COUNCIL REPORT

CITY OF MOUNTAIN VIEW

DATE: March 22, 2016

CATEGORY: New Business

DEPT.: Community Development

TITLE: **Parking Requirements for an Affordable Housing Proposal at 1701-1707 West El Camino Real (Palo Alto Housing)**

RECOMMENDATION

Approve an initial parking ratio of 0.45 spaces per unit to be used to refine the design for the Palo Alto Housing affordable housing development located at 1701-1707 West El Camino Real.

BACKGROUND

On October 20, 2015, the City Council granted Palo Alto Housing (PAH) a reservation of funding in the amount of $8 million for an affordable studio development at 1701-1707 West El Camino Real in the Medium-Intensity Corridor subarea of the El Camino Real Precise Plan. PAH's proposed development consists of 65 studio units, a community room, fitness center, and laundry rooms. In the proposal, 30 studio units are reserved for the veteran population at 30 percent area median income (AMI) or less with the remaining 35 units available to anyone with incomes at or below 60 percent AMI. PAH is proposing a reduced parking ratio based on their previous experience with similar affordable studio developments and the results of a parking study for this project.

Both the El Camino Real Precise Plan and the Zoning Ordinance allows parking standards to be reduced if supported by a parking study. The PAH project is designed at a parking ratio of 0.50 spaces per unit as opposed to the 1 space per unit parking standard required by the El Camino Real Precise Plan. In mid-January, the City's consultant, CDM Smith, conducted a parking demand analysis by surveying three affordable rental properties in Santa Clara County, which are similar to the proposed development in size and access to transit. The findings of this survey support a reduced parking ratio for the project.

The parking ratio for the project would be formally approved by Council as part of the Development Review Permit which is expected to be considered by the Council in June

2016. Staff is requesting Council's direction on the parking requirement since the parking will influence the number of units that can be built on the site and, thus, will have a direct impact on the final project design and cost.

ANALYSIS

Parking Study

A parking study was prepared by CDM Smith (Attachment 1). For the parking study, CDM Smith surveyed three existing affordable housing properties that share similarities to the proposed project. The surveyed properties were Casa Feliz Studios, El Paseo Studios, and Curtner Studios, all located in the City of San Jose. Like the proposed development, the three surveyed apartment complexes all serve 60 percent AMI or less and have bus lines with stops within one-half mile of the development. All of the comparison properties have secured below-grade parking garages similar to the proposed PAH development.

To identify parking demand, parking counts were taken on-site and on streets in close proximity to the site. In addition to the parking counts, the on-site property manager for each site completed a survey on key property details, such as tenant income levels, occupancies, unit types, parking issues, and number of residents. The maximum parking demand is estimated to occur overnight when a vast majority of the tenants have returned from work, shopping, and other trips. For the purposes of this parking study, parking counts were taken between 12:00 midnight and 2:00 a.m. on Saturday, January 23, and midweek during the same time frame on Tuesday, January 26.

Parking Study Findings

The parking study found that all the properties surveyed have overall parking demand ratios significantly below the residential parking standards in the El Camino Real Precise Plan. The parking demand ratio in the parking study is defined as the number of occupied on-site parking spaces and a percentage of nearby on-street spaces divided by the number of occupied units. To be conservative, the parking demand ratio calculation assumes some, but not all, nearby on-street parking is attributed to the apartment complexes surveyed. Parking demand ratios for the three surveyed properties range from 0.43 spaces per unit at Curtner Studios to 0.53 spaces per unit at El Paseo Studios. The average parking demand for all three properties was 0.45 spaces per unit and on-site space vacancy ranged from 18 percent to 28 percent. A summary of the parking demand at the comparison sites and the PAH project is shown in Table 1.

Table 1—Comparison of Parking Study Results and Proposed Project Parking

	Casa Feliz Studios	El Paseo Studios	Curtner Studios	1701-1707 West El Camino Real
Units	60	98	179	65
Parking Supply (# of spaces)	22	47	82	33
Parking Supply Ratio (spaces/unit)	0.37	0.48	0.46	0.50
Parking Demand (spaces/unit)[1]	**0.43**	**0.53**	**0.43**	**0.45**[2]

Notes:
1. Maximum occupied parking spaces on-site and adjacent streets divided by the number of occupied units.
2. Projected calculation: the proposed project demand was adjusted from an average of 0.46 spaces/unit to 0.45 spaces/unit to account for the impact of transit on parking demand.

Alternative Transportation Options

To encourage alternative forms of travel and reduce the parking demand, PAH will continue to consider options such as utilizing the Valley Transportation Authority (VTA) paratransit shuttles or a privately operated shuttle for qualifying veterans and a transit pass program for all residents. Under the Zoning Ordinance, PAH is required to provide on-site secured bicycle storage for each unit and a bicycle rack to accommodate seven guest bicycles. Furthermore, as part of the required management plan for the development, the property manager will provide a parking management plan. The parking management plan will detail how on-site parking will be allocated to the tenants and guests, and managed in the event that parking demand reaches capacity.

Recommendations

The average parking ratio of the three comparison sites is 0.45 spaces per unit. The parking study results are comparable to parking counts taken at San Antonio Place efficiency studios. In April 2012, the San Antonio Place efficiency studios were surveyed as part of the parking study for Studio 819 Apartments and the survey showed that the number of cars parked on-site and on the surrounding streets resulted in a parking ratio of 0.43 spaces per unit. The results of the CDM Smith parking study and the recent survey of San Antonio Place indicate that a parking ratio of 0.45 would be appropriate for the PAH project. The current project is designed at a 0.50 parking ratio and PAH is contemplating using this extra parking to accommodate a shuttle van or similar alternate transportation.

FISCAL IMPACT

There will not be a fiscal impact to the General Fund. The City Council has reserved $8 million of affordable housing funds for the PAH proposal as part of a Notice of Funding Availability (NOFA) released in February 2014. The City Council has also authorized $1,021,610 in predevelopment funds to cover such items as project design and required studies, such as this parking study. The remainder of the reserved funding only becomes available if the project is approved by Council at the conclusion of the development review process.

ALTERNATIVES

1. Adopt a 0.50 parking ratio.

2. Adopt a higher parking ratio.

3. Provide other direction to staff.

PUBLIC NOTICING

The meeting agenda was posted and advertised on Channel 26. A meeting notice was mailed to all property owners within a one-quarter-mile radius of the site. The meeting agenda and Council report are posted on the City's website at www.mountainview.gov.

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VG/7/CAM/894-03-22-16CR-E

Attachments: 1. Parking Study
2. Proposed Site Plan

1701-07 W El Camino Real Parking Study
Final Report

March 2016

Prepared for:

City of Mountain View, California

Prepared by:

CDM Smith

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Section 1

Executive Summary

1.1 Introduction

The following report discusses the proposed affordable studio apartment development at 1701-07 West El Camino Real, Assessor Parcel Numbers (APN) 189-33-031 and 189-33-032, located at the intersection of Rich Avenue and El Camino Real in the City of Mountain View, California (hereafter referred to as "the proposed project"). Palo Alto Housing (hereafter referred to as "PAH") submitted the application to the City. The project site is located directly adjacent to a small retail plaza along El Camino Real and to the east of the El Monte Center. The combined development parcels have frontage facing both Rich Avenue and El Camino Real. Given their location, the parcels are located in the Medium-Intensity Corridor subarea of the El Camino Real Precise Plan.

This study is intended to review and analyze the planned vehicular parking supply for the proposed apartment project. In particular, a comparison is made to City of Mountain View parking requirements for standard residential developments per the El Camino Real Precise Plan as well as a project comparison with similar type and style developments in the area, with respect to parking demand.

As proposed, the project would include 64 affordable rental units for qualifying extremely-low, very-low, and low-income households[1], along with one one-bedroom unit for the on-site manager. All 64 of the affordable rental units are proposed to be studio units. The City of Mountain View does not have parking requirements specifically for affordable housing projects. However, the City does allow through the Zoning Ordinance and the El Camino Real Precise Plan for existing parking requirements to be reduced for development projects if a parking study determines that the demand will be lower than the required ratios. The El Camino Real Precise Plan allows for a reduced parking standard of 1 space per studio or one-bedroom unit. Both the Zoning Ordinance and the El Camino Real Precise Plan specify that 15 percent of the required parking spaces shall be set aside and readily accessible for guest use.

Table 1.1 shows the project's proposed parking space supply versus the El Camino Real Precise Plan's parking standards.

[1] As defined by the City, extremely-low income households have an annual income up to 30 percent of the Area Median Income (AMI). Very-low income households have an annual income between 30 and 50 percent of the AMI and low-income households will earn between 51 and 80 percent AMI. For the purposed of this study, low-income is an annual income between 51 and 60 percent AMI. Based on 2015 United States Department of Housing and Urban Development (HUD) and Santa Clara County income limits, the 30 percent AMI for a one person household is an annual income of $24,350 while the 50 percent AMI is $37,250, and 60 percent AMI is $44,700 .

Table 1.1 Project Parking Rate Comparison

1701-07 West El Camino Real Project		Parking Rates	Total Parking Spaces	
Land Use Type	Number of Units	El Camino Real Precise Plan (spaces/unit)	Required Parking Spaces	Parking Spaces Proposed
Studios	64	1	64	32
1-bedrooms (≤ 650 sf)	1	1	1	1
Subtotal	-	-	*65*	*33*
Guest Parking	-	15% of required parking	included (10)	included (5)
Total	**65**	**-**	**65**	**33**
Parking Ratio	-	-	1 space/unit	0.5 spaces/unit

Source: City of Mountain View, Palo Alto Housing, February 2016.
Note:
A. One one-bedroom unit is reserved for site manager use.

According to PAH, the project is proposed to be constructed with 33 total parking spaces. These 33 parking spaces would be completely designated for residential units, with parking for guests and visitors included. The one-bedroom manager unit would be provided with one parking space, which would not satisfy the El Camino Real Precise Plan parking standards. In addition, all of the affordable studio units are proposed to be provided with 0.5 parking spaces per unit, which is less than the required 1 space per unit. Overall, the 33 total combined spaces proposed to be constructed for the project would be approximately 50 percent of what is typically required to be built per the El Camino Real Precise Plan (65 spaces). However, affordable housing projects typically require less parking than market rate developments; additionally, 46 percent of the units in the 1701-07 West El Camino Real project will be reserved for veterans at risk of homelessness or with physical disabilities. These veterans will be less likely to own a vehicle and more likely to take advantage of paratransit shuttle service or public transportation.

