779 East Evelyn Avenue Parking Study
Final Report

May 2015

Prepared for:

City of Mountain View, California

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Section 1

Executive Summary

1.1 Introduction

The following report discusses the proposed affordable apartment development at 779 East Evelyn Avenue, Assessor Parcel Number (APN) 161-15-006, located at the intersection of East Evelyn Avenue and South Bernardo Avenue in the City of Mountain View, California (hereafter referred to as "the proposed project"). ROEM Development Corporation (hereafter referred to as "ROEM") submitted the application to the City. The project site is located directly behind a 76 gasoline station, with frontage facing both Evelyn Avenue and Bernardo Avenue. As the proposed project excludes the 76 station property, the development parcel is "L"-shaped as a result. The parcel is zoned within the Sylvan-Dale (P-30) Area Plan and has a general plan land use designation of General Industrial.

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 standard City of Mountain View parking requirements for multi-family residential developments per the Zoning Ordinance 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 114 affordable rental units for qualifying very-low and low-income households[1], along with two two-bedroom units for on-site managers. Of the 114 affordable rental units, seven are proposed to be studio units, 39 to be one-bedroom, 36 to be two-bedroom, and 32 to be three-bedroom units. 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 established by Section 36.32.050 of the Mountain View Zoning Ordinance. The Zoning Ordinance requires 1.5 parking spaces per studio and one-bedroom housing unit less than or equal to 650 square feet in area, while two spaces are required for one-bedroom units larger than 650 square feet in area, two-bedroom units, and three-bedroom units. The ordinance specifies that 15 percent of the required parking spaces shall be set aside and readily accessible for guest use. Common application of the parking standard in multi-family residential development projects in Mountain View has included the 15 percent guest parking in addition to the required parking for the number of units proposed. For purposes of this study, the common application of the parking standard is applied.

Table 1.1 shows the project's proposed parking space supply versus the Zoning Ordinance's parking standards.

[1] As defined by the City, very low income households have an annual income between 30 and 50 percent of the Area Median Income (AMI) and low income households earn between 51 and 80 percent AMI. For the purposes of this study, low income is an annual income up to 60% AMI, which is the maximum income for the proposed project. Based on 2015 United States Department of Housing and Urban Development (HUD) income limits, 50 percent AMI for a four person household is an annual income of $53,150 and 60 percent AMI is an annual income of $63,780.

Table 1.1 Project Parking Rate Comparison

779 East Evelyn Project		Parking Rates	Total Parking Spaces	
Land Use Type	Number of Units	Mountain View Zoning Ordinance (spaces/unit)	Required Parking Spaces by Code	Parking Spaces Proposed
Studios	7	1.5	10.5	7
1-bedrooms (≤ 650 sf)	33	1.5	49.5	33
1-bedrooms (> 650 sf)	6	2	12	6
2-bedrooms[A]	38	2	76	76
3-bedrooms	32	2	64	64
Subtotal	-	-	*212*	*186*
Guest Parking	-	15% of required parking	32	32
Total	**116**	**-**	**244**	**218**
Parking Ratio	-	-	2.10 spaces/unit	1.88 spaces/unit

Source: City of Mountain View, ROEM Development Corporation, April 2015.
Note:

A. Two 2-bedroom units are reserved for site managers' use.
B. ROEM proposes to provide an additional 17 percent of the number of assigned residential parking spaces (186 x 0.17 = 32) in the form of guest parking spaces.

According to ROEM, the project is proposed to be constructed with 218 total parking spaces. These 218 parking spaces would consist of 186 parking spaces designated for residential units and 32 spaces for guests and visitors. The two-bedroom and three-bedroom units, which include the two manager units, would be provided with enough parking supply to satisfy the Mountain View Zoning Ordinance parking requirements. However, all studio and one-bedroom units are proposed to be provided with one parking space per unit, which is less than the required 1.5 spaces per unit. Overall, the 218 total combined spaces proposed to be constructed for the project would be approximately 89 percent of what is typically required to be built per the Zoning Ordinance (244 spaces).

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 Hillview Glen, Betty Ann Gardens, and Elena Gardens Apartments, 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.

Hillview Glen

A maximum parking demand of 237 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 1.75 spaces per occupied unit, which is lower than the 1.83 spaces per unit provided on-site. The 1.75 spaces per unit of parking demand at Hillview Glen is also lower than the 1.88 spaces per unit supply for the proposed project.

Betty Ann Gardens

A maximum parking demand of 128 vehicles was calculated during the overnight hours for on-site and on-street facilities. No bicycles were stored on the property. Betty Ann Gardens management indicated that bicycle storage is individually stored within tenant units. This resulted in an estimated maximum parking demand of 1.74 spaces per occupied unit, which is higher than the 1.64 spaces per unit provided. However, this parking demand at Betty Ann Gardens remains lower than the 1.88 spaces per unit supply for the proposed project.

Elena Gardens

A maximum parking demand of 226 vehicles was calculated during the overnight hours for on-site and on-street facilities. No bicycles were stored by site-provided bicycle storage facilities; property management indicated that bicycle storage is individually stored within tenant units. This resulted in an estimated maximum parking demand of 1.35 spaces per occupied unit, which was identical to the 1.35 spaces per unit provided on-site. Compared to the 1.88 spaces per unit supply proposed for 779 East Evelyn, the 1.35 spaces per unit parking demand at Elena Gardens is substantially lower than what would be provided at the proposed project.

Review

Based on the review of these comparisons, the total estimated parking demand for the three comparison projects range between 1.35 and 1.75 spaces per occupied unit. These values range from 0.71 to 0.78 spaces per bedroom in each complex. Based on this analysis, these parking demands are lower than what is required by the City's Zoning Ordinance for the proposed project (roughly 2.10 spaces 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 Mountain View Zoning Ordinance 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 156 spaces to 203 spaces at most. The average parking demand at the three sites was 1.61 spaces per unit. The parking supply to be provided for the proposed project is 1.88 spaces per unit.

Adjusting for transit availability and overall available on-site and on-street supply, a 1.68 spaces per unit value was used to determine expected parking demand at the 779 East Evelyn Avenue site. This rate would result in an expected residential parking demand of 195 parking spaces. This estimate would be lower than the 218 parking space supply proposed by ROEM for this project. Please note that this projection does not specify parking demand by unit type. Given the residential nature of the development, parking demand for the project would likely be at its maximum during the overnight hours.

As stated above, the anticipated parking demand would remain lower than the proposed parking supply at the 779 East Evelyn site. It is recommended that the 218 residential parking spaces proposed would be sufficient 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.

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Section 2

Project Description and Parking Demand Analysis

2.1 Project Description

The proposed project is an affordable housing development at 779 East Evelyn Avenue. The project site lies near the intersection of East Evelyn Avenue and South Bernardo Avenue in the City of Mountain View, California. It is located on Assessor Parcel Number (APN) 161-15-006, a land parcel located near the East Evelyn Avenue/South Bernardo Avenue intersection. It is an "L"-shaped parcel due to the existing 76 gasoline station located at the southwest corner of the intersection. The parcel borders the City of Sunnyvale's city limits to its south and east. Currently the site is occupied by two buildings, which house a Shop n'Save liquor store and small commercial offices. Other land uses nearby include a public storage facility, light industrial, and small commercial shops and offices. To the south are multi-family apartment complexes and single-family homes. Caltrain tracks parallel Evelyn Avenue immediately to the north. The 779 East Evelyn Avenue parcel is located within the City of Mountain View's Sylvan-Dale (P-30) Area Plan. These area (precise) plans are used by the City to implement development standards and policy direction for given parcels within a defined area.

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

The ROEM Development Corporation is proposing to construct 116 rental units for qualifying very-low and low-income households. In addition, two two-bedroom units would be provided for the site managers. As part of the development, 218 residential parking spaces are proposed to be constructed primarily within an off-street garage serving the project and a small surface parking lot. This proposed parking supply is lower than the 244 parking spaces required by the Mountain View Zoning Ordinance, which identifies parking supply requirements by land use in the City.

Off-street parking is currently available at the site, as a surface parking lot surrounding the building which houses the Shop n'Save liquor store and the northern two-story office building. Unrestricted free on-street parking is also available along nearby portions of South Bernardo Avenue adjacent to the parcel.

