

RICHARD NIXON PRESIDENTIAL LIBRARY AND MUSEUM



**DRAFT**

# **Parking Analysis**

for the

# **Richard Nixon Presidential Library and Museum**

GTS.231001

March 2026

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# 1. Purpose and Background

The purpose of this Parking Analysis is to assess the change in parking demand that is expected to result from a planned expansion of the Richard Nixon Presidential Library and Museum, located at 18001 Yorba Linda Blvd in Yorba Linda, California (APN: 334-411-08, 334-411-10, 334-411-11, 334-403-28); to provide an overview of existing parking supply and demand; and to identify parking management strategies that the Library can consider in order to mitigate anticipated changes in parking demand resulting from the expansion. This document includes an overview of the proposed expansion project; an overview of existing conditions with respect to parking; an analysis of parking utilization based on on-site parking data collection; a future conditions (post-project) parking analysis; and a summary of the findings.

The Richard Nixon Presidential Library and Museum is located on an 8.21-acre campus at 18001 Yorba Linda Boulevard, Yorba Linda, California. The existing library building has an area of 58,096 square feet, and the adjacent NARA Archive Building has an area of 8,754 square feet. The grounds also include a reflecting pool, gardens, and the original Richard Nixon birthplace house.

The location of the project area within the City of Yorba Linda is shown in Exhibit 2.

# 2. Project Overview

The Richard Nixon Library Expansion Project consists of two phases, adding a total of 41,080 square feet to the gross floor area (GFA):

- **Phase 1** will consist of the addition of a 22,264 square foot Exhibit Hall and Pre-function space, and an 8,925 square foot storage area at the northwest corner of the existing site.<sup>1</sup> The exhibition space will be on the second floor, while the storage area and covered parking will be at ground level. The site plan is included in the Appendix of this report.
- **Phase 2** will consist of the addition of an 18,816 square foot Civics Center, divided into two approximately equal spaces:
  - About half of the Civics Center will be primarily an exhibition space that houses the Marine One Helicopter (currently on-site in open space). This space, secondarily, may also be used to host evening events. This area will also include a café, which will be used by library visitors during the day and function as a catering kitchen for evening events.
  - The remainder of the Civics Center will be used as a space for teaching American Civics. This is envisioned to be an interactive teaching experience that will be part of the library's daytime function. Classes will be held during school hours on weekdays.

In addition to the existing staff, approximately ten new employees are expected to support the American Civics operations and five will support the café functions.

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<sup>1</sup> The 8,925 square foot storage space is not expected to generate parking demand as it is incidental to the RNL's operations. Therefore, for the purposes of this analysis, the storage space is excluded from project area calculations and parking demand projections.

The existing gross floor area (GFA) is 67,656 square feet. The proposed project will increase the GFA, 41,080 square feet for a total of 108,736 square feet, as shown in Exhibit 1 below.

*Exhibit 1. Existing and proposed gross floor area*

<b>Building</b>	<b>Gross Floor Area (GFA)</b>
<b><i>Existing Facilities</i></b>	
Library	58,096
NARA Archive Building	8,754
Richard Nixon Birthplace House	806
<b><i>Total Existing</i></b>	<b>67,656</b>
<b><i>Planned Facilities</i></b>	
Phase 1: Exhibit Hall & Pre-function	22,264
Phase 1: Storage Area	8,925
Phase 2: Civics Center	18,816
<b><i>Phase 1 &amp; 2 Total (Excluding Storage Area)</i></b>	<b>41,080</b>
<b>Total With Project</b>	<b>117,661</b>
<b>Total With Project (Excluding Storage Area)</b>	<b>108,736</b>

An excerpt from the site plan showing the above phases is shown in Exhibit 3. The full site plan is included in the Appendix.