1.2 Comparison Site Analysis

The comparison site analysis determined the required parking needed to serve this project based on an analysis of three existing similar affordable housing projects in nearby Bay Area cities. These include El Paseo Studios, Curtner Studios, and Casa Feliz Studios, all of which are located in San Jose, California. The similarity of these sites to the proposed project site include the size and/or unit mix, the distance to major transit services (i.e. train station or a major bus corridor), and access to neighborhood commercial services and amenities. The parking demand was determined by conducting overnight parking counts during one weeknight and weekend night at each of the three comparison sites for on-site and nearby on-street parking. These observations from the three sites were combined with property manager surveys to estimate the parking demand at the comparison sites and compare it with the proposed amount of parking to be provided by the project.

El Paseo Studios (4980 Hamilton Avenue, San Jose, CA)

A maximum parking demand of 50 vehicles was calculated during the overnight hours for on-site and on-street facilities. Bicycle parking is made available by outdoor racks located around the property; however, no bicycle count data was available. This resulted in an estimated maximum parking demand of 0.53 spaces per occupied unit; on-site demand was calculated to be 0.37 spaces per unit and on-street demand was determined to be 0.16 spaces per unit. This is slightly higher than the 0.48 spaces per unit provided on-site. The 0.53 spaces per unit of parking demand at El Paseo Studios is slightly higher than the 0.50 spaces per unit ratio proposed by PAH for this project.

Curtner Studios (701 Curtner Avenue, San Jose, CA)

A maximum parking demand of 77 vehicles was calculated during the overnight hours for on-site and on-street facilities. No bicycle observations were recorded on the property. This resulted in an estimated maximum parking demand of 0.43 spaces per occupied unit; on-site demand was calculated to be 0.33 spaces per unit while on-street demand was determined to be 0.10 spaces per unit. This demand is slightly lower than the 0.46 spaces per unit provided. Additionally, this parking demand at Curtner Studios is lower than the 0.50 spaces per unit ratio proposed by PAH for this project..

Casa Feliz Studios (525 South 9th Street, San Jose, CA)

A maximum parking demand of 26 vehicles was calculated during the overnight hours for on-site and on-street facilities. No bicycle occupancy statistics were collected at this location. This resulted in an estimated maximum parking demand of 0.43 spaces per occupied unit, which was slightly higher than the 0.37 spaces per unit provided on-site; of the total demand, on-site parking contributed 0.30 spaces of demand per unit, while on-street demand was calculated at 0.13 spaces per unit. The 0.43 spaces per unit parking demand at Casa Feliz Studios is lower than the 0.50 spaces per unit supply than the 0.50 spaces per unit ratio proposed by PAH for this project.

Review

Based on the review of these comparisons, the total estimated parking demand for the three comparison projects range between 0.43 and 0.53 spaces per occupied studio unit. These values range from 0.43 to 0.51 spaces per bedroom in each complex. Based on this analysis, these parking demands are lower than what is required by the parking requirements in the El Camino Real Precise Plan for the proposed project (1 space per unit). As a result, it can be expected that parking demand for the project would be similar in magnitude and would be lower than the El Camino Real Precise Plan would typically require.

1.3 Summary and Recommendations

Application of the parking demand rates from the three comparison sites to the project resulted in a parking demand ranging from a minimum of 28 spaces to 34 spaces at most. The average parking demand at the three sites was 0.46 spaces per unit. The parking supply to be provided for the proposed project is 0.50 spaces per unit.

Adjusting for transit availability and overall available on-site and on-street supply, a 0.45 spaces per unit value was used to determine expected parking demand at the 1701-07 West El Camino Real site. This rate would result in an expected residential parking demand of 29 parking spaces; given the residential nature of the development, parking demand for the project would likely be at its maximum during the overnight hours. This estimate would be slightly lower than the 33 parking space supply proposed by PAH for this project. This demand estimate is conservative since parking demands at comparison developments were calculated with the assignment of nearby on-street parking demand to these complexes.

As stated above, the anticipated parking demand would be slightly lower than the proposed parking supply at the 1701-07 West El Camino Real site. Since the calculated demand is slightly lower than the 33 spaces proposed by PAH, it is recommended that at least 29 residential parking spaces be provided in order to accommodate the maximum expected parking demand for the project. Other transportation demand measures such as provisions of bicycle facilities such as racks, secure lockers,

or storage rooms, and free or discounted transit passes, are also recommended as a part of providing travel alternatives for project tenants and could result in lowering the number of vehicle-based trips.

Section 2

Project Description and Parking Demand Analysis

2.1 Project Description

The proposed project is an affordable studio housing development at 1701-07 West El Camino Real. The project site lies near the intersection of El Camino Real and Rich Avenue in the City of Mountain View, California. It is located on Assessor Parcel Numbers (APN) 189-33-031 and 189-33-032, two adjoining land parcels fronting El Camino Real. It is an irregularly-shaped parcel adjacent to a small retail plaza. Currently the site is fenced off and not occupied by any type of land use. Other nearby land uses include low- to medium-sized retail, medium-density multi-family apartment complexes and some single-family residential housing, and small offices. The 1701-07 West El Camino Real parcels are located within the Medium-Intensity Corridor subarea of the El Camino Real Precise Plan, as they are directly located along the El Camino Real arterial corridor.

Figure 2.1 exhibits an aerial image of the project site and its nearby surroundings.

Figure 2.1 Proposed Project Site Aerial Map

Source: Google Maps

Palo Alto Housing (PAH) is proposing to construct 64 studio rental units for qualifying extremely-low- and very-low and low-income households. In addition, one one-bedroom unit would be provided for the site manager. As part of the development, 33 residential parking spaces are proposed to be constructed primarily within an on-site parking facility serving the project. This proposed parking supply is lower than the 65 parking spaces allowed by the El Camino Real Precise Plan.

As the site is currently vacant, no on-site parking is available. Unrestricted free on-street parking is available along Rich Avenue adjacent to the parcel; additional on-street parking is currently available along southbound El Camino Real, but is anticipated to be removed as part of improvements to the El Camino Real transit corridor.

Transit service near the project site is offered by Santa Clara Valley Transportation Authority (VTA) Route 22, 522, and 52, which are located along El Camino Real. Nearby rail transit service is provided by Caltrain and VTA. These agencies share the downtown Mountain View rail station which is located approximately 1 miles to the northeast of the project site.

In the vicinity of the project site, bicycle lanes are available along El Monte Avenue in both directions approximately 700 feet to the northwest. No other bicycle lanes or paths were observed along El Camino Real or other nearby streets.

2.2 Comparison Site Analysis

Three existing affordable housing sites were examined in this report to provide comparison to the 1701-07 West El Camino Real project. These sites were selected by City of Mountain View and CDM Smith staff and include nearby projects with similar unit mix in locations that have similar available transportation options. For the three comparison sites, the apartment complexes chosen had unit mixes nearly completely comprised of studio apartments and reserved for extremely-low and very-low-income tenants. The locations of these projects are shown relative to the proposed 1701-07 West El Camino Real project site in **Figure 2.2** on the following page. All three sites and their surroundings are described in detail in subsequent subsections. The sites selected include:

- **Site 1: El Paseo Studios:** A 98 unit affordable studio rental housing complex at 4980 Hamilton Avenue in San Jose, located about 9 miles to the southeast of the proposed project. No light rail service is immediately adjacent to the project site, but six bus lines (four local and two commute) serve the nearby area. On-site parking is provided within a 47-space underground garage.

- **Site 2: Curtner Studios:** A 180 unit affordable single occupancy rental housing complex located at 701 Curtner Avenue in San Jose, approximately 13.8 miles to the southeast of the proposed project. It is located less than 1000 feet from the Curtner VTA light rail station situated along the Alum Rock-Santa Teresa line. One local bus line also serves the nearby area. On-site parking is provided within an 82-space underground garage.

- **Site 3: Casa Feliz Studios:** A 60 unit affordable studio efficiency housing complex located at 525 South 9th Street in San Jose, the development is adjacent to one local bus route and more than half a mile away from multiple transit lines in downtown San Jose. It is approximately 12.5 miles to the southeast of the proposed project. On-site parking is provided within a 22-space underground garage.


1701 W El Camino Real
Central Expy
MOUNTAIN VIEW
Mathilda Ave
237
101
Montague Expy
MILPITAS
880
680
LOS ALTOS
SUNNYVALE
Central Expy
El Camino Real
SANTA CLARA
Lawrence Expy
San Tomas Expy
Market St
SAN JOSE
87
Casa Feliz Studios
280
880
Monterey Hwy
Curtner Studios
Saratoga Ave
El Paseo Studios
SARATOGA
CAMPBELL
CUPERTINO
Hayward
Sunol
San Mateo
Fremont
Half Moon Bay
Redwood City
Milpitas
Palo Alto
Santa Clara
San Jose
Evergreen
Saratoga
Pescadero
Morgan Hill
Boulder Creek
Gilroy
Legend
Comparison Study Sites
Caltrain
VTA Light Rail
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1
2
MILES
NORTH

2.2.1 Methodology

Each affordable housing site was analyzed on its parking demand behavior based on several factors. These factors include site reviews, property manager questionnaires, and occupancy counts. All of these factors helped to determine parking demand rates and correlation of these rates to resident type and transportation mode choice. The following paragraphs describe each factor analyzed as part of the site comparison.

- *Site reviews:* The CDM Smith team reviewed each of the three comparison sites during the middle of the day on a weekday. These visits involved developing an initial inventory of each site's parking facilities, noting adjacent land uses, locating nearby on-street areas where residents might also park vehicles, and identifying any significant transportation facilities which could affect parking demand.

- *Property manager questionnaires:* CDM Smith and the City of Mountain View corresponded with property managers at each site and provided survey questionnaires to each manager. Responses to these questionnaires provided details about the sites and tenants, including the number and type of units, parking policies and procedures, and resident information such as the vacancy rate of the property. The questionnaire also requested any anecdotal observations about the parking behaviors of facility residents.