Transit service near the project site is offered by Santa Clara Valley Transportation Authority (VTA) Route 53, a local route which serves Bernardo Avenue to the south until its intersection with Washington Avenue. The nearest stop is located on the south side of the South Bernardo Avenue/West Washington Avenue intersection, approximately 1/3 mile south of the project site. Nearby rail transit service is provided by Caltrain and VTA. The closest Caltrain station is located at the downtown Sunnyvale station, approximately 1.3 miles to the east. The nearest VTA station is located about 1.1 miles from the site at Whisman Station, but access from the site is limited due to the Caltrain tracks. Additionally, VTA and Caltrain share the downtown Mountain View rail station located approximately 1.5 miles to the west of the project site.

Class II Bicycle lanes are provided along Evelyn Avenue in both directions in Mountain View and Sunnyvale. Planned bike lane improvements are proposed in Sunnyvale along South Bernardo Avenue near the project site.

2.2 Comparison Site Analysis

Three existing affordable housing sites were examined in this report to provide comparison to the 779 East Evelyn Avenue 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 ranging from 1-bedroom to 4-bedroom apartments, primarily for very-low and low-income tenants. The locations of these projects are shown relative to the proposed 779 East Evelyn Avenue 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: Hillview Glen:** A 138 unit affordable rental housing complex at 3220 Pearl Avenue in San Jose, located about 12.5 miles to the southeast of the proposed project. It is located 0.5 miles from the Capitol VTA light rail station situated along the Alum Rock-Santa Teresa line.
- **Site 2: Betty Ann Gardens:** A 76 unit affordable rental housing complex located at 945 Lundy Avenue in San Jose, approximately 10 miles to the east of the proposed project. No light rail service is immediately adjacent to the project site, but two bus lines serve the nearby area.
- **Site 3: Elena Gardens:** A 168 unit affordable rental housing complex located at 1900 Lakewood Drive in San Jose, the development is a tenth of a mile to the east of the Cropley VTA light rail station along the Mountain View-Winchester line, and approximately 9.5 miles to the east of the proposed project.

Figure 2.2
Location Map

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 including 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 12:00 AM and 2:00 AM for a weekday and weekend. Counts were conducted on Saturday, May 2nd, 2015 and Wednesday, May 6th, 2015. 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 site parking and along adjacent on-street parking areas identified during the site review as potential parking locations for tenants of each site.

Following collection of occupancy data for all sites, a range of parking demand for the proposed 779 East Evelyn 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 all 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 affecting parking demand specific to each particular sites, which had to be adjusted for and when determining anticipated parking demand.

Site 1: Hillview Glen

Hillview Glen is located in the City of San Jose and contains 138 total units, comprised of a mix of 1-, 2-, and 3-bedroom units. Based on the property manager questionnaire, a total of 453 residents live on-site. Given Hillview Glen's reported unit vacancy rate of 2 percent, an average of 3.35 residents per unit reside at the complex. The majority of tenants (60 percent) have incomes less than 50 percent of the Area Median Income (AMI). **Tables 2.1** and **2.2** below provide information about the number of units and residents at the site.

Table 2.1 Hillview Glen – Number of Units

Unit Type	Number of Units
Studios	0
1 bedroom	30
2 bedroom	48
3 bedroom	60
4 bedroom	0
Total	**138**

Source: Eden Housing

Table 2.2 Hillview Glen – Number of Tenants

Age Range	Number of Tenants
Under 18	171
18 - 65	262
65 +	20
Total	**453**

Source: Eden Housing

Hillview Glen is situated between a large area of residential housing and a significant amount of commercial development, particularly car dealerships. It is approximately ½ mile to the northwest of the Capitol VTA Station, at the intersection of Pearl and Hillsdale Avenue. Additional transit immediately nearby include a local VTA bus route, Route 37.

A total of 252 parking spaces were provided on-site in a parking lot surrounding the premises, for a ratio of 1.83 spaces per unit. The property manager indicated that nearly all available parking spaces on site are assigned to residents. Only 16 of the 252 spaces are unassigned spaces, provided for guests, staff, and prospective applicants to park. Resident parking is enclosed by two access gates, while visitor spaces remained available to the exterior of these two gates. On-street parking on Pearl Avenue and Hillsdale Avenue adjacent to the complex are available during most times of the day, excluding some street sweeping restrictions. Observations and site managers confirmed that on-street parking was also utilized by tenants. Residents are currently assigned one parking space per unit, with a second space available on a first come first serve basis. Hillview Glen also has outdoor bike racks for tenant use. No public transportation incentives were reported to be offered for tenants of Hillview Glen.

Table 2.3 summarizes the on-site parking supply and demand, while **Table 2.4** exhibits the observed overnight on-street parking supply and demand during a weeknight and weekend night at Hillview Glen.

Table 2.3 Hillview Glen – On-Site Parking Supply and Demand

On-Site Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Surface Lot					
Regular Spaces	247	197	80%	201	81%
Handicap Spaces	5	2	40%	4	80%
Total[1]	**252**	**199**	**79%**	**205**	**81%**

Source: Eden Housing

Note:

1. The 252 total spaces comprise all spaces located on-site, of which most is located within a gated surface lot. Outside of the gate are limited visitor and prospective tenant spaces.

Table 2.4 Hillview Glen – On-Street Parking Supply and Demand

On-Street Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Hillsdale Avenue - Pearl Avenue to Darya Court (North Side)	6	6	100%	6	100%
Pearl Avenue - DGDG Driveway to Hillsdale Avenue (East Side)	12	11	92%	11	92%
Pearl Avenue - DGDG Driveway to Hillsdale Avenue (West Side)	17	13	76%	15	88%
Summary	**35**	**30**	**86%**	**32**	**91%**

Note:

1. No parking is available along the south side of Hillsdale Avenue adjacent to the complex.

Of the total 252 on-site spaces, 199 spaces were observed to be occupied on a weeknight, or approximately 79 percent of the on-site spaces, and 205 spaces, or approximately 81 percent of the on-site spaces, were observed to be occupied on a weekend night. This indicates that there was a vacancy rate of 19 to 21 percent for the provided on-site parking. Access to the majority of property parking is limited to residents, indicating that a considerable amount of on-site parking is typically 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 Pearl Avenue between the Hillsdale Avenue intersection and the DGDG auto dealership driveway. As residents and visitors do not need to enter the access-controlled lot to park along on-street 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. Of the 35 on-street spaces available overnight near Hillview Glen, 30 vehicles on a weekday night and 32 vehicles on a Saturday night, meaning approximately 86 to 91 percent of the available spaces were occupied, indicating that only 3 to 5 spaces immediately adjacent to the complex, were vacant during the overnight hours. The on-street parking occupancies suggests that some ancillary parking demand from residents and their guests exist outside of the complex.

Combining both on-site and on-street parking demands together results in a total parking demand of 1.75 spaces per occupied unit, assuming that all observed on-street parking demand is associated with the project site. This demand remains below the 1.83 spaces per unit on-site parking supply, suggesting that parking supply at Hillview Glen is adequate. The parking occupancies within the lot indicate that on-site parking supply would remain sufficient even if all nearby on-street parking demand shifted entirely to on-site parking facilities. **Figures 2.3** and **2.4** exhibit the parking counts collected for Hillview Glen for both a typical weekday night and weekend night.

