



Hirsch/Green Transportation Consulting, Inc.

December 2, 2016

Mr. Ramin Kohanim  
Land Use Developers Corp.  
606 S. Hill Street, PH 1203  
Los Angeles, California 90014

RE: Parking Demand Evaluation Study for Existing Haichal Moche Synagogue Located at  
18038 Ventura Boulevard in the Encino Community of the City of Los Angeles

Dear Mr. Kohanim,

This letter summarizes the results of our evaluations of the current weekday and weekend parking demands associated with the operations of the existing Haichal Moche Synagogue located at 18038 Ventura Boulevard, on the south side of the street between Lindley Avenue and Newcastle Avenue in the Encino community of the City of Los Angeles. The building housing the Synagogue contains a total of approximately 3,215 total square feet of floor area, with a total of approximately 2,114 square feet dedicated to seating and other assembly areas related to Orthodox Jewish religious services, while the remaining space within the building is occupied by an administrative office, small kitchen (for on-site meal preparation), storage space, and restrooms, all of which are ancillary to the use and operations of the seating/assembly area. The building also provides a total of approximately 10 striped (five tandem) parking spaces located at the rear of the building, and accessed via a two-way alley that runs roughly parallel to Ventura Boulevard between Lindley Avenue and Newcastle Avenue. The existing floorplan and parking lot layout for the Synagogue is shown in Attachment 1.

Despite the provision of the 10 on-site parking spaces, the City parking requirements applicable to the Synagogue (based on the size of the seating/assembly area) indicate that the facility should provide a total of approximately 101 on-site parking spaces. However, as detailed in the following pages, there are a number of factors related to the operations of the Synagogue, including a large percentage of its membership that live within walking distance of the facility, and religious beliefs that restrict or prohibit the operation of motorized vehicles during certain days/times, that contribute to a reduction City's typical "assembly area" parking requirements (which are also applicable to such differing uses as auditoriums, convention facilities, theaters, and stadiums), and anecdotal information and preliminary observations of the parking activity at the site have indicated that the actual amount of parking needed by the Synagogue, even during periods of peak attendance, are substantially less than the 101 spaces identified based on the City's parking requirements. Therefore, this study was conducted in order to quantify the actual parking needs of the Synagogue versus the typical "assembly area" parking requirements.

To briefly summarize the results of this study, the typical attendance levels (number of persons actually on-site at any given time) at the existing Synagogue during most times of the week (between about 5:00 AM and 8:00 PM, Sunday through Thursday) are less than 20 persons, although the observed parking demands during the times of highest occupancy ranged from about six to 10 vehicles. The highest attendance levels at the Synagogue occurred during the Jewish Sabbath (from sunset on Friday to full darkness on Saturday night), with between about 53 persons (Friday evening) and 185 persons (Saturday mid-morning Bar Mitzvah celebration). However, despite these increased attendance levels, the maximum identified parking demand during the Sabbath period was only seven spaces, due both to the religious prohibition against driving during this time and the residence proximity of the majority of the service attendees. Therefore, the results of our evaluations indicate that, despite the City parking requirement of approximately 101 spaces, the 10 on-site spaces currently provided by the Synagogue are adequate to accommodate the actual parking needs of the facility at all times. Details of the data collection and evaluation methodologies, along with the results of the analyses supporting these conclusions are discussed in detail in the following pages of this report.

### **Parking Requirements for Haichal Moche Synagogue**

As described previously, the Synagogue is located at 18038 Ventura Boulevard, which is within the jurisdiction of the Ventura-Cahuenga Boulevard Corridor Specific Plan (“VCBCSP”, City of Los Angeles Ordinance No. 166560 and subsequent amendments). As noted in Section F.1.f. of the VCBCSP, *“For auditoriums, convention facilities, theaters, churches, general auditorium, stadiums, or other similar places of assembly, at least one parking space for every two seats [shall be provided]. Where there are no fixed seats, there shall be at least one parking space for each 21 square feet of floor area, exclusive of the stage.”* The Haichal Moche Synagogue does not provide fixed seating (or a stage), and as a result, the approximately 2,114 square feet of seating/assembly area dedicated to religious services or other related gatherings will require approximately 101 parking spaces, based on VCBCSP requirement of one parking space for every 21 square feet ( $2,114 \div 21 = 100.7$ ; rounded to 101). No parking is required for the office, kitchen, or other ancillary areas not used for seating/assembly of Synagogue attendees.