- *Overnight occupancy counts:* The key data collection effort used to gather information about comparison site parking demand was the overnight parking facility occupancy counts undertaken for each site between 12 AM and 2 AM for a weekday and weekend. Counts were conducted on Saturday, January 23rd, 2016 and Tuesday, January 26th, 2016. These parking counts were intended to calculate the maximum level of resident parking demand, which would be expected to occur during the overnight hours when the vast majority of tenants would have returned home from work, shopping, and other trip activities. Occupancy counts were conducted both within dedicated on-site parking and along adjacent on-street parking areas identified during the site review as potential parking locations for tenants.

Following collection of occupancy data for all sites, a range of parking demand for the proposed 1701-07 West El Camino Real project was developed, based on the on-street and on-site parking at the three comparison sites. These estimates were conservative, as it assumed that a percentage of nearby on-street parking demand was attributed to each respective project.

2.2.2 Comparison Site Descriptions

The following descriptions present detailed information about each of the comparison sites examined. These descriptions were determined from field visits and questionnaires submitted to property managers. These descriptions also provide anecdotal information on residential parking patterns and issues at the three sites. Although data collected from all three sites has ultimately been summarized to provide a single parking demand estimate for the proposed project, it is important to consider each comparison site individually and examine the specific factors that affect parking behavior at each affordable housing site. While similar projects were selected for comparison, there were unique variables specific to each site affecting parking demand, which had to be adjusted for when determining anticipated parking demand.

Site 1: El Paseo Studios (4980 Hamilton Avenue, San Jose, CA)

El Paseo Studios is located in the City of San Jose and contains 98 total units, all of which are studio units. Based on the property manager questionnaire, a total of 132 residents live on-site. Given the reported unit vacancy rate of 3 percent, an average of 1.39 residents per unit reside at the complex. All tenants are required to have incomes less than 50 percent of the Area Median Income (AMI). **Table 2.1** below provides information about the number of residents at the site.

Table 2.1 El Paseo Studios – Number of Tenants

Age Range	Number of Tenants
Under 18	7
18 - 65	119
65 +	6
Total	**132**

Source: First Community Housing

El Paseo Studios occupies a parcel just to the east of the intersection of Hamilton Avenue and Campbell Avenue between large numbers of apartment and single-family residential housing units as well as a significant amount of commercial development, including the Westgate Mall . Transit located immediately nearby include four local VTA bus lines (Routes 26, 57, 58, and 82) and two commute/ limited operation routes (Routes 101 and 328); these routes run along nearby streets such as Hamilton Avenue, Campbell Avenue, and Saratoga Avenue. The closest transit stops are located around 800 feet to the northwest, 900 feet to the northeast, and 650 feet to the southeast of the complex. Management indicated that free transit passes, in the form of a VTA "Eco Pass", are distributed to residents at El Paseo Studios.

A total of 47 parking spaces were provided on-site in an underground parking garage, for a parking supply ratio of 0.48 spaces per unit. The property manager indicated that nearly all parking spaces on site are assigned to residents. Only 2 of the 47 spaces are unassigned spaces, provided for guests and vendors to park. Resident parking is enclosed by a gate accessible only via key card. On-street parking on Hamilton Avenue adjacent to the complex are available during all times of the day, including overnight hours. Observations and site managers confirmed that on-street parking was also utilized by tenants. Residents are currently assigned one parking space per unit by request, with no additional parking provided. El Paseo Studios also has a secured bike cage for tenant use.

Table 2.2 summarizes the on-site parking supply and demand, while **Table 2.3** exhibits the observed overnight on-street parking supply and demand during a weeknight and weekend night at El Paseo Studios.

Table 2.2 El Paseo Studios – On-Site Parking Supply and Demand

On-Site Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Underground Garage					
Regular Spaces	43	34	79%	32	74%
Handicap Spaces	2	1	50%	1	50%
Other Spaces	2	0	0%	0	0%
Total	**47**	**35**	**74%**	**33**	**70%**

Source: First Community Housing

Table 2.3 El Paseo Studios – On-Street Parking Supply and Demand

On-Street Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Campbell Avenue to El Paseo Manor (East Side)	14	14	100%	13	93%
Campbell Avenue to El Paseo Manor (West Side)	17	16	94%	17	100%
Summary	**31**	**30**	**97%**	**30**	**97%**
El Paseo On-Street Parking Demand[2]	**-**	**15**	**-**	**15**	**-**

Note:

1. No parking is available along the south side of Hamilton Avenue immediately adjacent to the complex.
2. It is conservatively assumed that 50% of the on-street demand surveyed can be attributed to this development.

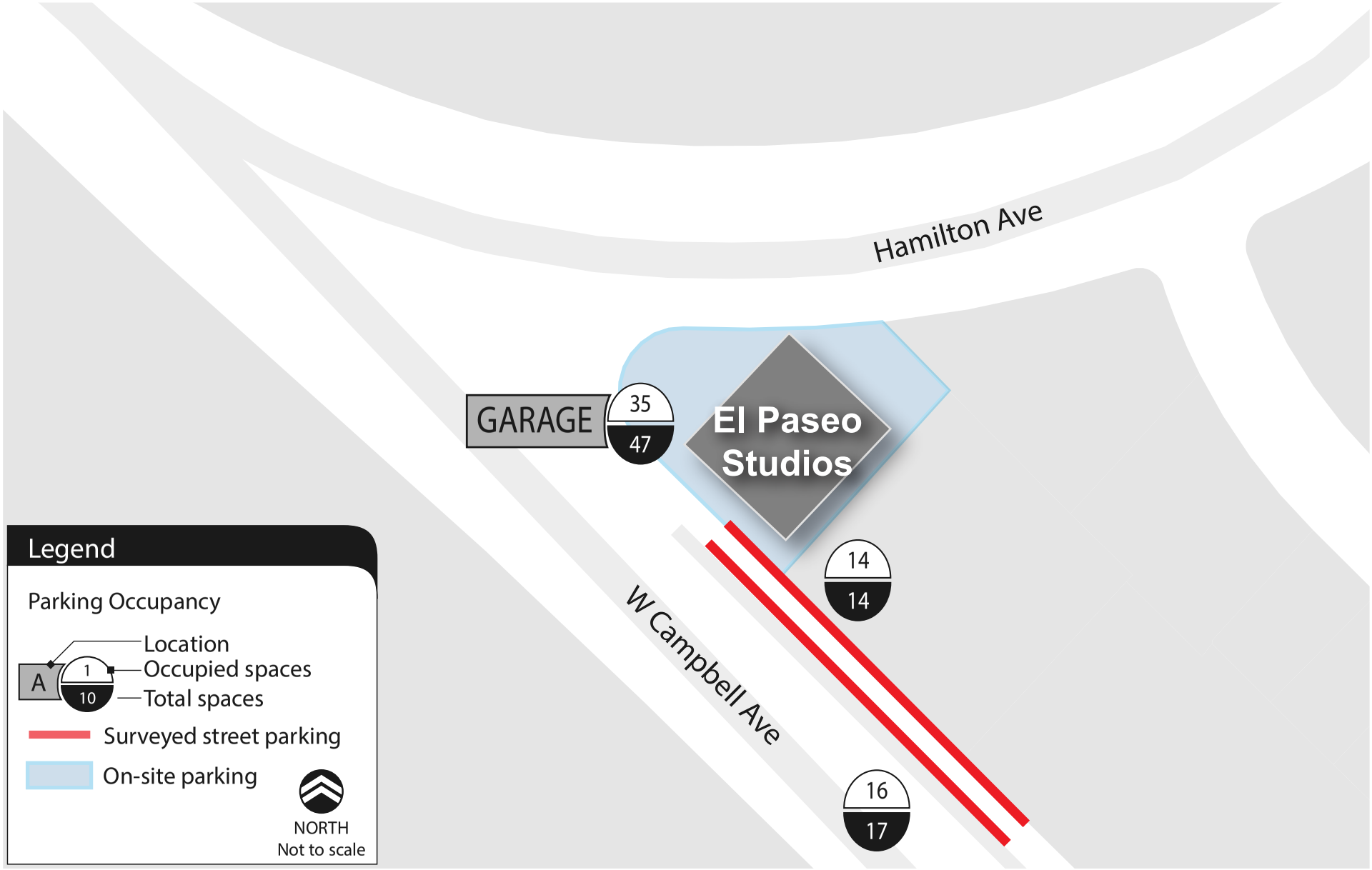
Of the total 47 on-site spaces, 35 spaces were observed to be occupied on a weeknight, or approximately 74 percent of the on-site spaces, and 33 spaces, or approximately 70 percent of the on-site spaces, were observed to be occupied on a weekend night. This indicates that there was a vacancy rate of 26 to 30 percent for the provided on-site parking. Access to garage parking is limited to residents, indicating that a fair amount of on-site parking goes unused.

Although on-site parking was not fully occupied during parking counts, the property manager noted that some residents do park along the street, particularly on the block of the Campbell Avenue side street between the Hamilton Avenue intersection and the El Paseo Manor driveway. As residents and visitors do not need to enter the access-controlled garage to park at these spaces, some tenants and guests likely park in these spaces as a matter of convenience or because they do not have permission to park their vehicle on-site. It is important to note that on-street parking most convenient to El Paseo Studios is also directly adjacent to other nearby older, multi-unit, market-rate residential apartment complexes. As such it is reasonable to assume that overnight parking demand on-street is shared among these complexes, considering the discrepancy in complex size, demographics, and location. As a result, it was assumed that half of the parking demand generated on-street in the surveyed areas were not associated with El Paseo Studios. Of the surveyed on-street spaces available overnight near El Paseo Studios, 30 vehicles on both a weekday and Saturday night were parked, meaning nearly all of the available spaces were occupied during the overnight hours. It was assumed that 15 of the 30 parking spaces of demand would be associated with El Paseo Studios. Overall, the parking occupancies suggests that some additional parking demand from residents and their guests exist on-street.

Combining both on-site and on-street parking demands together results in a total parking demand of 0.53 spaces per occupied unit (of which 0.37 spaces/unit is on-site and 0.16 spaces/unit is on-street), assuming that half of the observed on-street parking demand is associated with the project site. This demand is slightly higher than the 0.48 spaces per unit on-site parking supply; if the assigned on-street demand was shifted to the underground garage, an excess parking demand of up to 4 spaces would exist. While this demand is higher than the amount of available on-site supply, it is likely that

both the current parking vacancies in the existing facility and the fact that surveyed on-street parking demand includes ancillary parking demand from other nearby apartment complexes indicate that this demand estimate is conservative.

Figures 2.3 and **2.4** exhibit the parking counts collected for El Paseo Studios for both a typical weekday night and weekend night.


Hamilton Ave
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47
El Paseo Studios
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W Campbell Ave
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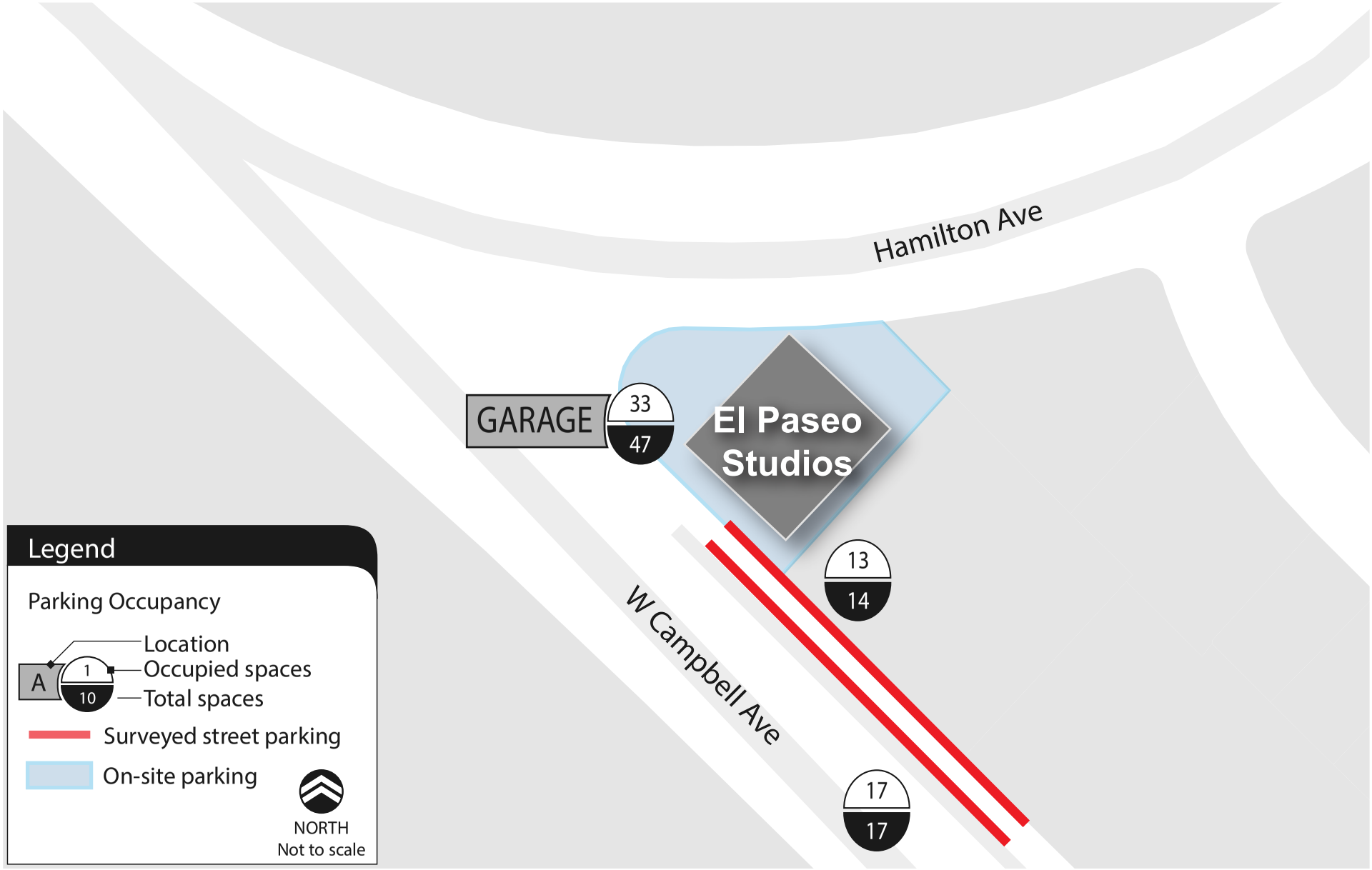
17
Legend
Parking Occupancy
Location
A
1
10
Occupied spaces
Total spaces
Surveyed street parking
On-site parking
NORTH
Not to scale


Hamilton Ave
GARAGE
33
47
El Paseo Studios
13
14
W Campbell Ave
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17
Legend
Parking Occupancy
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Location
Occupied spaces
Total spaces
Surveyed street parking
On-site parking
NORTH
Not to scale

Site 2: Curtner Studios (701 Curtner Avenue, San Jose, CA)

Curtner Studios is located in the City of San Jose and has 180 total units, all of which are studio apartments. Based on the property manager questionnaire, a total of 177 residents live on-site. Given the property's reported unit vacancy rate of 1.5 percent, an average of 1 resident per unit was determined to reside at this complex. All tenants residing at Curtner Studios were reported to have incomes between 30 and 60 percent of the AMI. No information about tenant composition at the site was provided by the manager.

Curtner Studios is situated in a light-industrial area along Curtner Avenue near the intersection with Canoas Garden Avenue, scattered among commercial and other small residential land uses nearby. It is located near the Curtner VTA light rail station underneath State Route 87 and Curtner Avenue to the east. The site occupies a parcel located between roadways such as Almaden Expressway, State Route 87, and Curtner Avenue. Aside from the light rail station, other transit immediately nearby include one local VTA bus line; Route 26 runs daily along Curtner Avenue and Tully Road. Transit stops in both directions are located directly next to the complex along Curtner Avenue. Management stated that free transit passes, in the form of a VTA "Eco Pass", are available for all tenants at Curtner Studios.

A total of 82 parking spaces were provided on-site in a subterranean parking facility, for a parking supply ratio of 0.46 spaces per unit. On-street parking is not allowed along Curtner Avenue, but parking is available along Canoas Garden Avenue immediately to the east of the complex. Property management stated that parking supply on-site is usually full with occasional complaints by residents. An indoor locked bicycle cage was reported to be provided on-site for residents.

Parking for residents is provided on a per-unit basis, with one parking space provided for each studio unit as requested. No visitor parking is provided on-site. **Table 2.4** details the on-site parking supply and demand for Curtner Studios, while **Table 2.5** exhibits the observed nearby overnight on-street parking supply and demand during a weekday and weekend night.

Table 2.4 Curtner Studios – On-Site Parking Supply and Demand

On-Site Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Underground Garage					
Regular Spaces	73	54	74%	52	71%
Handicap Spaces	4	4	100%	4	100%
Employee Spaces	5	1	20%	1	20%
Total[1]	**82**	**59**	**72%**	**57**	**70%**

Source: First Community Housing

Table 2.5 Curtner Studios – On-Street Parking Supply and Demand

On-Street Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Canoas Garden Ave - Curtner Ave to Conklin Driveway (East Side)	12	12	100%	12	100%
Canoas Garden Ave - Curtner Ave to Conklin Driveway (West Side)	8	6	75%	6	75%
Summary	**20**	**18**	**90%**	**18**	**90%**

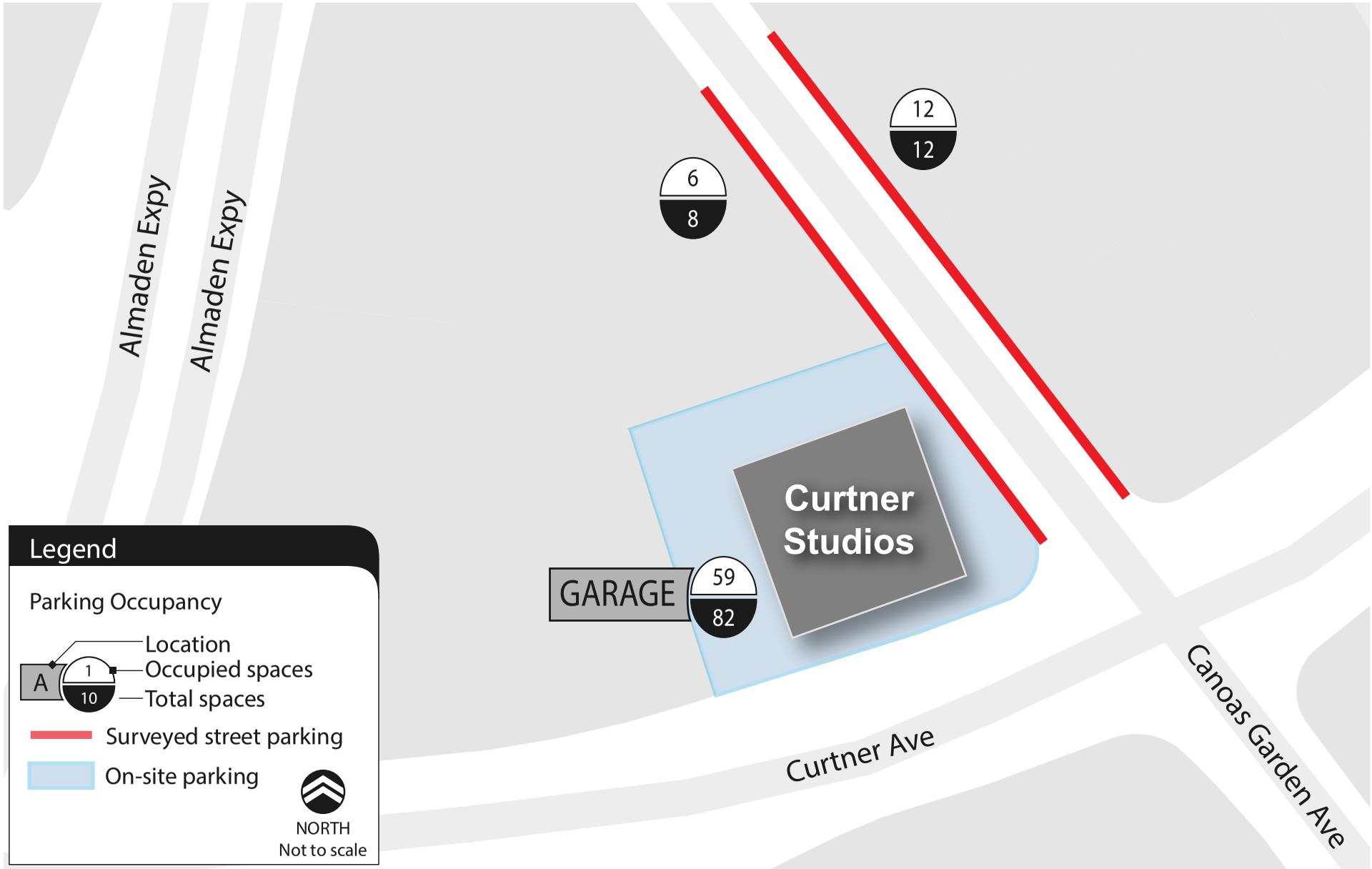
Note:

