ATTACHMENT 9

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PARKING DEMAND ANALYSIS

COSTA MESA SC HOUSING PROJECT

Costa Mesa, California

August 21, 2024

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August 21, 2024

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Phone: 949.214.2350

LLG Reference No. 2.24.4822.1

Subject: **Parking Demand Analysis for Costa Mesa SC Housing Project**
Costa Mesa, California

Dear Ms. Kelly:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis associated with the proposed Costa Mesa SC Housing Project (herein after referred to as Project) in Costa Mesa, California. The Project site is located south of 19th Street and east of Pomona Avenue within the existing Costa Mesa Senior Center. The Project will be developed on the eastern portion of the senior center's existing surface parking lot. The proposed Project includes construction of a 70-unit senior apartment complex, consisting of 36 low-income senior units and 34 permanent supportive housing (PSH) units. The Project will provide 133 spaces, of which 74 spaces are surface lot spaces with the remaining 59 spaces within a parking structure.

Per the requirements of the City of Costa Mesa, a parking study has been prepared to determine the parking demand for the existing Costa Mesa Senior Center and the proposed Project to ensure adequate parking is provided for both uses upon completion of the Project. In addition, a parking management plan (PMP) has been prepared to document strategies to manage on-site parking to avoid parking intrusion into the adjacent commercial and residential uses. ***Appendix A*** presents the approved Scope of Work Memorandum for the Project that was developed in collaboration with the City of Costa Mesa.

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Our method of analysis, findings, and recommendations are detailed in the following sections of this report. Briefly, we find the following:

- The proposed parking supply at the site upon completion of the Project totals 133 spaces.
- Empirical parking demand data for similar Jamboree Housing sites have an 85th percentile parking ratio of 0.57 spaces per unit. This translates to a parking requirement of 40 spaces for the Project's 70 senior housing apartment units.
- Peak demand counts at the existing Costa Mesa Senior Center were collected on two (2) typical weekdays, and on one (1) "special event" day. The results indicate that the peak parking demand on typical weekday occurred at 12:00 PM and was observed to have 75 spaces; during the "special event" the peak occurred at 10:00 AM with a peak demand of 90 spaces.
- Based on empirical parking demand data, the Proposed Project and the Costa Mesa Senior Center combined would have a peak parking requirement of 115 spaces during a typical weekday which would result in a parking surplus of 18 spaces when compared to the parking supply of 133 spaces. During a special event (i.e. "Senior Grocery Days"), the forecast peak parking requirement for the site amounts to 130 spaces, which would result in a parking surplus of 3 spaces when compared to the parking supply of 133 spaces.
- Further, when considering the shared parking opportunities for the Project, using the shared parking methodology outlined in Urban Land Institute's (ULI) *Shared Parking, 3rd Edition,* the Proposed Project and the Costa Mesa Senior Center combined would have a peak shared parking requirement of 105 spaces during a typical weekday which would result in a parking surplus of 28 spaces when compared to the parking supply of 133 spaces. During a special event (i.e. "Senior Grocery Days"), the forecast peak shared parking requirement for the site amounts to 125 spaces, which would result in a parking surplus of 8 spaces when compared to the parking supply of 133 spaces.

PROJECT LOCATION AND DESCRIPTION

The Costa Mesa SC Housing Project is located in the eastern portion of the existing Costa Mesa Senior Center parking lot in the City of Costa Mesa, California. ***Figure 1***, located at the rear of this letter report, presents a Vicinity Map which illustrates the general location of the Project site in the context of the surrounding street system. ***Figure 2*** presents the existing aerial for Costa Mesa Senior Center and illustrates the existing building and parking areas.

Existing Development

The Costa Mesa Senior Center is an 8,260± square-foot (SF) senior center that is addressed at 695 W. 19th Street. The site has surface parking that provides 145 spaces for its staff/volunteers and patrons/visitors. The senior center operates Monday through Friday, from 8:00 AM to 4:00 PM, and is closed on Saturday and Sunday. Access to the site is now provided via a full access driveway on 19th Street and a full access driveway on Plumer Street.

Proposed Project

The Project includes development of a four-story, 93,843 square-foot (SF) 70-unit senior apartment, of which 34 units will be set aside for PSH (permanent supportive housing). The remaining 36 units will be affordable housing apartments set aside for seniors earning 60% of area median income (AMI) and below. The proposed unit mix will include 68 one-bedroom/one bath units, and two (2) two-bedroom/two bath units. Upon completion of the Project, a total of 133 spaces is proposed to be provided. From a review of the Project site plan, 59 parking spaces will be provided on the ground level of the Project, with the remaining 74 spaces provided in the surface parking lot. With the development of the Project, the existing full access driveway on 19th Street will be closed and replaced with a new "right-turn in/out only" driveway that would be constructed to the east, in line with the existing driveway on Plumer Street. The existing full access driveway on Plumer Street will be maintained and supplemented with a new driveway on Plumer Street that will be constructed to the west. ***Figure 3*** presents the conceptual site plan for the proposed Project, prepared by the architecture design collaborative (adc), dated May 9, 2024. ***Table 1***, located at the end of the letter report following the figures, presents a summary of existing and proposed Project development totals.

PROJECT'S PROXIMITY TO PUBLIC TRANSIT

Public transit bus service for the Project site is adequate and is provided in the Project area by the Orange County Transportation Authority (OCTA). OCTA is the leading transit provider in Orange County and offers a wide range of fixed-route bus services. OCTA has developed an extensive network of transit routes to connect residents and commuters of Santa Ana to key destinations. Three (3) OCTA bus routes operate within the vicinity of the project site on 19th Street and Placentia Avenue, which consists of the following:

- OCTA Route 35: The major routes of travel include Placentia Avenue, 19th Street and Harbor Boulevard, within the vicinity of the Project site. Nearest to the

project site are bus stops located on 19th Street at Pomona Avenue and 19th Street at Meyer Place in the southeast and northwest corners, respectively. Route 35 operates on approximate 40-minute headways during weekdays and 45-minute headways on weekends.

- OCTA Route 47: The major route of travel within the Project site is Placentia Avenue. Nearest to the project site are bus stops located on Placentia Avenue between 19th Street and Center Street, on the northwest and southeast corners of Placentia Avenue at Plumer Street, with connections to both Route 35 and Route 55. Route 47 operates on approximate 20-minute headways on the weekdays and 40-minute headways on the weekends.

- OCTA Route 55: The major route of travel is Placentia Avenue and 19th Street. Nearest to the project site are bus stops located on 19th Street at Pomona Avenue and 19th Street at Meyer Place in the southeast and northwest corners, respectively. Route 55 operates on approximate 20-minute headways on the weekdays and 30-minute headways on the weekends.

Figure 4 graphically illustrates the transit routes of OCTA within the vicinity of the project. ***Figure 5*** identifies the locations of the existing bus stops in proximity to the Project site.

PARKING DEMAND ANALYSIS

Review of the Government Code Section 65915 identifies that special needs housing such as this Project that are within ½ mile to fixed bus route services that operates at least eight times per day, shall not have any minimum vehicular parking requirements imposed by the City and/or County. The Project satisfies the parking requirement for affordable housing developments specified in the *California Government Code Section 65915.* The Project identifies that 35 units are set aside for PSH with 35 units designated as senior affordable housing apartments with residents earning 60% of area median income (AMI) and below. Hence, even if the State Code requirement for affordable housing development is imposed on this Project, it would have a parking requirement of 35 spaces based on a ratio of 0.5 spaces per unit. ***Table 2*** presents the parking demand requirements and compares it to the parking provided.

In addition to the information above about State Code, using data obtained from Jamboree Housing for similar projects indicates that the Project's proposed parking supply would be adequate. Jamboree Housing has similar developments in the City of

Mission Viejo (Heritage Villas) and the City of Santa Ana (Heroes Landing) that serves the exact same population.

Jamboree Housing Empirical Study

To validate the parking requirement for the Project, parking demand counts were conducted at these two similar type facilities owned/operated by Jamboree Housing Corporation on a typical weekday and weekend. Hourly parking demand counts were conducted at the following locations and times:

- Heritage Villas located at 26836 Oso Parkway in the City of Mission Viejo (Thursday, October 14, 2021 and Saturday, October 16, 2021)
- Heroes Landing located at 3314 W 1st Street in the City of Santa Ana (Thursday, October 14, 2021 and Saturday, October 16, 2021)

Heritage Villas is a 143-unit active senior affordable housing project with a parking supply of 163 spaces, while Heroes Landing is a 76-unit active senior affordable housing project with a parking supply of 45 spaces. It should be noted that the vehicle ownership for Heritage Villas and Heroes Landing is 61% and 45%, respectively. ***Table 3*** presents the peak parking demands and parking ratios. ***Appendix A*** presents detailed parking demand counts collected for each of the sites.

Review of *Table 3* shows that four days of data resulted in an empirical parking demand that ranged between 0.39 to 0.59 spaces per unit. The lower portion of *Table 1* presents the average, 85th percentile and peak parking ratios which were 0.51, 0.57 and 0.59 spaces per unit, respectively. It should be noted that the 85th percentile is typically considered appropriate as a "design" ratio. The 85th percentile parking ratio is equivalent to the rate at or below which 85% of the time adequate parking will be provided and used as a guide in the traffic engineering industry when developing parking "design" ratios. The remaining 15% of the time the parking demand would be greater. The 85th percentile parking ratio of 0.57 spaces per unit has been used to calculate the parking needs of the Project.

Costa Mesa Senior Center Parking Demand

To establish the baseline parking needs for the existing Costa Mesa Senior Center, parking demand counts were conducted on two (2) typical weekdays, Thursday, August 8, 2024 and Tuesday, August 13, 2024, and on a "special event" day, Friday, July 26, 2024. Based on discussions with Duarte Marianna, Recreation Supervisor, Friday, July 26, 2024 is representative of "special events" / peak operations where local area senior residents congregate at the site and receive groceries at no cost.

Distribution of the groceries begins at 9:30 AM and continues every 5-10 minutes. Distribution is walk up only, while supplies last. July 26th is one of the two (2) "Senior Grocery Days" that were scheduled for July 2024. The two (2) days surveyed in August 2024 would be representative of typical weekday operations at the Senior Center. The parking demand counts during were conducted on an hourly basis from 8:00 AM to 4:00 PM to determine the number of parking spaces occupied on site.

Table 4 presents the hourly parking demand counts for the Costa Mesa Senior Center during the two weekday count dates noted above. Review of *Table 4* shows that the center had a peak parking demand of 75 spaces at 12:00 PM on Thursday, August 8, 2024 and a peak parking demand of 74 spaces at 12:00 PM on Tuesday, August 13, 2024.

Table 5 presents the hourly parking demand counts for the Costa Mesa Senior Center during "Senior Grocery Day" that was scheduled for Friday, July 26, 2024. As noted above, this event is scheduled twice a month. To understand the parking needs for the existing Costa Mesa Senior Center during this typical special event, parking demand counts were conducted. As shown, in *Table 5*, the Costa Mesa Senior Center had a peak parking demand of 90 spaces at 10:00 AM.

Appendix B presents detailed parking demand counts collected for the Costa Mesa Senior Center.

Project Parking Demand Forecast

Table 6 presents the parking requirement for both the proposed Project and the existing senior center for a typical weekday and during a special event. Based on the above data, application of the empirical parking ratio of 0.57 spaces per unit to the Project results in a parking requirement of 40 spaces (70 units x 0.57 spaces per unit). Review of the site plan shows that the Project's parking garage provides 59 spaces which could satisfy the residential parking needs for the site and would result in a surplus of 19 spaces (32% contingency).

In addition, the parking requirement for the existing Costa Mesa Senior Center during a typical weekday totals 75 spaces that when compared to a proposed parking supply of 74 spaces would result in a deficiency of 1 space. However, this shortfall can be accommodated within the Project's parking garage for a combined surplus of 18 spaces.

During a special event, the peak parking demand associated with the Costa Mesa Senior Center totals 90 spaces that when compared to a proposed parking supply of 74 spaces would result in a deficiency of 16 spaces. However, this shortfall can be accommodated within the Project's parking garage for a combined surplus of 3 spaces.

When considering the entire site, the Costa Mesa Senior Center and proposed Project component would have a peak parking requirement of 115 spaces on a typical weekday which would result in a parking surplus of 18 spaces when compared to the proposed parking supply of 133 spaces. The identified surplus of 18 spaces (13.5% contingency) allows for any fluctuation in daily usage for the existing Costa Mesa Senior Center, and/or potential demand increases that could occur due to larger than normal events, such as the monthly "Senior Grocery Day" special event.

During a special event, the Costa Mesa Senior Center and proposed Project component would have a peak parking requirement of 130 spaces which would result in a parking surplus of 3 spaces when compared to the proposed parking supply of 133 spaces on "Senior Grocery Day".

However, the parking characteristics and operations of the proposed Project and the Costa Mesa Senior Center provides an opportunity to share parking spaces based on the utilization profile of each land use component. The following section calculates the parking requirements for Project based on the shared parking methodology approach and using the parking survey data collected at similar residential facilities owned/operated by Jamboree Housing Corporation, and recent surveys of the Costa Mesa Senior Center.

Shared Parking Analysis

Table 7 and ***Table 8*** present the shared parking demand for the proposed Project and the Costa Mesa Senior Center during a typical weekday and a special event day based on the shared parking methodology. It is noted that since the Costa Mesa Senior Center is closed on weekends, a shared parking analysis was not prepared for weekend conditions.

Columns (1) through (3) of *Tables 7* and *8* present the parking accumulation characteristics and parking demand of Project for the hours of 8:00 AM to 5:00 PM. Column (4) presents the expected joint-use parking demand for the entire site on an hourly basis, while Column (5) summarizes the hourly parking surplus/deficiency (no. of spaces) for the Project compared to a shared parking supply of 133 spaces. The hourly parking demand profile for the proposed Project is based on the parking surveys

conducted at Heritage Villas and Heros Landing, both of which are similar facilities that are owned/operated by Jamboree Housing Corporation. For the Costa Mesa Senior Center, the hourly parking demand is based on recent surveys conducted at the site (See *Tables 4* and *5*).

Review of *Table 7* indicates that peak shared parking demand for the Project during a typical weekday will occur at 12:00 PM and totals 105 spaces. As shown in *Table 8* the peak shared parking demand during weekday special event at the Costa Mesa Senior Center will occur at 10:00 AM and totals 125 spaces. Based on the parking supply of 133 spaces, the peak parking demand hours on a typical weekday will have a minimum surplus of 28 spaces. The Project's forecast peak shared parking demand during a special even day will result in a minimum surplus of 8 spaces when compared to a supply of 133 spaces.

PARKING MANAGEMENT PLAN

To ensure adequate and convenient parking is provided for both the existing Costa Mesa Senior Center and the proposed Project, as well as to eliminate any and all-day intrusion on the adjacent properties, a Parking Management Plan (PMP) is recommended.

PMP Measures

Specific PMP measures are described below, and were developed based on the following objectives and will be implemented through signage and by on-site management:

<u>Objectives:</u>

- The PMP should restrict residents from parking in the surface parking lot.
- The PMP should restrict guests from parking in the reserved resident spaces.
- The PMP should require guests to park in designated guest spaces.
- The PMP should restrict vehicles from exceeding the time restriction on the short term parking, if any is proposed.
- The PMP should allow for the use of proposed "short-term/time restricted" parking spaces allocated to leasing for use by residents and resident guests after business hours, if necessary.
- The PMP should help develop the framework for a detailed parking agreements between the leasing office and the tenants.

The following key Parking Management Strategies should be implemented by the Property Owner and/or Property Management Company, in collaboration with the Costa Mesa Senior Center:

Residential Parking Plan

A residential parking permit system is utilized to ensure that residents have a designated parking spot(s). All residential parking permits are issued by the property manager at the time of move-in. All residents who are assigned a spot are required to sign and comply with a parking agreement that stipulates that they abide by the following rules:

1. Residents and resident guest/visitors of the Project, as well as potential tenants and staff of the leasing office should be required to park in the Project's parking structure.

2. Should the number of tenants requesting parking exceed the number of parking spaces available within the parking structure, a parking waiting list will be established.

3. Every tenant who owns a vehicle **MUST** fill out a vehicle registration form. Once the form is filled out, a copy of the **current registration** and a copy of the **current insurance** must be given to the manager. This is also required on an annual basis at the time of recertification.

4. All vehicles, with current registration in the resident's name, will be issued a parking sticker. This sticker **MUST** be placed in the rear window on the driver's side. Any vehicle not displaying this sticker will be considered unauthorized and will be subject to towing at the expense of the owner of the vehicle.

5. Any vehicle leaking any fluid will be sited. The owner of the vehicle will be responsible for cleaning the area and keeping it clean. If necessary, an "oil pan/sheet" must be placed under the vehicle. If the car damages the parking area at any time, the owner reserves the right to revoke the parking space in the parking area.

6. At no time, can any person(s) work on their vehicles (IE: Change oil, repair vehicle, change tires, etc.) Minor repairs such as window wiper blades, and lamp fuses are allowed.

7. Parking spaces should not be used for storage areas. Items found in the parking area will be disposed of.

8. Prior written authorization must be obtained before a tenant can park a "rented or borrowed" vehicle using their permit. If prior written authorization is not obtained, the vehicle will be considered unauthorized.

9. If a tenant plans to be away from the property and not using their vehicle for more than two weeks, they should notify the manager in writing to avoid the vehicle being classified as abandoned.

10. From time to time, it may be necessary for the manager to reassign parking permits to help accommodate other residents.

11. No vehicle shall be parked in such a manner as to block roadways or the comings and/or goings of residents. Violator's cars will be ticketed and/or towed at owner's expense.

12. No person shall operate a motorized vehicle within the complex without proper operating license. No unlicensed motor vehicles, for example, motorbikes or go-carts, shall be ridden within the complex. Any damages to property within the complex by use of any vehicle (including hired and leased moving vans) shall be fined by an amount to repair or replace the damaged areas or items.

13. The speed limit in the community is 5 miles per hour.

14. In no event is the Project owner and/or property manager liable for consequential damages or loss of use of vehicle.

15. Residents are responsible for the parking practices and vehicle operations of any visitors they allow in the community.

Senior Center Parking Plan

To ensure that the existing Costa Mesa Senior Center has adequate parking available for employees and guest the following strategies should be implemented:

16. All residents of the Project should be required to park in the Project's parking structure, thereby leaving the seventy-four (74) surface lot spaces available for use by the Costa Mesa Senior Center during its hours of operation. The senior center operates Monday through Friday, from 8 AM to 4 PM, and is closed on Saturday and Sunday.

17. To help encourage utilization of the parking structure by guest and employees of the Senior Center it is recommended that employees of the Senior Center be directed to park in the structure leaving the surface lot parking for guest of the Senior Center, especially during a special event such as "Senior Grocery Day". In addition, to enhance safety in the structure it is recommended that the parking structure provide adequate lighting and be fitted with security cameras along with signage about security surveillance.

18. If staff from either the existing Costa Mesa Senior Center and/or the senior housing component see any residential tenants and/or residential guest using the surface lot spaces, the violator's cars will be ticketed and/or towed at owner's expense.

Parking Mitigation Program

In the event that additional parking is needed the Property Owner and/or Property Management Company will first consider leasing additional off-site parking. If off-site spaces cannot be procured, then the Property Owner and/or Property Management Company will consider implementing a valet/valet assist program. Based on the feasibility of the two mitigation options above, alternative mitigation programs may be considered as well.

CONCLUSIONS

Based on the above, it is concluded that adequate parking will be provided to satisfy the parking demand for residents, guests and employees of proposed Senior Residential Project and existing Costa Mesa Senior Center during a typical weekday and during a special event (Senior Grocery Day). Nevertheless, to ensure adequate parking is provided for all users of the Project, the Property Owner and/or Property Management Company, if they deem it necessary, would implement the appropriate Parking Management Strategy and/or Parking Mitigation Program recommended in this Parking Management Plan to mitigate any parking impacts or deficiencies.

* * * * * * * * * *

We appreciate the opportunity to prepare this analysis for Costa Mesa Senior Housing Project. Should you have any questions or need additional assistance, please do not hesitate to call Shane Green or myself at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

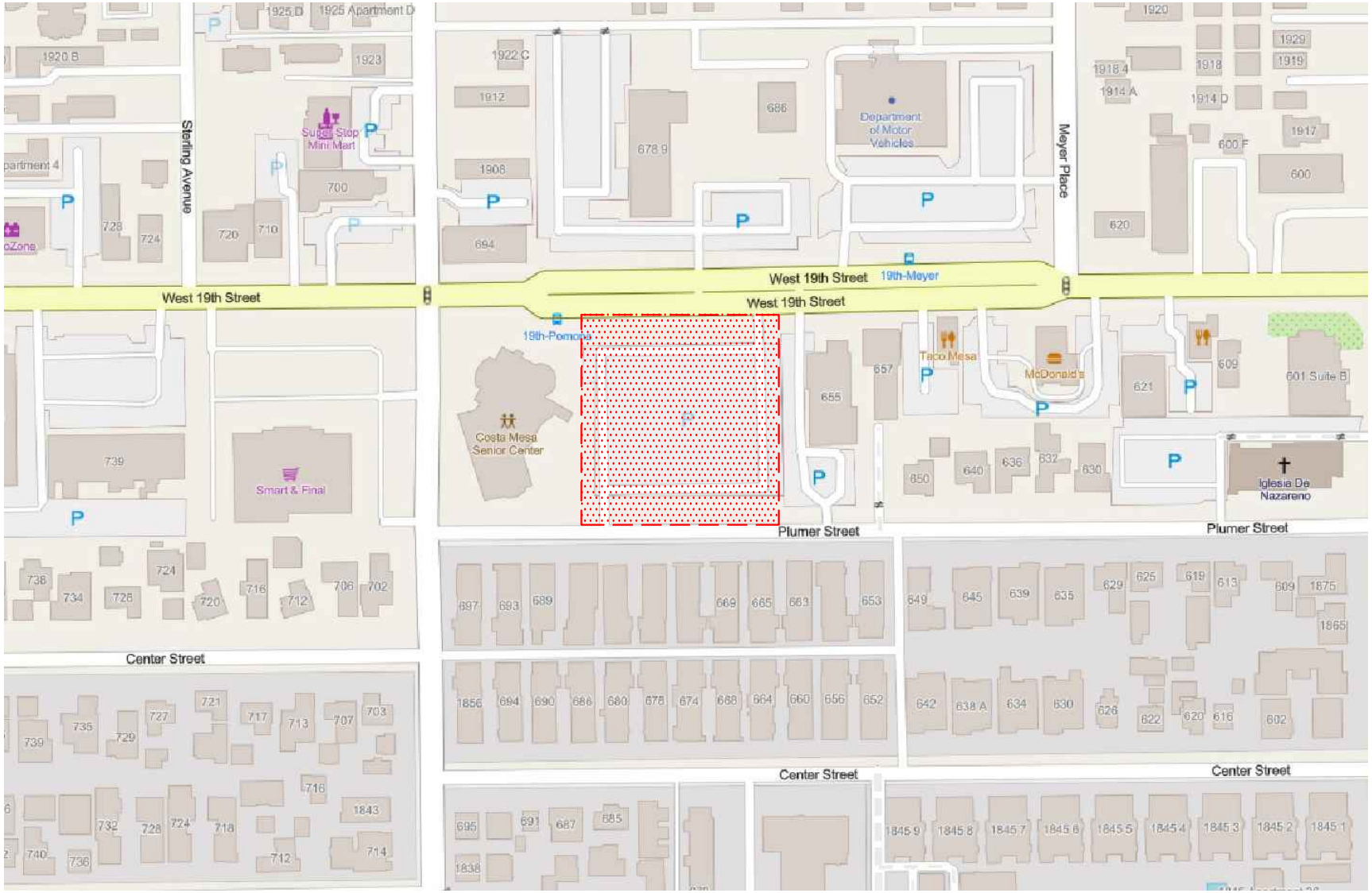
Richard E. Barretto, P.E.
Principal

cc: Shane S. Green, P.E., Senior Transportation Engineer

Attachments

Table 1: Existing and Proposed Project Development Summary
Table 2: Parking Requirement Based on California Government Code 65915
Table 3: Jamboree Housing Parkin Ratio Summary
Table 4: Costa Mesa Senior Center Typical Weekday Parking Demand Summary
Table 5: Costa Mesa Senior Center Special Event Parking Demand Summary
Table 6: Project Parking Demand Forecast for Typical Weekday and Special Event
Table 7: Shared Parking Demand Forecast during a Typical Weekday
Table 8: Shared Parking Demand Forecast during a Special Event Day

Figure 1: Vicinity Map
Figure 2: Existing Aerial Photograph
Figure 3: Conceptual Site Plan
Figure 4: OCTA Transit Map
Figure 5: OCTA Transit Stop Locations



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SOURCE: OPEN STREETS

KEY

= PROJECT SITE

LLG

N

NO SCALE

FIGURE 1

VICINITY MAP

COSTA MESA SC HOUSING, COSTA MESA

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SOURCE: GOOGLE

KEY

= PROJECT SITE

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N NO SCALE

FIGURE 2

EXISTING AERIAL MAP

COSTA MESA SC HOUSING, COSTA MESA

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SOURCE: MJS

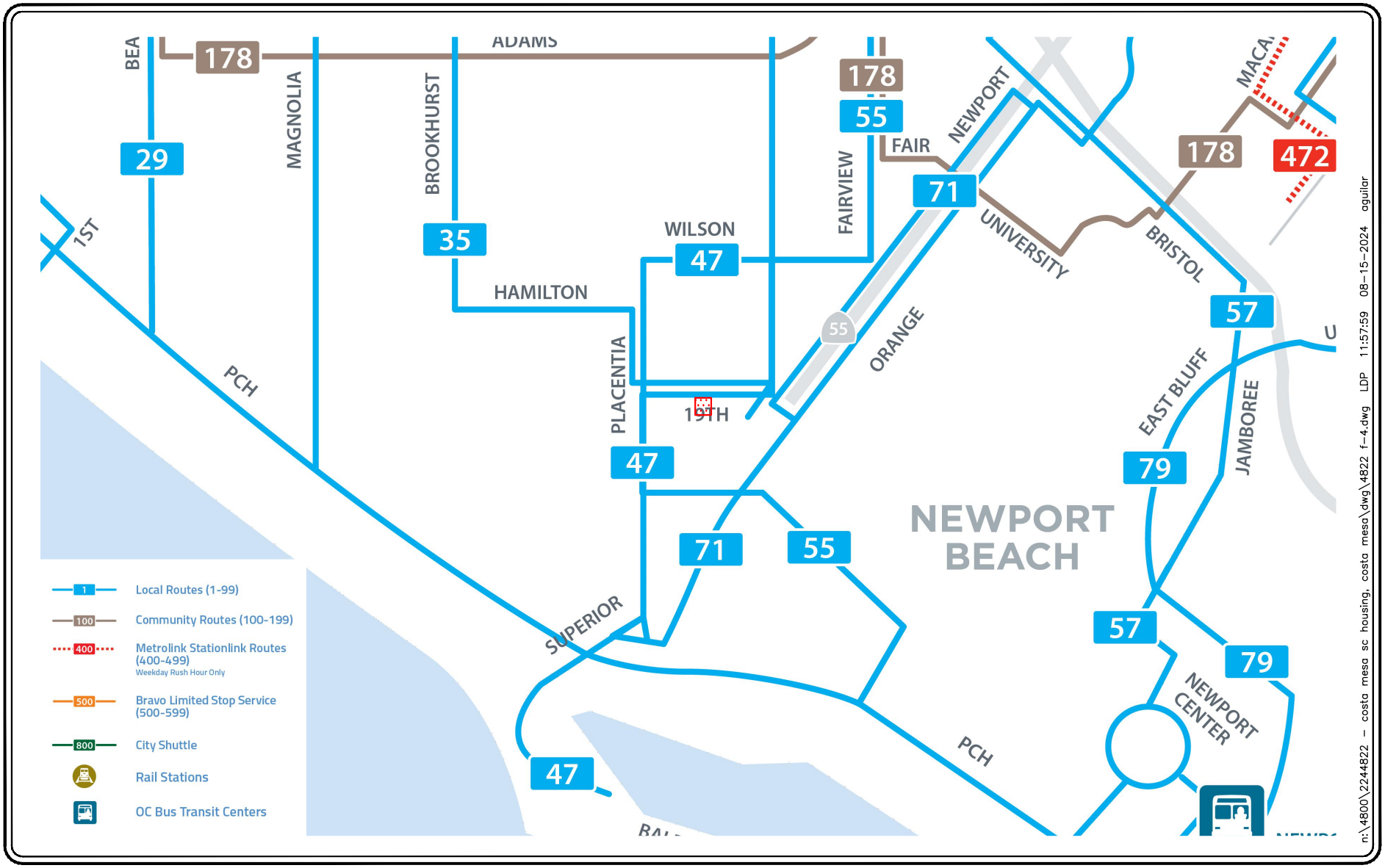
LLG

NO SCALE

FIGURE 3

PROPOSED SITE PLAN

COSTA MESA SC HOUSING, COSTA MESA



SOURCE: OCTA

KEY

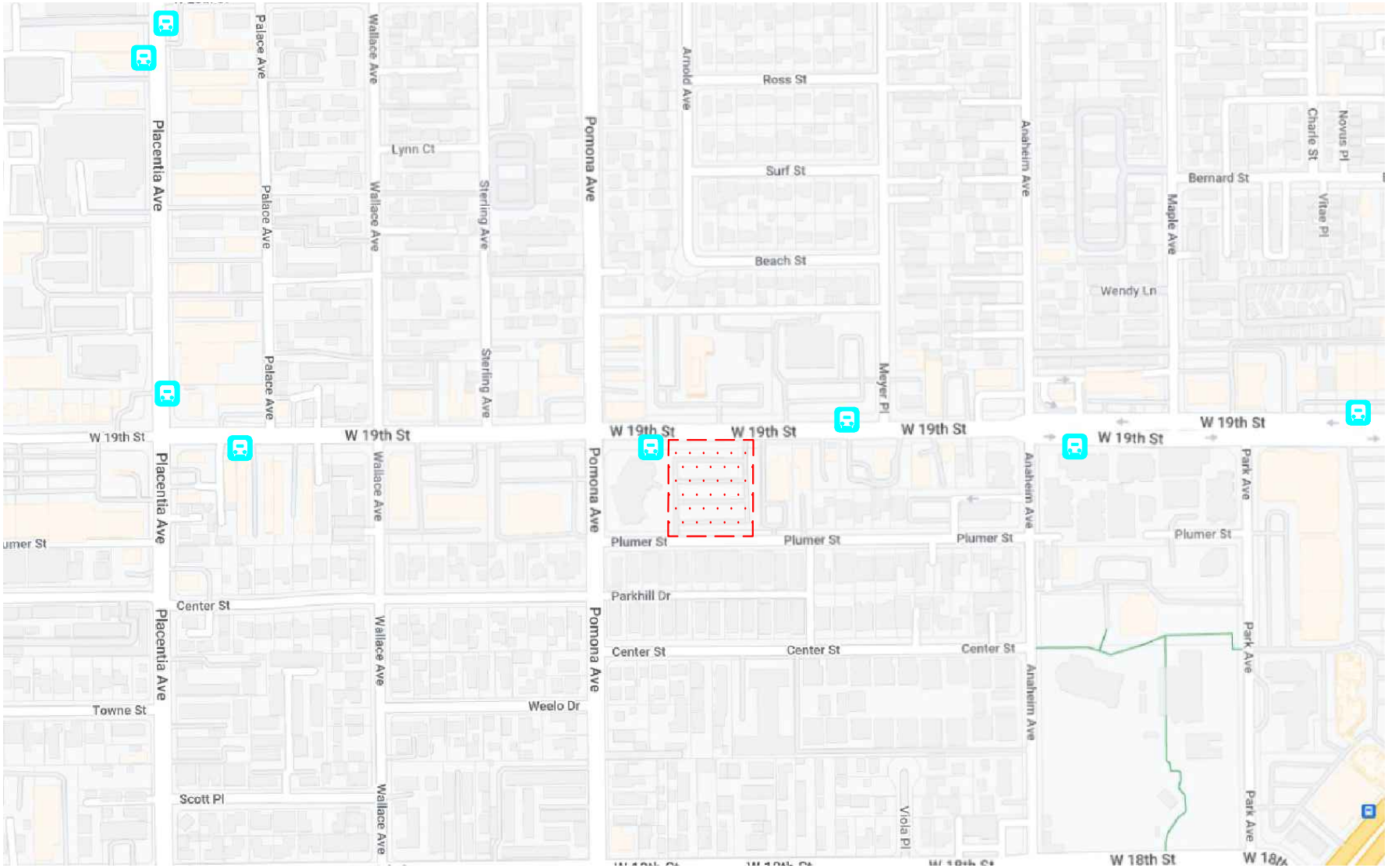
= PROJECT SITE

NO SCALE

FIGURE 4

OCTA TRANSIT MAP

COSTA MESA SC HOUSING, COSTA MESA



SOURCE: GOOGLE

KEY

= TRANSIT STOP

= PROJECT SITE

NO SCALE

FIGURE 5

TRANSIT STOP LOCATIONS

COSTA MESA SC HOUSING, COSTA MESA

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TABLE 1
EXISTING AND PROPOSED PROJECT DEVELOPMENT SUMMARY[1]
COSTA MESA SC HOUSING PROJECT

Land Use / Project Description	Project Development Totals
Existing Development	
❑ Costa Mesa Senior Center	8,260 Square-feet (SF)
Existing Parking Supply - Surface Parking Lot	
❑ Standard Stalls	127 spaces
❑ EV Stalls	2 spaces
❑ Handicapp Accessible Stalls	16 spaces
Total Existing Parking Supply	***145 spaces***
Costa Mesa SC Housing Apartments	
❑ 1 Bedroom / 1 Bath Units	68 units
❑ 2 Bedroom / 2 Bath Units	2 Units
Total Residential Units:	***70 Units***
Parking Supply	
❑ Garage (Ground Level)	
▪ Standard Stalls	59 spaces
▪ Handicapp Accessible Stalls	0 spaces
Garage Parking Supply	***59 spaces***
❑ Surface Parking Lot	
▪ Standard Stalls	49 spaces
▪ Compact Stall	12 spaces
▪ Handicapp Accessible Stalls	13 spaces
Surface Parking Supply	***74 spaces***
Total Proposed Parking Supply:	***133 spaces***

[1] Source: architecture design collaborative, May 9, 2024

TABLE 2
PARKING REQUIREMENTS BASED ON
CALIFORNIA GOVERNMENT CODE SECTION 65915 FOR AFFORDABLE HOUSING LOCATED
WITHIN A ½ MILE OF A MAJOR TRANSIT STOP
COSTA MESA SC HOUSING PROJECT

Project Description	Size	Parking Ratio	Spaces Required
Costa Mesa SC Housing Apartments			
Affordable Housing Units (DU)			
▪ Studio/1 Bedroom Units	68	0.5 spaces per DU	34
▪ 2 Bedroom Units	2	0.5 spaces per DU	1
		Parking Requirement:	**35**
		Proposed Parking Supply:	**59**
		Parking Surplus/Deficiency (+/-):	**+24**

TABLE 3
JAMBOREE HOUSING PARKING RATIO SUMMARY
COSTA MESA SC HOUSING PROJECT

	Heritage Villas		Heroes Landing	
	Thursday 10/14/2021	Saturday 10/16/2021	Thursday 10/14/2021	Saturday 10/16/2021
Peak Parking Demand	85	78	39	30
Occupied Units	143	143	76	76
Parking Ratio	0.59	0.55	0.51	0.39
Average Parking Ratio	0.51			
85th Percentile Ratio	0.57			
Maximume Ratio	0.59			

Notes:
Heritage Villas is located at 26836 Oso Parkway in the City of Mission Viejo.
Heroes Landing is located at 3314 W 1st Street in the City of Santa Ana.

TABLE 4
COSTA MESA SENIOR CENTER TYPICAL WEEKDAY PARKING DEMAND SUMMARY
COSTA MESA SC HOUSING PROJECT

Time of Day	Thursday 8/8/2024			Total
	HC	Regular	EV Charging	
8:00 AM	0	24	0	24
9:00 AM	1	29	0	30
10:00 AM	7	36	0	43
11:00 AM	8	58	0	66
12:00 PM	14	61	0	75
1:00 PM	5	39	0	44
2:00 PM	9	35	0	44
3:00 PM	4	30	0	34
4:00 PM	1	19	0	20
5:00 PM	0	14	0	14
Time of Day	**Tuesday 8/13/2024**			**Total**
	HC	**Regular**	**EV Charging**	
8:00 AM	0	23	0	23
9:00 AM	3	34	0	37
10:00 AM	10	47	0	57
11:00 AM	11	56	0	67
12:00 PM	14	60	0	74
1:00 PM	9	43	0	52
2:00 PM	8	40	0	48
3:00 PM	2	26	0	28
4:00 PM	1	20	0	21
5:00 PM	0	13	0	13

TABLE 5
COSTA MESA SENIOR CENTER SPECIAL EVENT PARKING DEMAND
COSTA MESA SC HOUSING PROJECT

Time of Day	Friday 7/26/2024			Total
	HC	Regular	EV Charging	
8:00 AM	7	37	0	44
9:00 AM	16	55	0	71
10:00 AM	10	80	0	90
11:00 AM	9	55	0	64
12:00 PM	16	64	0	80
1:00 PM	6	52	0	58
2:00 PM	6	55	0	61
3:00 PM	5	47	0	52
4:00 PM	2	23	0	25
5:00 PM	1	21	0	22

Notes:

[1] Based on discussions with Costa Mesa Senior Center staff the center provides one special event each month. The July special event occurred on Friday, July 26, 2024 at 9:00 AM - 11:00 AM.

TABLE 6
PROJECT PEAK PARKING DEMAND FORECAST
FOR A TYPICAL WEEKDAY AND A "SPECIAL EVENT"
COSTA MESA SC HOUSING PROJECT

Land Use	Size		Peak Parking Requirement for "Typical" Weekday	Spaces Required
Tenant Mix				
Senior Affordable Housing	70	Units	0.57 spaces per unit [1]	40
Costa Mesa Senior Center	--	--	75 spaces per senior center [2]	75
			A. TOTAL PARKING CODE REQUIREMENT	**115**
			B. PROPOSED PARKING SUPPLY	**133**
			C. PARKING SURPLUS/DEFICIENCY (+/-) BASED ON FULL OCCUPANCY (B - A)	**18**

Notes:

[1] Emperically derived based data collected at two sites over two days (Heritage Villas and Heroes Landing).

[2] Emperically derived based on data collected at the existing Costa Mesa Senior Center on Thursday, August 8, 2024 & Tuiesday, August 13, 2024.

Land Use	Size		Peak Parking Requirement for "Special Event" Day	Spaces Required
Tenant Mix				
Senior Affordable Housing	70	Units	0.57 spaces per unit [1]	40
Costa Mesa Senior Center	--	--	90 spaces per senior center [2]	90
			A. TOTAL PARKING CODE REQUIREMENT	**130**
			B. PROPOSED PARKING SUPPLY	**133**
			C. PARKING SURPLUS/DEFICIENCY (+/-) BASED ON FULL OCCUPANCY (B - A)	**3**

Notes:

[1] Emperically derived based data collected at two sites over two days (Heritage Villas and Heroes Landing).

[2] Emperically derived based on data collected at the existing Costa Mesa Senior Center on Friday, July 26, 2024.

TABLE 7
SHARED PARKING DEMAND FORECAST
FOR A TYPICAL WEEKDAY
COSTA MESA SC HOUSING PROJECT

Land Use	Costa Mesa Senior Center [1]	Affordable Housing Profile [2]	Proposed Afforable Housing Project		
Size Pkg Rate[2]			70 DU 0.57 /DU		Comparison w/ Parking Supply 133 Spaces
Gross Spaces			40 Spc.	Shared Parking Demand	
Time of Day	Number of Spaces	Profile	Number of Spaces		Surplus (Deficiency)
8:00 AM	24	88%	35	59	74
9:00 AM	30	91%	36	66	67
10:00 AM	43	89%	35	78	55
11:00 AM	66	83%	33	99	34
12:00 PM	75	74%	30	105	28
1:00 PM	44	68%	27	71	62
2:00 PM	44	67%	27	71	62
3:00 PM	34	71%	28	62	71
4:00 PM	20	74%	29	49	84
5:00 PM	14	80%	32	46	87

Notes:

[1] Based on peak demand counts at the existing Costa Mesa Senior Center collected on Thursday, August 8, 2024.

[2] Parking profiles were emperically derived from data collected at the existing Jamboree Housing sites, Heritage Village and Heroes Landing, collected on Thursday, August 14, 2021.

TABLE 8
SHARED PARKING DEMAND FORECAST
FOR A "SPECIAL EVENT DAY"
COSTA MESA SC HOUSING PROJECT

Land Use	Costa Mesa Senior Center [1]	Affordable Housing Profile [2]	Proposed Afforable Housing Project		
Size Pkg Rate[2]			70 DU 0.57 /DU		Comparison w/ Parking Supply 133 Spaces
Gross Spaces			40 Spc.	Shared Parking Demand	
Time of Day	Number of Spaces	Profile	Number of Spaces		Surplus (Deficiency)
8:00 AM	44	88%	35	79	54
9:00 AM	71	91%	36	107	26
10:00 AM	90	89%	35	125	8
11:00 AM	64	83%	33	97	36
12:00 PM	80	74%	30	110	23
1:00 PM	58	68%	27	85	48
2:00 PM	61	67%	27	88	45
3:00 PM	52	71%	28	80	53
4:00 PM	25	74%	29	54	79
5:00 PM	22	80%	32	54	79

Notes:

[1] Based on peak demand counts at the existing Costa Mesa Senior Center collected on Friday, July 26, 2024.

[2] Parking profiles were emperically derived from data collected at the existing Jamboree Housing sites, Heritage Village and Heroes Landing, collected on Thursday, August 14, 2021.

APPENDIX A

PARKING DEMAND COUNTS

HERITAGE VILLAGE AND HEROES LANDING

Prepared by National Data & Surveying Services

Parking Surveys

Location: Country Club Dr & 26836 Oso Pkwy/Heritage Villas
City: Mission Viejo
Date: 10/14/2021
Day: Thursday

TIME	PARKING DEMAND
12:00 AM	85
1:00 AM	85
2:00 AM	84
3:00 AM	84
4:00 AM	83
5:00 AM	82
6:00 AM	82
7:00 AM	80
8:00 AM	76
9:00 AM	82
10:00 AM	79
11:00 AM	69
12:00 PM	59
1:00 PM	51
2:00 PM	57
3:00 PM	60
4:00 PM	62
5:00 PM	69
6:00 PM	65
7:00 PM	66
8:00 PM	71
9:00 PM	76
10:00 PM	75
11:00 PM	75
Peak Parking Demand	**85**
Total # Units	**143**
Peak Parking Ratio	**0.59**

Prepared by National Data & Surveying Services

Parking Surveys

Location: Country Club Dr & 26836 Oso Pkwy/Heritage Villas
City: Mission Viejo
Date: 10/16/2021
Day: Saturday

TIME	PARKING DEMAND
12:00 AM	75
1:00 AM	75
2:00 AM	75
3:00 AM	75
4:00 AM	75
5:00 AM	75
6:00 AM	75
7:00 AM	74
8:00 AM	70
9:00 AM	70
10:00 AM	68
11:00 AM	63
12:00 PM	61
1:00 PM	53
2:00 PM	57
3:00 PM	69
4:00 PM	69
5:00 PM	67
6:00 PM	70
7:00 PM	73
8:00 PM	76
9:00 PM	78
10:00 PM	77
11:00 PM	75
Peak Parking Demand	**78**
Total # Units	**143**
Peak Parking Ratio	**0.55**

Prepared by National Data & Surveying Services

Parking Surveys

Location: 3314 W 1st St/Heroes Landing & W 1st St
City: Santa Ana
Date: 10/14/2021
Day: Thursday

TIME	PARKING DEMAND
12:00 AM	34
1:00 AM	34
2:00 AM	34
3:00 AM	35
4:00 AM	35
5:00 AM	35
6:00 AM	34
7:00 AM	34
8:00 AM	34
9:00 AM	33
10:00 AM	33
11:00 AM	33
12:00 PM	31
1:00 PM	30
2:00 PM	26
3:00 PM	28
4:00 PM	29
5:00 PM	31
6:00 PM	29
7:00 PM	32
8:00 PM	31
9:00 PM	35
10:00 PM	37
11:00 PM	39
Peak Parking Demand	**39**
Total # Units	**76**
Peak Parking Ratio	**0.51**

Prepared by National Data & Surveying Services

Parking Surveys

Location: 3314 W 1st St/Heroes Landing & W 1st St
City: Santa Ana
Date: 10/16/2021
Day: Saturday

TIME	PARKING DEMAND
12:00 AM	28
1:00 AM	28
2:00 AM	28
3:00 AM	29
4:00 AM	29
5:00 AM	28
6:00 AM	30
7:00 AM	30
8:00 AM	27
9:00 AM	26
10:00 AM	24
11:00 AM	22
12:00 PM	26
1:00 PM	23
2:00 PM	23
3:00 PM	20
4:00 PM	23
5:00 PM	21
6:00 PM	24
7:00 PM	20
8:00 PM	22
9:00 PM	22
10:00 PM	26
11:00 PM	27
Peak Parking Demand	**30**
Total # Units	**76**
Peak Parking Ratio	**0.39**

APPENDIX B

PARKING DEMAND COUNTS

COSTA MESA SENIOR CENTER

Costa Mesa Parking Occupancy Survey
Friday, 7/26/24
Prepared by AimTD LLC, cs@aimtd.com 714.253.7888

Time/Type of Spaces	Regular	Disabled	Charging	Total
8:00 AM	37	7	0	44
9:00 AM	55	16	0	71
10:00 AM	80	10	0	90
11:00 AM	55	9	0	64
12:00 PM	64	16	0	80
1:00 PM	52	6	0	58
2:00 PM	55	6	0	61
3:00 PM	47	5	0	52
4:00 PM	23	2	0	25
5:00 PM	21	1	0	22
Inventory	**127**	**16**	**2**	**145**

Costa Mesa Parking Occupancy Survey
Thursday, 08/08/24
Prepared by AimTD LLC, cs@aimtd.com 714.253.7888

Time/Type of Spaces	Regular	Disabled	Charging	Total
8:00 AM	24	0	0	24
9:00 AM	29	1	0	30
10:00 AM	36	7	0	43
11:00 AM	58	8	0	66
12:00 PM	61	14	0	75
1:00 PM	39	5	0	44
2:00 PM	35	9	0	44
3:00 PM	30	4	0	34
4:00 PM	19	1	0	20
5:00 PM	14	0	0	14
Inventory	**127**	**16**	**2**	**145**

Tuesday, 08/13/24
Prepared by AimTD LLC, cs@aimtd.com 714.253.7888

Time/Type of Spaces	Regular	Disabled	Charging	Total
8:00 AM	23	0	0	23
9:00 AM	34	3	0	37
10:00 AM	47	9	0	56
11:00 AM	56	11	0	67
12:00 PM	60	14	0	74
1:00 PM	43	9	0	52
2:00 PM	40	8	0	48
3:00 PM	26	2	0	28
4:00 PM	20	1	0	21
5:00 PM	13	0	0	13
Inventory	**127**	**16**	**2**	**145**