SAINT EDWARD STATE PARK
PARKING STUDY

April 2017

Prepared For:

Washington State Parks and Recreation Commission
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REPORT #17111.10

This analysis is based on data and records either supplied to, or obtained by, Sound Engineering, Inc. These documents are referenced within the text of the analysis.

SOUND ENGINEERING, INC.

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1.0 EXECUTIVE SUMMARY

1.1 Overview

Washington State Parks and Recreation Commission (WSPRC) has requested an opinion parking study related to a Traffic and Parking Analysis memo prepared by Fehr & Peers for the City of Kenmore, dated May 26, 2016, completed for the proposed Saint Edwards Ballfields (see appendix A for complete report).

The following pages summarize aspects of the Fehr & Peer memo, specifically relative to the proposed parking demand anticipated for the proposed ballfield improvements and the proposed parking mitigation.

In addition, this report assesses existing Park parking demand for the General Visitor user, and provides an estimated 20 year parking demand projection for the park. It is important to note that the 20 year projection will be exclusive of the proposed ballfield demand and the Seminary rehabilitation project demand.

The conclusions of this report are based on TRAFx vehicle trip count data collected over a 2 year period between 2014-2016, as well as, parking stall occupancy field data utilized from the Fehr & Peers memo.

The results of the following information may assist in WSPRC in making a more informed decision regarding potential parking impacts from the proposed ballfields, as well as, provide a projection for the 20 year future General Visitor parking demand, and, determine if there is an existing parking problem.

1.2 Objectives of study

- Review the Fehr & Peers May 26, 2016 *Saint Edward Ballfields Traffic and Parking Analysis (Updated)* report, the City of Kenmore Comprehensive Plan, and the proposed ball field proposal and predict if the existing number of stalls, plus the (7) new stalls associated with the ball field proposal, are adequate to meet State Parks' parking needs now and over a 20-year period.

- Evaluate parking needs, in the near term, if the ball field project is completed by 2020.

- Predict when/if WSPRC will reach parking capacity over 20-years.

- Predict how many new parking stalls will be needed to accommodate population growth.

- Assess existing Park parking demand for the General Visitor user, and provide an estimated 20 year parking demand projection for the park. *It is important to note that the 20 year projection will be exclusive of the proposed ballfield demand and the Seminary rehabilitation project demand.*

1.3 Conclusions

- The TRAFx traffic count data collected from 2014 thru 2016 indicates 28 days that exceed existing parking capacity. The problem will be exacerbated by the addition of the proposed ballfields, in addition to, a 1% annual General Park User growth assumption. If these impacts are not properly mitigated the parking will reach capacity on a more frequent basis and for a longer duration at each occurrence. It can be anticipated that parking demand will increase at a rate of 2.2 stalls per year over the 20 year horizon, thereby, at capacity more frequently and for a longer duration on high-use days.

- The (7) new stalls and (11) stalls created via re-striping the north parking lot (Lot 55) will not be adequate to address high-use weekend demand. In fact, this review found that the (11) additional restriped stalls, proposed in the Fehr & Peers memo, may not be feasible within the Lot 55 area.

- Redevelopment of the ballfield will result in the loss of OVERFLOW parking opportunities that occur during high use weekends. As well as the Kenmore Summer Concert Series that occurs on (6) consecutive Thursday evening's beginning in July and ending in August.

- TRAFx Traffic data collected between 2014 and 2016 indicates 28 days exceed 88% of the existing parking capacity over that time period.

- Parking needs for the ballfield project at 2020, **as noted** in the Fehr & Peers memo, could be as high as 36 stalls with two games being played simultaneously. Please note that, although this study agrees with the 36 stalls, it should be noted that other documented resources state that up to 30 stalls per field can be required.

- Using an assumed 1% anticipated growth rate for General User parking, an additional seven (7) stalls could be needed to meet parking demand during the high-use demand days for existing and future park users. Approximately (44) new stalls will be needed over the 20 year horizon.

