Stantec

Memo

To:	Julie Beeman	From:	Sandhya Perumalla, and Daryl Zerfass
	VCS Environmental		Stantec
File:	2042547110	Date:	April 13, 2020

Reference: Parking Analysis for the Legacy Club in Coto de Caza, California

The purpose of this memo is to provide a parking analysis to determine if adequate parking will be provided by the proposed Legacy Club (Project). The Project is located in the gated community of Coto de Caza in south Orange County on the site of the former Vic Braden Tennis Center. See Figure 1 for the Project Site Location.

The proposed Project consists of approximately 101 residential units geared toward active seniors and would include resort-type amenities on-site such as a gourmet restaurant with room service, concierge service, movie theater, computer café, art studio, salon, spa, valet parking, and chauffeur service. These amenities will not be available to outside residents. A specialty retail store type of use is also planned which would be available for use by local Coto residents only. Primary access to the Project site will be via a driveway on Ave La Caza, with a proposed emergency access on Via Alondra. See Figure 2 for the site plan.

Stantec reviewed the Project's proposed site plan to determine if adequate parking will be provided based on the Project use. As shown in Table 1, the Project proposes to provide a total of 120 parking spaces, 101 spaces for residents, and 19 spaces for employee and staff parking. The parking includes 2 American with Disabilities Act (ADA), 3 ADA Electric Vehicle (EV), an ADA Van, 7 Compact, 12 EV ready, and 95 standard parking spaces. Based on the information provided by the Client, the Project also has an agreement with the adjacent Coto Valley Country Club Property for use of an additional 25 spaces.

Table 1 Parking Provided

Parking Based on Type of Users	**Quantity**
Resident	101
Employee/Staff	19
Total	**120**
Parking Based on Type of Parking Stalls	**Quantity**
American with Disabilities Act (ADA)	2
American with Disabilities Act (ADA) Electric Vehicle (EV)	3
American with Disabilities Act (ADA) Van	1
Compact (C)	7
Electric Vehicle (EV)	12
Standard Parking (P)	95
Total	**120**
Note: An additional 25 spaces are provided at the adjacent Coto Valley County Club site, for a total for 145 spaces available for the Project's use.	

Reference: **Parking Analysis for the Legacy Club in Coto de Caza, California**

PARKING DEMAND

The County's parking requirements in the Zoning Code (Section 7-9-145.3) for attached housing assume typical residential dwelling units, not a senior independent living development such as this. The County also provides parking rates in Section 7-9-145.6 for Congregate Care Facility (one space per unit) and for Convalescent/Nursing Homes (one space per four beds), but the proposed senior independent living project does not directly correspond to either category. Therefore, ITE's *Parking Generation, 4th Edition* and case studies of comparable projects were referenced to identify a more applicable parking rate for the project.

The ITE parking rate for Senior Adult Housing – Attached (Land Use: 252) is 0.66 spaces per unit. This rate includes all parking demand comprised of resident, staff, and guest vehicles. Similarly, the ITE parking rate for the Shopping Center (Land Use: 820) is 4.1 spaces per 1,000 square feet of gross leasable area (GLA). As shown in Table 2, based on the ITE parking rates discussed above, the proposed Project requires a total of 68 parking spaces—67 spaces for the residential use, and an additional one space for the specialty retail use. The Project proposes to provide 120 parking spaces which exceeds the parking demand by 52 parking spaces, a surplus of 76 percent.

Table 2 Parking Demand

Category	Units		Rate	Parking Demand
Senior Adult Housing - Attached (252)	101	DU	0.66	67
Shopping Center (820)	0.188	TSF	4.1	1.0
Total Parking Demand				**68**
Parking Rate Source: Institute of Transportation Engineers (ITE), Parking Generation, 4th Edition with ITE code in parentheses DU - Dwelling Unit TSF - Thousand Square Feet				

Case studies at existing independent and assisted living facilities in Anaheim, Costa Mesa, Ventura, and Simi Valley and independent living only facilities in Oxnard are summarized in the attached letter prepared by Linscott, Law & Greenspan, Engineers (LLG). All these case study facilities provide similar amenities to that of the proposed project. These case studies resulted in peak parking rates between 0.50 spaces per unit and 0.71 spaces per unit. The peak parking demand at the independent living-only facilities was the lowest of the case studies at 0.50 spaces per unit. The average peak parking rate from the case studies is 0.63 spaces per unit. To avoid a completely full parking lot where motorists have to circle the lot to find the last available space during the peak demand, a 10 percent buffer is applied to the average rate. Therefore, the resulting parking rate for this type of residential project was calculated to be 0.69 spaces per unit on average. This parking rate is consistent with and slightly more conservative than the ITE rate.

Applying the above parking rate derived from case studies to the proposed senior residential project results in a peak parking requirement of 70 spaces (101 units x 0.69 spaces/unit), for a total Project parking requirement of 71 parking spaces when including one additional parking space for the specialty retail. The parking provided by the Project exceeds the parking demand by 49 parking spaces, a surplus of 70 percent.

Table 3, below, provides a comparison of the required parking spaces based on the County's zoning code, the ITE parking rate, and the case studies rate, which shows that the proposed parking supply of 120 parking spaces exceeds each of the three specifications by amounts of 8 percent, 76 percent and 70 percent,

Reference: **Parking Analysis for the Legacy Club in Coto de Caza, California**

respectively. Therefore, the total of 120 parking spaces proposed to be provided by the project is considered adequate.

Table 3 Parking Comparison

	Provided On-Site	Required	Surplus	Percent Surplus
Based on County Code[1]	120[2]	102	18	18%
Based on ITE Parking Rate	120[2]	68	52	76%
Based on Case Studies Rate	120[2]	71	49	70%

[1] County Code requirement based on Congregate Care Facility
[2] An additional 25 spaces are provided at the adjacent Coto Valley County Club site, for a total for 145 spaces available for the Project's use.

In conclusion, the proposed Legacy Club project will need approximately 70 spaces for the senior residential use, and an additional one space for the specialty retail, for a total of 71 required spaces based on the more conservative case studies rate. The project proposes to provide 120 spaces, which exceeds the anticipated demand and also exceeds what would be required based on the most similar type of use listed in the County code. The Project also has an agreement with the adjacent Coto Valley Country Club Property for use of an additional 25 spaces resulting in a total of 145 spaces available to the Project.

Please feel free to contact us if you have any questions or if would like to discuss on the above material.

Stantec Consulting Services Inc.

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Attachment: Figure 1 - Project Site Location
Figure 2 - Site Plan
Revised Parking Demand Analysis for the California Grand Villages at Azusa Greens, August 2018

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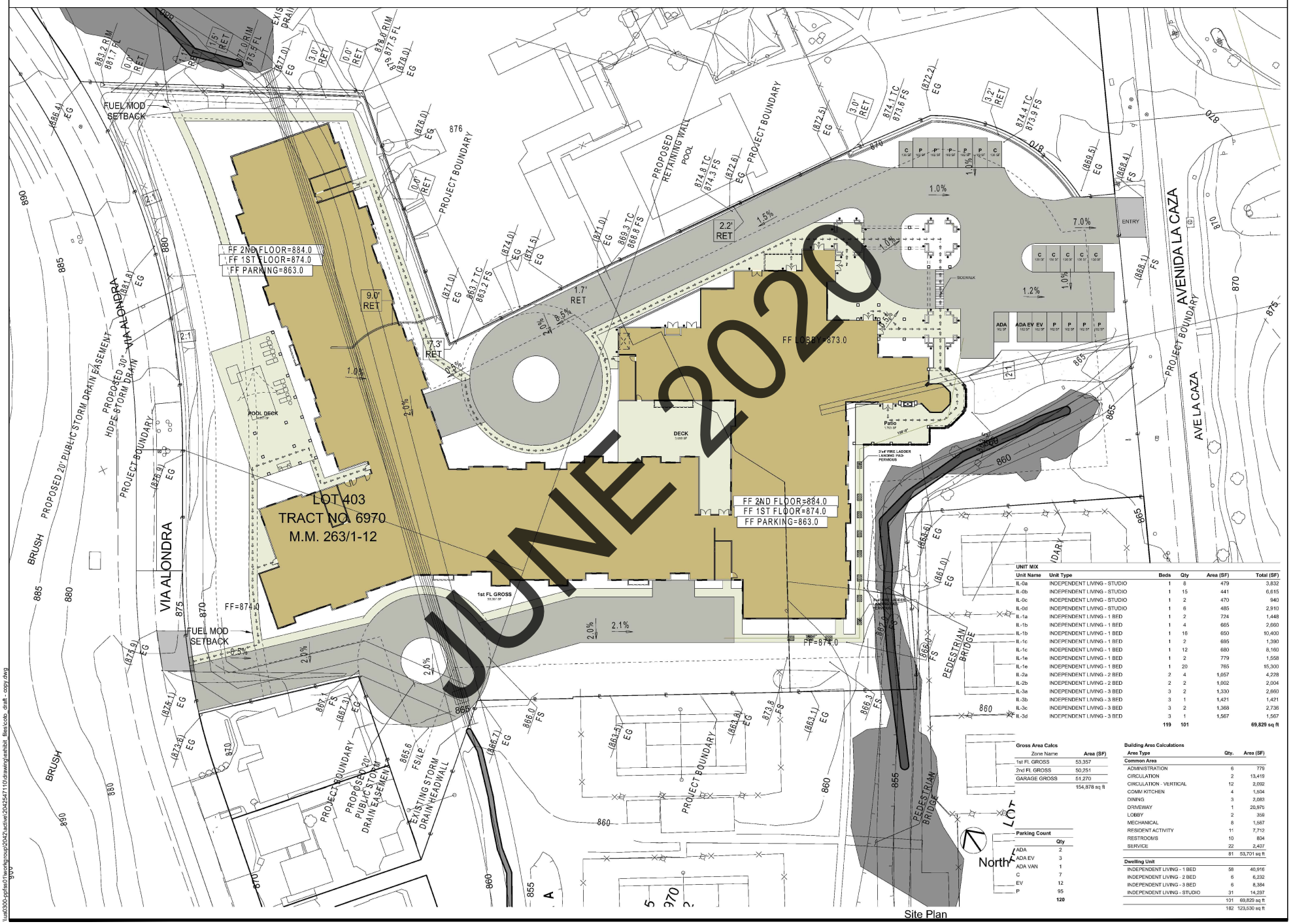
Figure 1

Project Site Location



UNIT MIX					
Unit Name	Unit Type	Beds	Qty	Area (SF)	Total (SF)
IL-0a	INDEPENDENT LIVING - STUDIO	1	8	479	3,832
IL-0b	INDEPENDENT LIVING - STUDIO	1	15	441	6,615
IL-0c	INDEPENDENT LIVING - STUDIO	1	2	470	940
IL-0d	INDEPENDENT LIVING - STUDIO	1	6	485	2,910
IL-1a	INDEPENDENT LIVING - 1 BED	1	2	724	1,448
IL-1b	INDEPENDENT LIVING - 1 BED	1	4	665	2,660
IL-1b	INDEPENDENT LIVING - 1 BED	1	16	650	10,400
IL-1c	INDEPENDENT LIVING - 1 BED	1	2	695	1,390
IL-1c	INDEPENDENT LIVING - 1 BED	1	12	680	8,160
IL-1e	INDEPENDENT LIVING - 1 BED	1	2	779	1,558
IL-1e	INDEPENDENT LIVING - 1 BED	1	20	765	15,300
IL-2a	INDEPENDENT LIVING - 2 BED	2	4	1,057	4,228
IL-2b	INDEPENDENT LIVING - 2 BED	2	2	1,002	2,004
IL-3a	INDEPENDENT LIVING - 3 BED	3	2	1,330	2,660
IL-3b	INDEPENDENT LIVING - 3 BED	3	1	1,421	1,421
IL-3c	INDEPENDENT LIVING - 3 BED	3	2	1,368	2,736
IL-3d	INDEPENDENT LIVING - 3 BED	3	1	1,567	1,567
		119	101		69,829 sq ft

Gross Area Calcs	
Zone Name	Area (SF)
1st FL GROSS	53,357
2nd FL GROSS	50,251
GARAGE GROSS	51,270
	154,878 sq ft

Parking Count	
	Qty
ADA	2
ADA EV	3
ADA VAN	1
C	7
EV	12
P	95
	120

Building Area Calculations		
Area Type	Qty.	Area (SF)
Common Area		
ADMINISTRATION	6	779
CIRCULATION	2	13,419
CIRCULATION - VERTICAL	12	2,092
COMM KITCHEN	4	1,504
DINING	3	2,083
DRIVEWAY	1	20,975
LOBBY	2	359
MECHANICAL	8	1,587
RESIDENT ACTIVITY	11	7,712
RESTROOMS	10	804
SERVICE	22	2,497
	81	53,701 sq ft
Dwelling Unit		
INDEPENDENT LIVING - 1 BED	58	40,916
INDEPENDENT LIVING - 2 BED	6	6,232
INDEPENDENT LIVING - 3 BED	6	8,384
INDEPENDENT LIVING - STUDIO	31	14,297
	101	69,829 sq ft
	182	123,530 sq ft

Site Plan

Figure 2
Proposed Site Plan

LINSCOTT LAW & GREENSPAN
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August 9, 2018

Mr. Drew D. Purvis, Managing Partner
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1209 Santiago Drive
Newport Beach, California 92660

LLG Reference No. 2.16.3690.1

Subject: **Revised Parking Demand Analysis for the California Grand Villages at Azusa Greens**
Azusa, California

Dear Mr. Purvis:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this revised Parking Demand Analysis for the proposed California Grand Villages at Azusa Greens (CGVAG) project (hereinafter referred to as Project). The proposed Project, as illustrated in the most current Site Plan prepared by Irwin Partners Architects dated August 2018, includes development of a 253-unit independent living village for seniors and amenities that includes a restaurant/food service, recreation center, entertainment facilities, pool/spa and gym, similar to other senior facilities now in existence and/or under development. The Project site is a 4.48± rectangular-shaped parcel of land that is generally located at the southeast corner of Sierra Madre Avenue and Todd Avenue in the northwest corner of the City of Azusa within the Azusa Greens Country Club. The subject property, which zoned "open space" in the City's General Plan Land Use Map/Zoning Map, is a part of the golf course.

Pursuant to our discussions and understanding of the City of Azusa requirements, the preparation of a parking study is required in order to validate that the proposed Project can adequately meet its peak parking demand requirements. This report evaluates the Project's parking needs based on the consideration of the City's Municipal Code, as well as a comparison to parking information contained in the 4th Edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2010], and previous field studies of actual parking demand at existing sites with similar characteristics.

This study focused on the following tasks:

a) Calculates the proposed Project parking requirements based on the application of the City of Azusa Municipal Code parking ratios; identifies any Code-based surplus or deficiency by comparing Code requirements against the proposed supply;

b) Calculates the proposed Project parking requirements based on the application of the 4th Edition of *Parking Generation,* published by ITE parking ratios; identifies any ITE-based surplus or deficiency by comparing ITE requirements against the proposed supply;

c) Compared actual field study empirical parking ratios from similar sites;

d) Calculated the design-level parking demands based on the empirical parking ratio comparison assessment as stated above, and validated the adequacy of the proposed parking supply.

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

PROJECT LOCATION AND DESCRIPTION

The Project site is a 4.48± rectangular-shaped parcel of land that is generally located at the southeast corner of Sierra Madre Avenue and Todd Avenue in the northwest corner of the City of Azusa within the Azusa Greens Country Club. The subject property, which zoned "open space" in the City's General Plan Land Use Map/Zoning Map, is a part of the golf course. ***Figure 1***, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the subject property in the context of the surrounding street system.

The proposed Project includes development of a 253-unit independent living village for seniors within a resort setting. This facility includes amenities such as meals in a gourmet restaurant, deli, housekeeping, concierge, security, high-tech movie theater, computer café, art studio, salon and spa, gym/fitness rooms, transportation, and numerous programmed activities and outing. Please note that based on extensive research and discussion with ISL Ventures, who runs over 80 communities nationwide, the amenities identified above are consistent with typical senior facilities owned and operated by ISL Ventures as well as other similar companies. ***Table 1*** summarizes the proposed Project development totals for the site. Review of *Table 1* shows that the proposed Project will consist of 253-units, of which 199 are specified

for senior independent living, 28 for senior assisted living, and 26 for senior memory care. While primarily an independent living village, the assisted living and memory care provide continuing care as needed. A total of 253 parking spaces is proposed within a four level parking garage. ***Figure 2*** presents the Conceptual Site Plan for the Project, prepared by Irwin Partners Architects dated August 2018.

PARKING DEMAND ANALYSIS

To determine the number of parking spaces required to support the proposed Project, the parking requirement was calculated based on three methods. The first method is based on parking information per the City of Azusa Municipal Code *Section 88.36.050 Number of Parking Spaces Required*. The second method is based on parking information contained in the 4th Edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2010]. The third method is based on results of previous parking study of similar independent living and/or assisted living facilities for which empirical parking rates were developed for these proposed project land uses.

Parking Requirements per City Code

This section determines the number of parking spaces required to support the Proposed Project based on the City of Azusa Municipal Code *Section 88.36.050 Number of Parking Spaces Required*. As noted earlier, the Project includes the construction of 253-units, of which 199 are specified for senior independent living, 28 for senior assisted living, and 26 for senior memory care.

The City's Municipal Code only provides a parking code ratio for Senior Housing, and not for a Residential Care Facility for Elderly (RCFE) use. Section 88.36.050 states:

- ***Senior Housing Project:*** one (1) space for each unit in a garage, plus one (1) guest parking space for each 4 units.

It appears that the Senior Housing Project parking ratio applies to Senior Citizen Apartments, which are the only specified Allowable Uses identified in Corridors (88.26.005) and Districts (88.24.005). However, Senior Citizen Apartments have a very different parking demand than a full-service RCFE development with a mix of independent, assisted and memory care residences. Furthermore, Section 88.36.080 appears to recognize the variation in parking requirements for senior projects and establishes a procedure to determine parking requirements "based on quantitative information provided by the applicant that documents the need for fewer spaces for

these types of residential projects." Therefore it is our opinion that the Senior Housing Project parking requirement does not apply and the following quantitative analysis based on ITE rates as well as actual field studies are more appropriate.

Additional Staffing

Based on comments from City staff, it is our understanding that staff is under the impression that a highly amenitized senior facility, like the proposed Project, would require additional parking requirements when compared to a facility that does not provide them. However, as noted earlier, the amenities identified are consistent with typical senior facilities now in existence and/or under development. In any event, based on information provided by the Applicant, key staffing details identified that a highly amenitized facility may require additional staffing, of which would include the following additional staff:

- Two (2) Chaplains
- One (1) Director Assistant
- One (1) Voluntary Coordinator
- One (1) Driver
- Three (3) Physical Therapists
- One (1) Assistant

Review of the above information shows that the proposed Project may require up to an additional nine (9) employees. To provide a conservative assessment, the parking demand forecasts presented later in this report have included up to nine (9) additional spaces to account for the potential staffing increase.

Parking Requirements per 4th Edition of Parking Generation

This section determines the number of parking spaces required to support the proposed Project, inclusive of the combined demand of residents, staff/employees, and guests, based on parking generation rates contained within the 4th Edition of Parking Generation, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2010]. ITE's 4th Edition of Parking Generation specifies the following weekday 85th percentile peak parking rates for senior adult housing (attached) and assisted living:

- ITE Land Use 252: Senior Adult Housing – Attached: 0.66 spaces per unit.
- ITE Land Use 254: Assisted Living: 0.54 spaces per unit.

Please note that use of these land uses to determine project parking requirements is consistent with the land uses utilized to develop the trip generation for the proposed

Project as identified in the *California Grand Villages at Azusa Greens Traffic Impact Analysis Report* dated February 6, 2018, prepared by LLG.

Table 2 summarizes the parking requirements for the proposed Project using the above-referenced ITE peak parking ratios. As shown, direct application of ITE peak parking ratios to the development totals results in a parking requirement of 132 parking spaces for the proposed senior independent living development, 30 parking spaces for the proposed assisted living and memory care component of the Project and 9 spaces for additional staffing. With a proposed parking supply of 253 spaces, a parking surplus of 82 spaces is forecast for the proposed Project.

Empirical Parking Rates

In addition to the ITE parking rate, research has been conducted for empirical parking ratios. Below provides detailed empirical parking ratios from similar sites. Please note that the parking rates identified below are based on parking studies of facilities similar to that of the proposed Project and include the demand associated with residents, staff/employees and guests. As such, the parking ratios used to forecast the parking demand of the proposed Project are a "blended ratio" that already accounts for the combined demand of residents, staff/employees, and guests. As such, no further adjustment or additional parking calculations are required to account for the parking demand for staff/employees, or even guests.

- *Parking Needs Study Update for Emerald Court Expansion, City of Anaheim,* dated May 14, 2015, prepared by LLG. Emerald Court is an existing senior facility located at 1731 West Medical Center Drive that provided 194 senior units (220 beds), consisting of 148 independent living units (170 beds) and 46 assisted living units (50 beds). Empirical parking rates derived were:

  Independent and Assisted Living

  - 0.71 spaces/unit on a peak Sunday or holiday
  - 0.69 spaces/unit on a typical weekday
  - 0.62 spaces/unit on a typical weekend day
  - 0.63 spaces/bed on a peak Sunday or holiday
  - 0.61 spaces/bed on a typical weekday
  - 0.55 spaces/bed on a typical weekend day

Please note that Emerald Court provides similar amenities to that of the proposed Project such as dining facilities, housekeeping, transportation, and numerous programmed activities and outing. The following link provides additional

information about the type of facility and amenities it provides (https://www.kiscoseniorliving.com/).

- *Parking Needs Study Vivante Senior Living Community – Phase II ("Vivante North"), City of Costa Mesa,* dated June 20, 2016, prepared by LLG. In this study, parking surveys were conducted at the existing Vivante senior living facility located at 1640 Monrovia Avenue in the City of Costa Mesa. This existing facility provides a total of 185 senior units inclusive of assisted living and memory care living units. Based on its mix of studio, one bedroom and two bedroom units, this 185-unit total translates to the equivalent of 225 beds. Empirical parking rates derived were:

  Independent and Assisted Living

  - 0.67 spaces/unit on a peak Sunday or holiday
  - 0.57 spaces/unit on a typical weekday
  - 0.46 spaces/unit on a typical weekend day

Please note that Vivante Senior Living is classified as a luxury facility that was awarded in 2016 "best assisted living community in Southern California". This facility provides similar amenities to that of the proposed Project such as dining facilities, housekeeping, concierge, security, movie theater, art studio, salon and spa, gym/fitness rooms, transportation, and numerous programmed activities and outing. The following link provides additional information about the type of facility and amenities it provides (http://vivanteliving.com/).

- *Trip Generation and Parking Analysis for the Riverpark Senior Housing Project, City of Oxnard,* dated June 26, 2015, prepared by Associated Transportation Engineers (ATE). In that study, ATE conducted parking surveys at four senior housing complexes located in Ventura County, which included The Bonaventure (10949 Telegraph Road, Ventura) with 115 independent living units, Simi Hills (950 Sunset Garden Lane, Simi valley) with 96 independent living units, Ventura Townhouse (4900 Telegraph Road, Ventura) with a mix of senior independent and assisted living units (283 total units), and Cypress Place Senior Living (220 Cypress Point Lane, Ventura) containing a mix of 76 independent living units, 48 assisted living units, and 38 memory care units (162 total units). Empirical parking rates derived were:

  Independent Living Only

  - 0.50 spaces/unit peak demand rate

- 0.48 spaces/unit average demand rate

Independent and Assisted Living

- 0.65 spaces/unit peak demand rate
- 0.60 spaces/unit average demand rate

Please note that The Bonaventure, Simi Hills, Ventura Townhouse and Cypress Place Senior Living all provide similar amenities to that of the proposed Project. The following links provide additional information about the type of facility and amenities they provide.

https://www.holidaytouch.com/ (The Bonaventure)
https://www.holidaytouch.com/ (Simi Hills)
http://www.venturatownehouse.com/ (Venture Townhouse)
https://cypressplaceseniorliving.com/ (Cypress Place Senior Living)

Based on the results of the parking ratio compilation presented above, the parking ratios from LLG's May 2015 study for the Emerald Court project were generally greater compared to those presented in the LLG's June 2016 study for the Vivante North project and the ATE study.

Table 3 presents the parking requirements for the proposed Project using LLG's empirical parking rates, in addition to the ratios per ATE for comparison. As shown, the proposed Project will have a minimum surplus of 64 spaces, 69 spaces, and 87 spaces, respectively for a holiday, typical weekday and typical weekend day when compared to a parking supply of 253 spaces. As shown in the last two rows of *Table 3*, parking surpluses will be greater based on the application of LLG Vivante and ATE parking ratios.

Based on the above findings, the proposed 253 spaces would be sufficient to accommodate the expected peak parking demands of the proposed Project, inclusive of the combined demand of residents, staff/employees, and guests. Given these results, we conclude that the proposed parking supply of 253 spaces is adequate to accommodate the California Grand Villages at Azusa Greens anticipated parking needs.

Parking Information from Potential Operator

One of the potential operators for the proposed senior facility is ISL Ventures. ISL Ventures reviewed the proposed Project and prepared a letter that documents their approach in estimating parking demands for the site based on general information compiled from over 80 communities that they manage. This letter includes detailed staffing information by time of day and also includes shift overlays, resident parking, guest parking, vendors and carpooling. Attached to this report as ***Appendix A*** is the letter prepared by ISL Ventures. ISL Ventures estimates a parking demand for this

type of facility to have a parking need of 182 spaces. In addition, ISL Ventures concludes that the Project provides more than adequate parking to accommodate their parking needs.

Direct comparison between ISL Venture estimates to that of the empirical data collected by LLG shows similar results between the two. Therefore, based on all of the information provided above, LLG concludes that the proposed Project has adequate parking to accommodate the parking needs for this type of facility.

SUMMARY OF FINDINGS AND CONCLUSIONS

1. The California Grand Villages at Azusa Greens Project is proposing to construct a 253-unit independent living village for seniors and amenities that includes a restaurant/food service, recreation center, pool/spa and gym. The Project site is a 4.48± rectangular-shaped parcel of land that is generally located at the southeast corner of Sierra Madre Avenue and Todd Avenue in the northwest corner of the City of Azusa within the Azusa Greens Country Club. The subject property, which zoned "open space" in the City's General Plan Land Use Map/Zoning Map, is a part of the golf course. The proposed Project will consist of 253-units, of which 199 are specified for senior independent living, 28 for senior assisted living, and 26 for senior memory care. While primarily an independent living village, the assisted living and memory care provide continuing care as needed. A total of 253 parking spaces is proposed within a four level parking garage.

2. This parking demand analysis validates that the proposed parking supply of 253 spaces is adequate to accommodate the parking needs of the Project.

3. The City's Municipal Code only provides a parking code ratio for Senior Housing Projects, which would apply to Senior Citizen Apartments and not to full-serve Residential Care Facility for Elderly use developments like that of the proposed Project. Hence, consistent with the City's Municipal Code, the parking requirements for the Project is "based on quantitative information provided by the applicant that documents the need for fewer spaces for these type of residential projects", with a focus to information provided in the 4th Edition of *Parking Generation,* published by ITE, as well as actual field study empirical parking ratios from similar sites to determine the proposed Project's parking needs.

4. Direct application of ITE peak parking ratios to the development totals results in a parking requirement of 132 parking spaces for the proposed senior independent living development, 30 parking spaces for the proposed assisted living and

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memory care component of the Project and 9 spaces for additional staffing. With a proposed parking supply of 253 spaces, a parking surplus of 82 spaces is forecast for the proposed Project.

5. Based on application of empirical parking rates, which were development based on parking studies of facilities similar to that of the proposed Project and include the demand associated with residents, staff/employees and guests, the proposed 253 spaces would be sufficient to accommodate the expected peak parking demands of the proposed Project.

6. Given these results, we conclude that adequate parking would be provided on site to accommodate the proposed Project.

* * * * * * * * * *

We appreciate the opportunity to prepare this parking analysis for California Grand Village at Azusa Greens 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

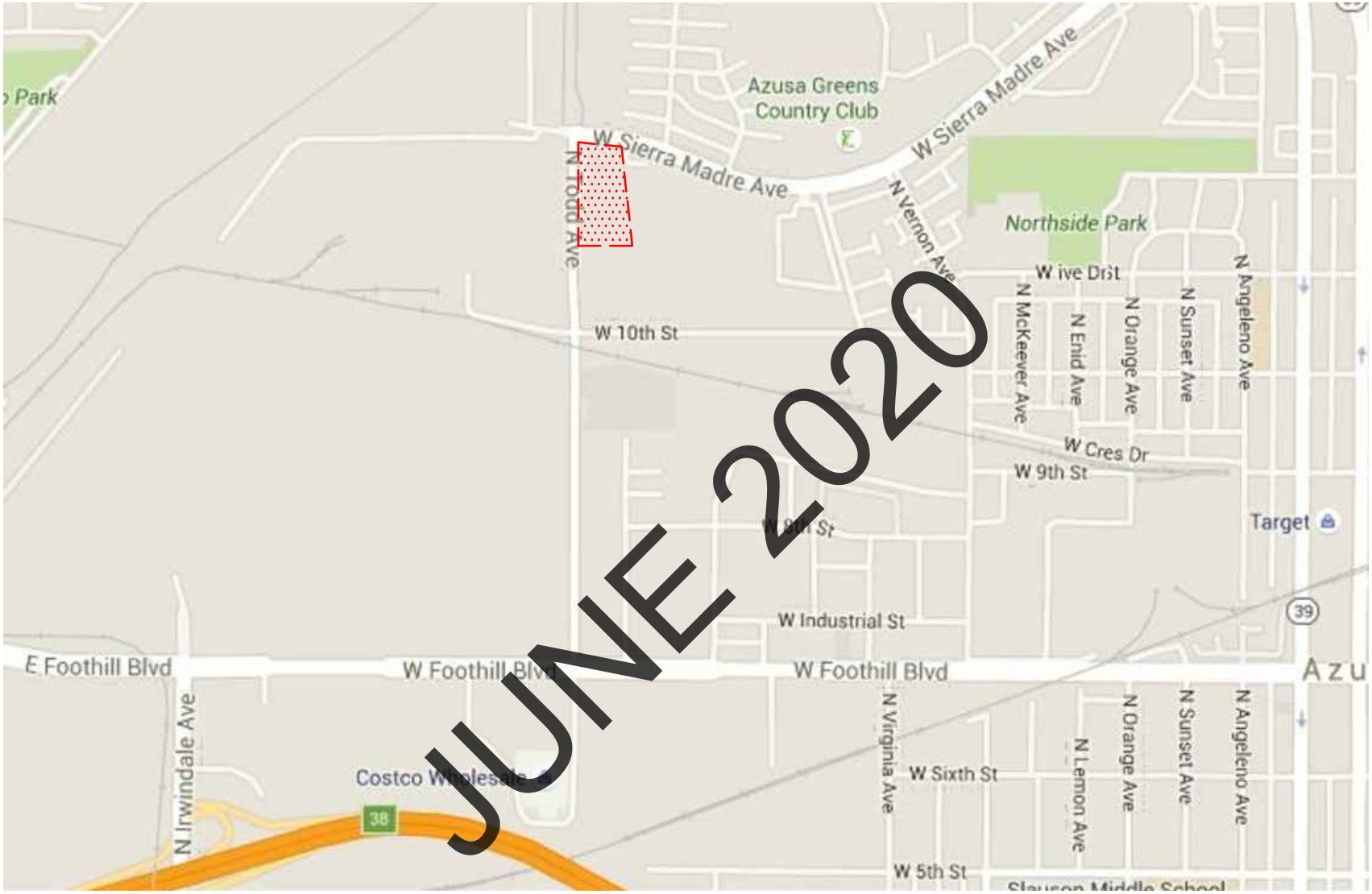
Richard E. Barretto, P.E.
Principal

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

Attachments

JUNE 2020

REGISTERED PROFESSIONAL ENGINEER
RICHARD E. BARRETTO
No. 2006
Exp. 6/30/19
TRAFFIC
STATE OF CALIFORNIA



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N NO SCALE

SOURCE: GOOGLE

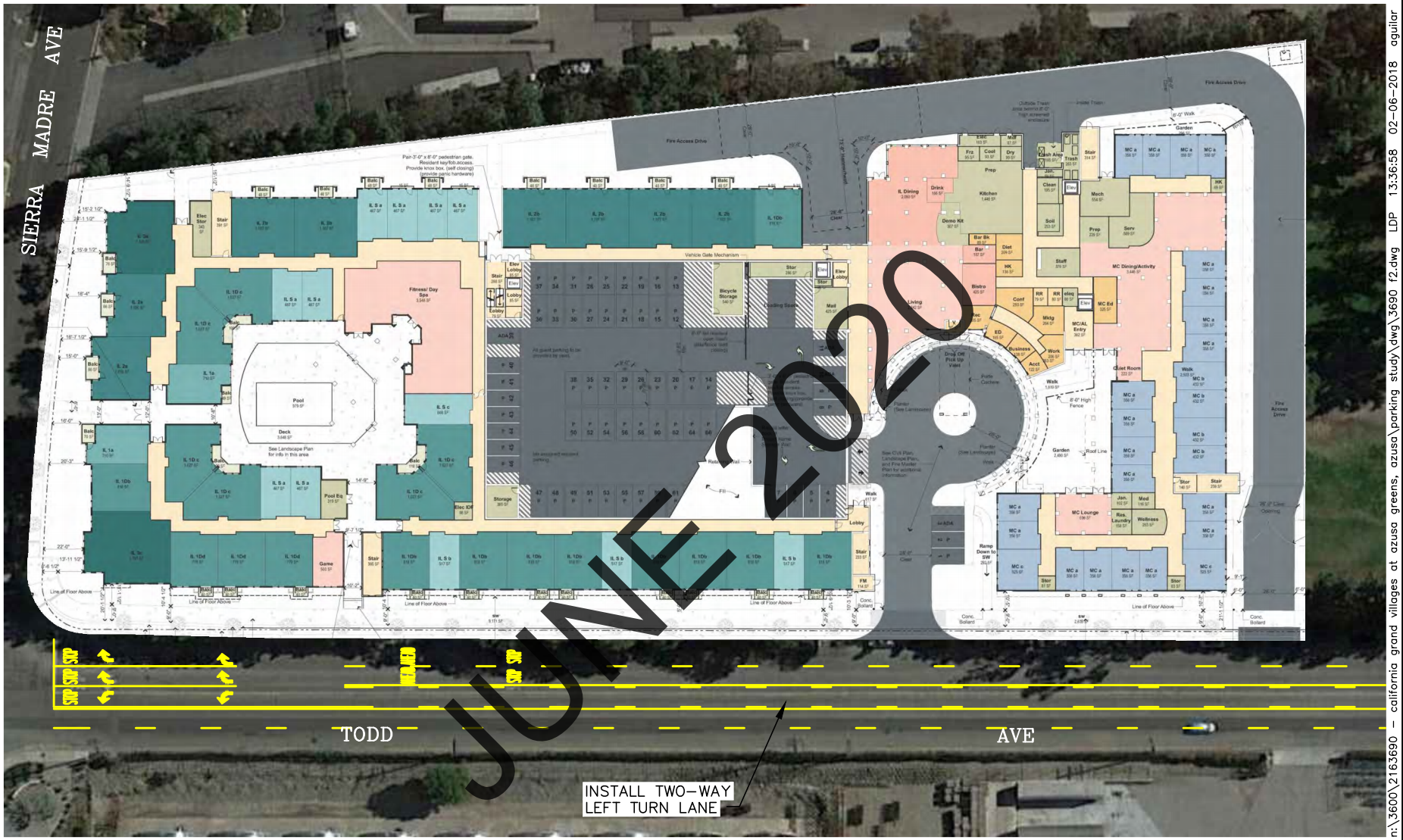
KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

CALIFORNIA GRAND VILLAGES AT AZUSA GREENS, AZUSA



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SCALE: 1"=80'

SOURCE: IRWIN PARTNERS ARCHITECTS

FIGURE 2

PROPOSED SITE PLAN

CALIFORNIA GRAND VILLAGES AT AZUSA GREENS, AZUSA

TABLE 1

CALIFORNIA GRAND VILLAGES AT AZUSA GREENS

PROJECT DEVELOPMENT SUMMARY[1]

Land Use/Project Description	No. # of Dwelling Units	No. # of Beds	Approximate Average Square Footage per Unit (SF)
Independent Living			
▪ Studio	50	50	505
▪ 1 Bedroom	21	21	710
▪ 1 Bedroom plus Den	84	84	909
▪ 2 Bedroom	38	76	1,088
▪ 3 Bedroom	6	18	1,554
Sub-Total	*199*	*249*	*167,146*
Memory Care			
▪ 1 Bedroom	26	26	381
Sub-Total	*26*	*26*	*9,898*
Assisted Living			
▪ Studio	20	20	389
▪ 1 Bedroom	8	8	468
Sub-Total	*28*	*28*	*11,533*
Total	***253 DU***	***303 Beds***	***188,577 SF***
Vehicular Parking Supply			
▪ Standard	230 spaces	--	--
▪ Van Accessible	3 spaces	--	--
▪ Handicapped	12 spaces	--	--
▪ Guest	8 spaces	--	--
▪ Loading	1 spaces	--	--
Total Vehicular Parking Supply	***253 spaces plus 1 loading space***	--	--

[1] Source: Irwin Partners Architects, *California Grand Village Azusa Greens Site Plan 08-07-2018.*

TABLE 2

PEAK PARKING DEMAND FORECAST BASED ON ITE PARKING GENERATION RATES[2]

ITE Land Use	Size	ITE Parking Generation 85th Percentile Peak Period Rates	Spaces Required
Senior Independent Living			
▪ 252: Senior Adult Housing – Attached	199 units	0.66 spaces per unit	132 spaces
Assisted Living and Memory Care			
▪ 254: Assisted Living	54 units	0.54 spaces per unit	30 spaces
		Additional Staffing Demand	*9 spaces*
		ITE Parking Requirement Subtotal	*171 spaces*
		Proposed Parking Supply	253 spaces
		Parking Surplus/Deficiency	***+82 spaces***

2 Source: *Parking* Generation, 4th Edition, Institute of Transportation Engineers (ITE), Washington, DC (2010).

TABLE 3

PEAK PARKING DEMAND FORECAST BASED ON EMPIRICAL PARKING RATIOS

Project Description	(1) Type of Day	(2) Design Parking Rate	(3) Proposed Project Description	(4) Parking Demand	(5) Additional Staffing Demand	(6) Total Parking Demand	(5) Comparison With Proposed Parking Supply	
							Parking Spaces	Surplus/ Deficiency (+/-)
LLG[3]: Senior Independent Living, Assisted Living and Memory Care	Peak Sunday / Holiday	0.71 spaces/unit	253 units	180	9	189	253	+64
	Typical Weekday	0.69 spaces/unit	253 units	175	9	184	253	+69
	Typical Weekend Day	0.62 spaces/unit	253 units	157	9	166	253	+87
LLG[4]: Senior Independent Living, Assisted Living and Memory Care	Peak Sunday / Holiday	0.67 spaces/unit	253 units	170	9	179	253	+74
	Typical Weekday	0.57 spaces/unit	253 units	144	9	153	253	+100
	Typical Weekend Day	0.46 spaces/unit	253 units	116	9	125	253	+128
ATE: Senior Independent Living, Assisted Living and Memory Care	Peak Demand	0.65 spaces/unit	253 units	164	9	173	253	+80
	Average Demand	0.60 spaces/unit	253 units	152	9	161	253	+92

[3] Source: *Parking Needs Study Update for Emerald Court Expansion, Anaheim, dated May 14, 2015, prepared by LLG*. Emerald Court is an existing senior facility located at 1731 West Medical Center Drive that provided 194 senior units, with a mix of 148 independent living and 46 assisted living units, with a mixture of studio, one bedroom and two bedroom units that translates to the equivalent of 220 bedrooms.

[4] Source: *Parking Needs Study Vivante Senior Living Community – Phase II ("Vivante North"), City of Costa Mesa,* dated June 20, 2016, prepared by LLG. In this study, parking surveys were conducted at the existing Vivante senior living facility located at 1640 Monrovia Avenue in the City of Costa Mesa. This existing facility provides a total of 185 senior units inclusive of assisted living and memory care living units. Based on its mix of studio, one bedroom and two bedroom units, this 185-unit total translates to the equivalent of 225 beds.