### **Parking Demands for Haichal Moche Synagogue**

However, as noted earlier in this document, there are several unique factors associated with the operations of the Synagogue that, based on anecdotal evidence, act to reduce the number of parking spaces actually needed at the site compared to the VCBCSP parking requirements. The first of these factors is the proximity of the residence locations of a majority of the attendees of the Synagogue to the facility itself, resulting in a high number of attendees who typically choose to walk rather than drive to and from the site. As shown in Attachment 2, of the total of approximately 102 attendee households, approximately 76 households (nearly 75 percent) are

located within one-half mile of the Synagogue, with an additional approximately 23 households (about 22 percent) located between one-half and one mile from the site, and only three attendee households (about three percent) located more than one mile from the Synagogue. As a result, approximately 97 percent of the typical attendees at the Synagogue live within walking distance (less than one mile) of the facility. It should be noted that, although this one-mile radius is farther than the generally-accepted “convenient walking distance” of one-quarter mile related to the location of public transit connections or other such services for typical commuters, attendees of the Haichal Moche Synagogue (and other Orthodox Jewish religious centers) typically walk such distances (particularly for religious services) as an expression of their faith.

The second factor related to the reduced parking demands anticipated for the Synagogue also relates to tenets of Orthodox Jewish faith, which, in part, discourages or prohibits the operation of motor vehicles during the Sabbath, which is typically observed from sunset on Friday evening until dark on Saturday evening. While the majority of attendees at the Synagogue observe this restriction, there are a few exceptions, such as for elderly attendees or others that are unable to easily walk more than a very short distance, and who may drive or be driven and dropped off at the Synagogue for services or events, and then picked up following these activities. However, any vehicles used in such drop-off/pick-up operations would not remain at the Synagogue site during the services or activities, and therefore, would not require any on-site parking spaces.

Therefore, due to these factors, the actual parking demands of the Haichal Moche Synagogue are anticipated to be substantially less than the 101 spaces required for the facility pursuant to the parking requirements of the VCBCSP, and as a result, a detailed parking demand study was conducted in order to evaluate the effects of these factors and to quantify the actual amount of parking needed for the facility. The parking demand data collection methodologies, and results and conclusions of the study are described in detail in the following sections of the report.

### **Parking Demand Study Data Collection and Analysis Methodologies**

To identify both the attendance levels for the various services and activities occurring at the Synagogue, as well as to document the number of parking spaces actually utilized by attendees of these events, a series of surveys and other observations were conducted at the site over the course of five consecutive weekdays (Monday, February 1<sup>st</sup> to Friday, February 5<sup>th</sup>, 2016) and on two consecutive weekend days (Saturday, February 13<sup>th</sup>, and Sunday, February 14<sup>th</sup>, 2016) during the typical operating hours of the facility (between about 5:00 AM and 8:00 PM, although activity at the site on Sundays generally occurs only during the morning hours). These days were selected, based on discussions with representatives of the Synagogue, as representative of the typical activity levels at the facility, although on the surveyed Saturday, a special event (Bar Mitzvah celebration and meal) was held, resulting in higher-than-normal attendance levels at the Synagogue during the mid-morning period. However, as this type of special event may

occur occasionally throughout the year, and resulted in an increase in attendance from typical levels, thereby increasing the potential parking demands of the facility, the data from the surveyed Saturday is considered to reflect “worst case” conditions at the site for that day of the week, and therefore are appropriate for the purposes of this parking demand evaluation.

The number of attendees and associated parking demand information was typically collected by observing the arrival and departure times of each attendee (or requesting that they fill out a questionnaire provided for this purpose), as well as asking each person (or representative of a family or group of attendees), including the Rabbi and all administrative and operational staff) the purpose of their visit to the Synagogue (i.e., prayer, religious service, classes, etc.), and their mode of transportation (walk, drive, etc.); the attendee surveys were conducted at both the front (Ventura Boulevard) and rear (alley) entrances to the Synagogue. Observations of any vehicles parking or dropping off/picking up Synagogue attendees along both Ventura Boulevard and in the alley behind the site were also conducted in order to verify the transportation mode information obtained from the attendee surveys and questionnaires. The information obtained through the surveys/questionnaires and other observations were reviewed in order to identify the attendance levels and parking demands for the Synagogue on an hourly basis throughout the survey periods for each of the individual days, including identification of the peak attendance and parking demand levels for the facility during both weekdays and weekend days.