1.4 Recommendations

- Partnership with the City to expand Lot 55 with 32 additional stalls as well as adding and additional 6 stalls at the southwest corner of the ballfield as depicted in Appendix E, exhibits E1 and E2.

- Provide adequate drop-off and pick-up curb space near the fields with a roundabout in an area in close proximity to the ballfield, such that, it will not impact the cultural integrity of the entry access.

- Partnership with City to coordinate parking management strategies, e.g. car pool drop zones, car pool/van parking stalls, and wayfinding signage.

- Scheduling of all proposed ballfield events to be coordinated with park scheduling staff to assure adequate parking is available for General Use park visitors as it currently exists.
- City to provide an **ongoing** financial contribution to be used for additional event parking staff. Cost will be determined on an as needed basis. This contribution would mitigate the elimination of the ballfield being used as an OVERFLOW parking area. Park staff to determine exact needs as actual ballfield use impacts develop.

- Partnership with the City to assist WSPRC with creating an OVERFLOW parking plan that will address the impacts of eliminating the existing ballfield as a potential overflow parking area.

- Request an agreement that states, if the 38 parking stalls **do not** adequately meet the ballfield parking demand, the lease agreement can be rewritten with additional mitigation options and/or additional financial contributions from the city.

- Reinstall the TRAFx Vehicle counter and continue to monitor traffic volumes on an hourly basis. This information will assist in determining ongoing demand as a result of General users, the Seminary rehabilitation users, and the proposed ballfield users.

2.0 SAINT EDWARD STATE PARK PARKING STUDY

2.1 Overview

Washington State Parks and Recreation Commission (WSPRC) has requested an opinion parking study related to a Traffic and Parking Analysis memo prepared by Fehr & Peers for the City of Kenmore, dated May 26, 2016, completed for the proposed Saint Edwards Ballfields (see appendix A for complete report).

The following pages summarize aspects of the Fehr & Peer memo, specifically relative to the proposed parking demand anticipated for the proposed ballfield improvements and the proposed parking mitigation.

In addition, this report assesses existing Park parking demand for the General Visitor user, and provides an estimated 20 year parking demand projection for the park. It is important to note that the 20 year projection will be exclusive of the proposed ballfield demand and the Seminary rehabilitation project demand.

The conclusions of this report are based on TRAFx vehicle trip count data collected over a 2 year period between 2014-2016, as well as, parking stall occupancy field data utilized from the Fehr & Peers memo.

The results of the following information may assist in WSPRC in making a more informed decision regarding potential parking impacts from the proposed ballfields, as well as, provide a projection for the 20 year future General Visitor parking demand, and, determine if there is an existing parking problem.

2.2 Park Description

Saint Edward State Park is a 316-acre day-use park with 3,000 feet of freshwater shoreline on Lake Washington. Once a Catholic seminary, the park's rich history reflects in its grounds and architecture. The park has many hiking trails throughout the 316 acre site and along the undeveloped lake shore giving the visitor many opportunities for nature studies, opportunities to see bald eagles, otters, and other forest animals. The park also has two sites suitable for weddings and other special events.

Saint Edward State Park is extremely popular for special events, weddings, and family picnics. The park offers first-come, first-served picnic tables, once the park has reached its capacity level with reservations, first-come, first-served tables will not be available.

Due to limited parking, the park strongly encourages general visitors to carpool as on high-use days existing parking capacity is exceeded.

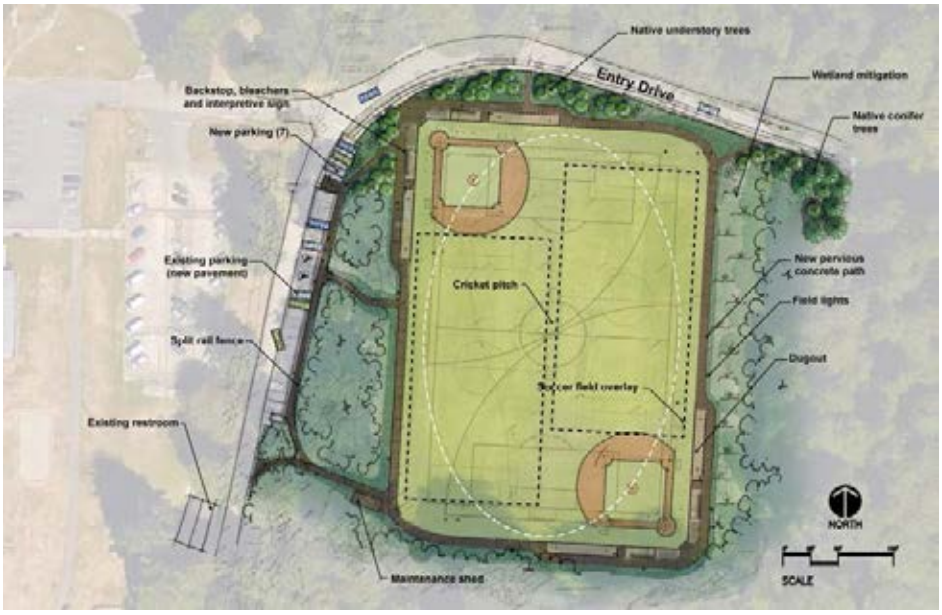
Further, the park offers five unsheltered picnic areas for rental to groups. Each site accommodates at least 150 people with picnic tables and stand-up style grills. The east and west picnic sites have a ball field with their areas. The north picnic area has an open play field and horseshoe pits. The south picnic site has a beach-style volleyball area with a net and is very close to the playground.

Extra parking may be set up for large events in advance thru the Park Manager.

The subject site is located at the Saint Edwards State Park within the city limits of Kenmore, WA (see exhibit A and B).

General Vicinity Map and Parking study area map-exhibit A

Proposed Ballfield site plan exhibit B



Fehr & Peers memo describes the project as follows:

"The City of Kenmore is working with Washington State Parks to propose upgrades to the existing ballfields at Saint Edward State Park. While the ballfields were previously used for games, they have fallen into disrepair and do not currently host games or practices, although they are used for informal recreation. With the upgrades, the City could host two simultaneous games or practices. This memorandum analyzes the project's transportation concurrency status, as well as potential traffic and parking impacts of new vehicle trips associated with the upgrade to the ballfields. exhibit A shows the location of the ballfields".

2.3 Objectives of study

- Review the Traffic and Parking analysis memo, dated May 26, 2016, prepared by Fehr & Peers, for the City of Kenmore, in an effort to determine if the (7) proposed parking stalls, noted within the "Recommendations" piece of the memo, will adequately mitigate parking demand associated with redevelopment of the proposed ballfield use, without impacting existing General Visitor park user parking opportunities (see page 12 RECOMMENDATIONS of the Fehr & Peers in appendix B).

- Review existing park traffic data collected between 12/1/2014 and 12/31/2016 via a TRAFx vehicle counter in an effort to establish daily peak use and to identify peak/overflow parking event days and how they relate to existing General User parking capacity within the subject site (see appendix C). The TRAFx vehicle

counter was located at the subject site entrance and collected vehicle trips from 12/01/2014 to 12/31/2016.

- Assess existing Park parking demand for the General Visitor user, and provide an estimated 20 year parking demand projection for the park. *It is important to note that the 20 year projection will be exclusive of the proposed ballfield demand and the Seminary rehabilitation project demand.*

- Review the City of Kenmore comprehensive plan as a basis for estimated projected parking demand for the 20 year horizon for the existing General Visitor users.

- Evaluate parking needs in the near term if the ballfield project is completed by 2020.

- Predict when/if the General User parking will reach capacity over the next 20 years.

- Review various aerial mapping resources to correlate TRAFx data to visual parking occupancy for specific dates.

2.4 Assumptions of this report as stipulated by Washington State Parks and Recreation Commission staff

- The current Saint Edwards parking capacity is 220 stalls.

- No net loss of the General Visitor parking as a result of the Seminary rehabilitation (The Lodge at Saint Edwards). The Seminary rehabilitation project as proposed is self-contained, as the proposal provides for the construction of new parking garage to address the facilities demand without impacting the General User stalls.

- Proposed ballfield development is not to be considered as part of the General User parking demand.

- Limit 20 year parking study to General Visitors users parking demand only.

- The *Fehr Peers* memo provides accurate information as to existing parking stall occupancy counts noted on Page, 10 Table 2. Information will be utilized to correlate the TRAFx data associated with Saturday, May 7, 2016 and Tuesday, May 10, 2016 counts and will be used as baseline to determine current General Visitor parking stall usage.

- The City of Kenmore's Comprehensive Plan 2000-2014 population growth numbers will be utilized for anticipated parking demand for the General Visitor parking for the 20 year horizon. The Comprehensive plan notes a 1% annual growth rate between 2000-2014. The same 1% will be utilized for the 20 year horizon estimate of General User parking demand projection.

- WSPRC is staffed to schedule and oversee all special events for the subject site throughout the year, therefore, park staff has the ability to anticipate and plan for potential overflow parking days.

2.4 Findings

- The Fehr & Peer memo notes on Saturday, May 7, 2016 parking stall occupancy was at 88% (see Table 1 below). Review of the TRAFx data for that same date indicates 847 trips were logged for that day (see Figure 6, page 22). From this information it was determined that daily trip counts at or above the 847 could result in parking stall occupancy exceeding 88%.

Table 1

	Available	Occupied	Percent
Saturday	220	194	88%
Weekday	220	50	23%

The data shows that, over the two year traffic count period, a total of 12 days (2015) and 16 days (2016) had greater numbers than the 847 associated with the May 7th count. In fact, 16 days over the two year period, were in excess of 960 or more trips which, exceeds the available 220 parking stall capacity (see page 20 for TRAFx summary).

- The Fehr & Peers report states that 19 stalls can be added, this would include 7 new stalls adjacent to the proposed ballfield, with an additional 11 stalls created from restriping of the existing north parking area (Lot 55 [Lot names correspond to number

of parking stalls within a particular parking area]). Lot 55 is located approximately 800 feet north of the ballfield site (see Figure 7, page 12).

- The Fehr & Peers report states that peak demand could be as high as 36 vehicles.

  "For traffic analysis, it was conservative to assume that 10 cars would remain parked during each game, but for parking analysis, it is conservative to assume that more parents are staying to watch the games. Therefore, for the parking analysis, we assumed that 75 percent of parents would stay on site to watch the game and would need to park their vehicle. Based on discussions with the Youth League, all coaches and umpires were assumed to be parents, and the parking demand from coaches and umpires is included in the parking demand for parents. **Each game will result in demand for an additional 18 vehicle parking spaces. Since there are two games at a time, the peak demand could be as high as 36 vehicles.**

  Table 2 summarizes the peak demand when there are two concurrent games at the upgraded ballfields, assuming no change to the existing available parking supply".

TABLE 2- FUTURE PARKING OCCUPANCY

	Available	Occupied	Percent
Saturday	220	230	105%
Weekday	220	86	39%

Table 3 shows the stall occupancy with the 19 new stalls and the 36 vehicles. The 36 vehicles would push the occupied stalls to within 96% of theoretical capacity.

TABLE 3- FUTURE PARKING OCCUPANCY WITH PLANNED PARKING CHANGES

	Available	Occupied	Percent
Saturday	239	230	96%
Weekday	239	86	36%

Figure 7- Existing Parking at Saint Edwards Park

- The TRAFx data shows the higher traffic counts occur on Saturdays and Sundays, throughout most of the year, with peak volumes occurring during the summer months (see appendix C for complete TRAFx data traffic counts spreadsheet).

  In addition to the typical weekend volumes, there are six consecutive Thursday nights, thru July and August, that are reserved for the Kenmore Summer Concert Series (see page 19 for a summary of the yearly scheduled events of this and other yearly events).

- The TRAFx data correlates well with these events and reveals some of the highest trip counts over 2015 and 2016 data collection periods. ***Not only do these events exceed***

existing parking capacity, they also utilize the existing ballfield for their associated overflow parking needs.

Conclusions

- The existing ballfield will no longer be available for overflow parking.

- The existing ballfield is being used for overflow parking during the higher use weekends associated with the scheduled yearly events, as well as, other larger scale events that occur throughout the year. Larger scale events include weddings, family reunions, picnics and other events that which are scheduled thru the Park Manager. Scheduled events include the Kenmore Summer Concerts Series, The British Car show, and Skandia Midsummer Festival (see page 19).

- The proposed (7) additional stalls do not adequately mitigate future ballfield parking demand. Further, it is the opinion that the (11) additional stalls created within the Lot 55 area are not within a reasonable proximity to the ballfield area, therefore, will not be used by ballfield users. As a result, ballfield users will likely park within Lot 20 and Lot 48, thereby, displacing Big Toy Playground users as well as other General Users that typically utilize these areas. Therefore, it is anticipate that the ballfield impact will result in Lot's 20 and 48, reaching capacity on a more frequent basis and for a longer duration throughout the high use weekends.

- Review of the original Lot 55 engineering drawings found that simply restriping existing stalls will not result in the additional (11) as noted by Fehr & Peers, the number will most likely be (5). Existing stall width's are 9' in width, which could allow a 1' width reduction to 8', the mathematics show an additional 5 stalls could be added. Because of the curvature of many of the existing stalls, reducing widths to 8' is not ideal and could be problematic and is not advised as a mitigation solution. In addition, the entire Lot 55 parking area would then become compact stalls only. Again, not a typical scenario as most jurisdiction's allow only 30-40% Compact ratio. 100% compact stall parking area is not conducive to a diverse General User population.

- It is anticipated that the ballfield use will result in higher traffic volumes with vehicles circling thru available parking in search of an available parking stall. With the added traffic volume and competing parking stall users, there will be more frequent interaction between pedestrians and vehicles searching for a parking stall as well as vehicle parking.

- Assuming the park General User parking stall growth will increase at the same rate as the City's comprehensive plan growth rate, the subject site stall demand will increase at a rate of 2.2 stalls per year for the next 20 years an additional 44 stalls will need to be constructed to be keep up with modest General User demand.

- TRAFx data shows parking was at, or near, capacity 28 times over the 2 year study period. An additional (14) days are within 90% of the 847.

- The study concludes there are currently parking capacity issues that will be worsened with the addition of the ballfield project.

2.5 Recommendations

- Partnership with the City to expand Lot 55 with 32 additional stalls as well as adding and additional 6 stalls at the southwest corner of the ballfield as depicted in Appendix E, exhibits E1 and E2.
- Provide adequate drop-off and pick-up curb space near the fields with a roundabout in an area in close proximity to the ballfield, located such that, it will not impact the cultural integrity of the entry access.
- Partnership with City to coordinate parking management strategies, e.g. car pool drop zones, car pool/van parking stalls, and wayfinding signage.
- Scheduling of all proposed ballfield events to be coordinated with park scheduling staff to assure adequate parking is available for General Use park visitors as it currently exists.
- City to provide an **ongoing** financial contribution to be used for additional event parking staff. Cost will be determined on an as needed basis. This contribution would

mitigate the elimination of the ballfield being used as an OVERFLOW parking area. Park staff to determine exact needs as actual ballfield use impacts develop.

- Partnership with the City to assist WSPRC with creating an OVERFLOW parking plan that will address the impacts of eliminating the existing ballfield as a potential overflow parking area.

- Request an agreement that states, if the 38 parking stalls **do not** adequately meet the ballfield parking demand, the lease agreement can be rewritten with additional mitigation options and/or additional financial contributions from the city.

- Reinstall the TRAFx Vehicle counter and continue to monitor traffic volumes on an hourly basis. This information will assist in determining ongoing demand as a result of General users, the Seminary rehabilitation users, and the proposed ballfield users and will provide accurate information on when the peak hour demand occurs during a typical day.

Alternative options to parking lot construction

- Provide a more detailed plan of existing parking stall striping and provide a detailed plan on how the existing parking stalls can be restriped to add the (11) additional parking stalls noted in the Fehr-Peers report.

3.0 TRAFX DATA DISCUSSION

The Fehr & Peers memo notes field counts that were conducted on Saturday May 7th, 2016 and Tuesday May 10th, 2016 in an effort to determine occupied parking stalls on Table 1 below.

Table 1

	Available	Occupied	Percent
Saturday	220	194	88%
Weekday	220	50	23%

The TRAFx traffic count for May 7th, 2016 shows total trips for that day at 847, from that, it was assumed that daily trips above the 847 could result in parking stall occupancy greater than 88%.

The TRAFx data shows that, over the two year traffic count period, there are a total of 16 days that were greater than 847 in 2016, and 12 days greater than 847 in 2015.

Information provided by WSPRC notes specific events that correlate exactly with TRAFx data (see Figure 8 below). Other events such as weddings, picnics, family reunions, and general use of the park, etc. make up the remaining activities that generate high-volume traffic days not included in the events noted in Figure 8.

The following TRAFx data summary shows the daily traffic counts increase up to 1873 visits at various times throughout the summer months, in fact, there are 11 days, over the two year period, that were in excess of 1000 or more trips, which is considered as days that parking capacity is exceeded. Note that the peak period occurs

over a 16 week period, from the TRAFx data 8 to 10 of those weeks result in existing parking occupancy at or above capacity.

Figure 6- TRAFx data summary for 847 daily trips and above.

Day	STED Entrance	[redacted]	STED Entrance
check:	0		#VALUE!
2016-07-23	1,873		Saturday, July 23, 2016
2016-06-26	1,407		Sunday, June 26, 2016
2015-07-25	1,364		Saturday, July 25, 2015
2016-08-11	1,179		Thursday, August 11, 2016
2016-08-04	1,176		Thursday, August 04, 2016
2016-07-24	1,128		Sunday, July 24, 2016
2015-08-13	1,055		Thursday, August 13, 2015
2015-08-06	1,038		Thursday, August 06, 2015
2016-05-30	1,030		Monday, May 30, 2016
2016-07-21	1,004		Thursday, July 21, 2016
2015-07-30	1,000		Thursday, July 30, 2015
2015-06-28	984		Sunday, June 28, 2015
2016-05-01	979		Sunday, May 01, 2016
2016-07-14	979		Thursday, July 14, 2016
2015-07-16	967		Thursday, July 16, 2015
2016-07-28	960		Thursday, July 28, 2016
2015-05-30	932		Saturday, May 30, 2015
2015-07-23	924		Thursday, July 23, 2015
2015-04-18	896		Saturday, April 18, 2015
2016-06-19	896		Sunday, June 19, 2016
2015-07-09	887		Thursday, July 09, 2015
2016-09-24	886		Saturday, September 24, 2016
2016-03-19	884		Saturday, March 19, 2016
2016-06-04	882		Saturday, June 04, 2016
2015-05-03	871		Sunday, May 03, 2015
2016-04-30	858		Saturday, April 30, 2016
2015-04-19	854		Sunday, April 19, 2015
2016-05-07	847		Saturday, May 07, 2016
2016-04-16	846		Saturday, April 16, 2016
2016-04-17	844		Sunday, April 17, 2016
2015-06-06	836		Saturday, June 06, 2015
2015-05-10	818		Sunday, May 10, 2015
2015-06-07	815		Sunday, June 07, 2015
2015-03-08	813		Sunday, March 08, 2015
2015-05-02	797		Saturday, May 02, 2015
2016-07-10	791		Sunday, July 10, 2016
2015-01-25	789		Sunday, January 25, 2015
2016-06-05	782		Sunday, June 05, 2016
2015-09-19	778		Saturday, September 19, 2015
2016-07-16	771		Saturday, July 16, 2016
2015-06-13	762		Saturday, June 13, 2015
2016-07-30	762		Saturday, July 30, 2016
2016-06-25	758		Saturday, June 25, 2016
2015-08-16	756		Sunday, August 16, 2015
2016-07-17	750		Sunday, July 17, 2016
2015-03-28	748		Saturday, March 28, 2015
2016-02-20	744		Saturday, February 20, 2016
2016-08-13	730		Saturday, August 13, 2016
2015-02-15	728		Sunday, February 15, 2015
2015-09-07	728		Monday, September 07, 2015

Scheduled Events that utilize the existing ballfield for overflow parking

(Following information provided by Karl D. Hinze, Saint Edward Park Manager)

"1. Skandia Midsummer fest. They have the field reserved for parking usage the last Sunday in June. **The terms of this agreement go through June of 2020**. **They can FILL the entire ball field**. They have event staff that manage the parking operations.

2. British Car Show. They have the field reserved parking usage for the 4th Friday and Saturday in June. **The terms of this agreement go through July of 2019**. **They can FILL the entire ball field**. They have event staff that manage the parking operations.

3. Kenmore Summer Concert Series. They have the field reserved for parking usage on six consecutive Thursday evenings from early July into August. **I could not locate an ongoing agreement for this event guaranteeing them a reservation**. **They can FILL the entire ball field.** They have event staff that manage the parking operations.

All other groups who use or rent the East Ball Fields do so for events and not parking."

Disclaimer: *Traffic counts occur over park operating hours, the Fehr & Peers parking stall occupancy count did not state the specific time of day that the counts were taken. It is assumed that peak traffic counts and parking demand associated with those counts, occur between noon and 6:00pm of any given day. Because the trip count data does not breakdown into greater than 24 hour increments, and, the Fehr & Peers count was not noted at a specific time of day, it can be assumed there is a margin of error associated with the parking stall occupancy vs. the daily trip count data correlation.*

4.0 CITY OF KENMORE COMPREHENSIVE PLAN 20 YEAR VISION DISCUSSION

- The City of Kenmore 2015 Comprehensive plan 20 year Vision document provides a 14 year history of growth within the area based on data collected between 2000 and 2014, by the Washington State Office of Financial Management (OFM) and the U.S. Census.

  The data shows the City has seen a 1% per year annual population growth (see appendix D. Table DE-A).

- The City of Kenmore's Comprehensive Plan 2000-2014 population growth numbers will be utilized for anticipated parking demand for the General Visitor parking for the 20 year horizon. The Comprehensive plan notes a 1% annual growth rate between 2000-2014. The same 1% will be utilized for the 20 year horizon estimate of General User parking demand projection.

5.0 20 YEAR PARKING DEMAND DISCUSSION

- The City of Kenmore 2015 Comprehensive plan 20 year Vision document was utilized as the basis for the projected annual growth rate.

  For the purpose of the parking study, the same 1%, identified for annual population growth over years 2000-2014, was used to predict the 20 year parking demand for the Saint Edward State Park. As a result of the assumption, it can be anticipated that parking demand will increase at a rate of 2.2 stalls per year over the 20 year horizon. The 2.2 stalls is established by simply calculating 1% of the 220 existing parking stalls and multiplying by 20 for a period of 20 years for a total of 44 stalls.

There are many variables that could affect the accuracy of the projection. If no additional stalls are added Thereby reaching capacity more frequency and for a longer duration during the high-use days.

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