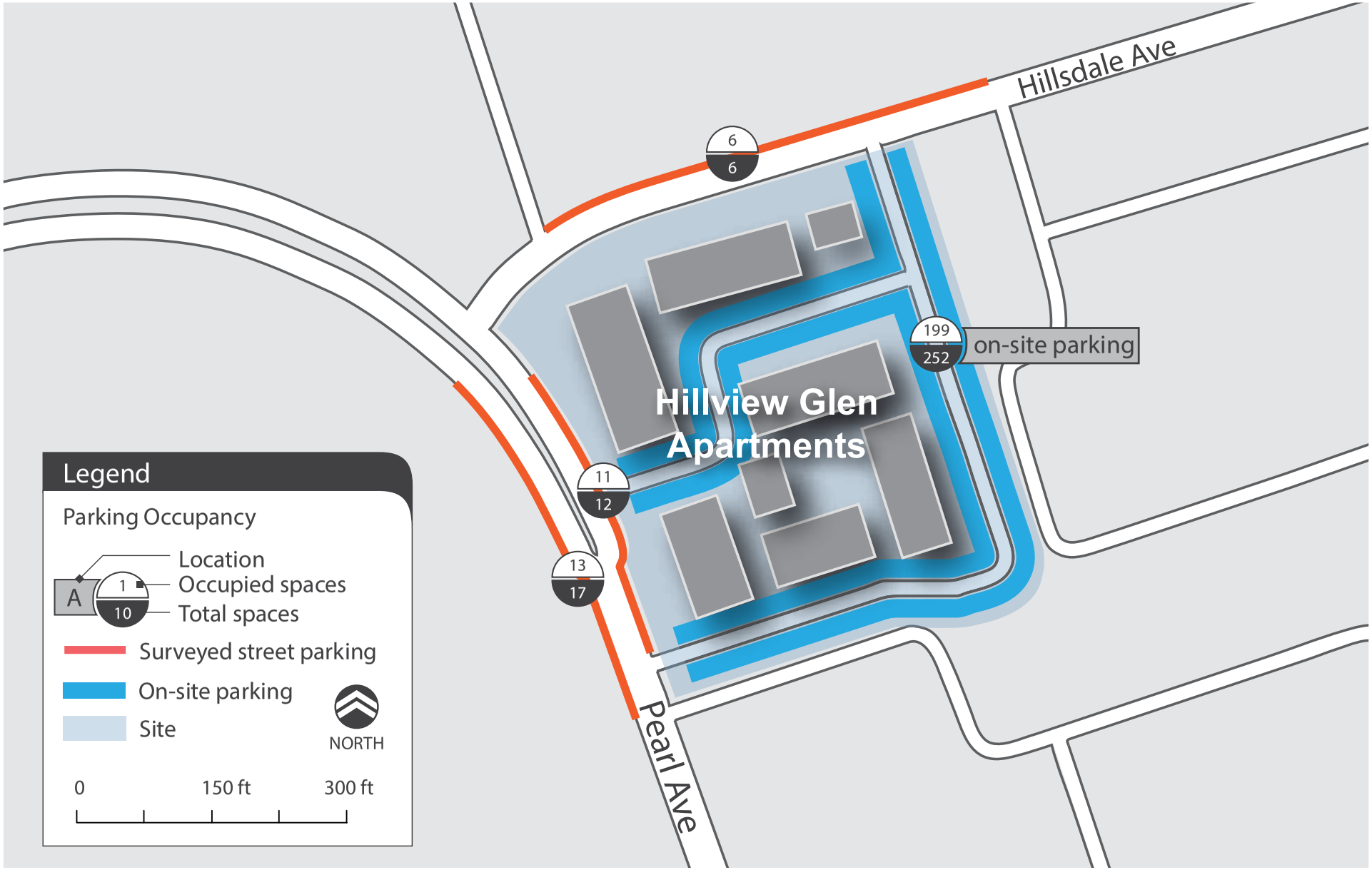

Figure 2.3
Hillview Glen Apartments Parking Occupancy - Weekday

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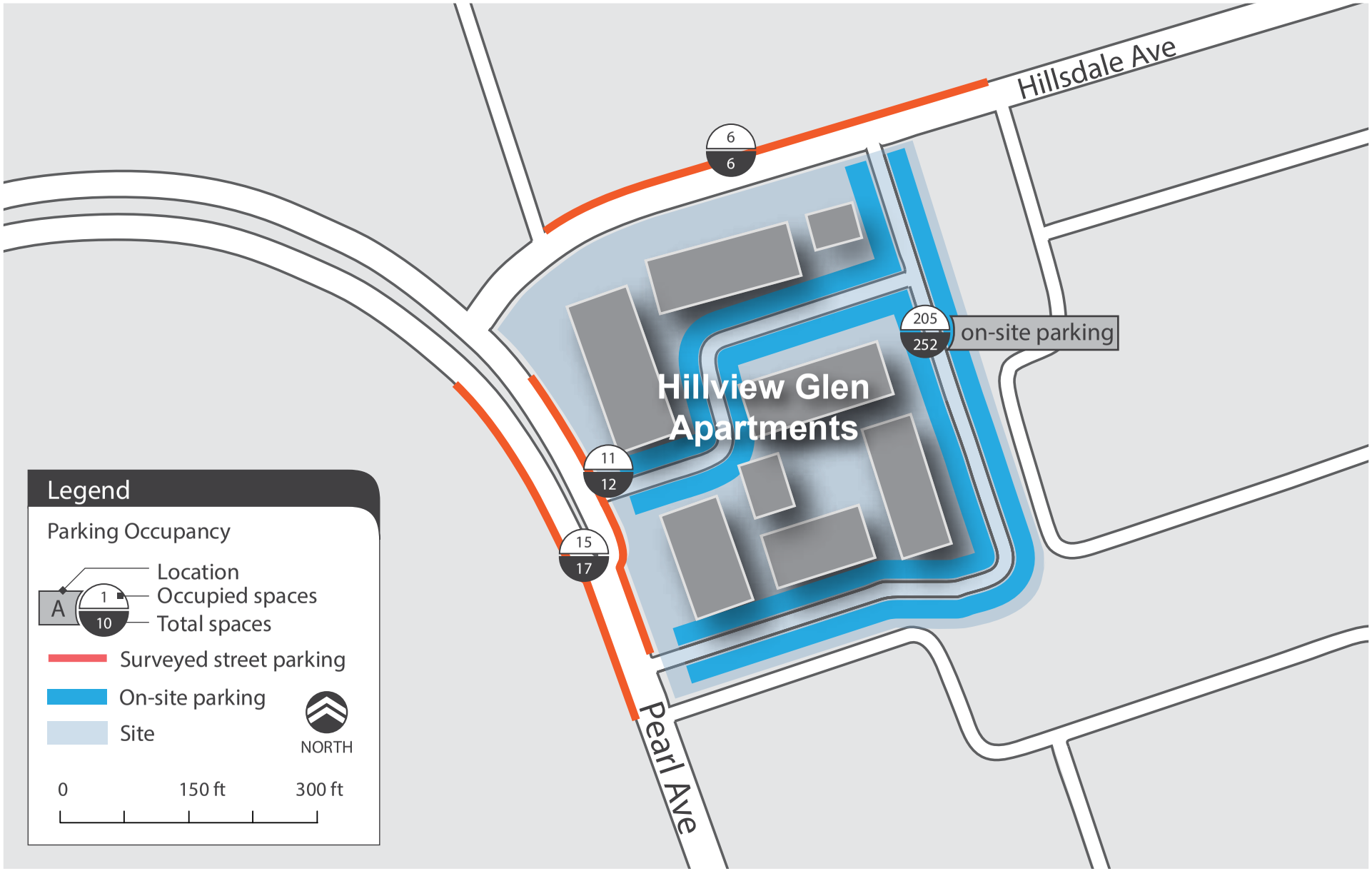

Figure 2.4
Hillview Glen Apartments Parking Occupancy - Weekend

CDM Smith

Site 2: Betty Ann Gardens

Betty Ann Gardens is located in the City of San Jose and has 76 total units. Of these, 16 are 1-bedrooms, 36 are 2-bedrooms, and 24 units have 3 to 4 bedrooms. Based on the property manager questionnaire, a total of 241 residents live on-site. Given the property's reported unit vacancy rate of 3 percent, an average of 3.27 residents per unit was determined to reside at this apartment complex. The majority of tenants that reside at Betty Ann Gardens were reported to have incomes between 50 and 60 percent of the AMI and 20 percent of the residents at the complex had incomes less than 50 percent of the AMI. **Tables 2.5** and **2.6** below provide information about the number of units and residents at the site.

Table 2.5 Betty Ann Gardens – Number of Units

Unit Type	Number of Units
Studios	0
1 bedroom	16
2 bedroom	36
3 bedroom	20
4 bedroom	4
Total	**76**

Source: EAH Housing

Table 2.6 Betty Ann Gardens – Number of Tenants

Age Range	Number of Tenants
Under 18	85
18 - 65	147
65 +	9
Total	**241**

Source: EAH Housing

Betty Ann Gardens is situated in a residential and small-commercial area along Lundy Drive. It is located near the San Jose Flea Market and future Berryessa BART station along Berryessa Road and Penitencia Creek. The site occupies a parcel just to the south of the intersection of Berryessa Road and Lundy Avenue. Additional transit immediately nearby include two local VTA bus lines; Route 77 runs daily along Lundy Avenue, while Route 12 is a weekend-only route connecting VTA light rail stations with the Flea Market. Transit stops in both directions are located directly next to the complex along Lundy Avenue. Management stated that free transit passes, in the form of a VTA "Eco Pass", are available for eligible tenants of Betty Ann Gardens.

A total of 128 parking spaces were provided on-site on a surface parking lot surrounding the building, for a ratio of 1.68 spaces per unit. On-street parking is limited along Lundy Avenue, with more parking located within the residential neighborhoods to the east and south of the complex. Building management stated that on-site parking availability is at a premium and that many tenants feel that there is a lack of parking on-site. Site management further suggested that on-street parking near the complex along Lundy Avenue and other on-street areas is utilized extensively by tenants at Betty Ann Gardens. No public bicycle storage facilities were reported to be available for residents.

Parking for residents is provided on a per-unit basis; one-bedroom units are assigned one space, while units with two or more bedrooms have two spaces assigned; many of these spaces are provided

tandem-style. No visitor parking is provided; all on-site parkers are required to display a permit. **Table 2.7** details the on-site parking supply and demand for Betty Ann Gardens, while **Table 2.8** exhibits the observed overnight nearby on-street parking supply and demand during a weekday and weekend night.

Table 2.7 Betty Ann Gardens – On-Site Parking Supply and Demand

On-Site Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Covered Tandem Parking	48	28	58%	32	67%
Covered Singles	20	14	70%	16	80%
Perimeter	55	41	75%	46	84%
Handicap	5	2	40%	3	60%
Total[1]	**128**	**85**	**66%**	**97**	**76%**

Source: EAH Housing

Note:

1. Parking inventory at the adjacent Creekview Inn property which shares the same driveway was omitted from the parking supply.

Table 2.8 Betty Ann Gardens – On-Street Parking Supply and Demand

On-Street Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Lundy Avenue - To Commodore Drive (West Side)[1]	16	11	69%	16	100%
Commodore Drive - Lundy Avenue to Cape Canaveral Drive (North Side)	7	7	100%	6	86%
Commodore Drive - Lundy Avenue to Cape Canaveral Drive (South Side)	10	10	100%	9	90%
Summary	**33**	**28**	**85%**	**31**	**94%**

Note:

1. No parking is available along the east side of Lundy Avenue near the complex.

As **Table 2.7** above shows, the on-site parking supply has substantial availability during the peak overnight parking times, with 85 spaces of demand on weekday nights and 97 parking spaces occupied on weekend nights, or anywhere from 24 to 34 percent of parking vacancy. These observations imply that, despite management's indication about the lack of parking availability, site parking demand is being met by the available on-site parking supply; while some of the available spaces at the complex are tandem spaces which are for tenants assigned multiple spaces, other parking types are shown to have some availability. It is possible that tenants do not use their assigned spaces due to the challenge of using multiple vehicles in a tandem parking area. No bicycle counts were performed as property management indicated they are typically stored in individual tenant units.

Betty Ann Gardens management noted that due to their reported parking constraints on-site, resident parking demand did overflow to public on-street parking along Lundy Avenue and other nearby streets. Of the 33 on-street spaces available overnight along Lundy Avenue closest to Betty Ann Gardens and the closest on-street residential parking on Commodore Drive, 28 vehicles on a weeknight and 31 vehicles on a weekend night were observed to be parked on-street; this resulted in only 2 to 5 spaces being available (about 6 to 15 percent availability) during the overnight hours. The on-street parking demand suggests that overflow parking demand from Betty Ann Gardens residents and their guests does occur nearby. While on-site parking was observed to still be available, it is likely that parking restrictions such as a lack of visitor parking spaces, tandem parking, the requirement to

obtain a permit to be allowed to park on-site, and limited additional spaces for multi-bedroom units pushes Betty Ann Gardens residents and visitors to use other nearby on-street facilities when parking additional vehicles.

Despite the relatively moderate use of the on-site parking supply, the high parking on-street occupancies nearby results in the overall Betty Ann Gardens parking demand being higher than the parking supply that was inventoried on the project site. It is possible that some guests and tenants could park even further than the surveyed blockfaces to find available on-street parking. This high demand could potentially be related to the tenant composition; Betty Ann Gardens residents are primarily households whose income is at least 50 percent of the AMI, which is high enough that many tenants likely do not rely on transit for most of their trips and would possess a vehicle to maintain their typical lifestyle, possibly limiting the impact of the property-provided subsidized transit passes. Additionally, while the overall parking supply ratio for this complex is a reasonable 1.68 spaces per unit, as many of these spaces are tandem, unit-assigned, and limited to permit holders and residents, there is likely some parking demand for the complex that cannot be accommodated as-is on the site. This results in parking spillover on-street in the nearby neighborhood streets.

Combining both on-site and on-street parking demands at Betty Ann Gardens results in a total parking demand of 1.74 spaces per occupied unit, assuming that all observed on-street parking demand is associated with the project site. This demand is slightly higher than the 1.68 spaces per unit on-site parking supply, suggesting that parking supply at Betty Ann Gardens is not sufficient given the existing parking demand (and despite the availability of on-site parking in total). The constraints of on-site parking at this site indicate that parking impacts occur along Lundy Avenue likely as a result of resident overflow parking. Other parkers nearby are potentially affected, as Betty Ann Gardens residents and guests are forced to park on-street to find readily available parking.

Figures 2.5 and **2.6** exhibit the parking counts collected for Betty Ann Gardens for both a typical weekday night and weekend night.

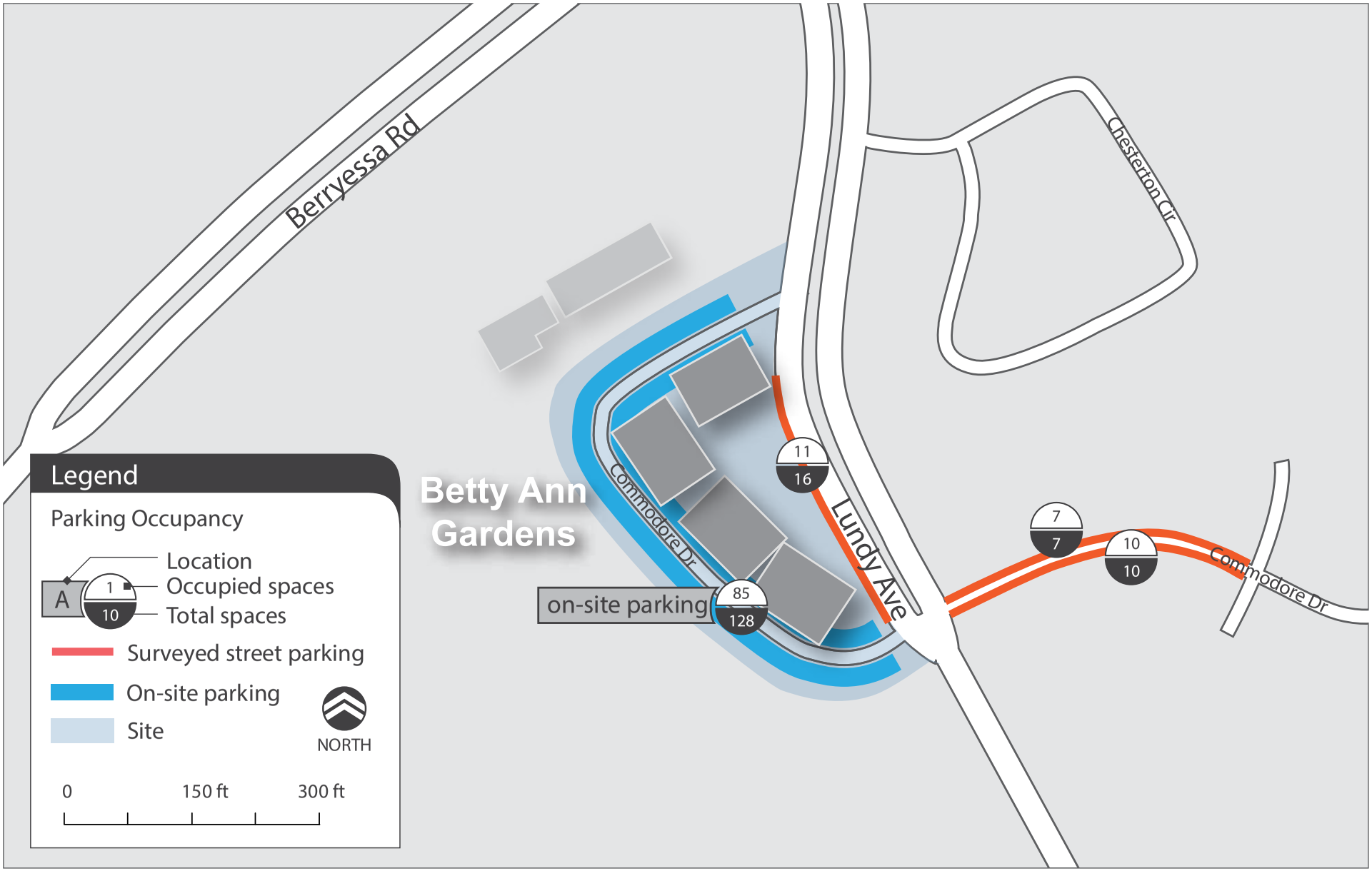

Figure 2.5
Betty Ann Gardens Apartments Parking Occupancy - Weekday

CDM Smith

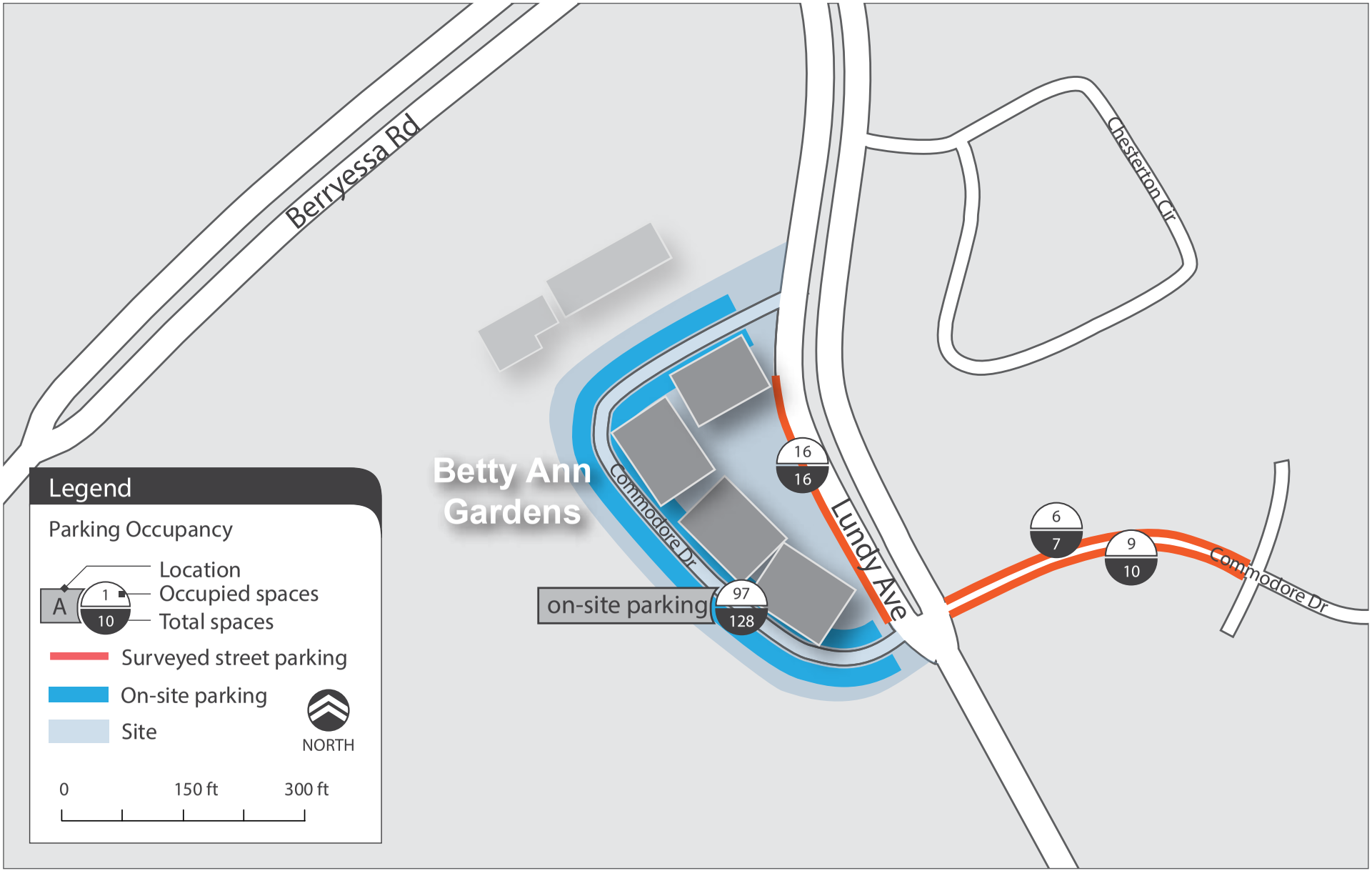

Figure 2.6

Betty Ann Gardens Apartment Parking Occupancy - Weekend

CDM Smith

Site 3: Elena Gardens

The Elena Gardens apartment complex is located in the northeast section of the City of San Jose and has 168 total units. Based on the property manager questionnaire, a total of 370 residents live on-site. Currently Elena Gardens has zero vacant units, resulting in an average of 2.20 residents per unit who reside at the complex. Unit tenants were confirmed by property management to all have incomes less than 60 percent of the AMI. **Tables 2.9** and **2.10** provide information about the number of units at the site.

Table 2.9 Elena Gardens – Number of Units

Unit Type	Number of Units
Studios	0
1 bedroom	48
2 bedroom	88
3 bedroom	32
4 bedroom	0
Total	**168**

Source: EAH Housing

Table 2.10 Elena Gardens – Number of Tenants

Age Range	Number of Tenants
Under 18	92
18 - 65	201
65 +	77
Total	**370**

Source: EAH Housing

Elena Gardens is located at the intersection of Cropley Avenue and Lakewood Drive in the northeastern area of San Jose, near Interstate 680. It is located adjacent to other apartment complexes, single-family residential housing, and some small commercial shops and restaurants located along Cropley Avenue. Transit is provided via VTA light rail along Capitol Avenue, which connects with the Great Mall in Milpitas and other destinations in San Jose and Santa Clara; the Cropley station is several hundred feet away to the west from the front of the complex. Property management did not note any provided benefits for tenants using public transportation. Bus service is available around 2/3 miles away to the northeast, where 15-minute frequency local bus and some express bus service is offered along Morrill Avenue.

A total of 227 parking spaces are provided on-site via two surface parking lots, which mostly consists of assigned resident, visitor, and handicapped parking. This results in an overall parking supply ratio of 1.35 spaces per unit. Unrestricted on-street parking on Lakewood Drive adjacent to the complex is also available. No secure bicycle facilities are provided at this complex. **Table 2.11** details the on-site parking supply and demand for Elena Gardens, while **Table 2.12** exhibits the overnight on-street parking supply and demand near the complex.

Table 2.11 Elena Gardens – On-Site Parking Supply and Demand

On-Site Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Primary Resident Lot					
Regular Spaces	188	167	89%	160	100%
Handicap Spaces	10	10	100%	10	100%
Front Lot					
Regular Spaces	27	23	85%	23	85%
Handicap Spaces	2	1	50%	2	100%
Total[1]	**227**	**201**	**89%**	**195**	**86%**

Source: EAH Housing

Notes:

1. The non-handicap spaces comprise of guest, assigned resident, maintenance, staff, and other spaces within the two surface lots serving Elena Gardens.

Table 2.12 Elena Gardens – On-Street Parking Supply and Demand

On-Street Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Lakewood Drive - Cropley Drive to Shadowvale Way (East Side)	10	10	100%	8	80%
Lakewood Drive - Cropley Drive to Shadowvale Way (West Side)	16	15	94%	14	88%
Total	**26**	**25**	**96%**	**22**	**85%**

As **Table 2.11** and **2.12** above show, on-site parking demand experiences 201 spaces of demand on weekday nights and 195 parking spaces observed to be occupied on weekend nights. This reflects approximately 89 percent occupancy on weekday nights and 86 percent occupancy on weekend nights, which can be considered high occupancy. This indicates that there was a vacancy rate of anywhere between 11 to 14 percent for the provided on-site parking. Based on the survey, there is only a limited amount of unoccupied on-site parking during the overnight residential parking period. The existing supply of 227 on-site parking spaces essentially is at practical parking capacity (typically 85 percent occupancy). As a result, it is reasonable to expect that some spillover parking would occur, as guests and other resident vehicles that could use the lot would instead park along Lakewood Drive as a result of the limited parking supply available. Additionally, the large size of the Elena Gardens parking lot limits how people can reasonably access some of the units on-site, due to the sheer distance of some parking spaces to parts of the complex, which could push some users to utilize on-street parking.

Since on-site parking was near full occupancy or potentially as a matter of convenience, occupancy counts and site management noted that residents do park on-street nearby along Lakewood Drive. According to **Table 2.12**, of the 26 on-street spaces available overnight near Elena Gardens, 25 vehicles on a weeknight and 22 vehicles on a weekend night were observed to be parked, indicating that at most only 15 percent of the on-street spaces were vacant during the overnight hours. On weekdays, nearly all on-street spaces near the complex were observed to be occupied. This on-street parking demand indicates that overflow parking from Elena Gardens residents and their guests is still considerably constrained by the lack of available parking at the complex. Please note that other adjacent housing complexes could also contribute to the on-street demand along Lakewood Drive, meaning that on-street parking demand likely would not be all generated by residents and guests of Elena Gardens.

Combining both on-site and on-street parking demands at Elena Gardens results in a maximum parking demand of 226 vehicles. This results in an estimated maximum parking demand of 1.35 spaces per occupied unit, which is identical to the 1.35 spaces per unit provided on-site. Since the 1.35 spaces per unit parking demand conservatively accounts for parking for both on-site and on-street demand, this suggests that parking supply at Elena Gardens is sufficient for resident parking needs. There is about an 11 to 14 percent parking vacancy for on-site parking supply during overnight hours, indicating that there is a small amount of available parking remaining for residents on-site. As mentioned, some residents likely use on-street parking for the sake of convenience, due to the distance for some visitor and unassigned parking to some of the units.

While parking supply can be considered sufficient for the existing parking demand, occupancies are high at about 86 to 89 percent of full occupancy; however, in comparison to the other two sites, Elena Gardens' overall per unit parking demand is somewhat lower. Reasons such as the proximity of light rail transit service, the unit type mix, and the income level of resident tenants could explain this. Overall, these observations imply that parking demand can still be met by the available parking supply at Elena Gardens.

Figures 2.7 and **2.8** exhibit the parking counts collected for Elena Gardens for both a typical weekday night and weekend night.

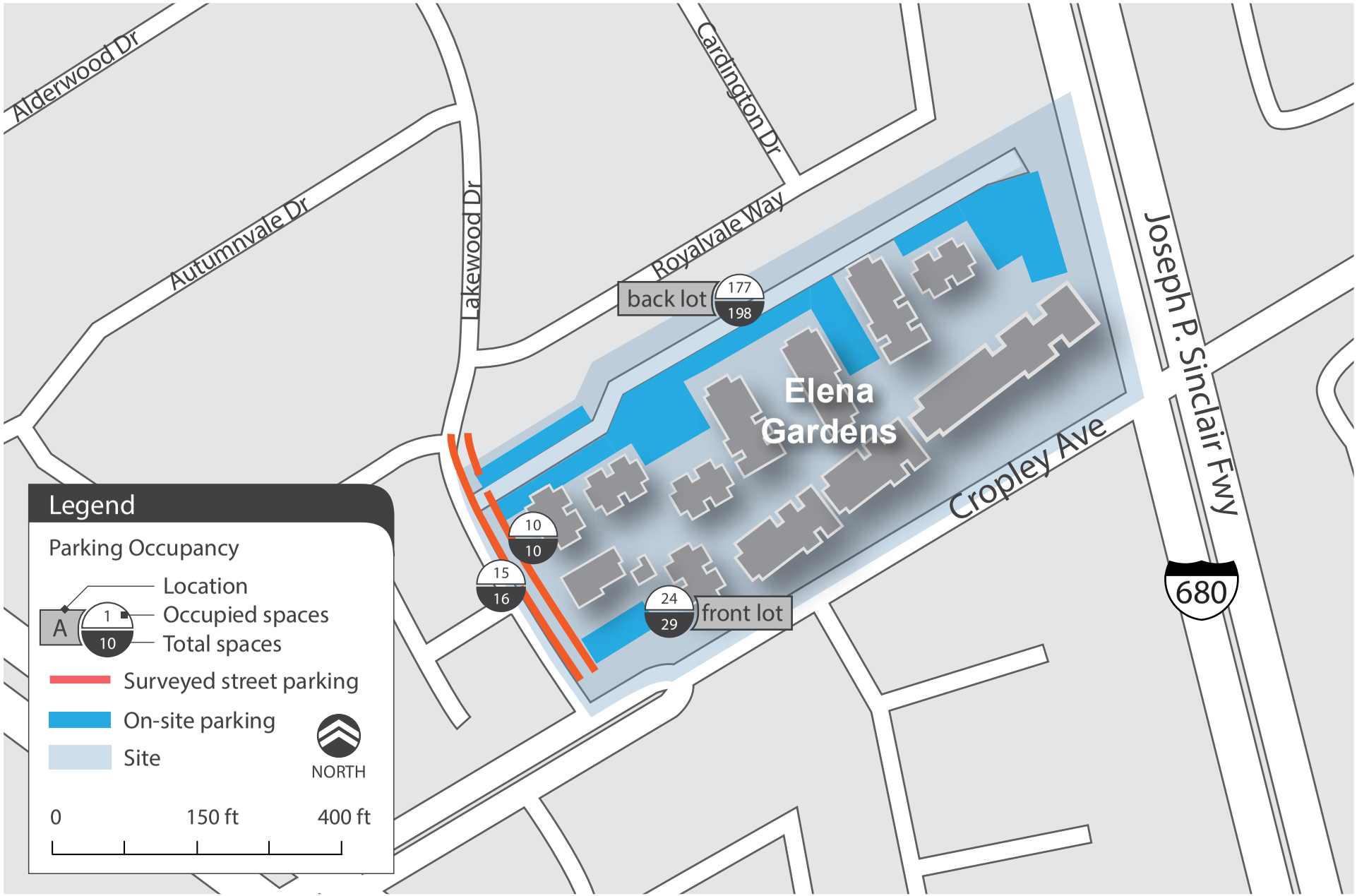

Figure 2.7
Elena Gardens Apartments Parking Occupancy - Weekday

CDM Smith

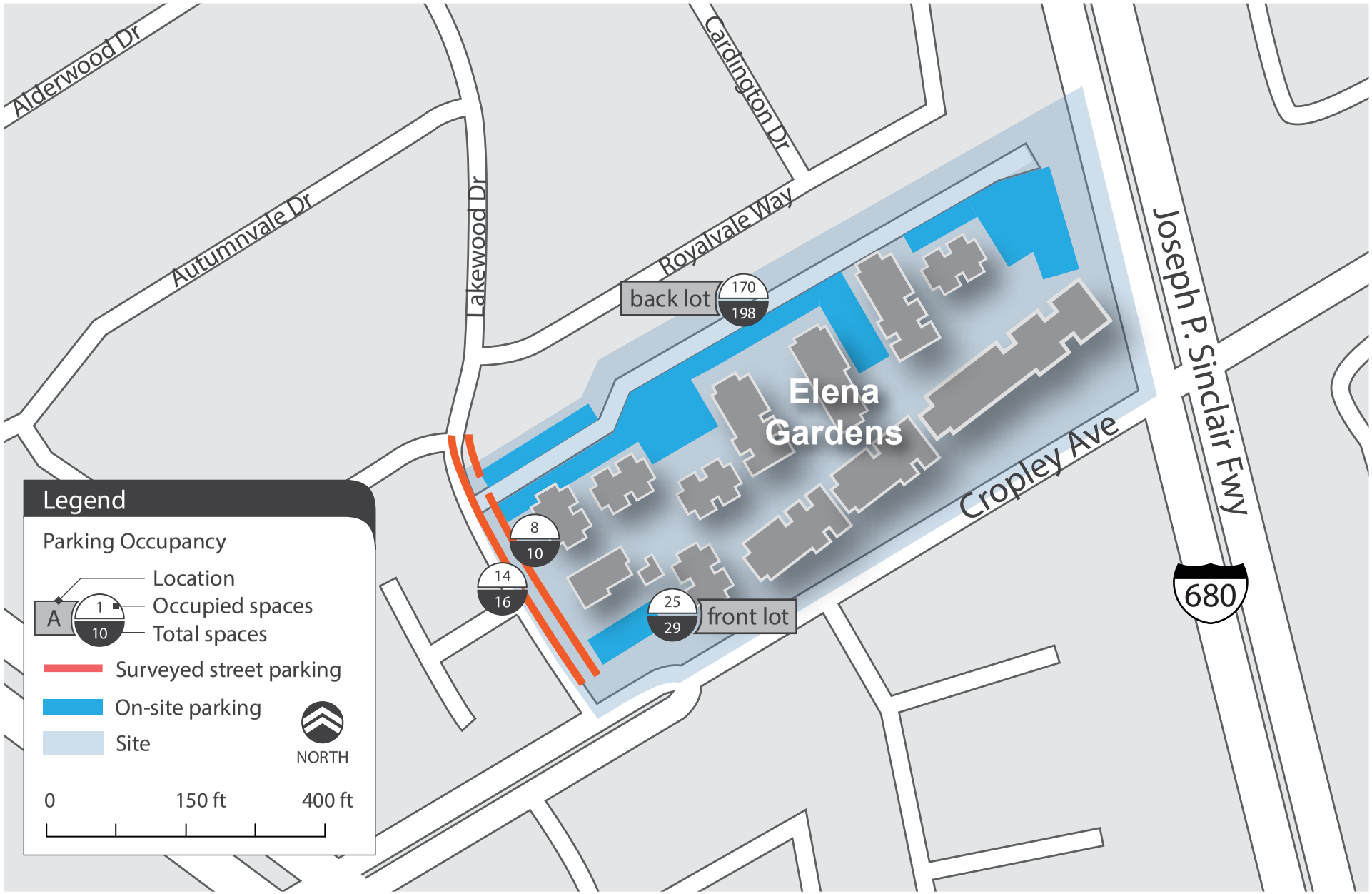

Figure 2.8
Elena Gardens Apartments Parking Occupancy - Weekend

CDM Smith

2.3 Proposed Project

The proposed project is to be located at 779 East Evelyn Avenue in the City of Mountain View, on Assessor Parcel Number (APN) 161-15-006. Based on the most recent site plans, 116 total units, comprising of 114 affordable housing apartments for qualifying households earning less than 60% AMI and two two-bedroom manager's units, would be constructed on an "L"-shaped parcel at the southwest corner of the East Evelyn Avenue and South Bernardo Avenue intersection. The 76 gasoline station on the corner is not included in the project site.

The existing site is currently occupied by two buildings, which house a Shop n'Save liquor store and small commercial offices. The existing site has a total of about 100 parking spaces around different portions of the site. The site is immediately bordered by multi-family residential and light commercial/industrial uses, as well as Caltrain tracks directly to the north across Evelyn Avenue. According to ROEM, the proposed project would require removal of the existing buildings and require the current businesses to relocate.

Transit service at the project site is provided in the immediate vicinity by VTA Route 53 along South Bernardo Avenue and West Washington Avenue, at 60 minute frequencies on weekdays. It connects to the Sunnyvale Caltrain station and Transit Center to the east. The closest stop is located approximately 1/3 of a mile to the south. More VTA transit service is provided along El Camino Real approximately 0.8 mile to the south by VTA Routes 22 and 522, at 10 to 15 minute frequencies. Caltrain and VTA light rail service is available at the Mountain View Station approximately 1.5 miles to the west (both services), the Whisman Station (only VTA) approximately 1.1 miles to the northwest, and the Sunnyvale Station (only Caltrain) approximately 1.3 miles to the east.

2.3.1 Mountain View Zoning Ordinance

The City of Mountain View does not have parking requirements specifically for affordable housing projects. However, the City does allow for parking requirements to be reduced for development projects if a parking study determines that the demand will be lower than the required ratios established by Section 36.32.050 of the Mountain View Zoning Ordinance. Per the Zoning Ordinance, 1.5 parking spaces per studio and one-bedroom housing unit (less than or equal to 650 square feet) are required, while two spaces are required for one-bedroom units larger than 650 square feet, and two- and three-bedroom units. In addition, the ordinance specifies that 15 percent of this calculated required parking then be provided as readily accessible guest use. Common application of the standard results in 15 percent of the total parking for guests in addition to the required parking for residential units and this requirement has been used for this study.

According to ROEM, the project is proposed to be constructed with 218 parking spaces. Of these, 186 parking spaces would be provided for residential use and 32 spaces for guest use. The 186 residential spaces were calculated by allotting one parking space per studio and one-bedroom (instead of the required 1.5 spaces), while two spaces per unit would be provided for two- and three-bedroom units, which include the two manager units and would satisfy the Mountain View Zoning Ordinance parking requirements. ROEM is proposing to maintain the same guest parking ratio as required by the Zoning Ordinance. The 32 guest spaces was calculated by multiplying 17 percent of the overall residential parking spaces to be at the site, which is identical to the number of spaces required by applying the 15 percent guest parking rate. Overall, the proposed 218 spaces for the project would be approximately 89 percent of what is required by the Zoning Ordinance (244 spaces).

Table 2.13 shows the Zoning Ordinance's required parking standards versus the project's proposed parking space supply.

Table 2.13 Project Parking Rate Comparison

779 East Evelyn Project		Parking Rates	Total Parking Spaces	
Land Use Type	Number of Units	Mountain View Zoning Ordinance (spaces/unit)	Required Parking Spaces by Code	Parking Spaces Proposed
Studios	7	1.5	10.5	7
1-bedrooms (≤ 650 sf)	33	1.5	49.5	33
1-bedrooms (> 650 sf)	6	2	12	6
2-bedrooms[A]	38	2	76	76
3-bedrooms	32	2	64	64
Subtotal	-	-	*212*	*186*
Guest Parking	-	15% of required parking	32	32[B]
Total	**116**	**-**	**244**	**218**
Parking Ratio	-	-	2.10 spaces/unit	1.88 spaces/unit

Source: City of Mountain View, ROEM Development Corporation, April 2015.
Note:

A. Two (2) 2-bedroom units are reserved for site manager use.
B. ROEM proposes to provide an additional 17 percent of the number of assigned residential parking spaces (186 x 0.17 = 32) in the form of guest parking spaces.

2.3.2 Parking Demand Analysis

Based on the review of the three comparison sites, the total estimated parking demand ranges between 1.35 and 1.75 spaces per occupied unit. These values range from 0.71 to 0.78 spaces per bedroom. Per code, the 779 East Evelyn project would require 2.10 spaces 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 City's Zoning Ordinance. Combining all three sites' parking demands results in an average demand of 1.61 spaces per unit.

Applying these parking rates to the proposed project results in a demand ranging from 156 to 203 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 low amounts of transit service. As mentioned previously, limited VTA bus service is located within 1/3 mile of the project site, with more frequent transit service located approximately 1 mile away. Light and regional rail services are not immediately available in the area. The site is situated near Caltrain tracks and a VTA light rail line but is not accessible to or in close proximity to any nearby station. The quality of transit service for the comparison sites surveyed as part of this study is similar. All of the complexes have varying numbers, types, and frequencies of transit service, but none have an exceptional amount of available transit (only Elena Gardens has light rail service immediately accessible within ¼ mile of their site). The proposed project therefore compares similarly with these other sites. Of the comparisons, only Betty

Ann Gardens offers free VTA "Eco Pass" transit passes for tenants. Residents relying on transit at all of these complexes most likely experience some difficulties 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. Due to the relative lack of transit availability in the vicinity of the proposed project, in order to be more conservative, the average 1.61 spaces per unit parking demand was adjusted upward to 1.68 spaces per unit. Multiplying this value by the number of units results in an expected parking demand of 195 spaces.

According to the analysis above, the anticipated 195 spaces of parking demand would remain lower than the proposed 218 residential parking spaces to be provided at the 779 East Evelyn site. Parking at the proposed project would be assumed to be at the maximum during overnight hours. Should parking demand exceed what is projected by the analysis, there is a small amount of parking buffer for 779 East Evelyn Avenue tenants.

Taking the conclusions of the analysis with these assumptions, it is recommended that the 218 residential parking spaces proposed would be sufficient to accommodate all expected residential parking demand for the proposed project.

Table 2.14 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 all on-street parking that occurs along nearby streets to the apartment complexes.

Table 2.14 Comparison Residential Site Parking Demand Calculation

Comparison Sites	Hillview Glen	Betty Ann Gardens	Elena Gardens	Average
Occupied Units	135	73	168	125
Maximum Occupied Spaces (On-Site and On-Street)	237	128	226	197
Parking Demand (spaces/unit)[1]	**1.75**	**1.74**	**1.35**	**1.61**

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.

Table 2.15 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, the proposed project supply would have more parking per unit than the comparison properties. The project could have less parking, as low as 1.68 spaces per unit, and still accommodate the anticipated parking demand.

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

Table 2.15 Parking Supply and Demand of Comparison Sites and Proposed Project

	Comparison Sites			779 East Evelyn
	Hillview Glen	Betty Ann Gardens	Elena Gardens	
Total Units On-Site	138	76	168	116
On-Site Parking Supply (# of spaces)	252	128	227	218
On-Site Parking Supply Ratio (spaces/unit)	1.83	1.68	1.35	1.88
Parking Demand (occupied spaces/occupied unit)	**1.75**	**1.74**	**1.35**	**1.68[1]**

Note:

1. Projected calculation: the proposed project parking demand ratio was adjusted from the average of 1.61 spaces/unit to 1.68 spaces/unit to account for the impact of limited 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 1.68 spaces per unit value was used to determine expected residential parking demand at the 779 East Evelyn Avenue site. This rate would result in an expected residential parking demand of 195 parking spaces. This projected demand is expected to be sufficiently supplied by the proposed 218 residential parking spaces.

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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Hillview Glen

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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:	**None**	
1 bedrooms:	**30**	**30**
2 bedrooms:	**48**	**48**
3 bedrooms:	**60**	**60**
Other (describe):		
Total Number:	**138**	**138**

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:	**236**
Un-assigned resident parking:	**5**
Visitor parking:	**3**
General, unassigned parking:	
Staff parking:	**5**
Other (describe):	**3 (prospective)**
Total number of spaces on premises	**252**

Tenant Information

1. How many tenants currently reside on the premises? Do you know how many are:
   - Under 18: **171**
   - Over 18: **262**
   - Senior (65+):**20**

2. **Tenant composition:**
   What percentage of tenants are (please provide an estimate if information not available):
   - Employed: **96%**
   - Seniors or others living on fixed income: **10%**
   - 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): **10%**
   - 50% AMI (up to $36,750 annual income for one person):**85%**
   - Over 50% AMI: **5%**

   Unit Occupancy:
   - What is the maximum allowed occupancy per studio unit? **N/A**
   - What percentage of the units are double occupancy (2 persons per unit): **98%**
   - What percentage of the units are more than 2 persons per unit (if allowed): **98%**

3. Are there currently any vacancies? If yes, how many? **None at this time.**

   What is the typical vacancy rate (e.g. 10% units)? 1.5%-2%

4. Do you have information on vehicle ownership? If so please provide any information you can
   - Total number of vehicles: **Unknown at this time**
   - Number of vehicles by unit type: **Unknown at this time**
   - What are the eligibility requirements for tenancy in the building / project? **See attached Resident Selection Criteria.**

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? **One per unit, 2nd space on a waiting list as first come first serve basis.**

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**
- **1BR-1 space per unit**
- **2BR-1 space per unit**
- **3BR-1 space per unit**

Other- 2nd space on a waiting list as first come first serve basis.

-

7. What is the process for obtaining a parking space? (assignment/application)
   Provide proof of insurance and DMV registration.

8. Can residents request or obtain use of additional spaces if necessary? Is there a waiting list for spaces?
   2nd space on a waiting list as first come first serve basis

9. If the building has visitor spaces, how are they regulated? (Who can use them, for how long etc…)
   Regulated by on site staff, spaces marked as Visitors 48 hrs. only.

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

    Constant memorandum to the residents and constant patrol of the towing company.

11. Do you have any evidence (anecdotal or otherwise) about the current state of parking in the building?
    - 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)?
    Outdoor racks.

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? **No.**

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: N/A.

Betty Ann Gardens

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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:	0	
1 bedrooms:	16	
2 bedrooms:	36	
3 bedrooms:	20	
Other (describe): 4BDdrm	4	
Total Number:	76	

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:	
Un-assigned resident parking:	0
Visitor parking:	0
General, unassigned parking:	0
Staff parking:	2
Other (describe): office	2
Total number of spaces on premises	

Tenant Information

1. How many tenants currently reside on the premises? Do you know how many are:
   - Under 18: 85
   - Over 18: 147
   - Senior (65+): 9

2. **Tenant composition:**
   What percentage of tenants are (please provide an estimate if information not available):
   - Employed: 85%
   - Seniors or others living on fixed income: 25
   - 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): 8
   - 50% AMI (up to $36,750 annual income for one person): 11
   - Over 50% AMI: 56

   Unit Occupancy:
   - What is the maximum allowed occupancy per studio unit? N/A
   - 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? 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: unk - log not current
   - Number of vehicles by unit type: unk
   - What are the eligibility requirements for tenancy in the building / project?

Must be on lease, Registration must be in lease holder's name.

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? 1-2

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

7. What is the process for obtaining a parking space? (assignment/application)
   Current registration / proof of insurance
8. Can residents request or obtain use of additional spaces if necessary? Is there a waiting list for spaces? No wait list.
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? No permit, expired registration - car is towed.
11. Do you have any evidence (anecdotal or otherwise) about the current state of parking in the building?
    - Are spaces usually full? Yes
    - Are there complaints about parking issues? Many
    - 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? Not yet.
13. What kind (outdoor racks / indoor / secure)?
14. Is the use of bicycle parking restricted in any way (i.e. assigned spaces, limited per unit etc…)?
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 ✓
    - 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:

Elena Gardens

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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:	**0**	
1 bedrooms:	**48**	
2 bedrooms:	**88**	
3 bedrooms:	**32**	
Other (describe):		
Total Number:	**168**	

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:	**168**
Un-assigned resident parking:	**9 Office**
Visitor parking:	**34**
General, unassigned parking:	NA
Staff parking:	**4**
Other (describe):	**12 ADA**
Total number of spaces on premises	**227**

Tenant Information

1. How many tenants currently reside on the premises? Do you know how many are:
   - Under 18: **92**
   - Over 18: **201**
   - Senior (65+): **77**

2. **Tenant composition:**
   What percentage of tenants are (please provide an estimate if information not available):
   - Employed:
   - 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? **NA**
   - 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? **No** If yes, how many? **None**

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

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?

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?

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 **NA**
- 1BR **NA**
- 2BR **NA**
- 3BR **NA**
- Other **NA**

7. What is the process for obtaining a parking space? (assignment/application)
   1 car per unit, they have to register and provide us current Insurance & DMV Registration
8. Can residents request or obtain use of additional spaces if necessary? Is there a waiting list for spaces?
   No, they may park outside the premises for any additional cars
9. If the building has visitor spaces, how are they regulated? (Who can use them, for how long etc…)
   We monitor visitor spaces daily. They must remove their cars within 24hrs.
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? **Yes**
    - Are there complaints about parking issues? **No**
    - Do residents sometimes park on nearby on-street spaces? **Unknown**

Transportation assistance and choices

12. Does the building site have bicycle parking? **No** If so, is it well used? **NA**

13. What kind (outdoor racks / indoor / secure)? **NA**

14. Is the use of bicycle parking restricted in any way (i.e. assigned spaces, limited per unit etc…)? **NA**

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
    - 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: