



MEMORANDUM

DATE: October 10, 2022

To: Justin Arios, City of Costa Mesa

FROM: Arthur Black, LSA

SUBJECT: Parking Demand for the Costa Mesa Senior Center

The City of Costa Mesa (City) has engaged LSA to study parking demand at the Costa Mesa Senior Center. The City wishes to understand current parking demand, pre-pandemic parking demand, and future parking demand for the Senior Center in relation to a development application that would share parking resources with the Senior Center. This analysis presented by LSA is not a peer review of the applicant's parking study. Rather, this is a focused look at the parking demand for the Senior Center.

Jamboree Housing is proposing to construct a 60-unit active senior apartment complex and a 30-unit permanent supportive housing development adjacent to the Costa Mesa Senior Center surface parking lot. The *Revised Parking Demand Analysis, Costa Mesa Senior Housing Project* (LLG 2022) estimated parking demand for the senior housing portion of the project to be 35 parking spaces. No parking demand estimate is provided for the permanent supportive housing portion of the project, but Government Code Section 695915 is identified as well as its prohibition of minimum parking requirements being imposed by a City for special-needs housing near public transportation. As part of the project, the existing 145-space surface parking lot would be reconfigured to provide 75 surface parking spaces and 71 spaces within a new parking structure.

As part of the project, the applicant surveyed Costa Mesa Senior Center parking demand on November 2, 2021, and November 23, 2021. A special event was held on November 23, 2021, where participants could come in to pick up Thanksgiving dinner, but no single dining time was advertised due to pandemic prohibitions on gatherings. During these surveyed days, the Senior Center had a peak of 68 parked vehicles on November 2 and 50 parked vehicles on November 23.

PRE-PANDEMIC PARKING DEMAND

Discussions with Senior Center staff revealed that during November 2021, the Senior Center still had modified operations because of the pandemic. Attendance data provided by staff also revealed that visitor attendance was higher in 2019 than in 2021. While no parking demand data were available for the pre-pandemic period, sufficient data are available to facilitate the estimation of pre-pandemic parking demand.

Visitor attendance is a metric that is directly related to parking demand. Senior Center staff provided visitor attendance data for 2019 and for the dates in November 2021 when parking demand was surveyed. By comparing the parking demand and visitor attendance in November 2021, LSA could develop a ratio. Applying that ratio to 2019 visitor attendance resulted in an estimate of pre-pandemic parking demand.

Parking Ratio

Total attendance on November 2, 2021, was 229 visitors. On the special day, November 23, 2021, total attendance was 198 visitors. With a peak of 68 parked vehicles identified in the surveys conducted on November 2, 2021, the peak parking demand ratio is 0.30 space/daily attendance (68 spaces / 198 daily visitors = 0.30 space/visitor). With a peak of 50 parked vehicles identified in the surveys conducted on November 23, 2021, the peak parking demand ratio is 0.25 space/daily attendance (50 spaces / 198 daily visitors = 0.25 space/visitor).

2019 Parking Demand

Senior Center staff provided parking demand, which showed the variation in daily attendance by season and the typical busiest times of day. Table A provides a snapshot of the average attendance data. As Table A shows, the busiest month of November has higher-than-average attendance, while summer months have below-average attendance. Whatever the time of year, the distribution of visitors remains the same. The busiest time of day is between opening and 11:00 a.m., with the number of new arrivals decreasing as the day progresses. March represents a fairly typical month, with roughly average visitor attendance daily and by time of day.

Table A: Average Daily Senior Center Visitor Attendance (2019)

	March	June	September	November	Overall
7:00–11:00 a.m.	96	88	91	109	96
11:00 a.m.–2:00 p.m.	64	59	61	71	64
2:00–5:00 p.m.	39	33	35	35	35
Daily	199	180	187	215	195

At LSA's request, Senior Center staff also provided the highest-attendance days in 2019. On March 19, 2019, 285 Senior Center visitors and 95 congregants of a church renting the facility visited the Senior Center, for a total of 380 daily visitors. The highest number of daily visitors to the Senior Center was on November 8, 2019, when 346 total visitors attended.

Table B presents the calculation of pre-pandemic parking demand based on the attendance data. On an average day, a typical peak demand for 58 parking spaces would have occurred during the pre-pandemic period. On a busy day, however, a peak demand for 103 parking spaces is likely to have occurred. This is still less than the 145 parking spaces in the existing surface parking lot.

Table B: Pre-Pandemic Senior Center Parking Demand

	Average Day	Busy Day
Peak Parking Demand per Visitor	0.30	0.30
Daily Visitors	195	346
Daily Peak Parking Demand	58	103

FUTURE PARKING DEMAND

The California Department of Finance, Demographic Research Unit, predicts future population and demographic trends based on current population, past growth, and population models. These trends inform the State budget process by assisting to anticipate future needs from entitlement programs and future revenues. The State makes these data available to demographic researchers and the general public. The anticipated aging of the population of the United States has been widely reported. A recent report from the State allows this trend to be quantified for California. Table C provides these population prediction data and the resulting growth rate.

Table C: State of California Demographic Trends 2019-2040

	2019	2022	2030	2040
Total Population	39,761,195	40,146,003	41,860,549	44,049,015
Growth from 2019	-	1%	5%	9%
Population Age 65+	6,064,072	6,773,310	8,705,996	10,292,373
Growth from 2019	-	12%	44%	70%

Source: California Department of Finance, Demographic Research Unit. Report P-3: Population Projections, California, 2010–2060.

Table C shows that by 2030, the State's population is expected to grow by 5 percent compared to 2019. Over the same period, however, the State's population over the age of 65 is expected to grow by 44 percent. This gap will continue to widen. By 2040, the State's population is expected to be 9 percent higher than 2019, while the population over the age of 65 will increase by 70 percent.

The Senior Center serves a population that is over 50 years old, but most of the visitors are over the age of 65. It is anticipated that the demographic trends occurring in the State would affect Costa Mesa and the Costa Mesa population served by the Senior Center similarly. Table D applies the future demographic trends reported by the State to the parking demand at the Senior Center in 2019.

Table D: Pre-Pandemic Senior Center Parking Demand

	Average Day	Busy Day
2019 Parking Demand	58	103
2030 Growth Rate (65+)	44%	44%
2030 Parking Demand	84	148
2040 Growth Rate (65+)	70%	70%
2040 Parking Demand	99	175

Table D shows that on an average day, parking demand at the Senior Center is expected to increase to 84 by 2030 and to 99 by 2040 if visitor travel behavior is the same as today. If visitor travel behavior is the same as today, on a busy day, the Senior Center could experience demand for all of its surface parking spaces by 2030. In order to accommodate the increase in visitor demand within the available parking supply, the City could adopt policies encouraging alternatives to arrival by single-occupant vehicles, such as shuttle programs, rideshare vouchers, or requiring advance reservation of a parking space.

SPECIAL EVENTS

The Senior Center has historically hosted a number of special events and has been used by the City for special purposes. The site is used as a voting center during the 11-day voting period in general elections. City Council meetings with high anticipated attendance have used the Senior Center as a second site. Private events of up to 350 people can rent the facility. The Senior Center is also identified as an emergency shelter site.

The Senior Center itself hosts special events for its members. Sometimes, these special events result in overnight parking demand for approximately 50 vehicles. One of the largest regularly occurring special events is the health fair. Community partners share information and provide services to Senior Center members. In 2019, the health fair attracted a total of 632 visitors.

The Knowledge and Health Fair Expo was held on September 28, 2022, between 10:00 a.m. and 1:00 p.m. LSA contracted with an independent data collection company to survey parking demand at the Senior Center during this event. The survey results are included as an attachment to this memorandum. Peak parking demand for the health fair occurred at 11:00 a.m. when a total of 117 vehicles were parked. However, between 115 and 117 vehicles were parked at the Senior Center between 10:30 a.m. and 12:00 p.m.

CONCLUSION

The Costa Mesa Senior Center currently has a 145-space surface parking lot. Pre-pandemic parking demand on an average day is estimated to have been 58 spaces based on attendance data. Parking demand on the busiest nonspecial-event day in 2019 is estimated to have been 103 spaces. The availability of parking supply in excess of parking demand has provided the Senior Center with flexibility to host other community events and special events for its members.

Future demographic growth is expected to increase parking demand on an average day to 84 spaces by 2030 and 99 spaces by 2040. The same demographic trends could result in parking demand on busy days exceeding parking supply by 2030 if visitor travel behavior is the same as today. Reducing the parking supply available to the Senior Center through shared parking could result in the parking supply being fully utilized on average days.

Accommodating the increase in visitor demand within the available parking supply or a shared parking supply could be accomplished by adopting policies encouraging alternatives to arrival by single-occupant vehicle, such as shuttle programs, rideshare vouchers, or requiring advance reservation of a parking space. Parking demand for special events could be managed through timed registration and extending the duration of events. These measures would reduce member flexibility for visiting the Senior Center and would reduce administrative flexibility for programming Senior Center events. Adopting these measures would likely result in higher costs to the City in the form of program costs associated with providing alternative means of travel, reduced revenue from not renting Senior Center space for private events, longer-duration special events, and identifying alternative locations for large events currently held at the Senior Center.

Attachment: Health Fair Empirical Parking Demand Data

Costa Mesa

Costa Mesa Senior Center

695 West 19th St.

Wednesday, September 28th, 2022

	Inventory	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM
Regular	128	48	67	88	101	104	102	104	79	51	28	24
Handicap	16	2	4	8	14	13	12	11	7	3	2	1
Loading	1	0	1	0	0	0	1	1	0	1	0	0
Electric Vehicle	1	0	0	0	0	0	0	0	0	0	0	0
Subtotal	146	50	72	96	115	117	115	116	86	55	30	25

Total Occupancy	146	50	72	96	115	117	115	116	86	55	30	25
Total Percent		34%	49%	66%	79%	80%	79%	79%	59%	38%	21%	17%

REVISED PARKING DEMAND ANALYSIS
COSTA MESA SENIOR HOUSING PROJECT
Costa Mesa, California
January 14, 2022

January 14, 2022

John Witkowski
Jamboree Housing Corporation
17701 Cowan Avenue, Suite 200
Irvine, CA 92614

LLG Reference No. 2.21.4469.1

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

Engineers & Planners

Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**

2 Executive Circle
Suite 250

Irvine, CA 92614

949.825.6175 T

949.825.6173 F

www.llgengineers.com

Pasadena

Irvine

San Diego

Woodland Hills

Dear Mr. Witkowski:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Revised Parking Demand Analysis associated with the proposed Costa Mesa Senior 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 60-unit active senior apartment complex, consisting of 30 low-income senior units and 30 permanent supportive units. The Project will provide 146 spaces, of which 75 spaces are surface lot spaces with the remaining 71 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.

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 146 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

Philip M. Linscott, PE (1924-2000)

Jack M. Greenspan, PE (Ret.)

William A. Law, PE (Ret.)

Paul W. Wilkinson, PE

John P. Keating, PE

David S. Shender, PE

John A. Boarman, PE

Clare M. Look-Jaeger, PE

Richard E. Barretto, PE

Keil D. Maberry, PE

parking requirement of 34 spaces for the Project's 60 senior housing apartment units.

- Peak demand counts at the existing Costa Mesa Senior Center occurred at 11:00 AM and was observed to have 68 spaces of the existing 145 spaces being utilized.
- Based on empirical parking demand data, the site would have a parking requirement of 102 spaces which would result in a parking surplus of 44 spaces (30% surplus) when compared to the parking supply of 146 spaces.

PROJECT LOCATION AND DESCRIPTION

The Costa Mesa Senior 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 existing senior center addressed at 695 W. 19th Street. The site has surface parking that provides 145 spaces for its staff/volunteers and patrons.

Proposed Project

The Project is proposing to construct a four-story apartment podium, 60-unit active senior apartment complex, consisting of 59 one-bedroom/one-bath units, and one (1) two-bedroom/two-bath units, over one level of structured parking. Further of the Project's proposed 60 units, it is anticipated that 30 units will be low-income senior units and 30 units will be permanent supportive units. The Project proposed to reconfigure the existing 145- space surface lot, and construct the Project along with 146 spaces, which would consist of 75 surface parking spaces and 71 spaces within the Project's parking structure. *Figure 3* presents the proposed site plan.

PARKING DEMAND ANALYSIS

Review of the Government Code Section 695915 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. However, even if the State Code requirement for affordable housing development is imposed on this Project, it would have a parking requirement of 30 spaces based on a ratio of 0.5 spaces per unit.

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.

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 1** located at the end of this report following the figures presents the peak parking demands and parking ratios. **Appendix A** presents detailed parking demand counts collected for each of the sites.

Review of **Table 1** 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. However, to provide a conservative assessment the peak ratio of 0.59 has been used to calculate the parking needs of the Project.

Costa Mesa Senior Center

To establish the baseline parking needs for the existing Costa Mesa Senior Center, parking demand counts were conducted on Tuesday, November 2, 2021. Review of information provided online indicates that Tuesday is the most popular day, with the highest activity typically occurring around 10:00 AM. **Table 2** presents the hourly parking demand counts for the existing Costa Mesa Senior Center. Review of **Table 2** shows that the center had a peak parking demand of 68 spaces at 11:00 AM.

In addition, the Costa Mesa Senior Center has special events once a month. For the month of November the center held a Thanksgiving Day social event which occurred between 10:30AM and 11:30AM on Tuesday, November 23, 2021. The center invited all of its senior members to a special celebration where the center provided baked goods and hot coffee. This event took place in their outdoor patio area. To understand the parking needs for the existing Costa Mesa Senior Center during a typical special event, parking demand counts were conducted on Tuesday, November 23, 2021. **Table 3** presents the hourly parking demand counts for the existing Costa Mesa Senior Center while this special event was taking place. Review of **Table 3** shows that the center had a peak parking demand of 50 spaces at 11:00 AM. It should be noted that approximately 120 participants were expected to attend this event. The number of attendance is similar to pre-COVID attendance. The only difference is currently the center holds one event with one attendance time while pre-COVID they would have multiple times where people could attend, but the maximum attendance for any time was still 120 people. As a result, no adjustments were made to the parking demand count since the peak represented in **Table 3** would be similar to the peak of a pre-COVID special event. It should also be noted that across the street from the Costa Mesa Senior Center is a large senior housing development called The Tower at 19th. Therefore, a large majority of the attendees are able to walk to the center.

Parking Requirement

Table 4 presents the parking requirement for both the senior affordable housing component and the existing senior center. Based on the above data, application of the empirical parking ratio of 0.59 spaces per unit to the active senior housing residential component results in a parking requirement of 35 spaces. Review of the site plan shows that the parking garage provided 71 spaces which could satisfy the residential parking needs for the site and would result in surplus of 36 spaces (51% contingency).

In addition, the parking requirement for the existing Costa Mesa Senior Center has a peak parking demand of 68 spaces. Review of the proposed site plan shows 75 spaces

are provided via a surface lot and hence would satisfy the peak parking demand with a surplus of seven (7) spaces (9% contingency).

When considering the entire site, the Costa Mesa Senior Center and proposed residential component would have a parking requirement of 103 spaces which would result in a parking surplus of 43 spaces when compared to the parking supply of 146 spaces. The identified surplus of 43 spaces (29% contingency) allows for any potential demand increases that could occur due to larger than normal events and/or fluctuation in daily usage for the existing Costa Mesa Senior Center.

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. The following key Parking Management Strategies should be implemented by the Property Owner and/or Property Management Company:

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. Thirty-five (35) spaces within the 71-space parking structure should be marked or signed for resident use only. A portion of these spaces could be signed for specific tenants on an as needed basis. The remaining thirty-six (36) spaces within the parking structure should be available for use by either resident guest/visitors of the Project, potential tenants or patrons of the senior center.
2. Should the number of tenants requesting parking exceed the number of parking spaces available, a parking waiting list will be established.
3. Guest/visitor spaces will be designated and be restricted to parking for two-hour periods Monday-Friday between 8 am and 6 pm. For spaces anticipated to be used by residential guests/visitor, provide pavement markings and/or signage within each spaces denoting "guest parking only".

4. 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.
5. 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.
6. 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.
7. 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.
8. Parking spaces should not be used for storage areas. Items found in the parking area will be disposed of.
9. 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.
10. 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.
11. From time to time, it may be necessary for the manager to reassign parking permits to help accommodate other residents.
12. 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.
13. 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.

14. The speed limit in the community is 5 miles per hour.
15. In no event is the Project owner and/or property manager liable for consequential damages or loss of use of vehicle.
16. 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:

17. All seventy-five (75) surface lot spaces should be marked or signed for Costa Mesa Senior Center use only. Thirty-six (36) spaces within the parking structure should be available for use by either the senior center or visitors/guest of the Project, and potential tenants. Wayfinding signage should be installed to indicate that additional parking is available within the parking structure. Proper signage shall be implemented within the structure to clearly denote any parking restrictions.
18. 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. 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.
19. If staff from either the existing Costa Mesa Senior Center and/or the active low-income 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. 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 me at (949) 825-6175.

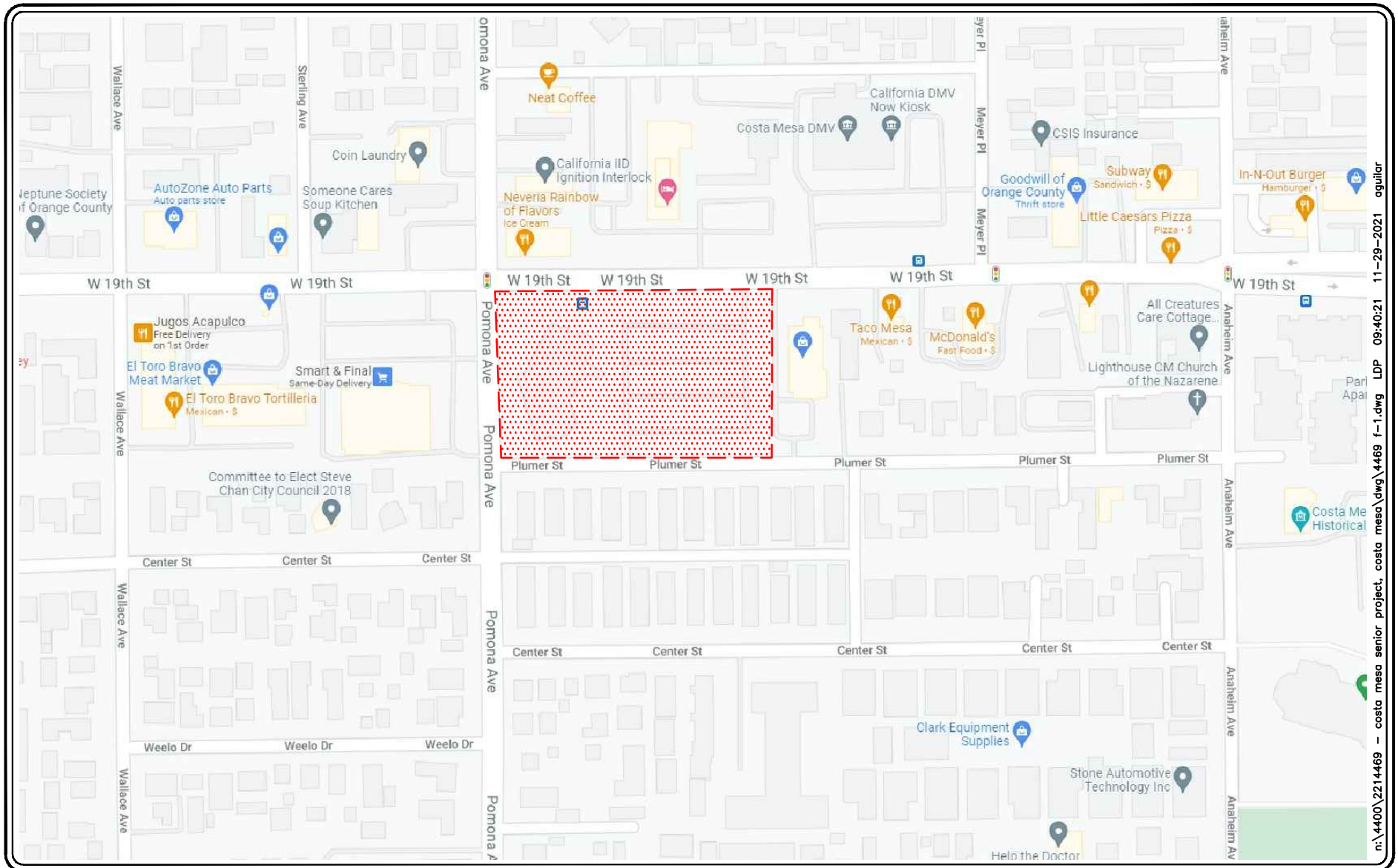
Very truly yours,
Linscott, Law & Greenspan, Engineers



Richard E. Barretto, P.E.
Principal

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

Attachments



n:\4400\2214469 - costa mesa senior project, costa mesa.dwg 11-29-2021 09:40:21 LDP f-1.dwg aguilera

SOURCE: GOOGLE

KEY

 = PROJECT SITE

FIGURE 1

VICINITY MAP

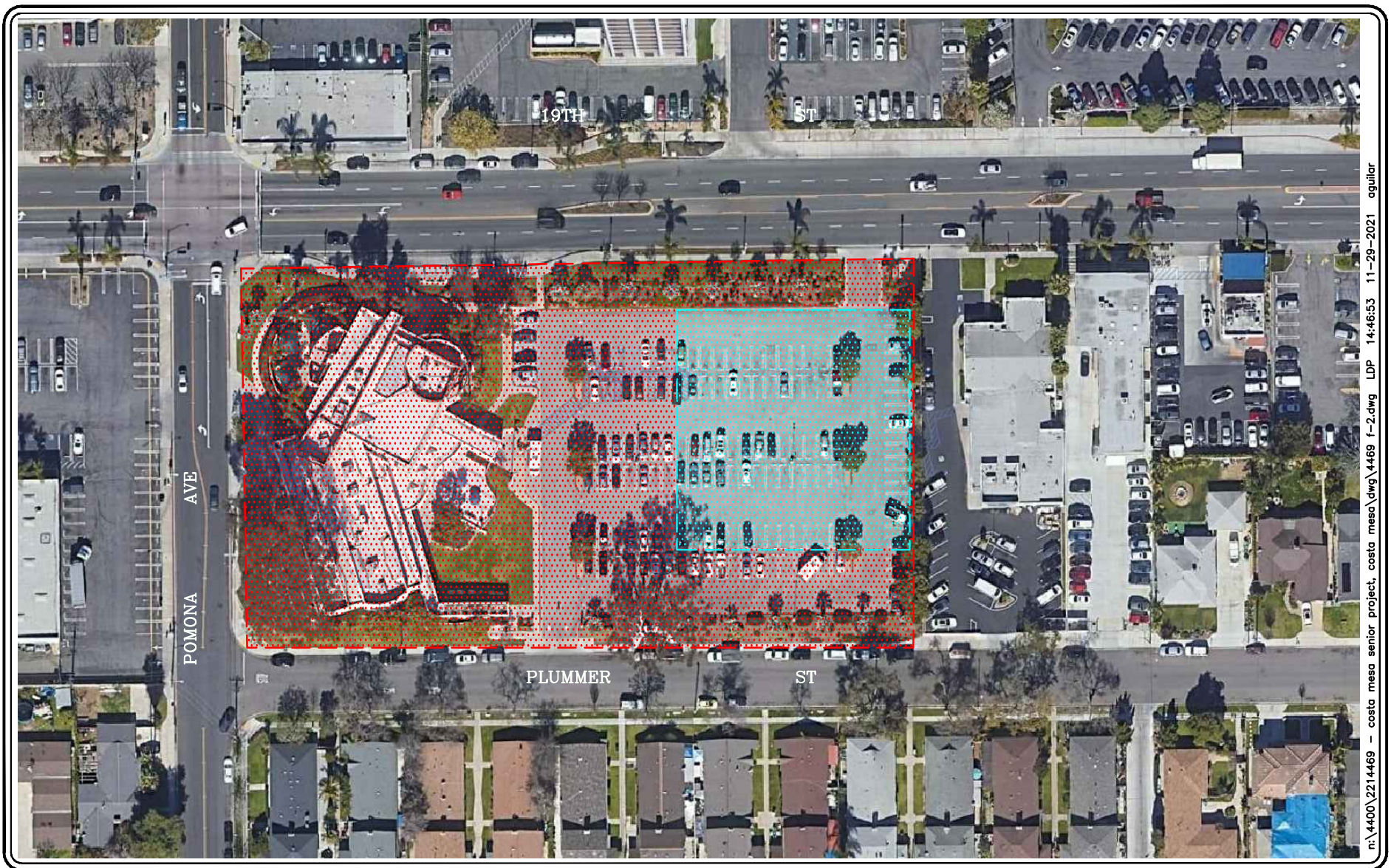
COSTA MESA SENIOR PROJECT, COSTA MESA

LINSCOTT
LAW &
GREENSPAN



NO SCALE

engineers



n:\4400\2214469 - costa mesa senior project, costa mesa\dwg\4469 f-2.dwg LDP 14:46:53 11-29-2021 aguilera

LINSCOTT
LAW &
GREENSPAN

engineers



NO SCALE

SOURCE: GOOGLE

KEY



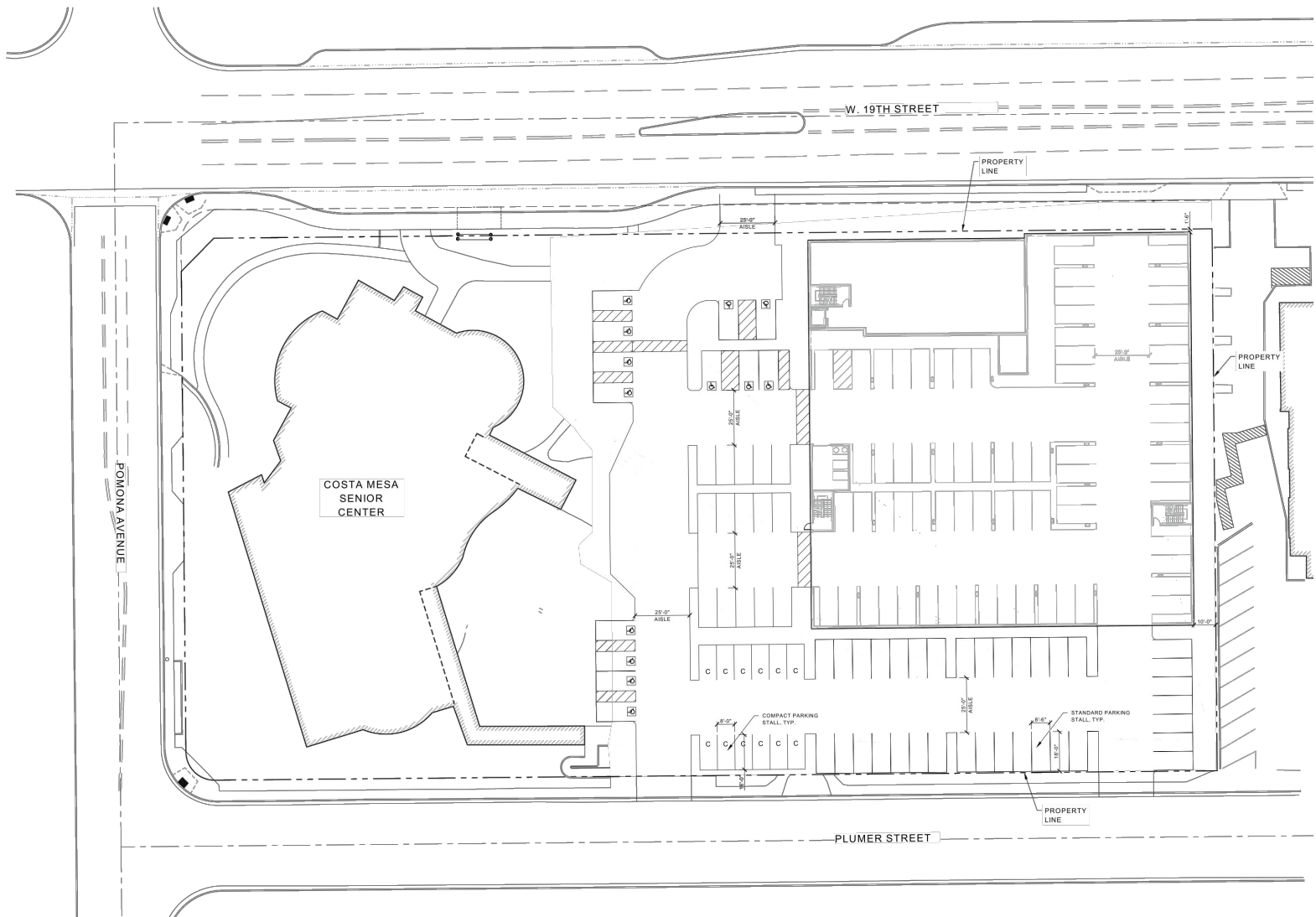
= EXISTING COSTA MESA SENIOR CENTER



= PROPOSED PROJECT

FIGURE 2

EXISTING AERIAL PHOTOGRAPHY
COSTA MESA SENIOR PROJECT, COSTA MESA



SOURCE: ADC

FIGURE 3

PROPOSED SITE PLAN

COSTA MESA SENIOR PROJECT, COSTA MESA

TABLE 1
JAMBOREE HOUSING PARKING RATIO SUMMARY
COSTA MESA SENIOR HOUSING PROJECT, COSTA MESA

	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			
Maximum 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 2
COSTA MESA SENIOR CENTER PARKING DEMAND
COSTA MESA SENIOR HOUSING PROJECT, COSTA MESA

Time of Day	Tuesday 11/2/2021		Total
	HC	Regular	
8:00 AM	1	25	26
9:00 AM	2	29	31
10:00 AM	5	57	62
11:00 AM	5	63	68
12:00 PM	2	27	29
1:00 PM	4	26	30

Notes:

[1] Based on materials provided online by Costa Mesa Senior Center the most popular day and times for the center are Tuesdays around 10:00 AM.

TABLE 3
COSTA MESA SENIOR CENTER SPECIAL EVENT PARKING DEMAND
COSTA MESA SENIOR HOUSING PROJECT, COSTA MESA

Time of Day	Tuesday 11/23/2021		Total
	HC	Regular	
8:00 AM	0	17	17
9:00 AM	1	28	29
10:00 AM	6	39	45
11:00 AM	5	45	50
12:00 PM	4	32	36
1:00 PM	0	17	17

Notes:

[1] Based on discussions with Costa Mesa Senior Center staff the center provides one special event each month. The November special event occurred on Tuesdays, November 23, 2021 at 10:30 AM - 11:30 AM.

TABLE 4
PARKING REQUIREMENT
COSTA MESA SENIOR HOUSING PROJECT, COSTA MESA

Land Use	Size	Parking Requirement	Spaces Required
<i>Tenant Mix</i>			
Senior Affordable Housing	60 Units	0.59 spaces per unit [1]	35
Costa Mesa Senior Center	-- --	68 spaces per senior center [2]	68
A. TOTAL PARKING CODE REQUIREMENT			103
B. PROPOSED PARKING SUPPLY			146
C. PARKING SURPLUS/DEFICIENCY (+/-) BASED ON FULL OCCUPANCY (B - A)			43

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 November 2, 2021.

APPENDIX A

PARKING DEMAND COUNTS

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

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

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

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