Exhibit 2. Location map

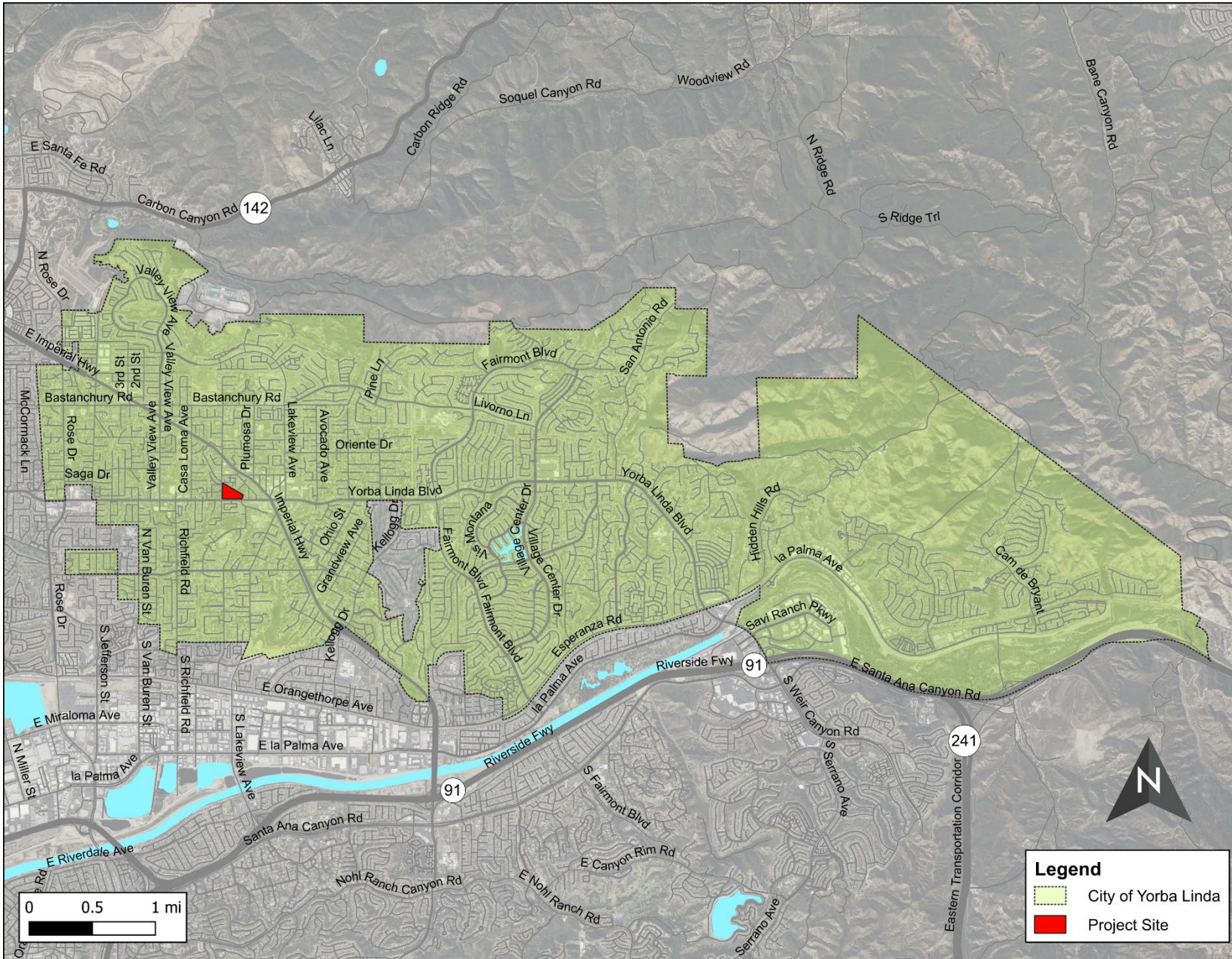
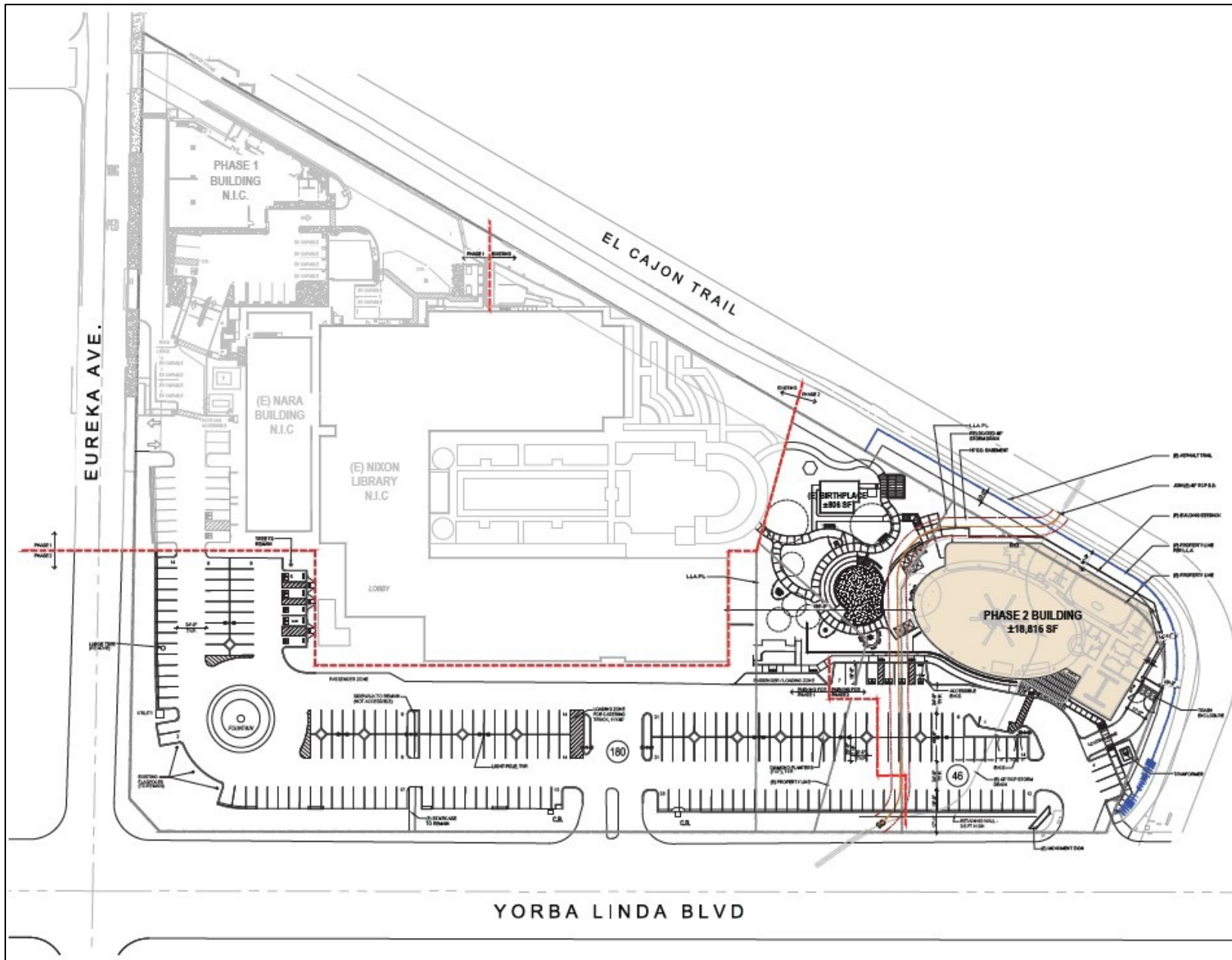


Exhibit 3. Excerpt from the site plan showing Phases 1 and 2



### 3. Parking Analysis

This section analyzes the current parking supply, demand, and shared-parking arrangements for the Richard Nixon Presidential Library and Museum (Library). It includes an overview of existing conditions and parking supply; results of a parking utilization survey that was conducted as part of this parking analysis; a shared parking analysis; and a summary of findings.

