



**DATE:** May 26, 2015

**CATEGORY:** New Business

**DEPT.:** Community Development

**TITLE:** **Parking Ratio Requirements for ROEM Development Corporation's Affordable Housing Proposal at 779 East Evelyn Avenue**

### **RECOMMENDATION**

Approve an initial parking ratio of 1.75 spaces per unit to be used to refine the design for the ROEM Development Corporation's affordable housing proposal at 779 East Evelyn Avenue.

### **BACKGROUND**

On December 16, 2014, the City Council granted ROEM Development Corporation (ROEM) a reservation of funding in the amount of \$21.5 million for 116 units of affordable rental housing at 779 East Evelyn Avenue. The development proposes to target the workforce population with incomes at or below 60 percent of the Area Median Income (AMI) and consists of 7 studio, 39 one-bedroom, 38 two-bedroom, and 32 three-bedroom units; a community room; fitness center; and laundry rooms. ROEM is proposing a reduced parking ratio based on their previous experience with affordable developments.

The Zoning Ordinance allows parking standards to be reduced if supported by a parking study. In early April, 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 late 2015 or early 2016. Staff is requesting Council's early 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 Betty Anne Gardens, Elena Gardens Apartments, and Hillview Glen Apartments, 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 surface parking lots. The ROEM project is proposing a combination of surface and below-grade parking.

Parking counts were taken on-site and on streets in close proximity to the site to identify parking demand. 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, occupancy, unit types, parking issues, and number of residents. The maximum level of resident 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, May 2, and midweek on Wednesday, May 6.

### Parking Study Findings

The parking study found that all the properties surveyed have overall parking demand ratios below that required by the City of Mountain View's Zoning Ordinance. The parking demand ratio shown in the parking study is the number of occupied parking spaces both on-site and on surrounding streets divided by the number of occupied units. The parking demand ratio calculation assumes all the on-street parking is attributed to the apartment complexes surveyed. Since surrounding uses typically share on-street parking, the resulting parking demand ratio is conservative. Parking demand ratios for the three surveyed properties range from 1.35 spaces per unit at Elena Gardens to 1.75 spaces per unit at Hillview Glen. The average parking demand for all three properties was 1.61 spaces per unit. The ROEM project is proposing a parking ratio of 1.88 spaces per unit as opposed to the 2.10 spaces per unit required by the City of Mountain View Zoning Ordinance. A summary of the parking at the comparison sites and the ROEM project is shown in Table 1.

**Table 1. Comparison of Parking Study Results and Proposed Project Parking**

	<b>Hillview Glen</b>	<b>Betty Anne Gardens</b>	<b>Elena Gardens</b>	<b>779 East Evelyn</b>
Units	138	76	168	116
Parking Supply (# of spaces)	252	128	227	218
Parking Supply Ratio (spaces/unit)	1.83	1.68	1.35	1.88
<b>Parking Demand (spaces/unit)<sup>1</sup></b>	<b>1.75</b>	<b>1.68</b>	<b>1.35</b>	<b>1.68<sup>2</sup></b>

Notes:

- <sup>1</sup> Maximum occupied parking spaces on-site and adjacent streets divided by the number of occupied units.
- <sup>2</sup> Projected calculation: the proposed project demand was adjusted from the average of 1.61 spaces/unit to 1.68 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, ROEM will continue to explore options such as a shuttle, shared bicycles, and transit pass programs. These are options that may be considered by Council as part of the entitlement process. Under the Zoning Ordinance, ROEM is required to provide on-site secured bicycle storage for each unit and a bicycle rack to accommodate 12 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 managed in the event that parking demand reaches capacity.

Recommendations

The average parking ratio of the three comparison sites is 1.61 spaces per unit. CDM Smith is recommending adjustments to the average parking ratio to account for the shortage of nearby transit options for the ROEM development. With these adjustments, CDM Smith recommends a parking ratio of 1.68 per unit for the ROEM project. Staff is recommending a slightly higher ratio of 1.75 parking spaces per unit based on the maximum parking demand of the surveyed sites. This would provide additional parking that creates a buffer against changes in parking demand. It would also give the ROEM project flexibility during the project design phase in the event they may need to reduce the proposed 1.88 spaces per unit ratio to achieve a better housing development.

## **FISCAL IMPACT**

There will not be a fiscal impact to the General Fund. The City Council has reserved \$21.5 million of affordable housing funds for the ROEM proposal as part of a Notice of Funding Availability (NOFA) released in February 2014. The City Council has also authorized \$1,366,000 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 1.68 parking ratio as recommended by CDM Smith.
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](http://www.mountainview.gov).

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- Attachments: 1. Parking Study  
2. Proposed Site Plan