### **Results of Attendance and Parking Demand Surveys**

The results of the attendee and parking demand surveys and observations are summarized in Attachment 3. As shown in Attachment 3, typical attendance at the Synagogue throughout much of the week (Sunday through Thursday) is fewer than 20 persons, although the indicated (and/or observed) parking demands during the times of highest occupancy on these days ranged from six to 10 vehicles in the early morning hours between about 5:00 AM and 8:00 AM (for morning prayers/services), although a secondary, smaller peak in parking demands of between five and six vehicles also occurred in the evening between about 4:00 PM and 7:00 PM (for evening prayers/services). Note that the peak parking demand of 10 vehicles occurred at multiple times during these days, including between about 6:00 AM 7:00 AM on both Monday and Tuesday, and from about 9:00 AM to 10:00 AM on Sunday.

Conversely, as also identified in Attachment 3, although the highest overall attendance levels of the survey period occurred at the Synagogue during the Jewish Sabbath (from sunset on Friday to darkness on Saturday night), the maximum parking demand observed at the site during this period was lower than the peak parking demands identified for the other, lower-attendance days of the week (Sunday through Thursday). In general, the attendance levels at the site throughout the Sabbath period were generally higher than at any time during the other days of the week, with more than 30 persons on-site during Friday evening and for much of the day on Saturday,

including a peak of about 53 persons on Friday evening between about 5:00 PM and 7:00 PM, and the overall maximum site attendance level of about 185 persons at the facility on Saturday between about 10:00 AM and 12:00 noon (for the previously noted Bar Mitzvah celebration), although a second, smaller attendance peak of about 104 persons was also observed to occur for the evening Sabbath services on Saturday night between about 5:00 PM and 6:00 PM. However, despite these higher overall attendance levels, the maximum parking demand during the Sabbath period was only seven spaces, which occurred between about 5:00 PM to 6:00 PM on Saturday evening. As noted previously in this report, these reduced parking demands are due primarily to the two parking-reduction factors (proximate residence locations for attendees, and the prohibitions against operating motorized vehicles on the Sabbath).

### **Conclusions and Recommendations**

The results of the seven-day (weekday and weekend) attendance and parking demand surveys conducted at the existing Haichal Moche Synagogue at 18038 Ventura Boulevard indicate that, due to the unique nature of the site's use, including the proximity of attendee households to the Synagogue and the Orthodox Jewish faith's limitations on the operation of motor vehicles during the Sabbath, despite varying levels of attendance, the peak parking demand for the facility throughout the entire week is only 10 spaces. This maximum parking demand occurred only three times during the surveyed days, for one hour each on Monday and Tuesday mornings, and again for one hour on Sunday morning, with reduced parking demands exhibited at all other times of the week, including during the highest attendance periods on the Sabbath.

Therefore, based on the results of this study, the current parking demands for the Synagogue can be fully accommodated by the 10 on-site parking spaces currently provided at the facility, and no additional (including off-site) parking is necessary. As a result, it is our recommendation that a variance be granted to reduce the number of parking spaces required for the Synagogue from the 101 spaces required under the Ventura-Cahuenga Boulevard Corridor Specific Plan to the 10 parking spaces currently provided at the Haichal Moche Synagogue site.

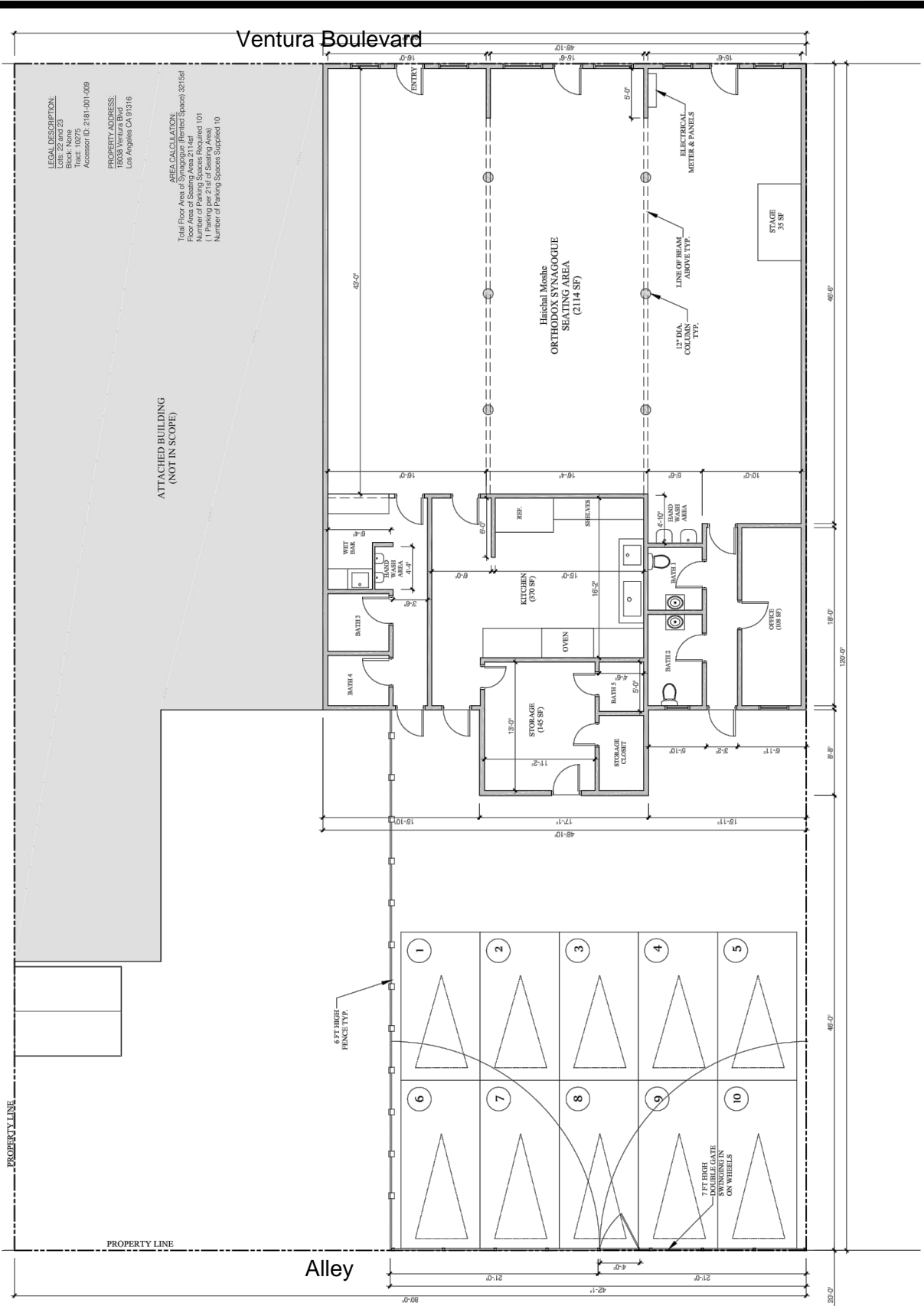
Please feel free to call me if you have any questions regarding this assessment.

