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SUPPLEMENTAL PARKING STUDY FOR THE PARK SORRENTO MIXED-USE PROJECT, CITY OF CALABASAS

Associated Transportation Engineers (ATE) previously prepared a parking study for the Park Sorrento Mixed-Use Project (study dated July 21, 2016). That study reviewed the City's Zoning Ordinance parking requirements for the project and evaluated peak parking demands based on empirical data published by the Institute of Transportation Engineers (ITE).

Several questions were raised by City Planning Commissioners at the hearing held for the Project. City staff requested that the parking study be updated to include the additional tasks listed below in order to address these questions.

1. How will the senior apartments work with the parking proposed? How much parking is actually needed for the senior apartments based on observations of other similar projects, and based on that, how much guest parking would be available?

2. Prepare a summary of the parking provided at other senior apartment projects.

3. Provide parking demand estimates based on the ITE standards for senior apartments

4. Summarize how many parking spaces are currently provided for the existing office building and compare that number to the City's Zoning Ordinance requirements. Based on that analysis, determine how many spaces the existing site is deficient, and show how the proposed Project would reduce overflow parking demands on Park Sorrento.

PARKING DEMAND ANALYSIS

Parking Supply

Parking for the senior apartments component of the Project would be provided in a podium parking garage as well as a surface parking lot. A total of 58 spaces are proposed for the 42 senior apartment units. The residential spaces would be controlled with access gates.

Peak Parking Demand Analysis

ITE Rates. The City's Zoning Ordinance does not include rates for senior apartments, which generate lower parking demands than typical multi-family units. Peak parking demands were forecast for the proposed project using parking demand rates presented in the ITE *Parking Generation* report[1] to determine if the peak parking demands would be accommodated by the proposed parking supply. The ITE rates include parking demands for both residents and guests. Table 1 shows the peak parking demands forecast for the proposed uses based on ITE rates and quantifies the extra parking that would be available for guest and visitor parking.

Table 1
Peak Parking Demand Forecasts – ITE Rates

Use	Size	Rate	Peak Parking Demand	Spaces Provided	Extra Spaces
Senior Apartments(a)	42 Units	0.66 Spaces/Unit	28 Spaces	58 Spaces	30 Spaces

(a) 85th Percentile rates for Senior Adult Attached Housing (ITE Code 252).

As shown in Table 1, the senior apartments component of the Project would generate a peak demand for 28 spaces based on ITE peak parking demand rate. Based on this demand forecast, there would be 30 extra spaces available for guest and visitor parking.

Local Studies. Studies of other senior apartment complexes located in Ventura and Santa Barbara also show that peak parking demands for senior housing units are lower than the City's Zoning Ordinance requirements. Additional studies conducted in the San Francisco Bay area and the City of Los Angeles also confirm that the parking requirements for senior apartments are lower that the City's Zoning Ordinance requirements for standard apartments (data attached). Tables 2, 3 and 4 shows the peak parking demand rates taken from studies conducted at these various locations.

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[1] Parking Generation, Institute of Transportation Engineers, 4th Edition, 2010.

Table 2
Senior Apartments Parking Demand Rates – Ventura & Santa Barbara

Site	Location	# Units	Peak Parking Demand Rate
Cypress Meadows	Ventura	104 Units	0.81 Spaces/Unit
Shepard Place	Carpinteria	169 Units	0.88 Spaces/Unit
Rancho Franciscan	Santa Barbara	111 Units	0.95 Spaces/Unit
Average			**0.88 Spaces/Unit**

Table 3
Senior Apartments Parking Demand Rates – San Francisco Bay Area

Site	Location	# Units	Peak Parking Demand Rate
Stratford	San Mateo	77 Units	0.94 Spaces/Unit
Peninsula Regent	San Mateo	207 Units	0.86 Spaces/Unit
Rancho Franciscan	Pleasanton	172 Units	0.72 Spaces/Unit
Craig Gardens	San Jose	90 Units	0.52 Spaces/Unit
Le Mirador	San Jose	140 Units	0.52 Spaces/Unit
Average			**0.71 Spaces/Unit**

Table 4
Senior Apartments Parking Demand Rates – City of Los Angeles

Site	Location	# Units	Parking Ratio Provided
Cantabria Apartments	City of LA	81Units	0.68 Spaces/Unit
Laurel Canyon Apartments	City of LA	96 Units	0.58 Spaces/Unit
Arturias Apartments	City of LA	69 Units	1.10 Spaces/Unit
La Corona Apartments	City of LA	87 Units	0.63 Spaces/Unit
Andalucía Apartments	City of LA	94 Units	0.80 Spaces/Unit
Winnetka Apartments	City of LA	95 Units	0.65 Spaces/Unit
Average			**0.73 Spaces/Unit**

As shown, the average peak parking demand rate observed at the local studies ranges from 0.71 spaces per unit to 0.88 spaces per unit for similar senior apartment projects. Table 5 shows the parking demand forecasts for the proposed Project based on these local study rates, and quantifies the amount of extra parking that would be provided at the site for guests and visitors.

Table 5
Proposed Project Parking Demand Forecasts Using Local Study Rates

Use and Rate Source	Size	Rate	Calculated Peak Parking Demand	Project Parking Provided	Surplus (Guest) Parking Available
Senior Apts. – Ventura/SB Rates	42 Units	0.88 Spaces/Unit	37 Spaces	58 Spaces	21 Spaces
Senior Apts. – SF Bay Area Rates	42 Units	0.71 Spaces/Unit	30 Spaces	58 Spaces	28 Spaces
Senior Apts. – City of LA Rates	42 Units	0.73 Spaces/Unit	31 Spaces	58 Spaces	27 Spaces

As shown in Table 5, the senior apartments component of the Project would generate a calculated peak parking demand ranging between 30 and 37 spaces based on the local study parking demand rates. Based on these forecasts, there would be 21 to 28 extra parking spaces available within the residential parking lots for guest and visitor parking.

City of Calabasas Senior Project

The Canyon Creek senior housing project is located at 4803 El Canon Avenue in the City of Calabasas Old Town area. The project is parked at a ratio of one parking space per studio/one-bedroom unit and 2 paces per two-bedroom unit. The site contains 74 one bedroom units and a two-bedroom manager's unit, with 76 total parking stalls (15 of which are designated for guest parking). City staff spoke to the on-site manager and she indicated that they have an average 20-25 empty parking spaces, and that parking has not been an issue for them.

Existing Office Building Parking Requirements

The existing Raznick Office building contains 23,400 SF of building area and 49 parking spaces are provided on-site. The office building was constructed prior to the incorporation of the City of Calabasas and the parking provided does not meet the City's current Zoning Ordinance requirement of 1 space per 250 SF of building area. Table 6 presents the City's current requirements for the existing building and identifies the parking shortfall that would be expected.

Table 6
Existing Office Building Parking Requirements

Use	Size	City Rate	Parking Required	Parking Provided	Parking Shortfall
Office	23,400 SF	1 Space/250 SF	94 Spaces	49 Spaces	45 Spaces

The data presented in Table 6 show that there is currently a parking shortfall of 45 parking spaces at the exiting office building located on-site. Redevelopment of the project site with the proposed mixed-use Project will therefore reduce the amount of spill-over parking that currently occurs along Park Sorrento.

This concludes ATE's supplemental parking study for the Park Sorrento Mixed-Use Project. We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/DLD

Attachments

HEXAGON TRANSPORTATION CONSULTANTS, INC.

MEMORANDUM

TO: Demetri Loukas

FROM: Robert Del Rio

DATE: March 27, 2008

SUBJECT: Results of Parking Demand Surveys for Senior Housing Developments

This memorandum summarizes findings of parking demand analysis conducted for senior housing developments in the Bay Area. Hexagon Transportation Consultants has recently completed several parking occupancy surveys throughout the Bay Area. The purpose of the parking occupancy surveys is to formulate a recommendation on the number of parking spaces that would be required to accommodate parking demands for senior housing developments. Our findings are summarized below.

Parking Surveys

Five senior housing developments have been surveyed in San Jose, Pleasanton, and San Mateo. The Parking Generation Manual published by the Institute of Transportation Engineers (ITE) is the most widely used data source for empirically derived parking data associated with the most common land use types. However, very limited parking data are published for senior apartment developments. The surveyed parking supply and demand for each of the facilities is presented in Table 2.

Table 2
Parking Demand and Supply at Senior Apartments in Bay Area

Facility	City	Minimum Age	Units offered at:	Number of Units	Parking Supply	Parking Demand	Parking Supply Rate	Parking Demand Rate
Site A [1]	Huntington Beach	n/a	n/a	46	55	23	1.20	0.50
Site B [1]	Huntington Beach	n/a	n/a	91	127	30	1.40	0.33
Stratford	San Mateo	65+	Market Rate	67	96	63	1.43	0.94
Peninsula Regent	San Mateo	65+	Market Rate	207	240	177	1.16	0.86
The Gardens	Pleasanton	62+	50% Market Rate 50% Affordable	172	125	123	0.73	0.72
Craig Gardens	San Jose	55+	Affordable	90	64	47	0.71	0.52
Le Mirador	San Jose	55+	Market Rate	140	98	73	0.70	0.52
Totals				**813**	**806**	**536**	**0.99**	**0.66**
Totals Local Data (San Mateo, Pleasanton and San Jose)				**676**	**623**	**483**	**0.92**	**0.71**

[1] *ITE Parking Generation Manual, 3rd Edition - Land Use 252*

Table 2 shows that the actual parking demand at all but one of the surveyed facilities is significantly lower than the parking supply. Only at The Gardens in Pleasanton is the parking demand close to the supply. The

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survey data showed higher parking rates at the two senior housing developments in the City of San Mateo where the units are offered at market rates and are occupied by more affluent residents that typically have higher auto ownership levels. The parking demand rates at the two San Jose developments (Le Mirador and Craig Gardens) are identical, 0.52 occupied spaces per unit. The parking demand rate of the surveyed housing developments varies greatly, from 0.94 to 0.33 spaces per unit. The average parking supply is just under one space per unit and the average parking demand is 0.66 spaces per unit, or two thirds of the supply. Based on the local data, the average supply and demand rates are 0.92 and 0.71 spaces per unit, respectively.

Recommended Parking Spaces

The survey data suggests that senior housing developments, which consist of units that are offered at market rate, have a higher parking demand compared to those with affordable units. Other surveys have shown a strong correlation between household income and auto-ownership. The auto-ownership of residents with higher incomes is statistically higher compared to residents with low-income levels. Therefore, affordable senior housing developments, which are intended for residents with low or moderate income levels, require fewer parking spaces compared to market rate developments.

It is our recommendation to use a rate of 0.60 spaces per unit as the basis to calculate the number of parking spaces for affordable senior apartment development. However, the number of parking spaces to be provided needs to exceed the estimated peak demand. A peak-demand factor should be applied to account for the daily variation in parking demand. It is recommended to increase the average surveyed rate of 0.60 spaces per unit by ten percent to provide for daily fluctuations in parking demand. Therefore, it is recommended to use a parking rate of 0.66 spaces per unit for affordable senior housing developments. This estimate is conservative since it is higher than the observed rate at the affordable Craig Gardens complex and is only slightly lower than rate at The Gardens in Pleasanton where 50% of the units are offered at market rates.