1. No parking is available along Curtner Avenue.

As **Table 2.4** above shows, the on-site parking supply has substantial availability during the peak overnight parking times, with 23 spaces of demand on weekday nights and 25 parking spaces occupied on Saturday nights, or anywhere from 28 to 30 percent of parking vacancy. For nearby on-street parking demand (as shown in **Table 2.5**), of the 20 on-street spaces available overnight along Canoas Garden Avenue closest to Curtner Studios, 18 vehicles on both a weeknight and a weekend night were observed to be parked on-street; this resulted in only 2 spaces being available (about 6 to 15 percent availability) during the overnight hours. The on-street parking demand suggests that some parking demand from Curtner Studios residents and their guests does occur along nearby on-street spaces. While on-site parking was observed to still be available, it is possible that access restrictions at the Curtner Studios garage could cause visitor parking to occur completely off-site. As there are limited residential uses in the immediate vicinity, it was conservatively assumed that the collected on-street parking demand was associated with Curtner Studios.

Combining both on-site and on-street parking demands at Curtner Studios results in a total parking demand of 0.43 spaces per occupied unit, assuming that all observed on-street parking demand is associated with the project site. Of this, 0.33 spaces/unit is on-site and 0.10 spaces/unit is on-street. Despite the nearby on-street parking demand, the moderate demand of the on-site parking results in the overall Curtner Studios parking demand being lower than the 0.46 spaces of parking supply per unit that was inventoried on the project site.

Figures 2.5 and **2.6** exhibit the parking counts collected for Curtner Studios for both a typical weekday night and weekend night.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Curtner Studios
GARAGE
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Curtner Ave
Canoas Garden Ave
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Parking Occupancy
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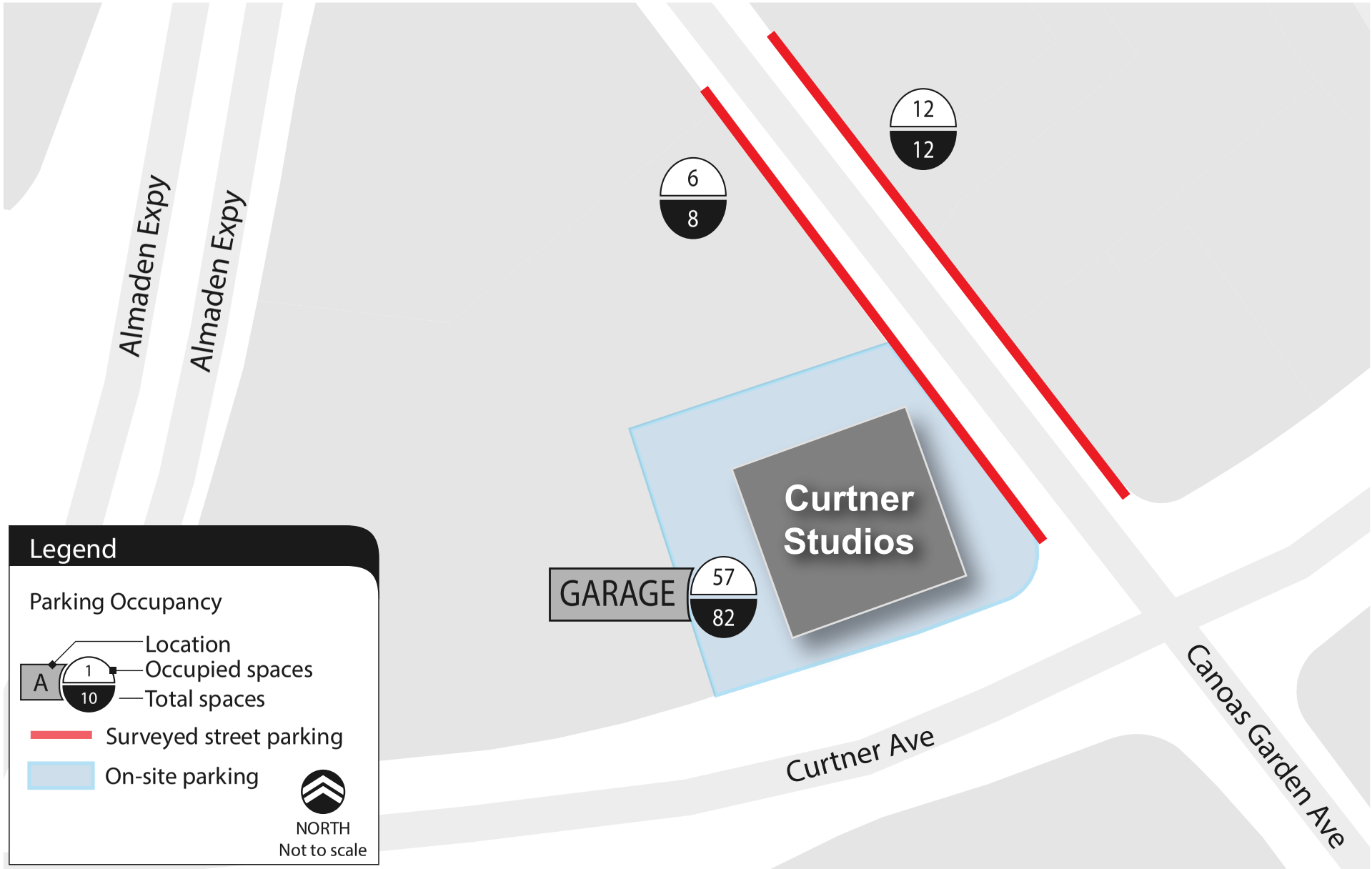
Location
Occupied spaces
Total spaces
Surveyed street parking
On-site parking
NORTH
Not to scale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Curtner Ave
Canoas Garden Ave
Legend
Parking Occupancy
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1
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Location
Occupied spaces
Total spaces
Surveyed street parking
On-site parking
NORTH
Not to scale

Site 3: Casa Feliz Studios (525 South 9th Street, San Jose, CA)

The Casa Feliz Studios apartment complex is located near downtown San Jose and has 60 total units, 59 of which are studio units. Based on the property manager questionnaire, a total of 60 residents live on-site. Currently Casa Feliz Studios has zero vacant units, resulting in an average of 1 resident per unit at the complex. Property management has indicated that 87 percent of the studio tenants have incomes between 30 and 50 percent of the AMI, with the remaining 13 percent earn between 50 and 60 percent of the AMI. **Table 2.6** provides information about the tenant age composition at the site.

Table 2.6 Casa Feliz Studios – Number of Tenants

Age Range	Number of Tenants
Under 18	2
18 - 65	50
65 +	8
Total	**60**

Source: First Community Housing

Casa Feliz Studios is located along 9th Street to the south of San Jose State University. It is located adjacent to other apartment complexes, fraternity housing, single-family residences, and some small retail and restaurants located along William Street. Transit is provided one local bus immediately nearby (Route 73), with multiple other transit routes available in downtown San Jose more than 0.5 miles to the west and northwest. Property management indicated that free transit passes, in the form of a VTA "Eco Pass", are available for all tenants at Casa Feliz Studios.

A total of 22 parking spaces are provided on-site via an underground parking garage which consists of assigned resident parking. This results in an overall parking supply ratio of 0.37 spaces per unit. On-street parking on 9th Street adjacent to the studio complex is available; the supply is generally free to use with some street sweeping restrictions. Secure bicycle facilities are provided within the parking garage. **Table 2.7** details the on-site parking supply and demand for Casa Feliz Studios, while **Table 2.8** exhibits the overnight on-street parking supply and demand near the complex.

Table 2.7 Casa Feliz Studios – On-Site Parking Supply and Demand

On-Site Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Underground Garage					
Regular Spaces	20	18	90%	14	70%
Handicap Spaces	1	0	0%	1	100%
Employee Spaces	1	0	0%	0	0%
Total	**22**	**18**	**82%**	**15**	**68%**

Source: First Community Housing

Table 2.8 Casa Feliz Studios – On-Street Parking Supply and Demand

On-Street Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
9th St - William St to Dragon Statue (East Side)	11	10	91%	10	91%
9th St - William St to Dragon Statue (West Side)	6	6	100%	6	100%
Total	**17**	**16**	**94%**	**16**	**94%**
Casa Feliz On-Street Parking Demand[1]	-	**8**	-	**8**	-

Note:

1. It is conservatively assumed that 50% of the on-street demand surveyed can be attributed to this development.

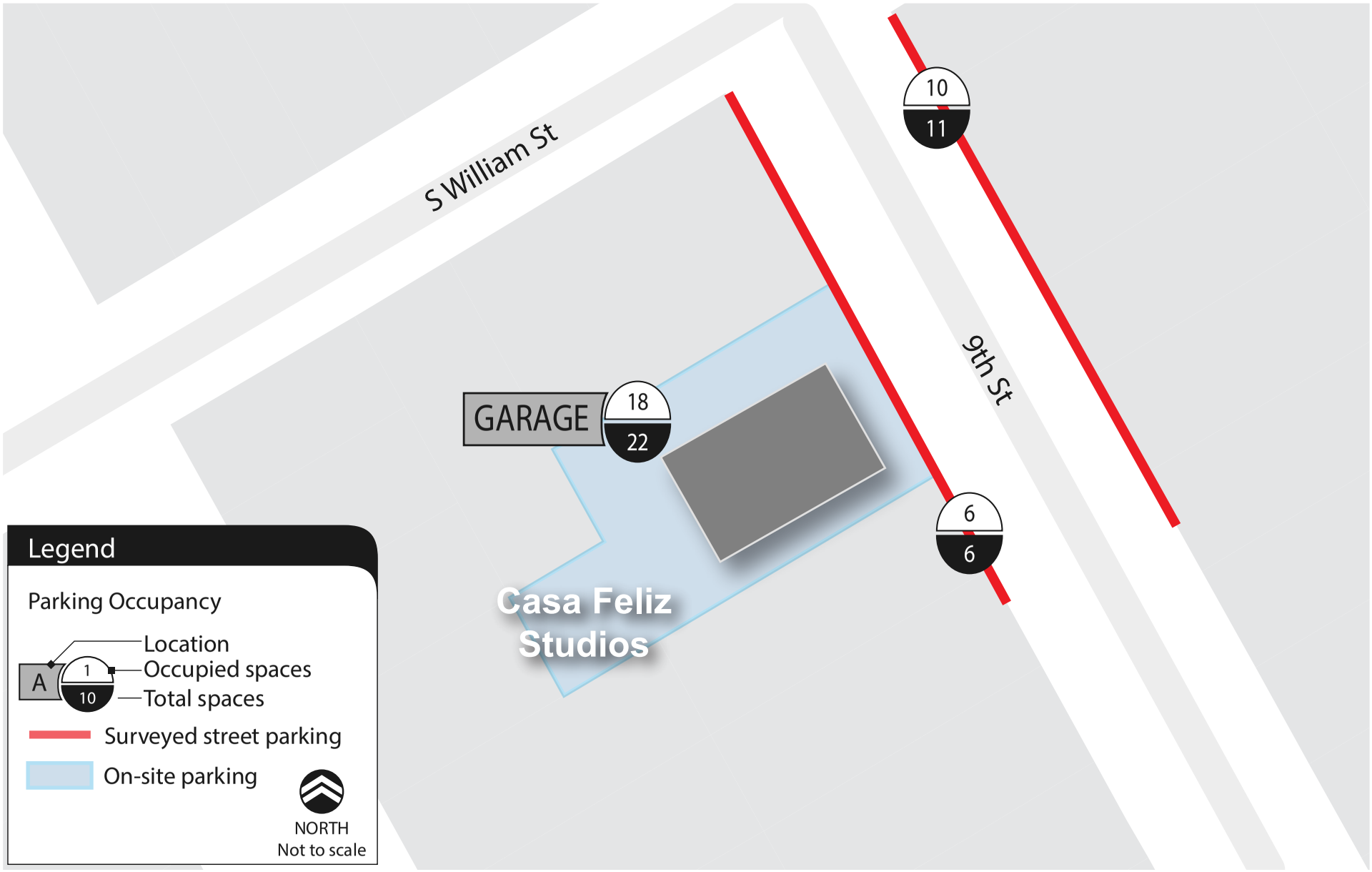
As **Tables 2.7** and **2.8** above show, on-site parking demand experiences 18 spaces of demand on weekday nights and 15 parking spaces observed to be occupied on weekend nights. This reflects approximately 82 percent occupancy on weekday nights and 68 percent occupancy on weekend nights, which can be considered high occupancy. This indicates that there was a vacancy rate of anywhere between 18 to 32 percent for the provided on-site parking.

For on-street parking, occupancy counts indicate that there could be some ancillary parking demand for the apartment complex. Of the 17 on-street spaces available overnight near Casa Feliz Studios, 16 vehicles on both a weeknight and a weekend night were observed to be parked, indicating that at most only 6 percent of the on-street spaces were vacant during the overnight hours in the immediate vicinity. It is important to note that on-street parking most convenient to Casa Feliz Studios along 9th Street is also directly adjacent to other nearby residential apartment complexes and housing units. As such it is reasonable to assume that overnight parking demand on-street is shared among these residential developments, considering the discrepancy in complex size, demographics, and location. As a result, it was assumed that half of the parking demand generated on-street in the surveyed areas were not associated with Casa Feliz Studios. Therefore, of the surveyed on-street spaces available overnight, it was assumed that 8 of the 16 parking spaces of demand would be associated with Casa Feliz Studios.

Combining both on-site and on-street parking demands at Casa Feliz Studios results in a maximum parking demand of 26 vehicles. This results in an estimated maximum parking demand of 0.43 spaces per occupied unit (of which 0.30 spaces/unit is on-site and 0.13 spaces/unit is on-street), which is slightly higher than the 0.37 spaces per unit provided on-site. There is anywhere between 4 to 7 vacant parking spaces on-site during overnight hours, indicating that there is a small amount of available parking remaining for residents on-site. While the on-site parking garage is small, the vacant spaces inside it as well as the likelihood that other adjacent residences generate some of the on-street demand nearby indicates that parking demand could potentially be lower than the conservatively

estimated 0.43 spaces per unit. Available transit options and the walkability of the nearby neighborhood could indicate that some of the travel nearby may be done by non-automotive modes.

Figures 2.7 and **2.8** show the parking counts collected for Casa Feliz Studios for both a typical weekday night and weekend night.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Casa Feliz
Studios
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Parking Occupancy
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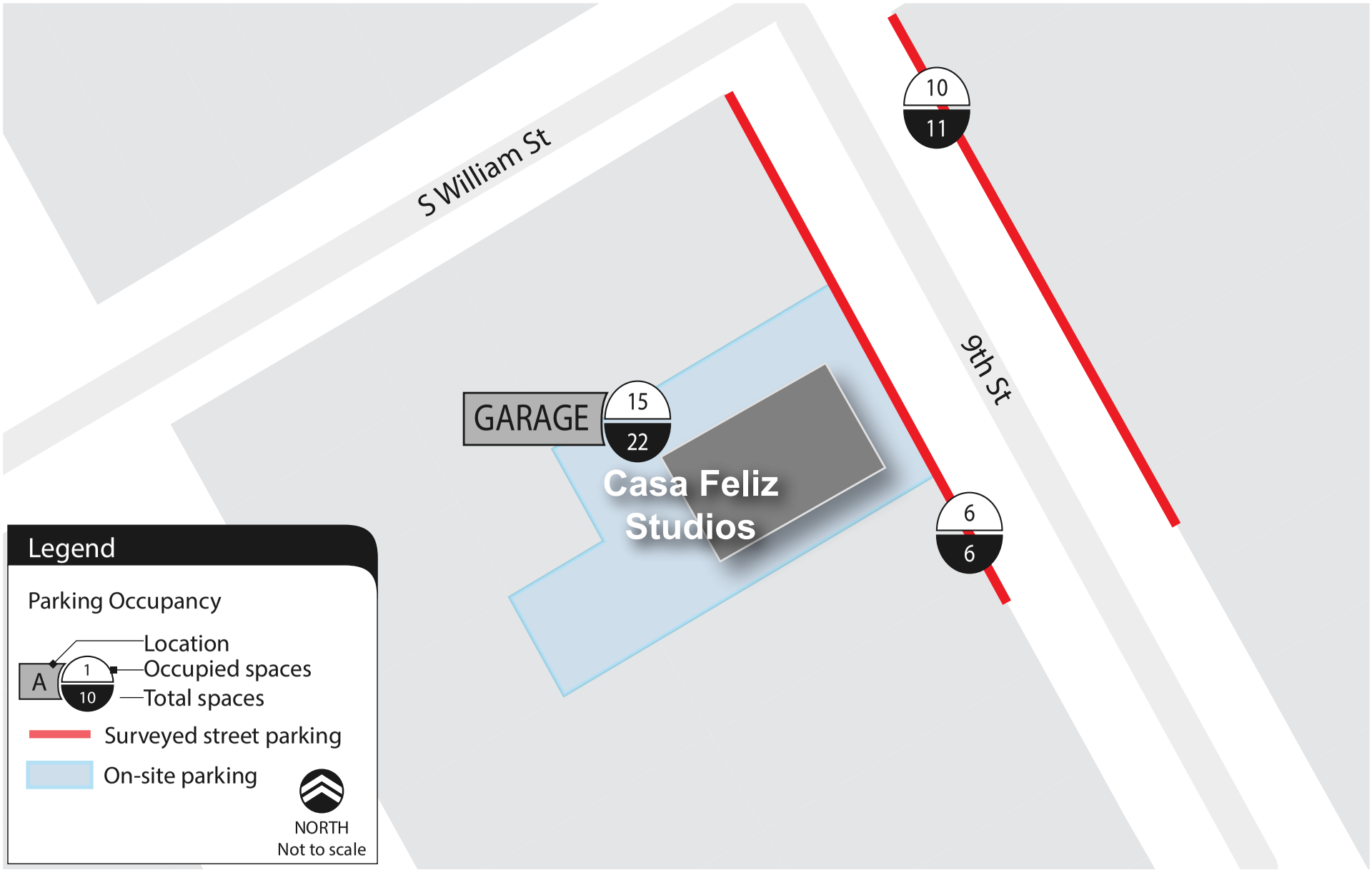
Location
Occupied spaces
Total spaces
Surveyed street parking
On-site parking
NORTH
Not to scale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Location
Occupied spaces
Total spaces
Surveyed street parking
On-site parking
NORTH
Not to scale

2.3 Proposed Project

The proposed project is to be located at 1701-07 West El Camino Real in the City of Mountain View, on Assessor Parcel Numbers (APN) 189-33-031 and 189-33-032. Based on the most recent site plans, 65 total units, comprised of 64 affordable studio housing apartments for qualifying households earning less than 50 percent AMI and one one-bedroom manager's unit, would be constructed on a parcel at the southwest corner of the El Camino Real and Rich Avenue intersection.

The existing site is currently vacant and fenced off; as a result, no land uses or demand exists at the site. The site is immediately bordered by two small- and medium-sized commercial plazas and some multi-unit residential apartment complexes, both along Rich Avenue and El Camino Real. As the proposed project is located on a vacant site, no existing land uses would be modified or relocated.

Transit service at the project site is provided in the immediate vicinity by three transit routes. VTA Route 22 along El Camino Real runs at 12 to 15 minute frequencies every day. It connects to the multiple destinations and transit centers along El Camino Real, from Palo Alto to the north and San Jose to the south. The nearest stop located on the southbound side of El Camino Real is located at the intersection with El Monte Avenue, approximately 600 feet to the northwest of the project site, while in the northbound direction a transit stop for Route 22 is available directly across El Camino Real at the intersection with Mariposa Avenue (direct pedestrian access in this direction is difficult since no midblock crossings are available in the vicinity of this stop). VTA Route 522 is an express bus route that runs an identical route to Route 22, albeit with limited stops; the nearest stop in both directions is located at the El Camino Real/Castro Street intersection approximately 0.7 miles to the southeast. VTA Route 52 is a weekday-only transit route serving portions of Mountain View, Los Altos, and Los Altos Hills at 30 to 60-minute frequencies; the nearest stop is shared with Route 22 approximately 600 feet to the northwest.

Caltrain and VTA light rail service is available at the Mountain View Station approximately 1 mile to the northeast.

2.3.1 El Camino Real Precise Plan

The City of Mountain View does not have parking requirements specifically for affordable housing projects. However, the City does allow for existing parking requirements to be reduced for development projects if a parking study determines that the demand will be lower than the required ratios. The El Camino Real Precise Plan, which is applicable to the proposed project site, allows for a reduced parking standard of 1 space per studio or one-bedroom unit. Additionally, 15 percent of the required parking spaces is to be set aside and readily accessible for guest use. According to PAH, the project is proposed to be constructed with 33 parking spaces, all of which would be provided for residential and guest uses. The 33 spaces were calculated by applying a 0.50 parking space per unit supply. Overall, the proposed 33 spaces for the project would be approximately 50 percent of what is allowed by the El Camino Real Precise Plan (65 spaces).

Table 2.9 shows the El Camino Real Precise Plan's parking standards versus the project's proposed parking space supply.

Table 2.9 Project Parking Rate Comparison

1701-07 West El Camino Real Project		Parking Rates	Total Parking Spaces	
Land Use Type	Number of Units	El Camino Real Precise Plan (spaces/unit)	Required Parking Spaces	Parking Spaces Proposed
Studios	64	1	64	32
1-bedrooms (≤ 650 sf)	1	1	1	1
Subtotal	-	-	*65*	*33*
Guest Parking	-	15% of required parking	included (10)	included (5)
Total	**65**	**-**	**65**	**33**
Parking Ratio	-	-	1 space/unit	0.5 spaces/unit

Source: City of Mountain View, Palo Alto Housing, February 2016.
Note:
A. One one-bedroom unit is reserved for site manager use.

2.3.2 Parking Demand Analysis

Based on the review of the three comparison sites, the total estimated parking demand ranges between 0.43 and 0.53 spaces per occupied unit. These values range from 0.43 to 0.51 spaces per bedroom. Per the El Camino Real Precise Plan, the 1701-07 West El Camino Real project would require 1 space per unit. Based on this analysis, parking demand at the comparison affordable housing projects is considerably lower than what is required for this project by the El Camino Real Precise Plan. Combining all three sites' parking demands results in an average demand of 0.46 spaces per unit.

Applying these parking rates to the proposed project results in a demand ranging from 28 to 34 parking spaces. To further refine the expected parking demand, the expected impact that transit and other non-motorized forms of transportation would have on the proposed project was applied to the projected parking demand in order to form a more accurate estimate.

Transit accessibility and frequency has been shown to affect parking demand, particularly at affordable housing projects where the cost of maintaining and insuring a vehicle is prohibitively high in comparison to the average tenant's annual income. Residents would therefore seek alternative modes of access to reach their work, school, and shopping destinations. The proposed project is located in an area of Mountain View with moderate amounts of transit service. As mentioned previously, two VTA bus route stops are located within 600 feet of the project site, with more frequent express transit service located approximately 0.7 miles away. Light and regional rail services are not immediately available in the area. The quality of transit service for the comparison sites surveyed as part of this study is somewhat similar. All of the complexes have varying numbers, types, and frequencies of transit service, but none have an exceptional amount of available transit (only Curtner Studios has light rail service immediately accessible within ¼ mile of their site but only has one other transit route located nearby). The proposed project therefore compares similarly with these other sites. All of the comparison sites offer free VTA "Eco Pass" transit passes for tenants. Residents relying on transit at all of these complexes most likely experience some difficulties accessing portions of the surrounding areas due to the dearth of both high-quality and high-frequency transit services.

A study of the effect of transit service on parking demand at housing projects[2] showed that a reduction in parking demand is not particularly apparent except for areas with exceptional transit service. In comparison to the average transit service located at the three comparisons, the proposed

[2] Evaluating the Impact of Transit Service on Parking Demand and Requirements, Daniel H. Rowe, C.-H. Christine Bae, and Qing Shen, 2011.

project has slightly better than average service. As such, the 0.46 spaces per unit parking demand was slightly adjusted downward to 0.45 spaces per unit. Multiplying this value by the number of units results in an expected parking demand of 29 spaces; this demand includes all residentially-related parking, including visitor demand.

According to the analysis above, the anticipated 29 spaces of parking demand would be slightly lower than the proposed 33 residential parking spaces to be provided at the 1701-07 West El Camino Real site. Parking at the proposed project would be assumed to be at the maximum during overnight hours. As the projected parking demand exceeds what is proposed by PAH, there is a potential chance for some on-street parking to occur along Rich Avenue. However, the demand calculated as part of the analysis is inherently conservative since there is on-street parking demand at the comparisons assigned to the sites, which would include parking demand from other nearby land uses, including other residential developments and units.

Taking the conclusions of the analysis with these assumptions, it is recommended that at least 29 parking spaces be proposed to be provided in order to accommodate all expected residential parking demand for the proposed project; this is slightly lower than the 33 parking spaces proposed by PAH.

Table 2.10 shows how the parking demand rates were calculated for the three comparison sites and the average parking demand for these properties. The calculated parking demand ratios show there is sufficient parking on site for all of the parking generated by the projects, as determined by parking counts on-site and on adjacent streets. The parking demand calculation is conservative in nature, as it assigns some or all on-street parking that occurs along nearby streets to the apartment complexes.

Table 2.10 Comparison Residential Site Parking Demand Calculation

Comparison Sites	El Paseo Studios	Curtner Studios	Casa Feliz Studios	Average
Occupied Units	95	177	60	111
Maximum Occupied Spaces (On-Site and On-Street)	50	77	26	51
Parking Demand (spaces/unit)[1]	**0.53**	**0.43**	**0.43**	**0.46**

Note:

1. Demand rates were obtained by dividing the number of occupied parking spaces on-site and on nearby on-street spaces by the number of occupied units. 50% of the on-street demand surveyed was attributed to the El Paseo and Casa Feliz developments, while 100% of the demand on-street was attributed to Curtner Studios.

Table 2.11 compares the parking ratios and parking demand of the comparison properties with the project parking supply ratio and recommended minimum parking demand ratio. As shown in this table, two of the comparison sites have parking demands higher than their existing parking supply. The project would have slightly less parking demand per unit than the proposed. As mentioned before, it is likely that these demands are fairly conservative and represents a scenario where demand is at its highest.

Table 2.11 Parking Supply and Demand of Comparison Sites and Proposed Project

	Comparison Sites			1701-07 West El Camino Real
	El Paseo Studios	Curtner Studios	Casa Feliz Studios	
Total Units On-Site	98	180	60	65
On-Site Parking Supply (# of spaces)	47	82	22	33
On-Site Parking Supply Ratio (spaces/unit)	0.48	0.46	0.37	0.50
Parking Demand (occupied spaces/occupied unit)	**0.53**	**0.43**	**0.43**	**0.45[1]**

Note:

1. Projected calculation: the proposed project parking demand ratio was adjusted downward from the average of 0.46 spaces/unit to 0.45 spaces/unit to account for the impact of transit options on parking demand.

2.3.3 Summary and Recommendations

Adjusting for transit availability and overall available on-site and on-street supply, the 0.46 spaces per unit value was used to determine expected residential parking demand at the 1701-07 West El Camino Real site. This rate would result in an expected residential parking demand of 29 parking spaces. This projected demand is expected to be slightly less than the proposed 33 residential parking spaces. It is recommended that at least 29 spaces be provided to appropriately supply the proposed project site.

To further encourage alternative travel modes and limit the impact of parking demand and other vehicular travel impacts, other transportation demand measures such as the provision of bicycle facilities such as racks, secure lockers, or storage rooms, and free or discounted transit passes, are also recommended as a part of providing travel alternatives for project tenants.

Appendix A

Property Manager Questionnaires

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El Paseo Studios

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Questions for Building Managers / Background Information on Projects

The following questions will provide important background information on each project and will help reduce and focus fieldwork efforts. This is a fairly extensive list and it is possible that building managers may not have access to all of this information.

Basic Building Information

How many dwelling units are in the project / building? How many of each type?

Unit Type	Number of Units	Number of Income-Restricted Units
Studios:	98	98
1 bedrooms:	Ø	Ø
2 bedrooms:	Ø	Ø
3 bedrooms:	Ø	Ø
Other (describe):		
Total Number:	98	98

What is the total number of parking spaces provided on premises? What kinds of spaces are provided?

Parking Type	Number of Spaces
Assigned resident parking:	43
Un-assigned resident parking:	2
Visitor parking:	N/A
General, unassigned parking:	Ø
Staff parking:	3
Other (describe): Vendor	1
Total number of spaces on premises	49

Tenant Information

1. How many tenants currently reside on the premises? Do you know how many are:
   - Under 18: 7
   - Over 18: 119
   - Senior (65+): 6

2. **Tenant composition:**
   What percentage of tenants are (please provide an estimate if information not available):
   - Employed: 70%
   - Seniors or others living on fixed income: 30%
   - Other (please identify):

   Tenant incomes:
   What percentage of tenants are in each of the following income groups:
   - 30% AMI (up to $22,050 annual income for one person): 35%
   - 50% AMI (up to $36,750 annual income for one person): 37%
   - Over 50% AMI: 25%

   Unit Occupancy:
   - What is the maximum allowed occupancy per studio unit? 2 people
   - What percentage of the units are double occupancy (2 persons per unit): 16%
   - What percentage of the units are more than 2 persons per unit (if allowed): 4%

3. Are there currently any vacancies? If yes, how many? yes, 2

   What is the typical vacancy rate (e.g. 10% units)? 3%

4. Do you have information on vehicle ownership? If so please provide any information you can
   - Total number of vehicles:
   - Number of vehicles by unit type: 1-2
   - What are the eligibility requirements for tenancy in the building / project?
     Meet income requirements, you may print from website at elpasostudios.org.

Detailed Parking Information

If your property has a specific written Parking Management Policy/Plan in place, please include or attach it to this questionnaire.

5. Are parking spaces assigned to residents by unit? yes.

   If so, how many parking spaces are currently assigned to each unit? 1 per unit.

6. Does the number of spaces assigned differ depending on the type of unit? No.

If yes, please specify the number of assigned spaces per unit type (e.g. 1 space per studio unit):

- Studio
- 1BR
- 2BR
- 3BR
- Other

7. What is the process for obtaining a parking space? (assignment/application) Request to be placed on waitlist for a space. When they are at the top/next on waitlist they need to sign a agreement & provide license, registration & insuranc
8. Can residents request or obtain use of additional spaces if necessary? Is there a waiting list for spaces? NO, its only one space per unit. We do have a wait list at the moment for a parking space.
9. If the building has visitor spaces, how are they regulated? (Who can use them, for how long etc…) N/A
10. Is there any enforcement mechanism for regulating parking other then response to complaints?
11. Do you have any evidence (anecdotal or otherwise) about the current state of parking in the building?
    - Are spaces usually full? Mostly in the evening
    - Are there complaints about parking issues? NO
    - Do residents sometimes park on nearby on-street spaces? Yes.

Transportation assistance and choices

12. Does the building site have bicycle parking? If so, is it well used? Yes, used very often.
13. What kind (outdoor racks / indoor / secure)? Bike cage secured, only tenants have access.
14. Is the use of bicycle parking restricted in any way (i.e. assigned spaces, limited per unit etc…)? NO.
15. Are residents of the building eligible to receive any kind of public transportation assistance?

    Such assistance can include any organized effort that improves resident's travel choices and that they are eligible for as a product of their tenancy. Examples could include:

    - Free or subsidized transit passes or transit access – yes
    - Building served by a shuttle
    - Access and/or membership assistance to a car sharing service
    - Ridesharing / carpooling assistance (financial assistance, coordination, priority parking)
    - Paratransit

Please specify any particular transportation assistance provided by your property, if any:

Curtner Studios

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Questions for Building Managers / Background Information on Projects

The following questions will provide important background information on each project and will help reduce and focus fieldwork efforts. This is a fairly extensive list and it is possible that building managers may not have access to all of this information.

Basic Building Information

How many dwelling units are in the project / building? How many of each type?

Unit Type	Number of Units	Number of Income-Restricted Units
Studios:	**180**	**179**
1 bedrooms:		
2 bedrooms:		
3 bedrooms:		
Other (describe):		
Total Number:	**180**	**179**

What is the total number of parking spaces provided on premises? What kinds of spaces are provided?

Parking Type	Number of Spaces
Assigned resident parking:	**75**
Un-assigned resident parking:	**4**
Visitor parking:	
General, unassigned parking:	
Staff parking:	**5 includes vendor parking**
Other (describe):	
Total number of spaces on premises	**84**

Tenant Information

1. How many tenants currently reside on the premises? Do you know how many are:
   - Under 18:
   - Over 18:
   - Senior (65+):

2. **Tenant composition:**
   What percentage of tenants are (please provide an estimate if information not available):
   - Employed: - Unknown
   - Seniors or others living on fixed income:
   - Other (please identify):

   Tenant incomes:
   What percentage of tenants are in each of the following income groups:
   - 30% AMI (up to $22,050 annual income for one person):
   - 50% AMI (up to $36,750 annual income for one person):
   - Over 50% AMI:

   Unit Occupancy:
   - What is the maximum allowed occupancy per studio unit? 2
   - What percentage of the units are double occupancy (2 persons per unit):
   - What percentage of the units are more than 2 persons per unit (if allowed):

3. Are there currently any vacancies? If yes, how many? No

   What is the typical vacancy rate (e.g. 10% units)? 1-2%

4. Do you have information on vehicle ownership? If so please provide any information you can
   - Total number of vehicles:
   - Number of vehicles by unit type:
   - What are the eligibility requirements for tenancy in the building / project? See website for Curtner Studios.

Detailed Parking Information

If your property has a specific written Parking Management Policy/Plan in place, please include or attach it to this questionnaire.

5. Are parking spaces assigned to residents by unit? Yes

   If so, how many parking spaces are currently assigned to each unit? 1

6. Does the number of spaces assigned differ depending on the type of unit?

If yes, please specify the number of assigned spaces per unit type (e.g. 1 space per studio unit):
- Studio 1
- 1BR
- 2BR
- 3BR
- Other

7. What is the process for obtaining a parking space? (assignment/application)
   Tenant completes parking agreement and provides copy of drivers license, insurance and registration, and is issued a parking tag.

8. Can residents request or obtain use of additional spaces if necessary? Is there a waiting list for spaces? No

9. If the building has visitor spaces, how are they regulated? (Who can use them, for how long etc…) N/A

10. Is there any enforcement mechanism for regulating parking other then response to complaints? Cars without parking stickers/tags are tagged and towed.

11. Do you have any evidence (anecdotal or otherwise) about the current state of parking in the building?
    - Are spaces usually full? Mostly
    - Are there complaints about parking issues? Occassionally
    - Do residents sometimes park on nearby on-street spaces? Yes

Transportation assistance and choices

12. Does the building site have bicycle parking? If so, is it well used? Yes

13. What kind (outdoor racks / indoor / secure)? Indoor locked bike cage

14. Is the use of bicycle parking restricted in any way (i.e. assigned spaces, limited per unit etc…)? No

15. Are residents of the building eligible to receive any kind of public transportation assistance? Yes

    Such assistance can include any organized effort that improves resident's travel choices and that they are eligible for as a product of their tenancy. Examples could include:

    - Free or subsidized transit passes or transit access - Yes

- Building served by a shuttle
- Access and/or membership assistance to a car sharing service
- Ridesharing / carpooling assistance (financial assistance, coordination, priority parking)
- Paratransit

Please specify any particular transportation assistance provided by your property, if any: Free VTA passes

Casa Feliz Studios

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Questions for Building Managers / Background Information on Projects

The following questions will provide important background information on each project and will help reduce and focus fieldwork efforts. This is a fairly extensive list and it is possible that building managers may not have access to all of this information.

Basic Building Information

How many dwelling units are in the project / building? How many of each type?

Unit Type	Number of Units	Number of Income-Restricted Units
Studios:	60	59
1 bedrooms:		
2 bedrooms:		
3 bedrooms:		
Other (describe):		
Total Number:	60	59

What is the total number of parking spaces provided on premises? What kinds of spaces are provided?

Parking Type	Number of Spaces
Assigned resident parking:	19
Un-assigned resident parking:	0
Visitor parking:	0
General, unassigned parking:	2
Staff parking:	2
Other (describe):	
Total number of spaces on premises	22

Tenant Information

1. How many tenants currently reside on the premises? Do you know how many are:
   - Under 18: 2
   - Over 18: 50
   - Senior (65+): 0

2. **Tenant composition:**
   What percentage of tenants are (please provide an estimate if information not available):
   - Employed: 28
   - Seniors or others living on fixed income: 30
   - Other (please identify):

   Tenant incomes:
   What percentage of tenants are in each of the following income groups:
   - 30% AMI (up to $22,050 annual income for one person): 52
   - 50% AMI (up to $36,750 annual income for one person):
   - Over 50% AMI: 7

   Unit Occupancy:
   - What is the maximum allowed occupancy per studio unit? 2
   - What percentage of the units are double occupancy (2 persons per unit): 0
   - What percentage of the units are more than 2 persons per unit (if allowed): 0

3. Are there currently any vacancies? If yes, how many? 0

   What is the typical vacancy rate (e.g. 10% units)? 0

4. Do you have information on vehicle ownership? If so please provide any information you can
   - Total number of vehicles: 100
   - Number of vehicles by unit type: 1 per unit
   - What are the eligibility requirements for tenancy in the building / project?

   valid ID - insured, registered & DL - vehicle in good working condition

Detailed Parking Information

If your property has a specific written Parking Management Policy/Plan in place, please include or attach it to this questionnaire.

5. Are parking spaces assigned to residents by unit? no.

   If so, how many parking spaces are currently assigned to each unit? X

6. Does the number of spaces assigned differ depending on the type of unit? N/A all one studio

If yes, please specify the number of assigned spaces per unit type (e.g. 1 space per studio unit):

- Studio 1
- 1BR N/A
- 2BR N/A
- 3BR N/A
- Other N/A

7. What is the process for obtaining a parking space? (assignment/application) Waitlist, Insurance, Registration, Drivers license
8. Can residents request or obtain use of additional spaces if necessary? Is there a waiting list for spaces? NO, yes

9. If the building has visitor spaces, how are they regulated? (Who can use them, for how long etc…) NO visitor Parking

10. Is there any enforcement mechanism for regulating parking other then response to complaints? yes

11. Do you have any evidence (anecdotal or otherwise) about the current state of parking in the building? yes
    - Are spaces usually full? yes
    - Are there complaints about parking issues? yes
    - Do residents sometimes park on nearby on-street spaces? yes

Transportation assistance and choices

12. Does the building site have bicycle parking? If so, is it well used? yes/yes

13. What kind (outdoor racks / indoor / secure)? garage/Secure

14. Is the use of bicycle parking restricted in any way (i.e. assigned spaces, limited per unit etc…)? NO

15. Are residents of the building eligible to receive any kind of public transportation assistance? yes Eco-Pass
    Such assistance can include any organized effort that improves resident's travel choices and that they are eligible for as a product of their tenancy. Examples could include:

    - Free or subsidized transit passes or transit access ✓
    - Building served by a shuttle
    - Access and/or membership assistance to a car sharing service
    - Ridesharing / carpooling assistance (financial assistance, coordination, priority parking)
    - Paratransit

Please specify any particular transportation assistance provided by your property, if any: