various activities while in the area. The premise is that the Village development will act as a shopping center for those users.

The study uses standard traffic engineering methodology to provide the estimates of parking demand. The estimates of parking generation are based on surveys of numerous similar facilities. The following are findings of the study.

- The residential development proposed on Granite Way provides adequate parking if the newly created parking spaces along the street are included in the spaces provided.
- The proposed Barry Swenson Builders project within the village core meets the County Code parking requirement with four spaces to spare.
- Using a more analytical approach to estimating the parking demand as described in traffic engineering methodology the peak parking demand when incorporating sharing concepts for the proposed project would be 352 spaces. A reserve parking supply of 97 spaces would be made available with the proposed project to provide for extraordinary peaks for both existing and proposed uses.
- Analyzing parking supply and demand for the entire Aptos Village with the proposed project in place and using the "Shared Parking" methodology results in an estimated parking reserve of 428 spaces.

My approach has been to estimate the potential parking demand conservatively. I have used the 85th percentile parking generation rate to estimate the parking demand rather than the average. I believe this approach should give the County a higher level of confidence on the overall functioning of parking in the Aptos Village.

Let me know if you have questions.

Sincerely,

R J Marquez

Ronald Marquez, P.E.
Traffic Engineer

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Aptos Village Parking Study

July 2010

Introduction

The purpose of this report is to document the findings of a parking analysis for the Aptos Village in the unincorporated area of the County of Santa Cruz. The analysis focuses primarily on the development proposed Barry Swenson Builders (BSB) but also includes a comprehensive review of the parking demand for the entire Aptos Village. The objective of this analysis is to provide a realistic estimate of the peak parking demand associated with the proposed mix of uses. Because the variety of uses all result in parking demand peaks at different times it behooves the developer and the responsible agency to calculate the opportunities for shared parking so as to minimize the amount of pavement necessary for parking.

Methodology

This parking analysis uses three major references for its work, "Shared Parking" prepared by Urban Land Institute in 1983, "Shared Parking" Second Edition prepared by the Urban Land Institute in 2005, and "Parking Generation Third Edition" prepared by the Institute of Transportation Engineers in 2004. The Urban Land Institute has done considerable research on the effect shared parking has on parking demand over the last 25 years. The Urban Land Institute Documents quantify the premise that mixed land uses when combined require less parking than the same land uses when separately developed. These documents describe a methodology to estimate the parking demand for a variety of mixed uses. As a basis for comparison the County parking code is used to compare the proposed supply to the requirements set out in that document. In addition to using the County Code the Institute of Transportation Engineers document was used to estimate the parking demand. This document provides peak parking demand measurements for a spectrum of uses. It is generally regarded as the best source for measured parking demands. Many parking codes have been developed with little if any quantifiable data to support the given requirements. Where parking is a critical concern the empirical data provided by the Institute of Transportation Engineers provides a technical base on which to make long term parking decisions.

Barry Swenson Builders Proposal

The proposal essentially is to relocate one building and to build a series of new buildings in the Aptos Village area bounded by Soquel Drive, Trout Gulch Road, Cathedral Drive, and Aptos Creek Road. The proposal includes a potential mix of uses including grocery store, restaurants, variety of retail, offices, medical offices, and residential. The concept is to build on the village commercial shopping center basis which exists in the area. For purposes of this analysis the developer has provided an estimate of the square footage for each of these uses.

The project proposes to provide 501 parking spaces. This analysis focuses on the core of the village and excludes the residential development on Granite Way. The development along Granite Way and its parking is separated from the core although it does have pedestrian access. Within the core the plan proposes 413 parking spaces and 36 garage spaces for a total of 449 spaces. As represented in Exhibit A the parking requirement for the proposed plan within the core using the County Code adjustment for mixed uses would be 445 spaces.

The development proposed along Granite Way is entirely residential. Seventeen units are proposed. This area included 34 garage spaces, two off-street apron spaces, and eighteen on-street spaces for a total of 54 spaces. This number is sufficient to meet the County Parking requirement of 2.5 spaces per unit as well as the increment for guest parking if on street parking is allowed to be counted. It should be noted that an additional nine on-street spaces are created along Granite Way adjacent to the

existing single family uses. No further analysis or consideration of this portion of the proposed BSB development is included in this report.