Sincerely,



Ron Hirsch, P.E.  
Principal

## **ATTACHMENTS**

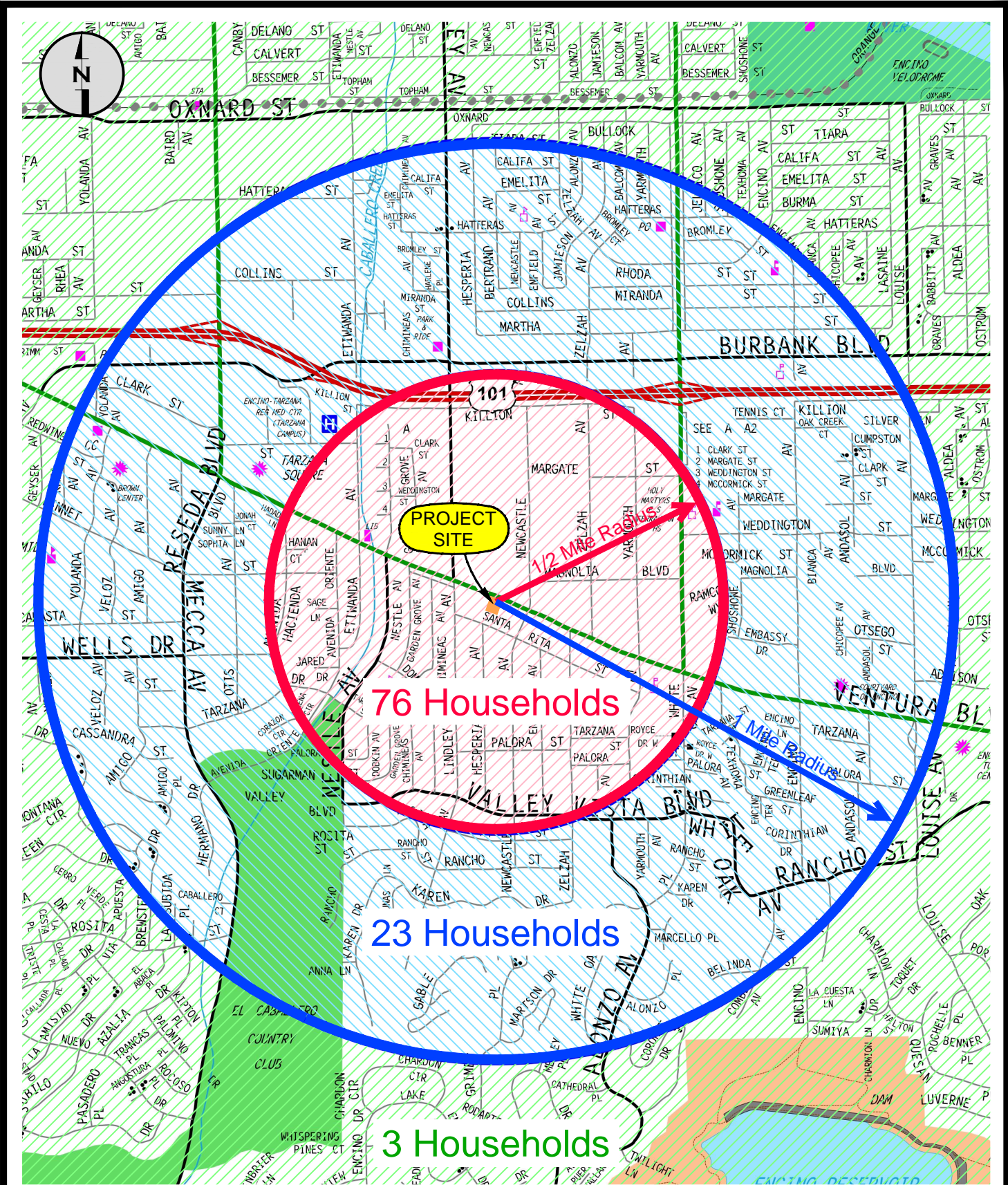


ATTACHMENT 1

HAICHAL MOCHÉ SYNAGOGUE  
 SITE LAYOUT







ATTACHMENT 2





**Attachment 3**

**Haichal Moche Synagogue  
Summary of Patronage and Parking Demand Data**

**Maximum Number of Persons On-Site and Peak Parking Demands by Hour of Day and Day of Week**

Hour Beginning	Monday (2/1/2016)		Tuesday (2/2/2016)		Wednesday (2/3/2016)		Thursday (2/4/2016)		Friday (2/5/2016)		Saturday (2/13/2016)		Sunday (2/14/2016)	
	Persons	Vehicles	Persons	Vehicles	Persons	Vehicles	Persons	Vehicles	Persons	Vehicles	Persons	Vehicles	Persons	Vehicles
5:00 AM	13	9	14	9	13	5	14	9	12	8	10	1	0	0
6:00 AM	14	10	15	10	14	6	14	9	12	8	29	3	11	8
7:00 AM	13	7	11	6	12	6	13	7	11	7	32	4	2	2
8:00 AM	13	7	11	6	12	6	13	7	11	7	43	5	2	2
9:00 AM	2	2	2	2	2	2	1	1	1	1	125	1	11	10
10:00 AM	1	0	1	0	1	0	1	0	1	1	185	1	0	0
11:00 AM	1	0	1	0	1	0	1	0	2	1	183	1	0	0
12:00 PM	1	0	1	0	1	0	1	0	2	1	72	2	0	0
1:00 PM	1	0	1	0	1	0	1	0	2	1	44	1	0	0
2:00 PM	1	0	1	0	1	0	1	0	0	0	7	0	0	0
3:00 PM	1	0	1	0	1	0	1	0	0	0	13	1	0	0
4:00 PM	1	0	1	0	1	0	1	0	15	5	76	5	0	0
5:00 PM	16	5	12	4	11	4	13	5	53	6	104	7	0	0
6:00 PM	16	5	12	4	11	4	13	5	52	5	78	6	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

- X indicates peak daily attendance levels; X identifies highest attendance level during survey period.
- X indicates peak daily parking demands; X identifies highest parking demands during survey period (multiple occurrences).