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**APPENDIX K**

**REDUCED PARKING JUSTIFICATION MEMO**

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# memorandum

**date** September 24, 2020  
**to** City of Placentia Planning Staff  
**from** Sarah Walker, Senior Project Manager  
**subject** 1314 N. Angelina Drive – Reduced Parking Justification

## SUMMARY

National Community Renaissance (National CORE) respectfully requests a reduction in parking for the proposed senior housing community located at 1314 N. Angelina Drive (proposed Project). The proposed Project is rent restricted for income qualified (30% to 60% of AMI) seniors age 62 and over and includes 1 studio unit, 58 one-bedroom units, and 6 two-bedroom units. The Proposed Project will create 45 new onsite parking spaces including two accessible spaces and four electric vehicle spaces with charging stations to accommodate residents, visitors and staff in addition to the 85 existing parking spaces provided for the Church of the Blessed Sacrament. With the existing Church parking there are a total of 130 parking spaces on the 3.9-acre parcel. The parking ratio for the new parking spaces dedicated to the residential development is proposed at 0.7 spaces per unit. Based on parking utilization rates for similar senior rental projects within the region and the availability of public transportation options at the site, we feel that the proposed parking ratio is appropriate for an income-restricted, senior rental development.

## OVERVIEW

The management and regulation of parking has historically been a key consideration in the design of new residential developments and continues to receive a fair amount of attention as the public becomes increasingly aware of the social and environmental costs to provide land for vehicles at home, work and the places in between. Providing an efficient amount of parking spaces and properly managing parking on and off the street is crucial for any community. A lack of convenient parking can be frustrating to drivers and potentially detrimental to businesses; however, an oversupply of parking can have equally detrimental social and environmental effects on communities full of large vacant parking lots.

The City of Placentia has established parking requirements based on the use and intensity of development. For a residential multifamily development in the High Density Residential (R-3) zone, the Placentia Zoning Code states that 1.75 spaces per one-bedroom unit and 2 spaces per two-bedroom unit are required plus an additional ten percent (10%) of said total for guest parking. One (1) space per unit must be in a garage, however carports may be allowed for multifamily developments. Based on these standards the proposed 65-unit Project would be required to provide 134 parking spaces. This equates to more than 0.5 acres of land allocated to the storage of vehicles, not including drive aisles and access points.





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## AB 744

In October 2015, the California legislature passed Assembly Bill No. 744 to address the discrepancy between minimum parking standards and the actual demand from tenants for parking in developments that are in close proximity transit or serve individuals who have fewer cars, including seniors. Specifically, AB 744 allows a developer that is proposing a seniors-only project in proximity to transit that includes 100% affordable rental units to request that the jurisdiction reduce the minimum parking requirements for the development to 0.5 spaces per unit. The passage of AB 744 is intended to support the development of affordable housing in three ways:

1. Enables developers to invest in building more affordable dwelling units and not waste public subsidies and land on unneeded parking spaces.
2. Provides developers flexibility to include as much parking as necessary to meet actual demand.
3. Reduces construction costs and encourages building of urban infill, transit-oriented development, senior, and special needs housing.

The proposed Project is located within 0.1 miles of OCTA Route 26 that provides service with 15-minute headways during peak travel times. The Project is proposed to be 100 percent affordable to households earning less than 60 percent of the area median income for Anaheim-Santa Ana-Irvine MSA which equates to households earning \$40,620 or less annually. Based on AB 744 the Project would be required to provide 32.5 parking spaces. While the Project qualifies for the full parking reduction allowed by AB 744, there is a need to find a balance that ensures livability and mobility for residents. Consequently, the Project is not asking to reduce parking to the 0.5 spaces per unit minimum requirement as allowed by AB 744, but rather reduced number of spaces from the 134 spaces as required based on City zoning standards to 45 spaces (0.7 spaces per unit). In providing a ratio of 0.7 spaces per unit the Project can meet the needs of residents, while encouraging alternative forms of transportation, reducing vehicle trips and highlighting the City's commitment to sustainability.

## WALKSCORE

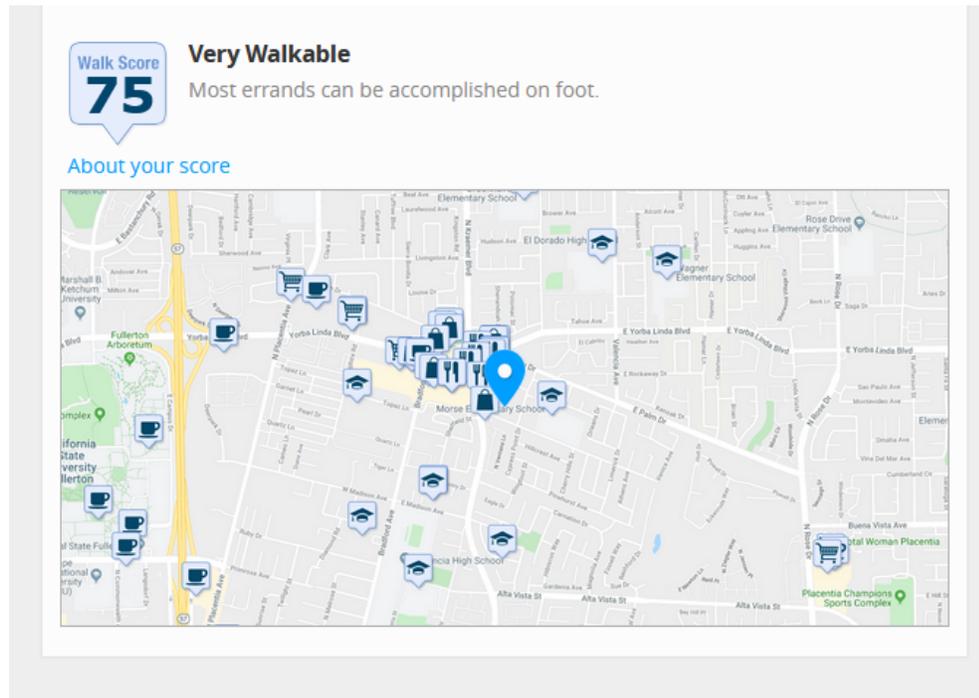
The Project site has a Walkscore of 75, *Very Walkable* meaning that most errands can be accomplished on foot and do not require a car. Within a quarter mile there are more than 15 restaurants, 3 grocery stores, 5 grocery stores, a variety of retail stores and services, a pharmacy, financial institutions, and several parks. The development is located on Yorba Linda Boulevard, which offers a range of restaurants, markets, shops and services. It is entirely feasible for residents at the Development site to complete errands on foot if desired. A Walkscore map of amenities, businesses and services around the project area is provided in Figure 1.





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FIGURE 1: PROJECT SITE WALKSCORE MAP



## TRANSIT AVAILABILITY

Within the City of Placentia, there are a number of alternative transportation options for residents living in the city without a car or those who prefer not to drive. Within a quarter mile of the proposed Project there are four bus routes operated by the Orange County Transportation Authority (OCTA), including:

- Route 26: Fullerton - Placentia via Commonwealth, Yorba Linda Ave. There is a bus stop roughly 0.1 miles from the proposed Project on Yorba Linda Boulevard. Popular destinations include Downtown Fullerton, CSU Fullerton, Fullerton Crossroads, and Placentia Linda Hospital. This line also stops at the Fullerton Transportation Center which is also an access point for Metrolink and Amtrak. Headways for Route 26 are every 15 minutes.
- Route 129: La Habra - Anaheim via La Habra Blvd, Beach Blvd, Birch St, Kraemer Blvd. There is a bus stop less than 0.1 miles from the proposed Project on Kraemer Boulevard. Popular destinations include Kindred Hospital Brea, Brea Gateway/Downtown, Brea Mall, Brea Union Plaza Center, Fullerton Crossroads. Headways for Route 129 are every 45 minutes.
- Route 153: Brea - Anaheim Regional Transportation Intermodal Center (ARTIC) via Placentia Ave. There is a bus stop less than 0.75 miles from the proposed Project on Placentia Avenue. Popular destinations include Brea Mall, CSU Fullerton, Fullerton Crossroads, East Anaheim Shopping Center, and Stadium Promenade. This line also stops at ARTIC which is also an access point for Metrolink and Amtrak. Headways for Route 26 are every hour.
- Route 71: Yorba Linda to Newport Beach via Tustin Ave/Red Hill Ave/Newport Blvd. There is a bus stop roughly 1 miles from the proposed Project on Rose Drive. Popular destinations include





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Placentia Linda Hospital, The Village at Orange, Tuskatella Shopping Center, Orange Square, Center on Seventeenth, Western Medical Center, Tustin Heights Center, Larwin Square, Redhill Shopping Village, Marconi Automotive Museum, Lyon Air Museum, Pacific Amphitheatre/Orange County Fairgrounds, College Hospital Costa Mesa, Triangle Square and Hoag Hospital. This line also stops at the Anaheim Canyon Station which is also an access point for Metrolink. Headways for Route 71 are every 30 minutes.

In addition to local bus routes, in 2016, OCTA approved a Metrolink commuter rail station along the Orangethorpe rail corridor, to serve the Metrolink 91 – Perris Valley - line. The 91 lines offers service from Los Angeles Union Station to riverside with connections to Buena Park, Norwalk and Santa Fe Springs, and Fullerton. Operational by 2020, the proposed Station will be located in Placentia's Packing House District (near Melrose Street and Crowther Avenue) which the City hopes will transform into an active, vibrant destination. The proposed Placentia Metrolink station is approximately 1.7 miles from the proposed Project site and is easily accessible via bus on Routes 129 or 26.

## RESEARCH ON BEST PRACTICES

In February 2011, the City of San Diego prepared a comprehensive Affordable Housing Parking Study to better understand parking conditions at existing affordable housing developments in their jurisdiction. The study included an extensive survey of residents living in existing affordable housing developments in a variety of different settings, including urban, suburban and core areas. It also included information about the number of vehicles available to each household, vehicle use, travel patterns, number of persons per household, and the demographic characteristics of the residents of each household. The study concluded that vehicle availability decreases in affordable housing developments with a higher percentage of residents over the age of 65. The average number of vehicles per senior household was 0.3 versus 1.2 for family households based on survey findings. The lower number of vehicles per unit in senior developments is likely attributable to not only the number of residents over 65 years of age, but also the fact that senior housing developments have a lower number of bedrooms. The study further affirms this showing that for 1-bedroom households on average the number of vehicles owned was 0.5. The study also found a relationship between income and vehicle availability – for households earning less than \$30,000 annually, it is common that the average number of vehicles owned was 0.8. While Placentia is not the City of San Diego, the study includes an analysis of suburban areas and presents characterizations and patterns for senior households that are applicable to cities in Orange County and suburban Southern California generally and looks at strategies being implemented nationally to meet parking demand.

## PARKING UTILIZATION IN NATIONAL CORE SENIOR DEVELOPMENTS

In setting parking requirements, cities typically use generic standards that apply to general land use categories (e.g., residential, office, retail). Such standards have been developed and published by professional organizations, including the Institute of Transportation Engineers (ITE), based on experience in many locations. Much of the data on which these standards are based comes from low-density, single-use developments with limited transportation choices. Therefore, the generic parking rates cannot take into account the mix of context-sensitive, community specific variables—density, demographics, availability of transportation choices, or the surrounding land-use mix— all of which influence demand for parking and should be reflected in parking requirements. Instead, requirements are based on maximum demand for parking, often for family-oriented development, when parking is provided at no charge to





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users, and walking, biking, and transit are not available choices. This formula in some cases yields a surplus of parking area that is costly for developers to provide, subsidizes personal automobile use, and encourages auto use even in areas where convenient transportation choices exist.

The significant environmental costs associated with parking are also not typically factored into development decisions. Construction of unnecessary impervious surfaces increases the impacts of storm water runoff and reduces the land available for greenspace or other, more productive development.

