2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.5939 F
www.llgengineers.com

Pasadena
Irvine
San Diego

January 15, 2025

Rick Puffer
Intracorp SW, LLC
895 Dove Street, Suite 400
Newport Beach CA 92660

LLG Reference: 2.24.4823.1

Subject: **Parking Assessment for the**
960 W. 16th Street Residential Project
Costa Mesa, California

Dear Mr. Puffer:

It is our understanding that the City of Costa Mesa provided comments that requested that the Project validate the parking ratio provided by the Project to support the needs of the Project's live/work component. As a result, empirical parking ratios were developed using two similar sites that provide live/work units.

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Parking Assessment for the proposed 38-unit residential project to be located at 960 W. 16th Street in the City of Costa Mesa (herein after referred to as Project). The Project site is north of 16th Street and east of Hampton Drive. The subject property is currently developed with a 56,127 square-foot (SF)[1] flexible warehousing/office/manufacturing building inclusive of 7,230 SF of mezzanine. The Project proposes to demolish the existing building and construct 38 single family detached residential homes with 11,609 SF of attached live/work offices space. This will include a total of 100 parking spaces, consisting of 76 private garage spaces and 24 open parking/driveway spaces. We understand that the proposed Project site is zoned and proposed to be developed consistent with R3 zoning standards per the *City of Costa Mesa Municipal Code*.

This letter presents the locations for data collection, parking demand results and an empirical "design" parking ratio developed from similar live/work product types. The empirical parking ratios developed are then compared to the proposed Project's parking ratio of 2.6 space per dwelling unit.

[1] Source: Property Condition Assessment prepared by Marx|Okubo Associates, Inc dated June 11, 2024.

PROJECT DESCRIPTION

The Project site is a 2.35-acre parcel of land that is currently developed with a 56,127 SF warehousing/office/manufacturing building inclusive of 7,230 SF of mezzanine that consists of 16,652 SF of office, 37,721 SF of warehouse and 1,754 SF of manufacturing floor area. Access to the subject property is currently provided via a full access unsignalized driveway located along W. 16th Street. ***Figure 1***, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the project and the surrounding street system. ***Figure 2*** presents the existing site aerial.

The proposed Project includes the construction of 38 three-story, single family detached residential homes with rooftop decks and 11,609 SF of attached live/work offices space. Access is proposed via a full access unsignalized driveway located along W. 16th Street. Parking for the Project will be provided via 76 garage spaces and 24 open parking/driveway spaces for a combined total of 100 spaces. ***Figures 3*** presents the most current site plan prepared by SDK|Atelier dated October 16, 2024**.**

EMPIRICAL PARKING RATIOS

To determine the weekday parking needs for the midday live/work component of the Project two similar sites were identified that would be appropriate candidates to develop parking requirements. The following locations were determined to be appropriate due to the live work component, product type, size and proximity to the proposed site. The following locations were selected.

- **Light House Residential**: Located west of the site adjacent to the proposed Project, north of 16th Street west of Hampton Drive in the City of Costa Mesa. The site currently has 89 units which also includes a with live/work components. Parking for the site is provided via private garage spaces at each dwelling unit along with parking in the each units driveway and on-site surface parking.
- **Industrial Way Residential**: Located on the northwest corner of Industrial Way and Newport Boulevard in the City of Costa Mesa. The site currently has 60 units which also include a live/work component. Parking for the site is provided via private garage spaces at each dwelling unit along with on-site surface parking.

Existing parking surveys were conducted during peak live/work activity times on Wednesday, December 11, 2024 at 10:00 AM and 2:00 PM by Counts Unlimited. ***Appendix A*** presents detailed count sheet.

Table 1 presents the peak parking demand values from both sites at 10:00 AM and 2:00 PM along with the number of dwelling units at each site. The lower portion identifies the empirical parking ratios for each site during the times observed. The bottom portion presents the average peak ratio when all the data points are combined. It should be noted that when developing the parking demand values it was conservatively assumed that every garage space was being utilized, which in some instances is not the case as residents sometimes use the garage for storage. Review of the *Table 1* identifies that the midday peak empirical "design" ratio is 2.57 spaces per dwelling unit.

