

**STAFF REPORT**  
**PLANNING COMMISSION**

**FILE NO.:** PDC08-032

**Submitted:** 06/09/2008

**PROJECT DESCRIPTION:** Planned Development Rezoning from A(PD) to A(PD) Planned Development to amend development standards of previous Zoning (File No. PDC06-034) to allow a reduction in required parking for senior housing, to modify setbacks to allow underground parking to extend to a minimum of 5' from the southern property line, and to add a minimum for commercial square footage of 17,500 square feet.

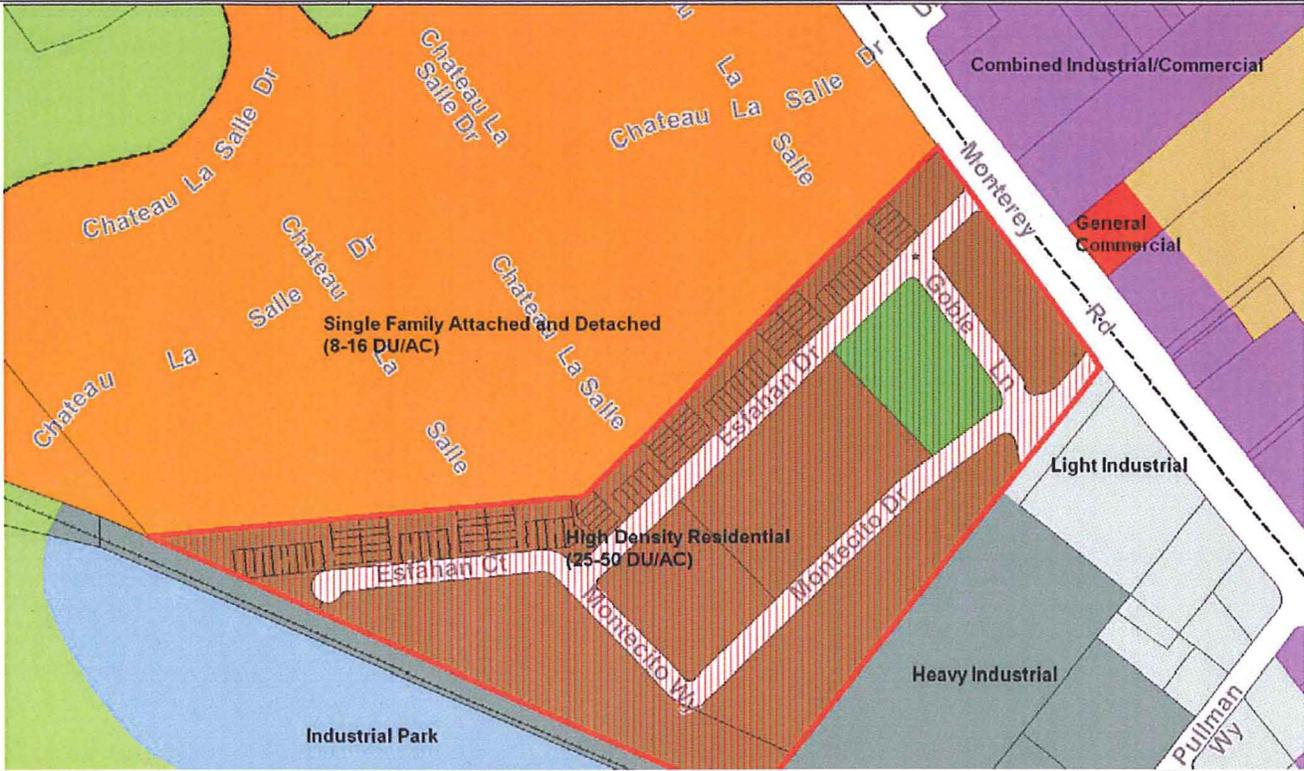
Existing Zoning	A(PD) Planned Development
Proposed Zoning	A(PD) Planned Development
General Plan	High Density Residential (25-50 DU/AC)
Council District	7
Annexation Date	September 13, 1956 & January 28, 1957
SNI	No
Historic Resource	No
Redevelopment Area	No
Specific Plan	Communications Hill Planned Community

**LOCATION:** Southwest corner of Monterey Road and Goble Lane.

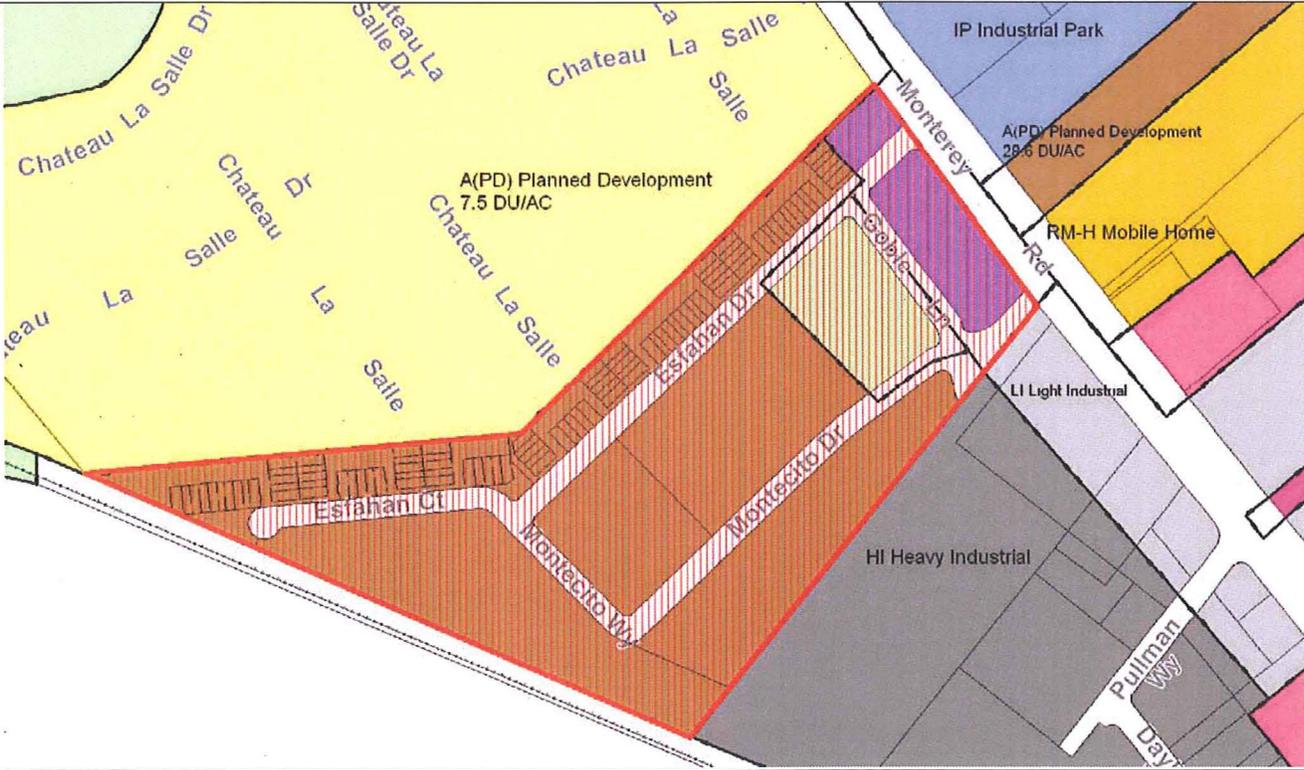
**Aerial Map**



### GENERAL PLAN



### ZONING



## **RECOMMENDATION**

Planning staff recommends approval of the proposed Planned Development Rezoning for the following reasons:

1. The project conforms to the site's General Plan Land Use Transportation Diagram designation of High Density Residential/Commercial Mix (25-50 Dwelling Units Per Acre) Communications Hill Planned Community.
2. The proposed project conforms to the design and development goals identified in the Communications Hill Specific Plan.
3. The proposed project furthers the objectives of the City's infill housing strategies.
4. The proposed project is compatible with the surrounding land uses.
5. The proposed project conforms to applicable policies of the City's Residential Design Guidelines.
6. The proposed project conforms to the requirements of CEQA.