#### 3.1. Existing Conditions

The existing parking supply consists of 233 parking spaces on the Library site. There are 200 regular spaces, 7 disabled spaces, 16 spaces marked for docents only, 6 bus spaces, one “white zone” space, and 3 loading spaces.

In addition, the Library has a shared parking agreement with the Friends Church, located directly on the other side of Yorba Linda Boulevard. The Friends Church northwest (NW) parking lot is used for Library overflow parking and provides an additional 150 spaces. Reciprocally, the Library parking lot is used for church overflow parking on some occasions. Its location is shown in Exhibit 6. It is important to differentiate between the Friends Church NW parking lot (smaller overflow lot for the church) and the church’s main parking lot.

The Friends Church NW lot is less than 400 feet from the Library property and has strong connectivity to the Library. There are pedestrian facilities on both sides of Mountain View Drive (a sidewalk on the west side and a shared-use path on the east side) and marked crosswalks with pedestrian signal heads on all four legs of the intersection of Mountain View Avenue and Yorba Linda Drive. The NW lot is closer to the proposed Phase 2 site than the western parking spaces in the library’s lot.

#### 3.2. On-Site and Off-Site Circulation

The site plan was reviewed for on-site circulation and no issues were identified.

Sight distances were evaluated at the site’s three access driveways. Stopping Sight Distance is the minimum distance required by a vehicle traveling at or near the design speed of a roadway, on wet pavement, to stop before reaching an object in its travel path. Per the CA Highway Design manual (HDM), Table 201.1, the stopping sight distance at 30 mph (the posted speed limit on Eureka Avenue) is 200 feet. The sight distance triangles for the Eureka Avenue driveway are shown in Exhibit 5.

The following was noted:

1. At the left turn lane leading into the mid-block driveway on Yorba Linda Boulevard, the City has installed ceramic raised pavement markers to emphasize the prohibition of left turns out of this driveway (see Exhibit 4). If turning restriction violations continue to be a concern, the number of markers could be increased and yellow markers could be used for greater visibility.
2. For the Library’s west driveway on Eureka Avenue, red curbs should be striped along the east side of Eureka Avenue to ensure lines of sight are not blocked by parked vehicles (see Section 5, Exhibit 11).

Exhibit 4. Left turn lane on Yorba Linda Blvd, looking south from the Library's mid-block driveway



Exhibit 5. Sight distance triangles for the Library's west driveway

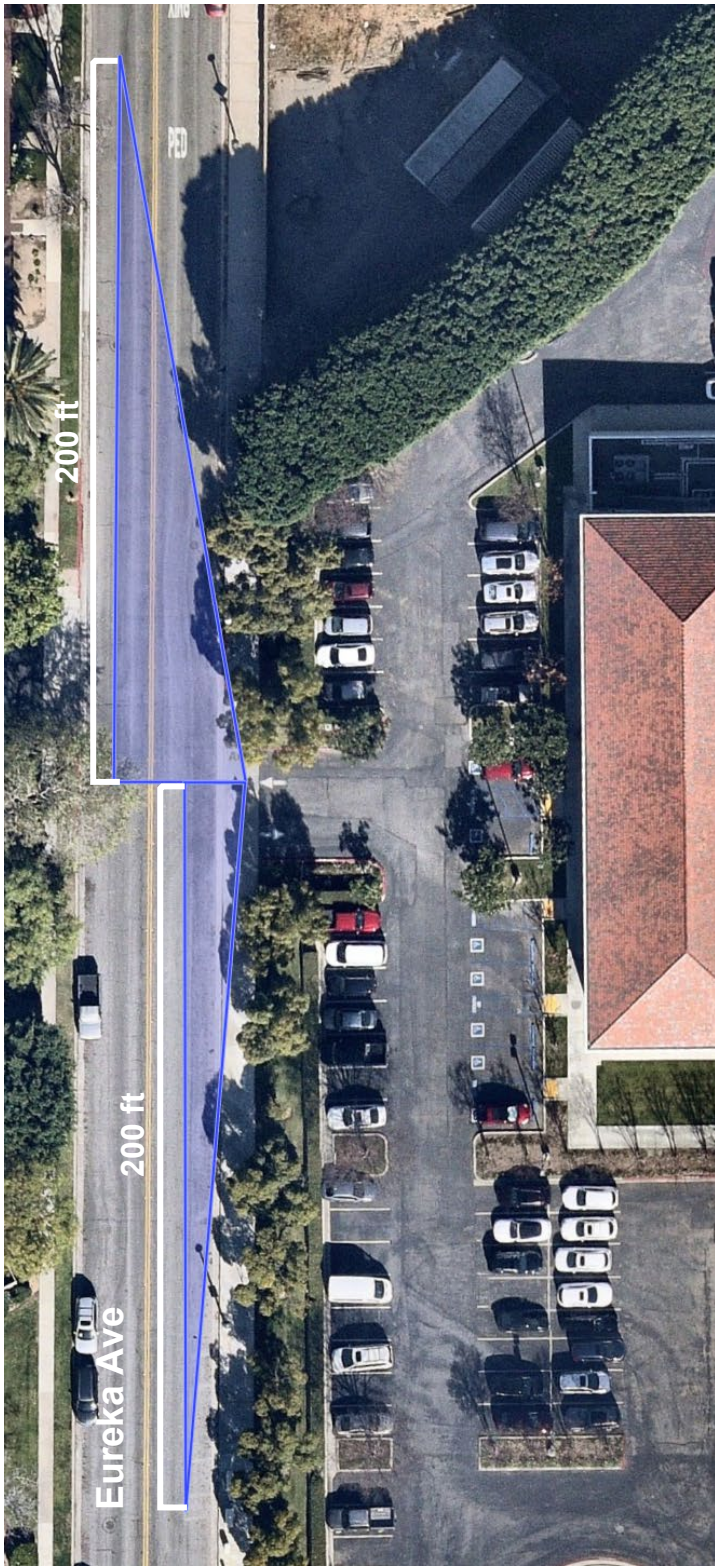


Exhibit 6. Shared parking location in relation to the site



### **3.3. Proposed Parking and Requirements**

The expansion plans involve the addition of 29 parking spaces, for a total of 262 parking spaces.

Per the City of Yorba Linda Municipal Code, Section 18.16.320: Property Development Standards, the off-street parking requirement for the Presidential Library (PL) special purpose zone is one space per 300 square feet of gross floor area (GFA). Based on a planned total GFA of 108,736, this would result in a requirement of 362 off-street parking spaces.

However, cities across Southern California and the nation are recognizing that the current parking requirements, which in many cases were established over 20 years ago, have not kept up with the changes in travel patterns, economic development needs, historic preservation considerations, and parking demand and supply. The current parking requirements are seen as hindering the change of use or the expansion of existing uses, thereby impacting economic development and the urban environment by curtailing revitalization efforts in areas where such efforts are most needed.

In the following section, the parking demand is measured based on actual observations performed during typical weekday and weekend conditions.

### **3.4. Site Observations and Parking Utilization**

Parking lot utilization data was gathered by on-site surveys in February 2026. Hourly utilization figures were collected for three periods: a typical weekday (Tuesday, February 3); a typical Saturday (February 7); and a typical Sunday (February 1). Parked vehicles were enumerated hourly from 10:00 AM to 5:00 PM to be consistent with the hours during which the Library is open.

Tuesday February 3<sup>rd</sup> was typical weekday that included hosting a field trip in the morning and an event in the evening starting at about 4:30 PM.

February 7<sup>th</sup> was a Saturday that included hosting a daytime event with about 200 people (between 11 AM and 1 PM), a group tour at 2 PM, and a High School Winter Formal at 7 PM.

According to the Library management, the busiest days of the week are Saturday and Sunday, with an average of about 250 visitors per day.

### **3.5. Parking Analysis**

The following parking analysis was carried out to estimate post-project parking demand based on observed demand. This is considered the most reliable method as it utilizes data from the current situation to project future conditions based on an expansion of the exhibition space.

The existing gross floor area (GFA) of the Library, including the NARA Archive Building, is 67,656 square feet. The planned expansion project would add 41,080 square feet, for a total of 108,736 square feet. However, since the American Civics classes in the Phase 2 building will only be held during school hours on weekdays — and the remainder of the Phase 2 space is largely dedicated to providing coverage to the existing Marine One Helicopter as well as events that will take place in the evenings — Phase 2 is not expected to generate additional parking demand on weekends during daytime hours. Therefore, Phase 2 is not included in the weekend daytime parking analysis.

Existing and projected demand for typical weekdays is shown in Exhibit 6, Saturday in Exhibit 7, and Sunday in Exhibit 8.

The analysis shows that under typical weekday and Sunday conditions, both existing and future construction scenarios can be accommodated on-site. Following the expansion, there is expected to be a surplus of parking at all times on typical weekdays and Sundays.

On Saturdays, during the 12:00 PM – 1:00 PM hour, on-site capacity is expected to be exceeded when mid-day events take place (such as the February 7 events mentioned earlier). During these hours, an excess demand of up to 30 vehicles is projected (292 vehicles total demand at 12:00 PM compared to 262 spaces capacity).

Therefore, a shared parking analysis was carried out for both Saturdays and Sundays based on observed increased demand for the Friends Church NW overflow lot. As shown in Exhibit 8, under post-project conditions, additional spaces will be needed on Saturdays. The additional demand can be accommodated by the overflow lot.

### **3.6. Parking at Events**

Evening and other major events at the library typically attract between 150 and 250 visitors, and on less frequent occasions attendance may reach approximately 400 visitors. Larger events accommodating up to 500 people occur only two to four times per year and are generally associated with school functions where students are transported to the site by bus.

The Library has indicated that the proposed expansion is intended to enhance the visitor experience by providing a covered area at the Marine One Helicopter site. The expansion is not intended to increase the frequency or size of events held at the facility.

In the infrequent instances when two events occur concurrently, the combined attendance will not exceed 400 people. For example, if an event with approximately 250 attendees is held in the existing space, the new area would accommodate only smaller gatherings of approximately 50 to fewer than 100 people. Concurrent events are not expected to occur regularly and would take place only on an occasional basis.

Assuming the typical rate of two people per vehicle, the demand for parking at a 400-person event will be about 200 spaces. In cases of excess demand, the overflow lot is available (see the shared parking agreement in Appendix B).

Exhibit 7. Nixon Presidential Library Parking Demand Analysis – Survey-based projection, typical Weekday

	Existing Richard Nixon Library		Post-Project Richard Nixon Library		Can RNL on-site parking spaces serve the post-project demand?	Friends Church (Overflow Lot)		Shared Parking (Library and Church)*		Can available spaces serve the post-project demand?
GFA (SF)	67,656		108,736			150		412		
Parking Spaces	233		262			Existing Utilization	Existing Demand	Utilization	Total Projected Demand	
	Existing Utilization	Existing Demand	Projected Utilization	Projected Demand						
10:00 AM	21%	48	29%	77	Yes	2%	3	19%	80	Yes
11:00 AM	25%	59	36%	95	Yes	4%	6	24%	101	Yes
12:00 PM	25%	59	36%	95	Yes	1%	2	24%	97	Yes
1:00 PM	23%	53	33%	85	Yes	1%	2	21%	87	Yes
2:00 PM	24%	55	34%	88	Yes	1%	2	22%	90	Yes
3:00 PM	21%	49	30%	79	Yes	1%	2	20%	81	Yes
4:00 PM	21%	50	31%	80	Yes	1%	2	20%	82	Yes
5:00 PM	17%	40	25%	64	Yes	1%	2	16%	66	Yes