Direct comparison between the midday "design" ratio of 2.57 spaces per dwelling unit to what the Project is providing at 2.6 spaces per dwelling unit shows that the Project is providing adequate parking to support the parking needs for the daytime residential live/work component.

CONCLUSIONS

The empirical peak "design" ratio for the residential live/work sites studied results in a 2.57 space per dwelling unit requirement. Given the Project will provide 100 spaces which results in a 2.6 spaces per dwelling unit ratio, it can be concluded that the Project satisfies the parking requirement. As such, the Project would provide ample parking to support the peak live/work component which would occur during the middle of the day. In addition, public on-street parking is provided adjacent to the Project along 16th Street that could be used as an additional surplus.

* * * * * * * * * *

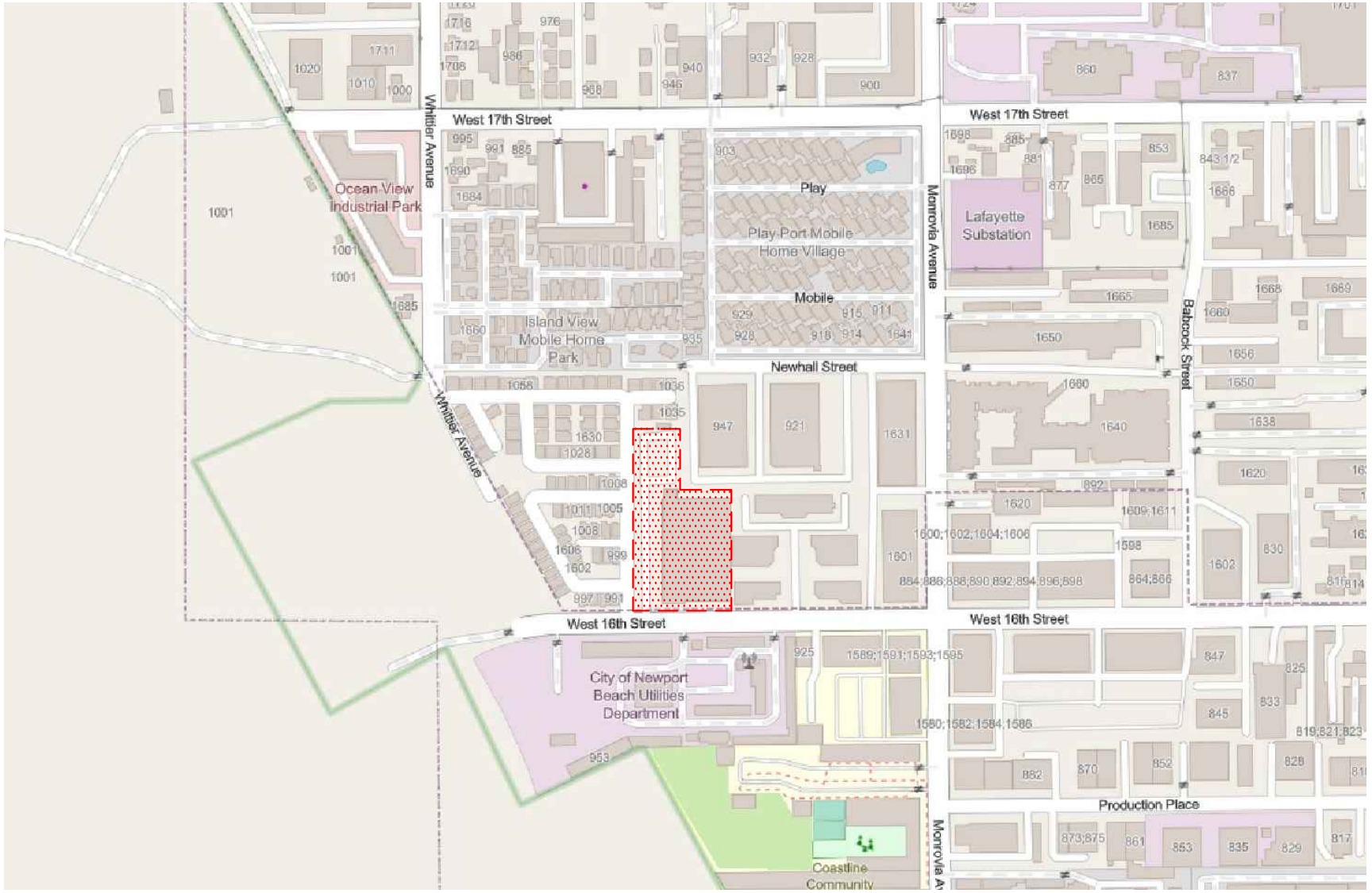
We appreciate the opportunity to prepare this analysis for the 960 W. 16th Street Residential Project. Should you have any questions or need additional assistance, please do not hesitate to call Shane Green or myself at (949) 825-6175.