## **BACKGROUND & DESCRIPTION**

The applicant, ROEM Development Corporation, is requesting a Planned Development Rezoning from A(PD) Planned Development to A(PD) Planned Development in order to modify the previously approved development standards for a project which allows up to 969 residential units and 18,000 square feet of commercial uses, located on the southwest corner of Monterey Road and Goble Lane. The new development standards would not change the number of residential units.

In June 2004, the City Council approved a General Plan Amendment (GPA) and corresponding text amendment for the site (File Nos. GP02-07-04/GPT02-07-04). The GPA amended the San José 2020 General Plan Land Use/Transportation Diagram and the Communications Hill Specific Plan to change the designation on the site to a new land use designation of *High Density Residential/Commercial Mix (25-50 DU/AC)*. The new designation allows for the potential development 738 to 1,475 dwelling units and calls for 18,000 square feet of commercial uses on the project site.

The City Council approved the original Planned Development Zoning on the subject site in August 2005 (File No. PDC02-066), and a subsequent Planned Development Rezoning (File No. PDC06-034) in October of 2006 to allow modifications to the park dedication agreement and to allow a change in residential product types on a portion of the site.

### **Project Description**

The project that would be allowed by the proposed Planned Development Rezoning is generally the same as what was allowed under the previous Planned Development Zonings in that the proposed project will still be a phased development of 18,000 square feet of commercial retail (fronting Monterey Road), approximately 969 residential units (approximately 44 DU/AC), and a public park. The applicant is requesting revisions to the project to include senior housing on the southern most parcel (identified as the Orvieto parcel on site plan 3.0), adjacent to the Raisch Products facility. Senior housing typically generates a lesser need for parking than traditional housing; therefore it is common for senior housing developments to utilize a reduced parking requirement. The current zoning does not allow for such a

reduction so the applicant has applied for this rezoning to add it to the development standards. The proposal would also allow a reduced setback to the southern property line for portions of the building that are completely below grade, to allow a larger subterranean parking structure for the Orvieto parcel. The language regarding a setback reduction to the eastern property line included in the Planning Commission Agenda was included in error and is not a part of this application.

The current zoning allows a maximum of 18,000 square feet of retail space along Monterey Road, and staff recommends adding language to require a minimum of 17,500 square feet of retail to the Development Standards for a range of 17,500 to 18,000 square feet.

## ANALYSIS

### **General Plan Conformance**

#### Land Use Diagram

The proposed project conforms to the site's General Plan Land Use/Transportation Diagram designation of Communications Hill Planned Community (CHPC) High Density Residential/Commercial Mix (25-50 Dwelling Units Per Acre) as modified by a General Plan and text amendment (GP02-07-04/GPT02-07-04) that were approved by the City Council on June 15, 2004.

#### Communications Hill Specific Plan

The project site is located in the northeastern portion of the Communications Hill Planned Community (CHPC) in the City's General Plan. This area of the CHPC, along Monterey Road, contains a variety of land uses including low density residential, heavy industrial, and combined industrial/commercial uses. The CHPC retains most of the commercial, light industrial, and heavy industrial designations along Monterey Road and the UP/SP railroad tracks at the base of the hill. With the adoption of the General Plan Amendment for the project site, the Communications Hill Specific Plan was revised to reflect the new land use designation of High Density Residential/Commercial Mix (25-50 Dwelling Units Per Acre). A requirement for a commercial component was included in this Amendment to partially offset the loss of employment lands. The definition of the new land use designation is as follows:

*"This density is typified by three-to four-story apartments or condominiums over parking, as well as vertical mixed use residential/commercial development. Along Monterey Road, neighborhood commercial uses are required on the ground floor with residential units above. The commercial component should be well integrated and well designed in the context of the overall development. To create a viable neighborhood commercial location, a minimum of 18,000 square feet of commercial space should be located along Monterey Road. It should be oriented to and accessible from Monterey to begin to create a more pedestrian-friendly environment along Monterey Road. "*

The proposed project has an overall net density of approximately 33 DU/AC, depending on the final unit count. The conforming range of units is from 738 to 1,475 units. However, the Environmental Impact Report for this project only assumes 969 units, hence the project must be limited to 969 units. The maximum allowed number of units will not change as part of this rezoning. The minimum number of units allowed is 738.

## **Environmental Review**

The original project was the subject of an Environmental Impact Report, Goble Lane, which has been certified. From a CEQA perspective, the subject project is the same as the original proposal and is therefore covered by the use of the EIR. The original (and proposed) project would result in the following significant, unavoidable impacts:

- Significant impacts associated with odors (from adjacent asphalt plant).
- Significant project and cumulative traffic impacts associated with a one percent increase in traffic on three freeway segments, including SR 87 between Curtner Avenue and Almaden Expressway; SR 87 between Almaden Expressway and Alma Avenue; and US 101 between Tully Road and Story Road.
- Significant cumulative traffic impacts associated with the decrease in level of service to three signalized intersections, including the Almaden Road & Curtner Avenue; SR 87 NB on/off ramps & Curtner Avenue; Monterey Highway & Curtner Avenue/Tully Road.
- Significant cumulative contribution to the existing jobs/housing imbalance in San José.
- Significant cumulative contribution to the loss of industrial land in San José.

All other impacts of the proposed project, including land use, visual, geology and soils, hydrology, vegetation and wildlife, hazardous materials, cultural resources, transportation and circulation, air quality, noise and utilities would be reduced to a less than significant level with the implementation of mitigation measures identified in the EIR.

## **Project Design**

The scope of the project is limited to the addition of reduced parking standards for senior housing, the change in the setback to the southern property line to allow the underground parking garage to extend to within five feet of the property line, and a clarification of the allowed amount of commercial development.

### *Parking*

The proposed parking reduction for senior housing from 1.5 spaces per unit to 0.7 spaces per unit is consistent with parking reductions approved for other similar recently approved senior housing projects and is further supported by a parking survey (see attached). Currently, only one-bedroom units are proposed, therefore the study prepared does not specifically address parking ratios for multi-bedroom senior units. Should the project change in the future to include two- and three-bedroom senior units, the recommended development standards allow a reduced parking ratio for these units to be considered with additional analyses through the Planned Development Permit process.

### *Setbacks*

The current development standards for the project require a 25' setback from the southern property line for all building elements above and below grade. As a result of the modifications to the site plan for the addition of senior housing to the Orvieto parcel, the applicant is requesting a reduced setback of 5' from the southern property line for the below grade parking garage to allow for adequate parking for the housing units proposed on the remainder of the Orvieto parcel. A larger number of parking spaces is needed to facilitate the planned revisions to the site plan of this parcel to accommodate both senior and family housing. Currently, there is a 25' emergency vehicle access easement proposed along the southern property

line that must be kept clear and unobstructed, preventing the planting of trees. Therefore the change to allow completely subterranean parking to extend below this easement will not cause a loss in landscaping that would otherwise be provided, or cause any other physical changes to the site that would be perceivable from above the ground.

*Retail Square Footage*

The previously approved zoning allows 18,000 square feet of commercial uses along the project's Monterey Road frontage, consistent with the amount called for in the Communications Hill Specific Plan. However the current zoning does not clearly state minimum threshold for commercial uses. The approved EIR analyzed the development of 18,000 square feet of commercial space, therefore the project description cannot be modified to allow additional square footage above this amount without further environmental review. In order to conform substantially to the Specific Plan, but to also provide flexibility for design modifications as the project progresses through the construction phase, staff recommends the Development Standards to be modified to clarify a minimum requirement of 17,500 square feet and a maximum of 18,000 square feet of commercial space.

**PUBLIC OUTREACH/INTEREST**

Public outreach for this project was conducted in conformance with City Council Policy 6-30. A notice of the public hearing was distributed to the owners and tenants of all properties located within 500 feet of the project site and posted on the City website. The rezoning was also published in a local newspaper, the Post Record. This staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

**Project Manager:** Martina Davis    **Approved by:** Andrew C. Carter    **Date:** 8-13-08

<b>Owner/Applicant:</b> Roem Development Corporation Attn. Jonathan Emami 1650 Lafayette Street Santa Clara, CA 95050	<b>Attachments:</b> Development Standards Plans Public Works Memo Parking Survey
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**PDC 08-032**  
**GOBLE LANE PROJECT**  
**DRAFT REVISED**  
**GENERAL DEVELOPMENT STANDARDS**

**Permitted Uses:**                   Single-family Attached Residential  
  Single-family Detached Residential  
  Multi-family Attached Residential  
  Public Park  
  Vertical Mixed Use Commercial / Retail with Residential above

**Maximum Number of Residential Units:**    969

**Size of Commercial/Retail Uses:**       17,500 to 18,000 square feet of commercial/retail space.

**Allowable Commercial Uses:**

Conform to the requirements of the CP Commercial Pedestrian Zoning District of Title 20 of the SJMC, as amended. Conditional Uses of the CP-Commercial Pedestrian Zoning District shall require the issuance of a PD Permit or PD Permit Amendment.

**Size of Public Park:**

Contiguous park consistent with the requirements of the Parkland Dedication Ordinance.

**Maximum Height:**                   50 feet. Pursuant to the Communications Hill Specific Plan and approved General Plan Text Amendment (GPT02-07-04), up to 30% of each building footprint may exceed 50 feet and/or 4 stories. Such areas above 50 feet and/or 4 stories shall be non-habitable architectural features and may extend up to a maximum of 65 feet. Single-family attached units within 100' of Chateau LaSalle Development shall be limited to 35 feet. Top of garage podium slab shall be no more than 5 feet above finished grade.

**Private Open Space:**               Multi-family Attached: 60 sq.ft. / unit (6 feet min. dimension)  
  Single Family Attached: 100 sq.ft / unit (6 feet min. dimension)

**Common Open Space:**               Multi-family Attached (podium):       100 sq.ft. / unit  
  Multi-family Attached (mixed use):   0  
  Single-family attached:               200 sq.ft. / unit

**Parking Ratio Requirements:**

**Multi-Family Attached\*:**

One Bedroom Senior unit = 0.7 space / unit

Reduced parking ratios for senior housing units that contain additional bedrooms may be considered through a Planned Development Permit based on further analysis at the discretion of the Director of Planning, Building, and Code Enforcement.

One Bedroom unit = 1.5 spaces / unit

Two Bedroom unit = 1.8 spaces / unit

Three or more Bedroom unit = 2.0 spaces / unit

Motorcycle Parking Ratio = 0.1 space / unit

Bicycle Parking/Storage = 0.1 space / unit

Parallel parking along private or public streets within the project site can be counted towards the required spaces, provided that such parking spaces are directly in front of the property.

**Single Family Attached:**

2.6 spaces/unit (two covered spaces per unit for residents, plus 0.6 space per unit for guests.)

Tandem garages are permitted as an alternative parking design.

Parallel parking along private or public streets within the project site can be counted towards the required spaces, provided that such parking spaces are directly in front of the property.

**Mixed Use**

**Commercial Retail:**

Conform to the requirements of Title 20 of the SJMC, as amended. Ground floor office commercial space shall be counted as retail. This project shall allow an alternating parking arrangement whereby the commercial parking requirement, developed as part of a mixed-use commercial residential project, may be reduced by up to twenty percent (20%) if determined to be appropriate at the Planned Development Permit stage.

\*includes podium units and mixed use component units.

**Minimum Perimeter Setbacks:**

North (Chateau La Salle)

8 feet to side of building

15 feet to front or rear of building

8 feet to parking or drive

East (Monterey Road)

10 feet

South (Raisch)

25 feet to building above grade

5 feet below grade

West  
(Southern Pacific Railroad) 25 feet to building

**Internal Setbacks / Separations:**

- Residential buildings (podium) from internal streets: 15 feet
- Residential buildings (townhouse) from internal streets: 15 feet
- Mixed use buildings from internal streets: 10 feet
- Minimum paseo width (distance between townhouse patios/decks): 20 feet.
- Parking areas from internal streets: 15 feet
- Minor architectural projections, such as chimneys and bay windows, may project into the building setback by no more than 2'-0" for a horizontal distance not to exceed 15'-0" in length.
- Stairs may extend up to 6 feet into the setback area.

**Adjustment to setbacks:** At the Planned Development Permit stage:

1. The modules along shared property line with Chateau la Salle shall be altered so that the building modules alternate with existing mobile homes.
2. A six foot sound wall shall be incorporated along the western side and an eight foot sound wall shall be incorporated along the southern property line. Sound walls should be heavily landscaped with flowers, quick growing vines, and 24-inch box trees. Staff to study noise, shading and dust in reference to the height and type of sound wall along the southern property line.

**Adjustment to Street / Residential Parcel Locations:**

The parcel acreages shown on the General Development Plan are generally accurate, as are the locations of the parcels and streets, however, minor shifting of the parcel/street locations may be necessary to accommodate new building types or other factors. Only minor shifts in the locations of residential parcel lines and/or street locations, each less than 10 feet in distance, would be permitted, and all approved setbacks and other development standards would still be applicable and enforceable, regardless of whether parcel dimensions change. The park area dedicated to the City can expand to a larger size (this area may shift more than 10 feet), however, it shall not be reduced to an area less than 2 acres. Any such adjustments to said locations would be subject to approval by the Director of Planning, Building, and Code Enforcement through a development permit.

**GENERAL NOTES**

**Previously Approved Development Permits**

The previously approved Planned Development Permits/Amendments, Files. No. PD05-077, PD06-062, and PDA06-062-01 remain in full force and effect unless modified by a Planned Development Permit/Amendment.

**Water Pollution Control Plant Notice:**

Pursuant to Part 2.75 of Chapter 15.12 of the San Jose Municipal Code, no vested right to a building permit shall accrue as the result of the granting of any land development approvals and

applications when and if the city manager makes a determination that the cumulative sewage treatment demand on the San Jose/Santa Clara Water Pollution Control Plant will cause the total sewage treatment demand to meet or exceed the capacity of the San Jose/Santa Clara Water Pollution Control Plant to treat such sewage adequately and within the discharge standards imposed on the city by the State of California San Francisco Bay Regional Water Quality Control Board. Substantive conditions designed to decrease sanitary sewage associated with any land use approval may be imposed by the approving authority.

**Construction Requirements:**

1. Windows and walls shall conform to sound transfer requirements per City standards and subject to verification by a qualified engineer's sound studies.

**Notification Requirements:**

1. The developer is required to notify and disclose to future tenants (renters and buyers) regarding the presence of the neighboring rock crushing facility.
2. The developer is required to provide the above notice and maintain written evidence that each such notice was provided to the tenants so that the City can review them upon reasonable request.

**Public Off-site Improvements:**

All public off-site improvements shall be implemented to the satisfaction of the Director of Public Works. Prior to the issuance of building permits, the applicant shall be required to obtain a Public Works clearance (3-16147) as follows:

1. *Private Streets.* The plan set includes details of private infrastructure improvements. The details are shown for information only; final design shall require the approval of the Director of Public Works.
2. *Street Improvements*
  - a. Construct or contribute towards the construction of a second westbound left turn lane on Tully Road. This will include, but not be limited to, median island and traffic signal modification, restriping, and removal of the railroad tracks.
  - b. Extend or contribute towards the extension of the northbound left turn lanes on Monterey Road to 450 feet per lane. This will include, but not be limited to, median island modification and restriping.
  - c. Install a new traffic signal at the proposed southerly project entrance on Monterey Road.
3. *Median Island.* There is an existing median island on Monterey Road that is not landscaped. The Developer will be required to provide a Type I landscape median island on Monterey Road along the project frontage. If necessary, the project may also be required to replace the median curb if damaged or in poor condition.

**Street Trees:**

The Public right-of-way shall be planted with street trees as directed by the City Arborist.

**Post-Construction Storm Water Treatment Controls:**

The city's national pollutant discharge system (NPDES) permit compliance requires this project to incorporate post-construction mitigation measures to control the discharge of pollutants into the storm drainage system to the maximum extent practical. Planned development permit plans for this project shall include design details of all post construction storm water treatment controls proposed for the project to the satisfaction of the Director of Planning.

**Park Impact Fees & Parkland Dedication Ordinance:**

The applicant shall comply with the requirements of the Park Impact Ordinances, pursuant to Ordinance 24172 (Chapter 14.25 of Title 14 of the San Jose Municipal Code) and the project shall comply with the Parkland Dedication Ordinance.

**Easements:**

If and upon the approval of residential development to the south, the developer shall make an irrevocable offer of dedication for pedestrian and vehicular ingress/egress purposes at the location of the stub street as shown on the plan to the satisfaction of the Director of Planning.

**Shared Access with Raisch Property:**

The final location of a shared driveway and/or street with the adjacent Raisch property shall be determined at the Planned Development Permit stage to satisfaction of the Directors of Planning and Public Works.

**Mobile Home Park Closure:**

This project shall comply with all requirements identified in Title 20 of the SJMC related to the conversion of mobile home parks as applicable.

**Tree Preservation and Removal:**

Trees proposed for removal shall be mitigated as follows:

1. 18"+ diameter trees shall be replaced at a 4:1 ratio with 24-inch box trees.
2. 12"-18" diameter trees shall be replaced at a 2:1 ratio with 24-inch box trees.
3. Less than 12" diameter trees shall be replaced at a 1:1 ratio with 15-gallon trees.

**Environmental Mitigation:**

The Environmental issues and Mitigation Measures are as follows:

1. *Vegetation and Wildlife.* Preconstruction surveys shall be conducted no more than 30 days prior to the start of site grading. If breeding owls or other raptors are located on or immediately adjacent to the site, a construction-free buffer zone (typically 250 feet) around the active burrow or nest tree shall be established for the duration of breeding until young birds have fledged. If owls or other raptors are resident during the non-breeding season (September to January), the project developer shall be responsible for ensuring that a qualified ornithologist in consultation with the California Department of Fish and Game, certifies that measures to avoid harm to the birds are taken prior to grading or tree removal.
2. *Hazardous Materials.* Soil identified as contaminated with lead, diesel, motor oil, and/or benzene at concentrations above established residential thresholds shall be excavated to a depth where clean soil is known to occur (no more than five feet below the ground surface) and the contaminated soil shall be hauled off-site and disposed of at a licensed hazardous materials disposal site. Building permits will not be issued until all contaminated soil is removed from the project site.

3. *Air Quality – Construction Impacts.* The following dust control measures shall be implemented during all demolition and construction phases: (1) watering shall be used to control dust generated during demolition of structures and break-up of pavement, (2) use dust-proof chutes to load debris into trucks; (3) water all active construction areas at least twice daily, (4) water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind, (5) cover all trucks hauling soil, sand, demolition debris, and other loose materials or require all trucks to maintain at least two feet of freeboard, (6) pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites, (7) sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites, (8) sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets, (9) hydroseed or apply non-toxic soil stabilizers to inactive construction areas, (10) enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.), (II) limit traffic speeds on unpaved roads to 15 mph, (12) install sandbags or other erosion control measures to prevent silt runoff to public roadways, and (13) replant vegetation in disturbed areas as quickly as possible.
4. *Noise.* This project shall comply with the noise recommendations identified in the acoustical report prepared for the project noise to the satisfaction of the Director of Planning. Additionally, building sound insulation requirements shall include the provision of forced-air mechanical ventilation for all new units, so that windows could be kept closed at the occupant's discretion to control noise.
5. *Utilities and Service Systems – Water Supply.* As required by SB 610 (2001), codified at Water Code section 10910 *et seq.*, the City has considered information relating to the water supply for the Project, and finds as follows:
6. *Recycling.* Scrap construction and demolition material shall be recycled. Integrated Waste Management staff can provide assistance on how to recycle construction and demolition debris from the project, including information on available haulers and processors.

# Memorandum

**TO:** Martina Davis  
Planning and Building

**FROM:** Ryan Do  
Public Works

**SUBJECT: FINAL RESPONSE TO  
DEVELOPMENT APPLICATION**

**DATE:** 07/10/08

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**PLANNING NO.:** PDC08-032  
**DESCRIPTION:** Planned Development Rezoning from A(PD) to A(PD) Planned Development to amend development standards of previous Zoning (File No. PDC06-034) to allow a reduction in required parking for senior housing and to modify setbacks to allow underground parking to extend to a minimum 5' setback at the southern property line and Vesting Planned Tentative Condominium Map for 242 single-family and multi-family residences on 2 lots on a 3.76 gross acre site  
**LOCATION:** Southwest corner of Montecito Vista Drive and Goble Lane  
**P.W. NUMBER:** 3-16147

Public Works received the subject project on 06/12/08 and submits the following comments and requirements.

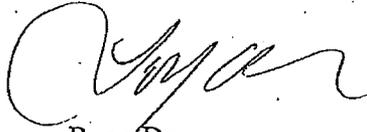
## **Project Conditions:**

**Public Works Clearance for Building Permit(s) or Map Approval:** Prior to the approval of the Tract or Parcel Map (if applicable) by the Director of Public Works, or the issuance of Building permits, whichever occurs first, the applicant will be required to have satisfied all of the following Public Works conditions. The applicant is strongly advised to apply for any necessary Public Works permits prior to applying for Building permits.

1. **Minor Improvement Permit:** The public improvements conditioned as part of this permit require the execution of a Minor Street Improvement Permit that guarantees the completion of the public improvements to the satisfaction of the Director of Public Works. This permit includes privately engineered plans, insurance, surety deposit, and engineering and inspection fees.
2. **Transportation:** A traffic report was previously prepared and approved for the entire project, under PDC02-066, based on 717 AM and 745 PM peak hour trips. We conclude that the subject zoning will not create additional significant impacts and will be in conformance with the City of San Jose Transportation Level of Service Policy (Council Policy 5-3) and a determination for environmental clearance can be made with respect to traffic impacts.

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Please contact me at (408) 535-6897 or Asad Rajbhoy at (408) 535-7878 if you have any questions.



Ryan Do  
Acting Senior Engineer  
Transportation and Development Services Division

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# 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 <sup>1</sup>	Huntington Beach	n/a	n/a	46	55	23	1.20	0.50
Site B <sup>1</sup>	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
<b>Totals</b>				<b>813</b>	<b>806</b>	<b>536</b>	<b>0.99</b>	<b>0.66</b>
<b>Totals Local Data (San Mateo, Pleasanton and San Jose)</b>				<b>676</b>	<b>623</b>	<b>483</b>	<b>0.92</b>	<b>0.71</b>

<sup>1</sup> 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.