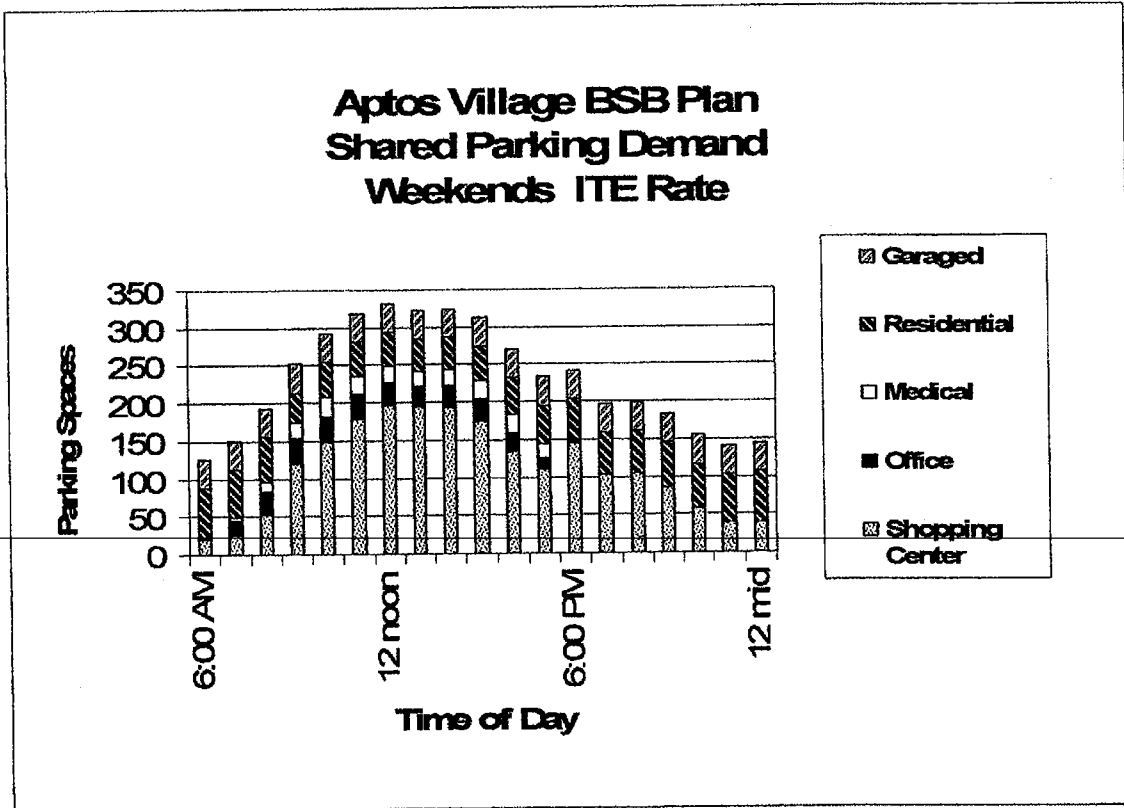
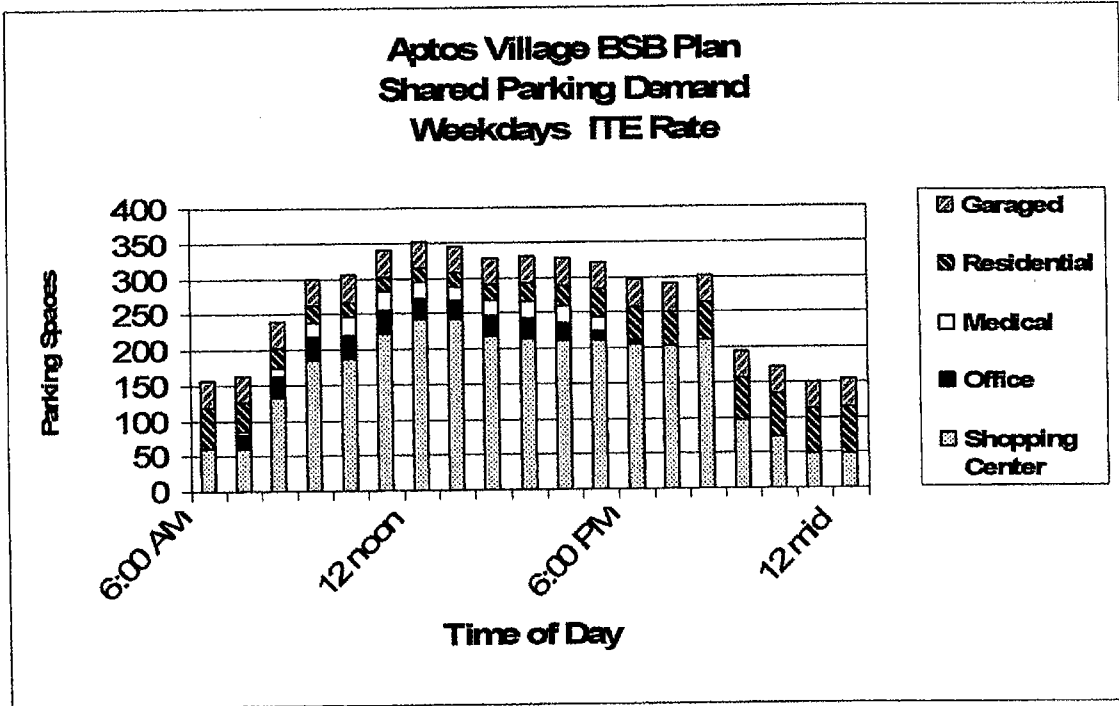
Shopping Center Concept

The shared parking analysis refines the estimate of parking demand by calculating the hourly peak demand for each use. The presumption is that the parking demand peaks at different times of the day for each use. The hourly parking demand is calculated using parking demand ratios from "Shared Parking" and from the more recent "Parking Generation" documents. The shared parking analysis accounts for differing time periods of peak parking demands for various uses but it does not incorporate the concept that visitors to the area, customers or clients, may have multiple destinations within the village. A visitor to the village may stop by the bank, get a haircut, and enjoy lunch in a single visit to the village. The proposed project is intended to provide a mix of commercial, office, and medical office uses that would encourage this behavior. The commercial uses parallel that of a shopping center.

As mentioned earlier, the parking generation rates developed by the Institute of Transportation Engineers (ITE) allow the user to calculate parking demand using empirical information derived from numerous parking usage studies. The 3rd Edition of Parking Generation provides the user both average and 85th percentile rates parking generation rates for individual uses. To be conservative for purposes of this analysis the 85th percentile rate is used. In addition the parking generation rate for Friday was used for the shopping center as it is higher than other weekdays. A parking generation rate of 4.36 vehicles per 1,000 square feet was used for weekday estimates. The parking demand for Saturday was used to estimate the weekend parking demand as it is higher than on Sunday. A rate of 3.56 vehicles per 1,000 square feet was used. For medical offices a parking demand generation rate of 4.3 spaces per 1,000 square feet was used from the same source. Pertinent pages from "Parking Generation" for Land Use Code 820 Shopping Center use and Land Use Code 720 Medical-Dental Office building are attached to this report.

The following bar charts were calculated using the rates identified in the ITE document for shopping center, office, and medical office uses. The County parking requirement for residential uses was retained for the analysis. Garage parking was held as a constant since this parking is not available for sharing. All commercial activities on the first floor were consolidated into a shopping center use. High parking demand uses on the second and third floors were assumed to be medical uses. A total of 5,280 square feet is estimated will be used for medical offices. The remaining low parking demand uses on the second and third floors were assumed to be office uses. The hourly parking demand was calculated for each of these uses.

The analysis using ITE rates concludes that a peak parking demand of 352 spaces will occur on weekdays at noon. Weekend peak parking demand was calculated as 331 spaces during the noon hour. Based on this calculation the proposed project would have a reserve capacity of 97 spaces. This surplus parking will provide for guest parking and extraordinary peak from proposed uses and adjoining property uses.



Comprehensive Aptos Village Parking Analysis

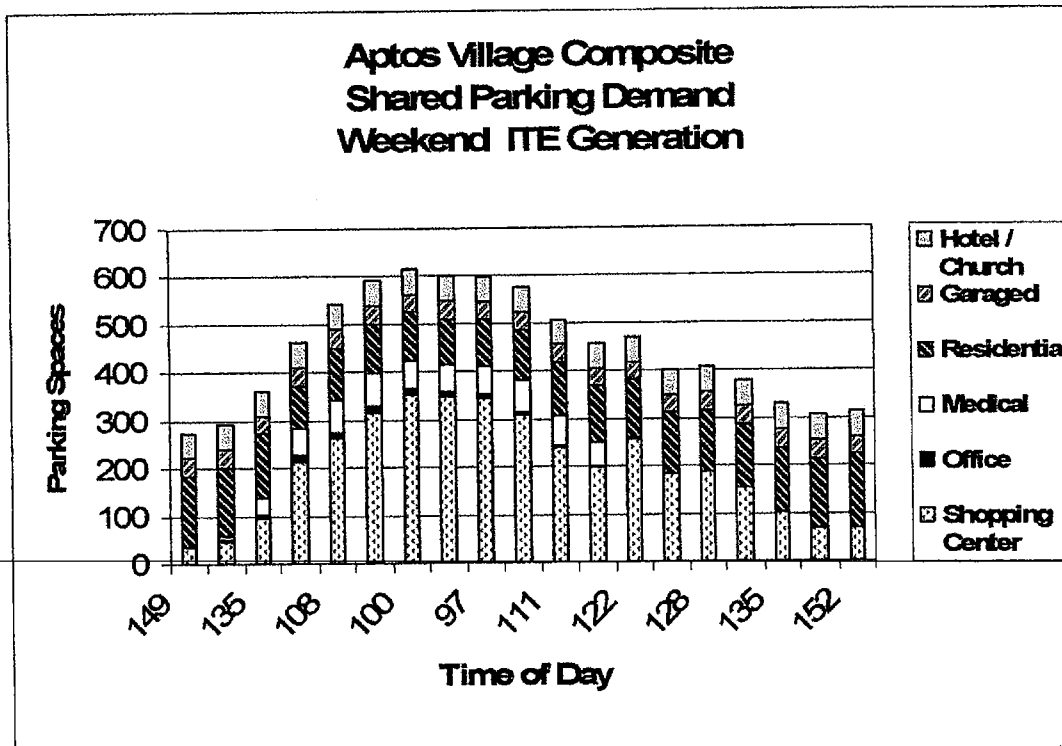
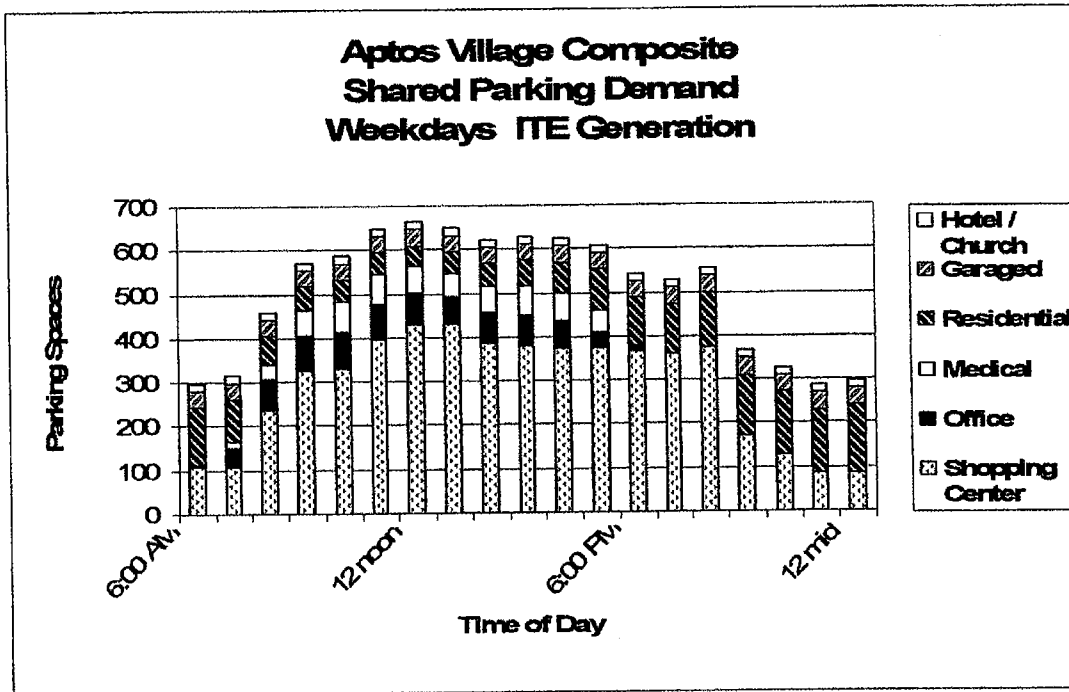
The overall parking demand and supply was also analyzed for the entire village. The intent of this analysis is to inform on the effect the proposed project will have on the overall parking utility in the village. The current uses in the Village depend on the large vacant parcels for parking. As was noted previously the proposed Barry Swenson Builders Plan will provide a reserve of 92 spaces which will supplement parking for the existing uses.

An inventory of existing uses and parking supply was prepared by Thacher & Thompson Architects in 2003. This inventory was updated to include the most recent development the Bay Federal Center and to include the parcels not previously counted in the Hihn Subdivision and along Granite Way. Once again the ITE parking generation rates were used to establish peak demand and the hourly ratios used to estimate the hourly demand for all the uses in the village. The following uses reflect the most current estimates available for the Aptos Village Plan Area outside of the project area. The inventory is attached to this report.

- Commercial 43,250 square feet (Includes retail and restaurants)
- Office 13,850 square feet
- Medical Office 10,100 square feet
- Thirty-four 2-3 bedroom units

Existing parking provided off street for all of these uses is 474 spaces. There are 152 existing on-street spaces including the perpendicular parking on Soquel Drive adjacent to the railroad right-of-way and the parallel parking along Aptos Creek Road. Adding the 449 spaces proposed as part of the BSB project and 20 additional parking spaces added on Aptos Creek Road the total village area parking will be 1095 spaces.

Adding the existing uses to the proposed BSB Plan and using the same methodology as previously the peak parking demand is estimated at 663 spaces on weekdays during the noon hour. The Saturday peak parking demand will be 615 spaces also during the noon hour. The latter assumes a capacity church function in progress. The total parking available in the village with the proposed development and including on-street parking is 1095 spaces. Therefore the net result will be a reserve capacity of 428 spaces. The parking demand estimates made for this analysis reflect about an 61% occupancy factor for the overall parking supplied in the Aptos Village. This is well below normally accepted measures of parking capacity. This level of reserve will provide capacity for extraordinary events such as large sale events, weddings, and County and State Park activities. The bar charts representing the hourly parking demand for the entire village for weekday and weekend periods follow.



Findings

The significant findings and conclusions of this analysis are summarized in the following statements.

- The residential development proposed on Granite Way provides adequate parking if the newly created parking spaces along the street are included in the number of spaces provided.
- The proposed Barry Swenson Builders project within the village core meets the County Code parking requirement with four spaces to spare.
- Using a more analytical approach to estimating the parking demand as described in traffic engineering methodology the peak parking demand when incorporating sharing concepts for the proposed project would be 352 spaces. A reserve parking supply of 97 spaces would be made available with the proposed project to provide for extraordinary peaks for both existing and proposed uses.
- Analyzing parking supply and demand for the entire Aptos Village with the proposed project in place and using the "Shared Parking" methodology" results in an estimated parking reserve of 428 spaces.

Exhibit A. Barry Swenson Village Core Proposed Uses and County Parking Requirement

Use	Gross Size ¹	Net Size ²	Code Requirement	Spaces Required
1. Office	9,966 sq ft	8,471 sq ft	1 per 200 sq ft	42
2. Medical Office	5,820 sq ft	4,947 sq ft	1 per 100 sq ft ³	49
3. Low Parking Demand Commercial	31,202 sq ft	26,522 sq ft	1 per 200 sq ft	133
4. High Parking Demand Commercial	24,203 sq ft	20,573 sq ft	1 per 100 sq ft	206
Residential 1 Bedroom	15 units		2 per unit	30
Residential 2 Bedroom	30 units		2.5 per unit	75
Visitor Parking Residential	105 spaces required		20 % of requirement	21
			Subtotal	556
Less 20% for mixed uses				-111
			Total Parking Requirement	445
Parking Proposed				449

Notes

1. Gross size is adjusted as per County policy for Mixed Use buildings. Buildings 3 and 4 have been adjusted for common use square footage totalling 1,689 square feet.
2. Non residential parking requirements assume a standardized reduction for non usable space such as for storage and loading space which is typically around 15%.
3. The County parking requirement for Medical Offices is based on the number of practitioners. This number may fluctuate, therefore a conservative value of one space 100 square feet was used to calculate the requirement. This value will set a requirement approximately double that provided in ITE "Parking Generation" as a parking generation rate for this use.

Aptos Village - Existing Business - 8/29/03

Updated 5/2010

Business Name	APN	Occupant Category	Use Area Totals	Existing Off-Street Parking	Planning Area	Req'd. Off-Street Parking	On-Street Parking @ Frontage
1 Britania Arms	41-561-4	Eating & Drinking	3,584	38	III	36	0
		Mixed Commercial	960			5	
Aptos Village Rattan	41-561-6	Retail - Home	1,360	5	II	5	
Aptos Garage					II		10
- West Bldg.	41-561-5	Auto Repair	1,275	4	II	4	
- East Bldg	41-561-6	Auto Repair	2,040	12	II	7	
Aptos Hair Co.	41-561-6	Grooming	240	2	II		
Optimum Health Chiropractor	41-561-6	Office - Medical	918		II	9	
Café Sparrow Bldg.	41-042-2			1	II		29
Café Sparrow		Eating & Drinking	1,301		II		4
All State Office		Office - Financial Svcs.	655	4	II	2	
Goldspink, Architect		Office - Professional	646	0	II	2	
Tall Bldg.	41-042-3			3	II	0	1
Mark A. Hair		Grooming	213	2	II	1	
Savasky, Attorney		Office - Professional	213	4	II	1	
Mobile Repro		Office - General	213	1	II	1	
2nd Floor		Apartment?		2	II	2	
Scarlet O' Hair	41-042-4	Grooming	831	4	II	3	2
David Lyng Bldg.	41-042-5			0	II		
David Lyng		Office - Real Estate	1,700	35	II	6	2
Pediatric Therapy		Office - Medical	1,700	2	II	17	
Warmth	41-042-42	Retail - Home	3,455		II	12	
Old Republic	41-042-39	Office - Financial Svcs.	3,533	3	II	12	
Hudson Bldgs.	41-561-1			6	III		6
Melange		Retail - Clothing/Access.	380	12	III	2	

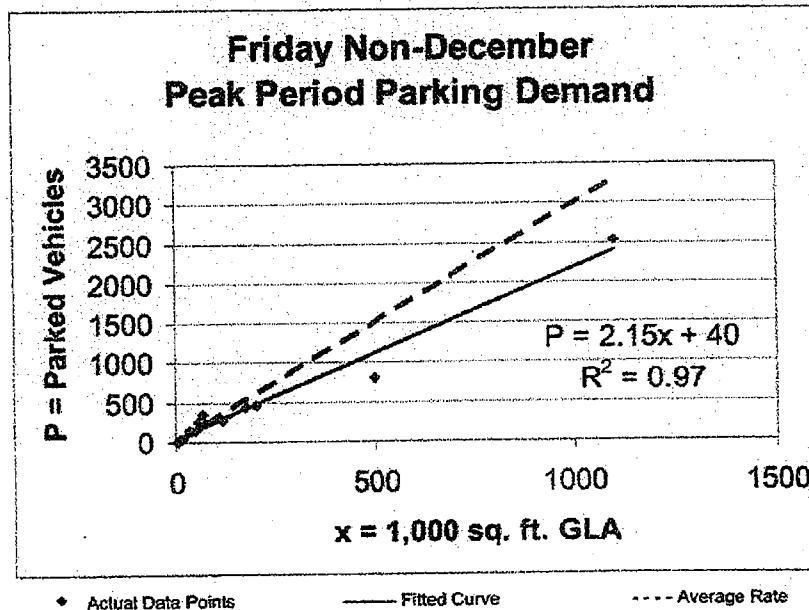
Business Name	APN	Occupant Category	Use Area Totals	Existing Off-Street Parking	Planning Area	Req'd. Off-Street Parking	On-Street Parking @ Frontage
Sunsational Tanning		Grooming	610		III	3	
Essence Day Spa		Grooming	510		III	3	
1st American Title		Office - Financial Svcs.	1,144		III	6	
Village Liquor		Retail - Food & Liquor	986	2	III	5	
2nd Floor Office		Office - General	1,530	14	III	8	
Aptos Med. Weight Control		Office - Medical	425	6	III	4	
Edward Jones		Office - Financial Svcs.	425	3	III	2	
Yoga Within		Fitness	808	12	III	4	
Salon Aptos		Grooming	808		III	4	
Dance Synergy		Fitness	808		III	4	
Bayview Hotel	41-011-34	Hotel		27	III	13	
		Restaurant	1,080			11	
Printsmith Bldg.	41-011-35			0	III		
Trout Gulch Coffee and Tea		Eating & Drinking	1,020		III	10	
County Planning		Office - Government	1,275		III	6	
Print Smith		Commercial Svcs.	2,783		III	14	
Jet Set Bohemiam		Retail - Clothing/Access.	1,020	0	III	5	
Dry Clean & Coin-Op	41-011-32	Commercial Svcs.	2,536		III	13	
Aptos Dental	41-022-15	Office - Medical	967		I	10	2
Chez Susi	41-022-14	Retail - Home	629	0	I	2	
Michael Mills	41-022-13	Office - General	784	17	I	3	
Coles BBQ	41-022-11	Eating & Drinking	1,647		I	16	25
Pacific Coast Educational Ctr.	41-022-10	Education	764		I	3	
Jade Inst. Acupuncture	41-022-8	Office - Medical	1,287	19	I	13	
Richard Schmarz	41-022-7	Office - General	1,400	55	I	5	
Office	41-022-1	Office - General	1,591		I	5	
Valencia Seniors Program	41-022-2	Public Service	2,964		I	10	
SF Dwelling	41-022-3	Residential - SFD		2	I	2	2

Business Name	APN	Occupant Category	Use Area Totals	Existing Off-Street Parking	Planning Area	Req'd. Off-Street Parking	On-Street Parking @ Frontage
SF Dwelling	41-022-4	Residential - SFD		2	I	2	2
SF Dwelling	41-022-5	Residential - SFD		8	I	2	2
SF Dwelling	41-022-6	Residential - SFD		4	I	2	2
SF Dwelling	41-021-7	Community Comercial		2	I	2	2
SF Dwelling	41-021-5	Community Comercial		2	I	2	2
SF Dwelling	41-021-4	Urban Open Space			I		2
POST OFFICE	40-221-8	Public Facility		35	III	35	
Bay Fed Credit Union Bldg				55	II		
Credit Union			3,533		II	12	
Restaurant			1,359		II	14	
Retail			1,274		II	4	
SF Dwelling	41-021-209	Residential - SFD		2	I	2	2
SF dwelling / Salon	041-02-117	Residential - SFD			I	2	2
		Salon	400	6	I	1	1
2 SF Dwellings	041-02-116	Residential - SFD		6	I	2	4
4 SF Dwellings	041-02-126-9	Residential - SFD		12	I	8	4
Church	041-02-138			3	I	0	6
Commercial /Residential	041-02-112	Commercial	800		I	3	2
		Residential - SFD		2	I	2	
SF Dwelling	041-02-111	Residential - SFD		2	I	2	2
Medical Offices	041-02-141	Medical	2,900	12	I	29	4
Medical Offices	041-02-108	Medical	1,900	6	I	19	2
SF Dwelling	041-02-118	Residential - SFD		3	III	2	
5 SF Dwellings Granite Way	040-21-303,5,7,13,14	Residential - SFD		15	III	15	
Aptos Creek Road		On street parking					28
Totals			67184	474		469	152

Land Use: 820 Shopping Center

**Average Peak Period Parking Demand vs: 1,000 sq. ft. GLA
On a: Friday (Non-December)**

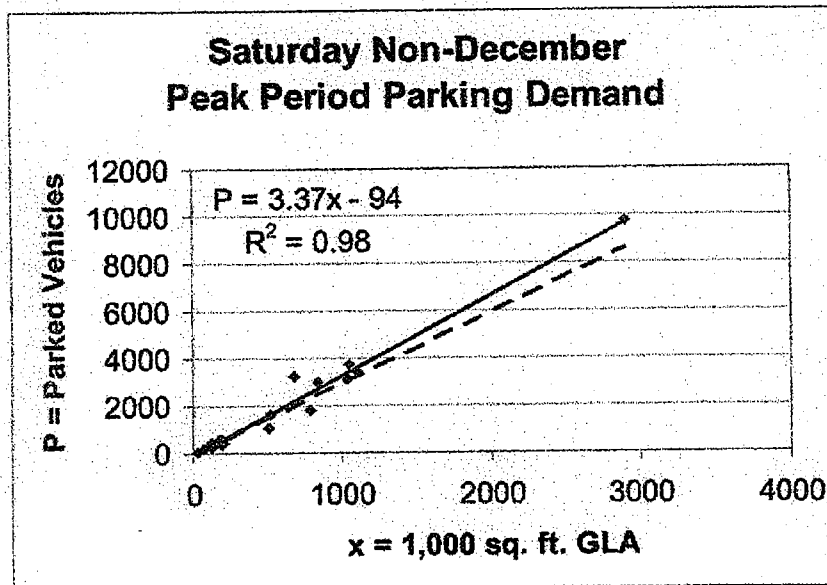
Statistic	Peak Period Demand
Peak Period	12:00 p.m.–1:00 p.m.
Number of Study Sites	14
Average Size of Study Sites	172,000 sq. ft. GLA
Average Peak Period Parking Demand	3.02 vehicles per 1,000 sq. ft. GLA
Standard Deviation	1.12
Coefficient of Variation	37%
Range	1.62–5.25 vehicles per 1,000 sq. ft. GLA
85th Percentile	4.36 vehicles per 1,000 sq. ft. GLA
33rd Percentile	2.30 vehicles per 1,000 sq. ft. GLA



Land Use: 820 Shopping Center

**Average Peak Period Parking Demand vs: 1,000 sq. ft. GLA
On a: Saturday (Non-December)**

Statistic	Peak Period Demand
Peak Period	1:00–2:00 p.m.
Number of Study Sites	20
Average Size of Study Sites	549,000 sq. ft. GLA
Average Peak Period Parking Demand	2.97 vehicles per 1,000 sq. ft. GLA
Standard Deviation	0.71
Coefficient of Variation	24%
95% Confidence Interval	2.66–3.28 vehicles per 1,000 sq. ft. GLA
Range	1.85–4.82 vehicles per 1,000 sq. ft. GLA
85th Percentile	3.56 vehicles per 1,000 sq. ft. GLA
33rd Percentile	2.65 vehicles per 1,000 sq. ft. GLA

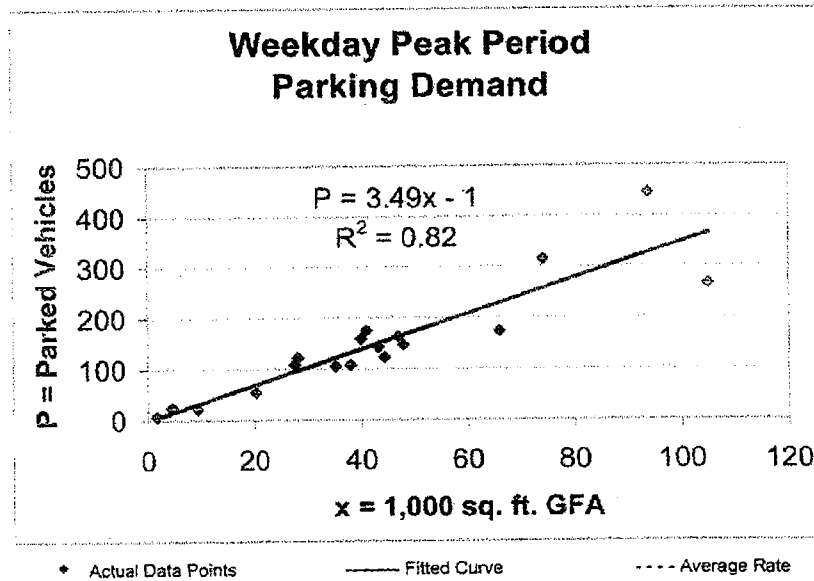


◆ Actual Data Points — Fitted Curve - - - Average Rate

Land Use: 720 Medical-Dental Office Building

**Average Peak Period Parking Demand vs: 1,000 sq. ft. GFA
On a Weekday**

Statistic	Peak Period Demand
Peak Period	10:00 a.m.–12:00 p.m.; 2:00–5:00 p.m.
Number of Study Sites	18
Average Size of Study Sites	43,000 sq. ft. GFA
Average Peak Period Parking Demand	3.53 vehicles per 1,000 sq. ft. GFA
Standard Deviation	0.87
Coefficient of Variation	25%
Range	2.34 – 5.35 vehicles per 1,000 sq. ft. GFA
85th Percentile	4.30 vehicles per 1,000 sq. ft. GFA
33rd Percentile	2.92 vehicles per 1,000 sq. ft. GFA



**Parking Demand Using ITE
Aptos Village Swenson Plan Weekdays**

Use	Size sq.ft.	Code 1space per	Required County Code	Assumed Gross ITE Rate	100% ITE Demand
Office	9,966	200	50	3.44	34
Medical Office	5,820	100	58	4.3	25
Shopping Center	55,405	200	277	4.36	242
Residential 1 bed	15	2	30		30
Residential 2 bed & 3 bed	30	2.5	37		37
Total			452		368

Hourly Distribution by Use	1	2	3	4	5	6	Total
Hour of the Day	Office	Medical	Shop Center	Residential	Total Commercial	Garaged	weekday
6:00 AM	2	0	60	56	62	38	157
	19	4	60	42	83	38	163
	29	12	133	27	175	38	240
9:00 AM	33	21	184	23	238	38	299
	34	25	186	21	245	38	305
	34	25	222	21	281	38	340
12 noon	30	22	242	20	293	38	352
	26	20	242	21	287	38	346
	29	22	217	22	268	38	328
3:00 PM	30	24	213	25	266	38	329
	26	23	210	30	259	38	327
	15	18	210	41	243	38	322
6:00 PM	6	0	205	46	212	38	296
	0	0	203	48	203	38	289
	0	0	210	54	210	38	302
9:00 PM	0	0	97	60	97	38	194
	0	0	72	62	72	38	172
	0	0	48	63	48	38	149
12 mid	0	0	48	67	48	38	153

**Parking Demand Using ITE
Aptos Village Swenson Plan Weekend**

Use	Size sq.ft.	City of Santa Cruz		Assumed	100%
		Code 1space per	Required County Code	Gross Adj	
				ITE Rate	ITE Demand
Office	9,966	200	50	3.44	34
Medical Office	5,820	100	58	4.3	25
Shopping Center	55,405	200	277	3.56	197
Residential 1 bed	15	2	30		30
Residential 2 bed & 3 bed	30	2.5	37		37
Total			452		324

Hourly Distribution by Use 1 2 3 4 5 6 Total

Hour of the Day	Office	Medical	Shopping Center	Residential	Total		weekend
					Commercial	Garaged	
6:00 AM	2	0	20	66	22	38	125
	19	4	26	63	49	38	150
	29	12	53	60	95	38	193
9:00 AM	33	21	120	40	175	38	252
	34	25	148	48	207	38	293
	34	25	178	45	236	38	319
12 noon	30	22	197	44	249	38	331
	26	20	195	43	241	38	322
	29	22	193	43	244	38	324
3:00 PM	30	24	174	46	227	38	312
	26	23	134	49	183	38	270
	15	18	110	52	143	38	233
6:00 PM	6	0	144	54	150	38	242
	0	0	103	58	103	38	196
	0	0	105	56	105	38	199
9:00 PM	0	0	87	58	87	38	183
	0	0	57	60	57	38	155
	0	0	39	64	39	38	141
12 mid	0	0	39	67	39	38	144

**Parking Demand Using ITE
Aptos Village Swenson Plan and Existing Weekdays
County of Santa Cruz**

Use	Size sq.ft.	Existing	Code 1space per	Required County Code	Assumed Gross ITE Rate	85% ITE Demand
Office	9,966	13,850	200	101	3.44	82
Medical Office	5,820	10,100	100	135	4.3	68
Shopping Center	55,405	43,250	200	419	4.36	430
Residential 1 bed	15	0	2	30		30
Residential 2 bed & 3 bed	30	34	2.5	128		126
			Total	812		737

Hourly Distribution by Use	1	2	3	4	5	6	7	Total
Hour of the Day	Office	Medical	Shopping Center	Residential	Total Commercial	Garaged	Hotel Church	weekday
6:00 AM	5	0	108	131	112	38	17	298
	46	10	108	97	46	38	17	315
	70	34	237	64	70	38	17	460
9:00 AM	79	58	327	53	79	38	17	572
	82	68	331	50	82	38	17	587
	80	68	396	48	80	38	17	648
12 noon	71	60	430	47	71	38	17	663
	61	54	430	48	61	38	17	649
	69	59	387	51	69	38	17	621
3:00 PM	71	66	379	58	71	38	17	628
	61	62	374	70	61	38	17	623
	35	49	374	95	35	38	17	609
6:00 PM	15	0	366	108	15	38	17	543
	0	0	361	112	0	38	17	529
	0	0	374	125	0	38	17	554
9:00 PM	0	0	172	139	0	38	17	366
	0	0	129	144	0	38	17	328
	0	0	86	147	0	38	17	288
12 mid	0	0	86	156	0	38	17	297

**Parking Demand Using ITE
Aptos Village Swenson Plan and Existing Weekend
County of Santa Cruz**

Use	Size sq.ft.	Existing	Code 1space per	Required County Code	Assumed Gross ITE Rate	100% ITE Demand
Office	9,966	13,850	200	119	3.44	82
Medical Office	5,820	10,100	100	159	4.3	68
Shopping Center	55,405	43,250	200	493	3.56	351
Residential 1 bed	15	0	2	30		30
Residential 2 bed & 3 bed	30	34	2.5	122		122
Total				924		654

Hourly Distribution by Use	1	2	3	4	5	6	7	Total
Hour of the Day	Office	Medical	Shopping Center	Residential	Total Ret	Garaged	Hotel/ Church weekend	
6:00 AM	0	0	35	149	35	38	52	274
	3	10	46	143	59	38	52	292
	8	34	95	135	137	38	52	362
9:00 AM	11	58	214	90	283	38	52	462
	11	68	263	108	343	38	52	541
	14	68	316	102	398	38	52	590
12 noon	14	60	351	100	425	38	52	615
	11	54	348	97	413	38	52	600
	8	59	344	97	411	38	52	699
3:00 PM	5	66	309	105	380	38	52	575
	5	62	239	111	307	38	52	508
	3	49	197	119	249	38	52	457
6:00 PM	3	0	256	122	259	38	52	471
	3	0	183	126	185	38	52	402
	3	0	186	128	189	38	52	407
9:00 PM	0	0	155	132	155	38	52	377
	0	0	102	135	102	38	52	327
	0	0	70	144	70	38	52	305
12 mid	0	0	70	152	70	38	52	312