Sincerely,

Linscott, Law & Greenspan, Engineers

Richard Barretto, P.E.
Principal

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



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SOURCE: OPEN STREETS

KEY

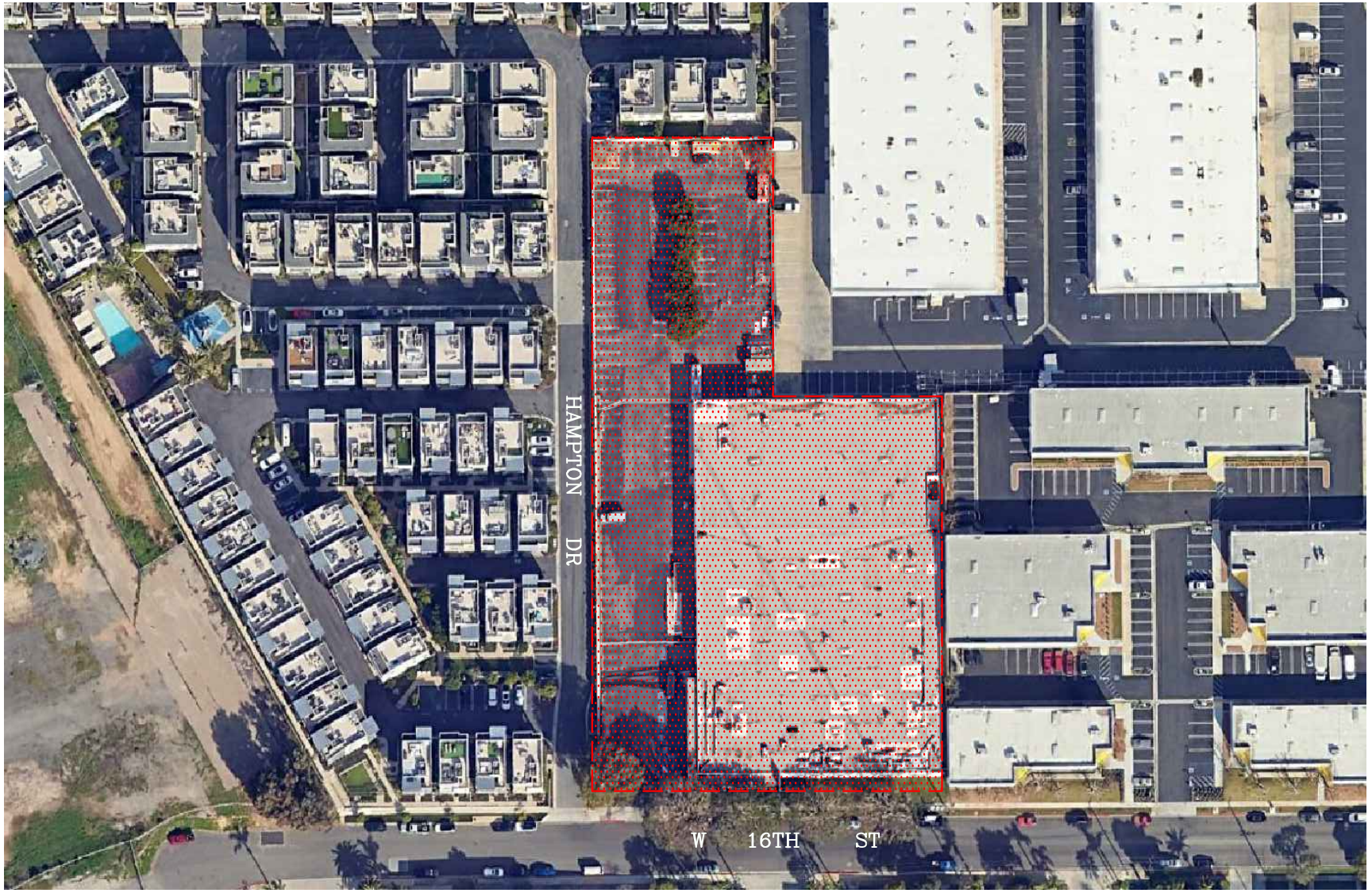
= PROJECT SITE

NO SCALE

FIGURE 1

VICINITY MAP

960 W. 16TH STREET RESIDENTIAL, COSTA MESA



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SOURCE: GOOGLE

KEY

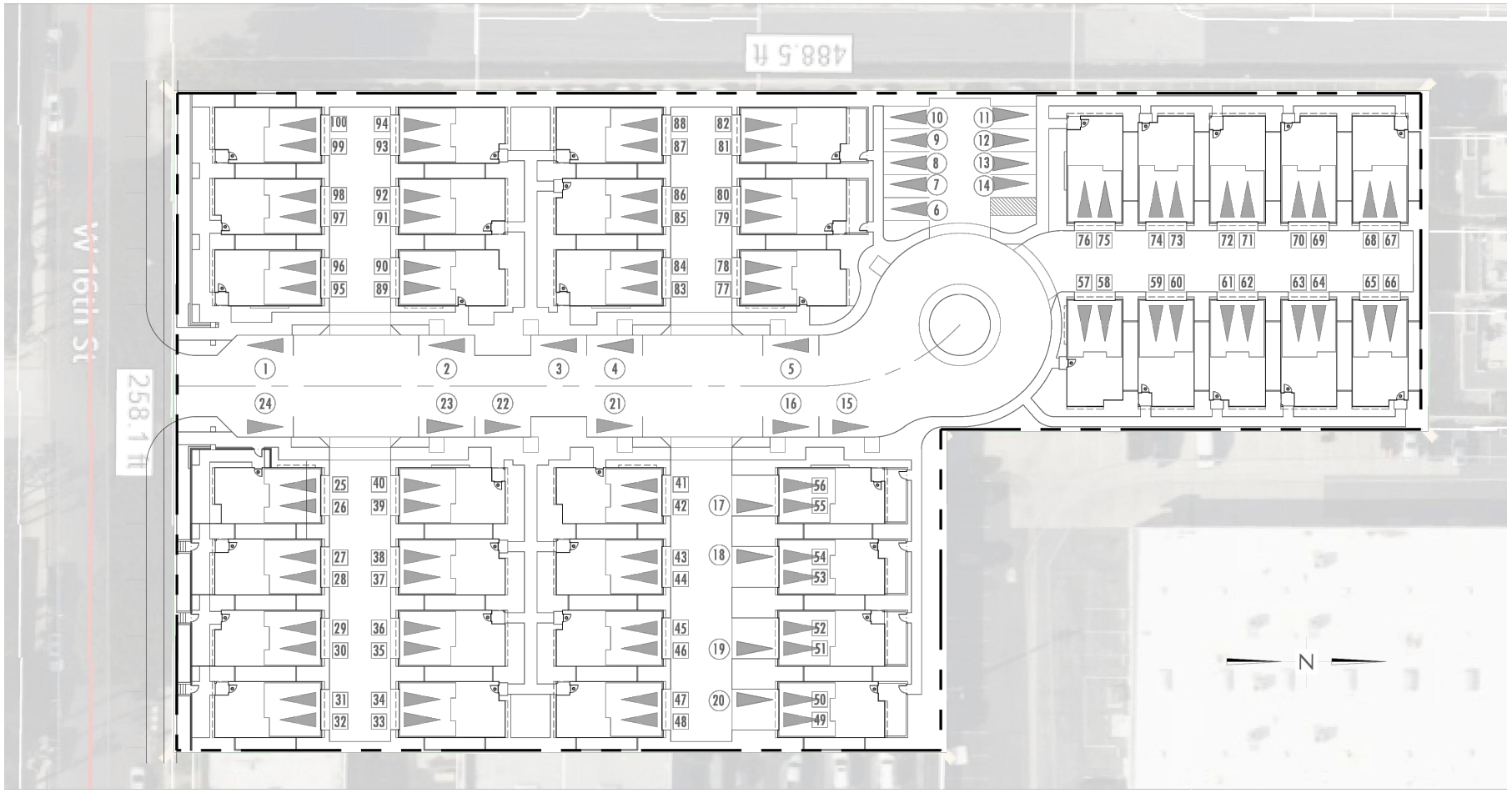
= PROJECT SITE

NO SCALE

FIGURE 2

EXISTING AERIAL PHOTOGRAPH

960 W. 16TH STREET RESIDENTIAL, COSTA MESA



SOURCE: SDK

LLG

N NO SCALE

FIGURE 3

PROPOSED SITE PLAN

960 W. 16TH STREET RESIDENTIAL, COSTA MESA

TABLE 1
EMPIRICAL "DESIGN" PARKING DEMAND RATIO

Location	10:00 AM Demand	2:00 PM Demand	10:00 AM Parking Ratio [A]	2:00 PM Parking Ratio [A]
Light House Residential (89 Units)	237	230	**2.66**	**2.58**
Industrial Way Residential (60 Units)	148	154	**2.47**	**2.57**
Peak "Design" Parking Ratio (Spaces per Dwelling Unit)			**2.57**	

Notes:

[A] Emperical parking ratio is based on peak demand divided by existing dwelling units (i.e. 237 spaces / 89 units = 2.66 spaces per DU).

APPENDIX A

EXISTING PARKING DEMAND SURVEYS

Costa Mesa

Northwest Corner of Hampton Drive at 16th Street

Newport Boulevard at Industrial way

Wednesday, December 11th, 2024

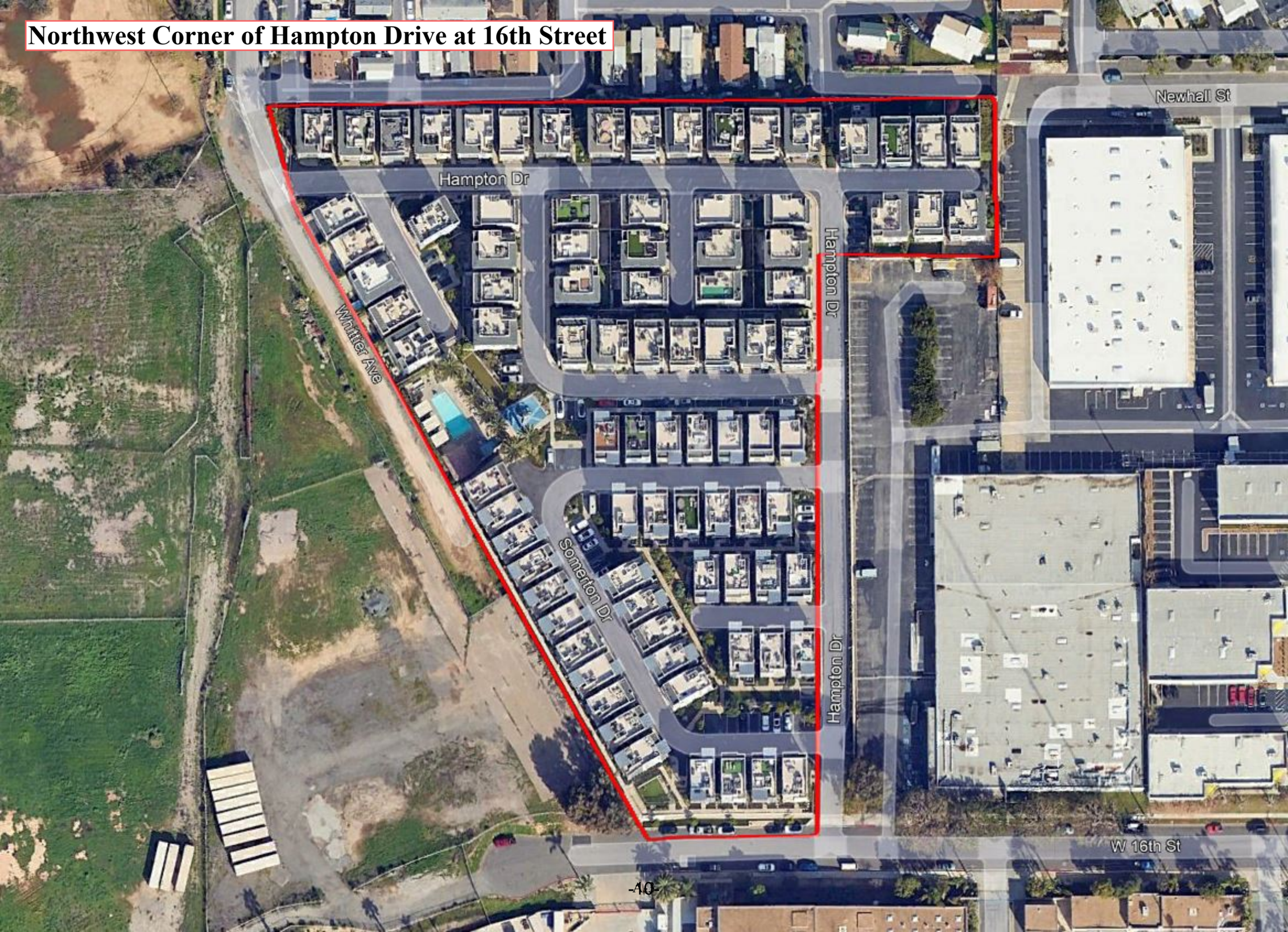
		Inventory	10:00 AM	2:00 PM
Northwest Corner of Hampton Drive at 16th Street	Regular	9	3	4
	Garage	178	178	178
	Handicap	3	0	0
	Guest	37	21	23
	Driveway	198	32	24
	Other	-	3	1
	Subtotal	**425**	**237**	**230**

Total Occupancy	425	237	230
Total Percent		**56%**	**54%**

		Inventory	10:00 AM	2:00 PM
Newport Boulevard at Industrial Way	Regular	39	25	23
	Garage	120	120	120
	Handicap	5	2	1
	Driveway	4	0	1
	Compact	13	1	9
	Subtotal	**181**	**148**	**154**

Total Occupancy	181	148	154
Total Percent		**82%**	**85%**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268


Northwest Corner of Hampton Drive at 16th Street
Hampton Dr
Hampton Dr
Whittier Ave
Somerton Dr
Hampton Dr
Newhall St
W 16th St

Newport Boulevard at Industrial Way