\* Note the Church's NW overflow lot will not be needed in this scenario

Exhibit 8. Nixon Presidential Library Shared Parking Demand Analysis – Survey-based projection, typical Saturday

	Existing Richard Nixon Library		Post-Project Richard Nixon Library*		Can RNL on-site parking spaces serve the post-project demand?	Friends Church (Overflow Lot)		Shared Parking (Library and Church)		Can available spaces serve the post-project demand?
GFA (SF)	67,656		108,736			150		412		
Parking Spaces	233		262			Existing Utilization	Existing Demand	Utilization	Total Projected Demand	
	Existing Utilization	Existing Demand	Projected Utilization	Projected Demand						
10:00 AM	41%	96	49%	128	Yes	0%	0	31%	128	Yes
11:00 AM	79%	185	94%	246	Yes	0%	0	60%	246	Yes
12:00 PM	94%	220	112%	292	No	1%	1	71%	293	Yes
1:00 PM	79%	185	94%	246	Yes	1%	1	60%	247	Yes
2:00 PM	38%	88	45%	117	Yes	0%	0	28%	117	Yes
3:00 PM	31%	73	37%	97	Yes	1%	1	24%	98	Yes
4:00 PM	28%	66	33%	88	Yes	0%	0	21%	88	Yes
5:00 PM	13%	30	15%	40	Yes	0%	0	10%	40	Yes

Exhibit 9. Nixon Presidential Library Shared Parking Demand Analysis – Survey-based projection, typical Sunday

	Existing Richard Nixon Library		Post-Project Richard Nixon Library*		Can RNL on-site parking spaces serve the post-project demand?	Friends Church (Overflow Lot)		Shared Parking* (Library and Church)		Can available spaces serve the post-project demand?
GFA (SF)	67,656		108,736			150		412		
Parking Spaces	233		262			Existing Utilization	Existing Demand	Utilization	Total Projected Demand	
	Existing Utilization	Existing Demand	Projected Utilization	Projected Demand						
10:00 AM	12%	27	14%	36	Yes	5%	7	10%	43	Yes
11:00 AM	13%	30	15%	40	Yes	7%	11	12%	51	Yes
12:00 PM	15%	34	17%	45	Yes	26%	39	20%	84	Yes
1:00 PM	22%	51	26%	68	Yes	1%	2	17%	70	Yes
2:00 PM	23%	53	27%	70	Yes	1%	2	18%	72	Yes
3:00 PM	25%	58	29%	77	Yes	1%	1	19%	78	Yes
4:00 PM	20%	47	24%	62	Yes	0%	0	15%	62	Yes
5:00 PM	28%	65	33%	86	Yes	0%	0	21%	86	Yes

\* Note the Church's NW overflow lot will not be needed in this scenario.

## 4. Trip Generation and VMT Screening Analysis

### 5.1. Background

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

### 5.2. Trip Generation

The project's trip generation was calculated using the trip generation rates of the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021)* using the following land use category:

- Museum (Land Use Code 580)

Exhibit 10 summarizes the estimated trip generation for the project site on a typical weekday during the AM peak and PM peak hours as well as the Saturday peak. The trip generation calculation is based on the square footage of the planned expansion (both phases), for a total of 41,080 square feet (excluding the storage area, as noted earlier).

As shown in Exhibit 10, the project is expected to generate 12 morning peak hour trips (10 in and 2 out) and 7 afternoon peak hour trips (1 in and 6 out) on a typical weekday. On a typical Saturday, the project is expected to generate 30 peak trips (14 in and 16 out).

*Exhibit 10. Trip generation*

Land Use	ITE Code	Units	Daily	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
<u>Trip Rates</u>												
Museum	580	1,000 SF		0.24	0.04	<b>0.28</b>	0.03	0.15	<b>0.18</b>	0.34	0.40	<b>0.74</b>
<b><u>Project Trip Generation</u></b>												
Museum Expansion	41.08	1,000 SF		10	2	12	1	6	7	14	16	30
Total Trip Generation				10	2	<b>12</b>	1	6	<b>7</b>	14	16	<b>30</b>

TSF = Thousand Square Feet

Source: Institute of Transportation Engineers (ITE), *Trip Generation, 12th Edition, 2025*.

As shown above, ITE provides peak hour trip rates for museums but does not provide daily trip generation rates for this land use type. However, based on the Library's records, an average of about 150 people visit on a typical weekday. Given the planned increase in gross floor area, it can conservatively be assumed that, correspondingly, the post-project number of weekday

visitors will be greater. Therefore, the project is estimated to generate an additional 91 daily trips. As noted earlier, this number is very conservative as the Marine One Helicopter is already on-site and Phase 2 mainly provides a roof in lieu of hosting it in an open space.

### *Weekday Traffic Considerations*

As noted earlier, the expansion of the library is not intended to increase the typical event attendance beyond the existing 150- to 250-person events. On some rare occasions, events can attract up to 400 people (similar to existing conditions).

In the infrequent instances when two events occur concurrently, the combined attendance will not exceed 400 people. For example, if an event with approximately 250 attendees is held in the existing space, the new area would accommodate only smaller gatherings of approximately 50 to fewer than 100 people. Concurrent events are not expected to occur regularly and would take place only on an occasional basis.

Additional peak hour trips are not expected to exceed comparable conditions under the existing scenario. Therefore, there is no need to conduct a traffic impact assessment for this scenario.

### *Weekend Traffic Considerations*

As shown in Exhibit 10, the Saturday peak hour of the generator was used to estimate the number of net new trips resulting from the expansion (a total of 30 peak hour trips).

Under existing conditions, weddings are hosted in the evenings. The expansion is not expected to increase the frequency or number of people attending weddings.

Also as noted earlier, larger 500-person events are rare under current conditions and occur only two to four times per year. These are generally associated with school functions where students are transported to the site by bus.

As such, there are no major changes anticipated on weekends compared to existing conditions in terms of additional event trips.

### *Farmers Market and Church Services*

The Yorba Linda Farmers Market is hosted every Saturday in the main parking lot of the Friends Church between 9:00 AM and 1:00 PM. The market does not utilize the NW overflow parking lot (this is also evident from the NW overflow lot counts from Saturday February 7). As such, the Farmers Market parking needs are not expected to impact the NW overflow lot.

The Friends Church hosts Sunday morning services at 9:00 AM and at 11:00 AM. As shown earlier, the overflow parking will not be required by the Library during these hours. The Friends Church also hosts Saturday evening services at 5:00 PM; these services have much lower attendance numbers than Sunday services and do not result in use of the overflow lot.

### 5.3. Vehicle Miles Traveled (VMT) Screening

Pursuant to SB 743 technical guidance published by the Governor’s Office for Planning and Research (OPR) and the “CEQA Assessment – VMT Analysis” section of the City of Yorba Linda Traffic Impact Analysis (TIA) Guidelines (adopted May 2020), there are three types of project screening that lead agencies can apply in order to effectively screen projects from project-level assessment. Projects may be presumed to have a less than significant impact if they meet any of the following criteria, summarized below:

#### a) Transit Priority Area (TPA) Screening

Projects within a Transit Priority Area may be presumed to have a less than significant impact. However, this presumption may NOT be appropriate if the project has a floor-area ratio (FAR) of less than 0.75. The site’s proposed FAR after the expansion will be 0.32. Furthermore, based on currently available transit service in the City of Yorba Linda, there are no identified TPAs within the City.

This criterion is not met.

#### b) Low VMT Area Screening

According to the Orange County Transportation Analysis Model (OCTAM), the project site is not within a low VMT generating area.

This criterion is not met.

#### c) Project Type Screening

Some project types have been identified as having the presumption of a less than significant impact. Per the City’s guidelines, the list of such project types includes the following relevant to this project:

- Projects generating less than 110 daily vehicle trips (this project generates 91 new daily trips).
- Community Institutions, which includes public libraries and can be presumed to include museums.

This criterion is met.

Due to meeting Criterion (c) above, the project can be screened out for VMT analysis.

## 5. Findings

1. The Richard Nixon Library and Museum is a 67,656 square foot facility located in Yorba Linda, California. A planned expansion project would add 41,080 square feet (a 22,264 square foot exhibition space and 18,816 square foot civic center), bringing the total GFA to 108,736 square feet (excluding storage space). The expansion project would increase the on-site parking capacity by 29 spaces from the existing 233 spaces, resulting in a total on-site capacity of 262 spaces.
2. Parking surveys conducted at the site in February 2026 indicate that the supply is sufficient to meet projected post-expansion demand on typical weekdays, most of the day on Saturdays, and on Sundays. Some excess demand is projected for one hour on busier Saturdays, with peak demand at the 12:00 PM – 1:00 PM hour predicted to be 30 vehicles above supply. This demand can be met by utilizing the overflow lot of the Friends Church, (with which the Richard Nixon Library has a shared parking agreement). The addition of the overflow lot is expected to create a surplus of parking (supply greater than demand).
3. Given the projected level of demand on weekends, in order to keep more parking spaces available for visitors, the Library could advise staff to park in the Friends Church overflow lot instead of parking on-site. In addition, signage should be posted to direct vehicles to the correct parking areas.
4. To ensure adequate sight distance at the driveway on Eureka Avenue, red curbs are recommended along the east side of the street for about 60 feet north of the driveway and about 80 feet south of the driveway, as shown in Exhibit 11.

Exhibit 11. Suggested red curbs on Eureka Avenue



## References

City of Yorba Linda Municipal Code, Section 18.16.320 Property development standards

City of Yorba Linda. Traffic Impact Analysis (TIA) Guidelines.

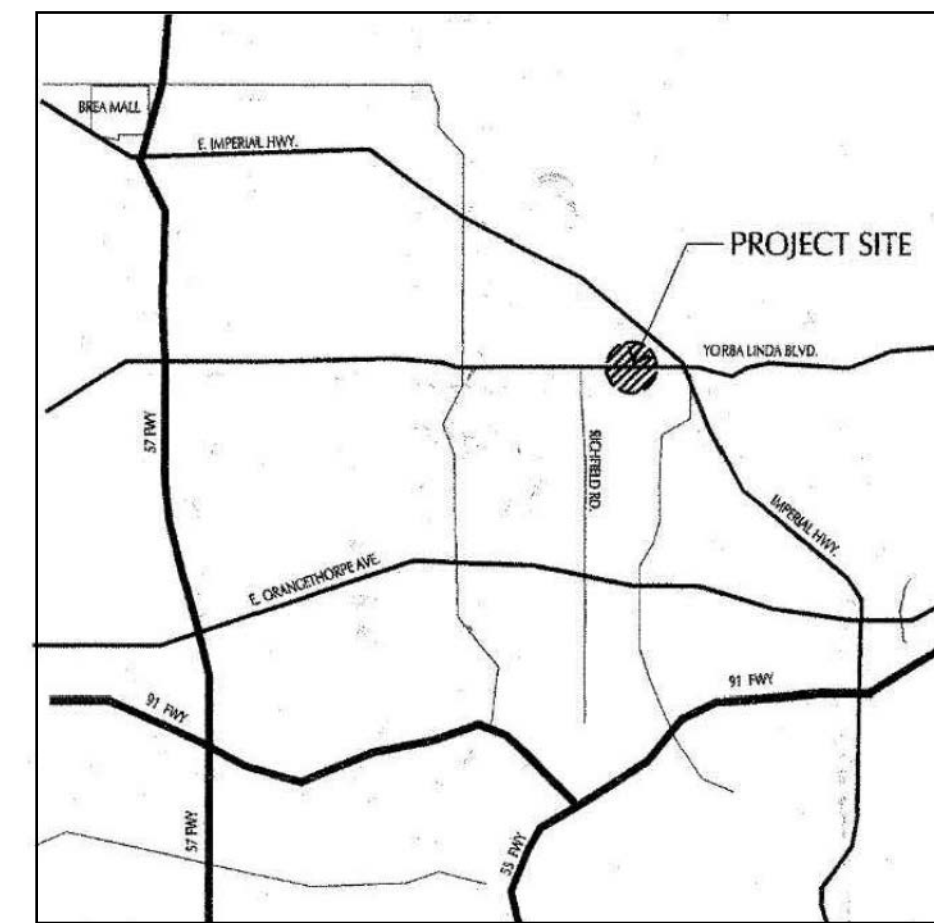
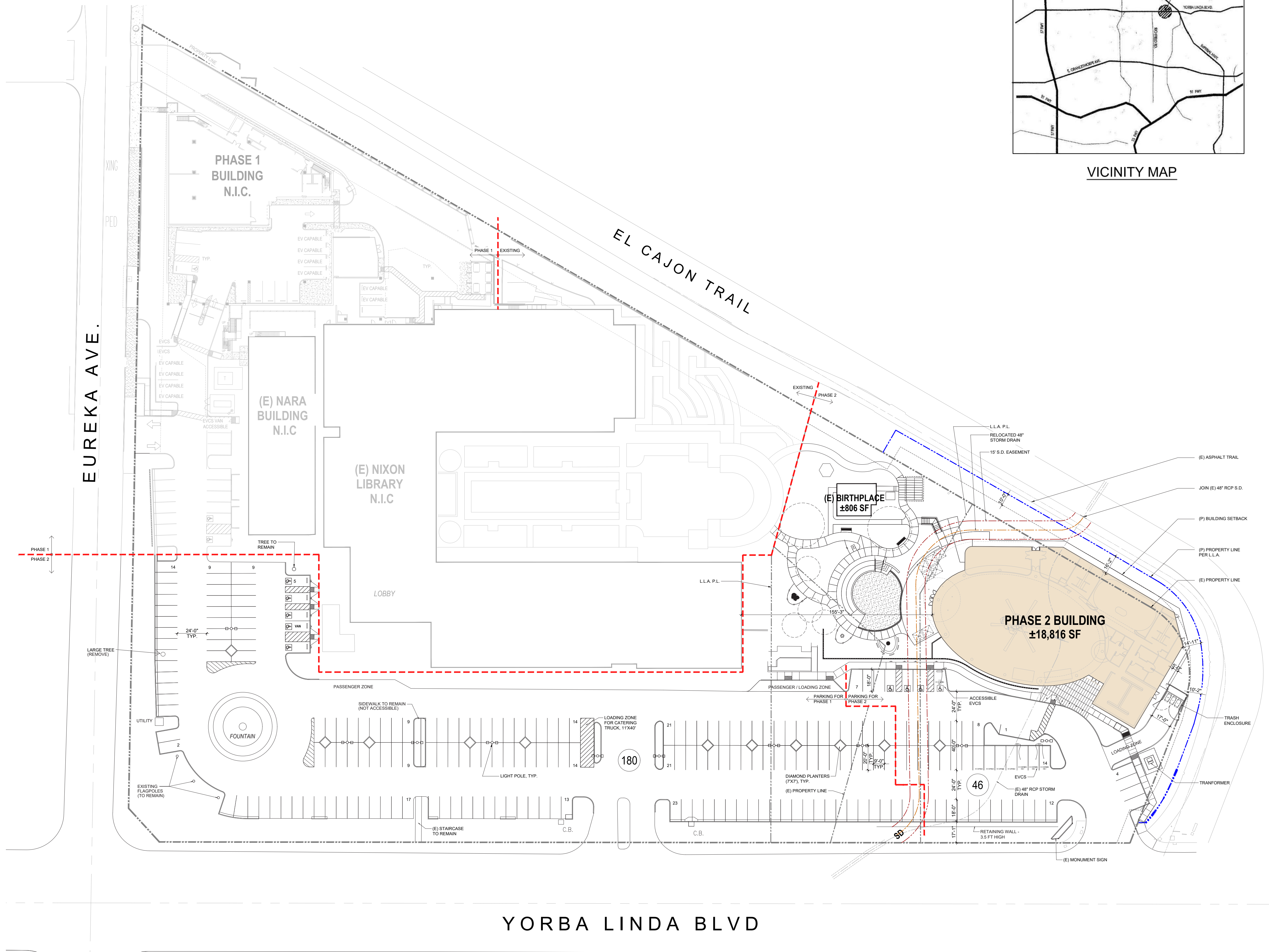
[https://yorbalinda.granicus.com/MetaViewer.php?view\\_id=&event\\_id=1063&meta\\_id=151572](https://yorbalinda.granicus.com/MetaViewer.php?view_id=&event_id=1063&meta_id=151572)

Institute of Transportation Engineers. *Parking Generation Manual*, 6<sup>th</sup> Edition (ITE, 2023)

Institute of Transportation Engineers. *Trip Generation Manual*, 12<sup>th</sup> Edition (ITE, 2025)

# Appendix

- A. Site Plan
- B. Shared Parking Agreement
- C. Parking Survey Data Tables



VICINITY MAP

**SITE SUMMARY**

SITE AREA: ±366,983 SF (±8.42 AC)  
 ZONE: PS (PUBLIC AND SEMI-PUBLIC)

**PARKING SUMMARY**

BUILDING	AREA (SF)
Existing Library & Museum, Ground Level (GFA)	58,096
Existing NARA Archive	8,754
Nixon Birthplace House	806
Phase 1 Exhibit Hall & Prefunction (GFA)	22,264
Phase 2 Civics Center (GFA)	18,816
<b>TOTAL</b>	<b>108,736</b>

PARKING REQUIRED (2.4 STALLS PER 1,000 SF)\* 261  
 PARKING PROVIDED 262

ACCESSIBLE STALLS REQUIRED 7  
 ACCESSIBLE STALLS PROVIDED 12

\* Assumed parking ratio based on the Phase 1 project entitlement.

**EV Parking Summary**

Total Parking Provided for Phase 2	46
------------------------------------	----

Standard Method	
Required EV Capable Stalls	8
Required EV Capable with EVSE (EVCS)	4
Provided EV Capable Stalls	8
Provided EV Capable Stalls with EVSE (EVCS)	4

Power Allocation Method	
Minimum Total kVA Required	61
Maximum kVA allowed for EV Capable	46

Can be any combination of EV Capable, Low Power Level 2, Level 2 or DCFC  
 At least one Level 2 EVSE shall be provided, min. 6.6 kVA  
 Depending on type, some DCFC provide 350 kVA

**CONTACT INFORMATION**

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October 6, 2023

## LETTER OF INTENT TO COOPERATE ON AN AGREEMENT ON RECIPROCAL PARKING

This letter establishes a mutual intent to cooperate between the Richard Nixon Foundation, a nonprofit corporation organized under the laws of California and Delaware and Friends Church, a California non-profit religious organization, to establish reciprocal unreserved vehicular parking use of either organization's parking lot.

The parties acknowledge that each has a common interest in ensuring that its parking lot spaces can be used by either party, as certain days and times see lighter use of each respective lot.

The parties agree to define reciprocal unreserved vehicular parking as taking place over and across the surface parking areas; this would include pedestrian and vehicular access to and from such parking areas.

To that end, the parties wish to provide to and obtain from each other, upon the terms and conditions set forth in a future agreement, reciprocal, nonexclusive use of each parking lot and a reciprocal, nonexclusive use over and across those driveways, sidewalks, and other accessways to and from the parking areas. Any easements, rights and privileges, shall be perpetual and shall remain in effect until terminated by the recordation of a written agreement signed by both parties. Such an agreement would be binding, pending review and approval by the City of Yorba Linda for specific terms or limitations the City may request.

A handwritten signature in black ink that reads "Matthew Cork". The signature is written over a horizontal line.

Matthew Cork (Signature)  
Lead Pastor  
Friends Church

A handwritten signature in blue ink that reads "Jim Byron". The signature is written over a horizontal line.

Jim Byron (Signature)  
President and CEO  
Richard Nixon Foundation

Time	18001 Yorba Linda Blvd, Yorba Linda, CA 92886							Occupied Spaces
	Regular	Disabled	Docents Only	Bus	White Zone	Loading Zone	Grand Total	
<b>Inventory</b>	<b>200</b>	<b>7</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>233</b>	<b>%</b>
10:00 AM - 11:00 AM	42	1	5	0	0	0	48	21%
11:00 AM - 12:00 PM	52	1	5	1	0	0	59	25%
12:00 PM - 1:00 PM	52	1	5	1	0	0	59	25%
1:00 PM- 2:00 PM	47	1	4	0	0	1	53	23%
2:00 PM- 3:00 PM	49	1	4	0	0	1	55	24%
3:00 PM- 4:00 PM	44	1	2	0	0	2	49	21%
4:00 PM- 5:00 PM	43	1	4	0	0	2	50	21%
5:00 PM- 6:00 PM	34	0	3	0	0	3	40	17%

The Richard Nixon Library & Museum Parking Occupancy Study

Saturday, February 7, 2026

Parking Lot 1

Prepared by AimTD LLC

[cs@aimtd.com](mailto:cs@aimtd.com)

Time	18001 Yorba Linda Blvd, Yorba Linda, CA 92886							Occupied Spaces
	Regular	Disabled	Docents Only	Bus	White Zone	Loading Zone	Grand Total	
<b>Inventory</b>	<b>200</b>	<b>7</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>233</b>	<b>%</b>
10:00 AM - 11:00 AM	79	1	9	4	2	1	96	41%
11:00 AM - 12:00 PM	167	2	10	4	0	2	185	79%
12:00 PM - 1:00 PM	193	6	11	6	0	4	220	94%
1:00 PM - 2:00 PM	160	5	11	6	1	2	185	79%
2:00 PM - 3:00 PM	74	2	8	2	2	0	88	38%
3:00 PM - 4:00 PM	60	2	9	2	0	0	73	31%
4:00 PM - 5:00 PM	51	2	9	3	1	0	66	28%
5:00 PM - 6:00 PM	21	0	6	3	0	0	30	13%

The Richard Nixon Library & Museum Parking Occupancy Study

Sunday, 02/01/2026

Parking Lot 1

Prepared by AimTD LLC

[cs@aimtd.com](mailto:cs@aimtd.com)

Time	18001 Yorba Linda Blvd, Yorba Linda, CA 92886							Occupied Spaces
	Regular	Disabled	Docents Only	Bus	White Zone	Loading Zone	Grand Total	
<b>Inventory</b>	<b>200</b>	<b>7</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>233</b>	<b>%</b>
10:00 AM - 11:00 AM	16	0	4	6	1	0	27	12%
11:00 AM - 12:00 PM	25	0	4	0	1	0	30	13%
12:00 PM - 1:00 PM	29	0	4	0	1	0	34	15%
1:00 PM- 2:00 PM	43	1	6	0	1	0	51	22%
2:00 PM- 3:00 PM	46	1	5	0	1	0	53	23%
3:00 PM- 4:00 PM	47	1	5	2	1	2	58	25%
4:00 PM- 5:00 PM	36	0	6	2	1	2	47	20%
5:00 PM- 6:00 PM	53	0	5	3	1	3	65	28%