To better understand parking utilization at existing senior communities in a suburban setting, National CORE maintains parking utilization information for developments we own and manage in the cities of Rancho Cucamonga and Fontana. The parking utilization studies show that even in residential communities that provide a parking ratio as low as one space per unit, within senior developments the often parking lots remain empty. The following table presents a summary of parking utilization rates for 2018 at similar existing senior apartment complexes. A more detailed description of each property is provided in following pages.

Project Name	Number of Units	Parking Spaces	Parking Ratio (spaces/unit)	Parking Utilization Rate*	Adjusted Parking Rate**
Heritage Pointe - Rancho Cucamonga	49	34	0.69	88%	<b>0.61</b>
Village at Sierra - Fontana	108	111	1.03	42%	<b>0.44</b>
Gardens at Sierra - Fontana	93	89	0.96	57%	<b>0.54</b>
Fountains at Sierra - Fontana	93	83	0.89	64%	<b>0.61</b>
Plaza at Sierra - Fontana	90	91	1.01	63%	<b>0.64</b>
<b>AVERAGE</b>			<b>0.92</b>	<b>63%</b>	<b>0.57</b>

\*Parking utilization is the number of parking spaces used by residents as well as staff, visitors, and care givers divided by the total number of parking spaces available onsite.

\*\* The adjusted parking rate reflects a revised parking ratio for each property based on the parking utilization rate/number of parking spaces occupied on average.





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## CASE STUDIES

**Project Name:** Heritage Pointe  
**Developers:** National Community Renaissance  
**Location:** Rancho Cucamonga, CA

**Description:** Heritage Pointe, is an age-restricted senior rental community with 49 units located in the City of Rancho Cucamonga. Constructed in 2003, Heritage Pointe provides units for qualified seniors earning less than 60 percent of the area median income. The development includes 34 parking spaces. In a recent survey completed in 2016, there are 30 residents that own and park a car onsite resulting in a parking utilization rate of 88 percent. The parking ratio for the site based on the number of units and the number of available parking spaces is 0.7 spaces per unit, while the ratio of utilized parking spaces is 0.61 spaces per unit.



**Project Name:** Village at Sierra  
**Developers:** National Community Renaissance  
**Location:** Fontana, CA

**Description:** Village at Sierra is the first phase of National CORE's partnership with the City of Fontana to develop and build high-quality affordable housing for seniors in the city's downtown area. Constructed in 2003, the project includes 108 units with income restrictions for seniors earning less than 60 percent of the area median income. Onsite there are 111 parking spaces. In a recent survey completed in 2016, there are 47 residents that own and park a car onsite resulting in a utilization rate of 42 percent. The parking ratio for the site based on the number of units and the number of available parking spaces is 1.03 spaces per unit, while the ratio of utilized parking spaces is 0.44 spaces per unit.



**Project Name:** Gardens at Sierra  
**Developers:** National Community Renaissance  
**Location:** Fontana, CA

**Description:** Gardens at Sierra, is an age-restricted senior rental project with 93 units located in the City of Fontana. Constructed in 2005, Gardens at Sierra provides units for qualified seniors earning less than 50 percent of the area median income. Onsite there are 89 covered parking spaces. In a recent survey completed in 2016, there are 32 residents that own and park a car onsite, and an additional 19 spaces that are utilized for office staff and visitors. The total number of parking spaces utilized onsite is 51 resulting in a utilization rate of 57 percent. The parking ratio for the site based on the number of units and the number of available parking spaces is 0.95 spaces per unit, while the ratio of utilized parking spaces is 0.54 spaces per unit.





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**Project Name:** Fountains at Sierra  
**Developers:** National Community Renaissance  
**Location:** Fontana, CA



**Description:** Fountains at Sierra, also located in the City of Fontana, has 93 units all age and income restricted. Constructed in 2005, Fountains at Sierra provides units for qualified seniors earning less than 50 percent of the area median income. Onsite there are 83 covered parking spaces. In a recent survey completed in 2016, there are 49 residents that own and park a car onsite, and an additional 8 spaces that are utilized by live-in caregivers. The total number of parking spaces utilized onsite is 57 out of a total of 83 spaces resulting in a utilization rate of 64 percent. The parking ratio for the site based on the number of units and the number of available parking spaces is 0.89 spaces per unit, while the ratio of utilized parking spaces is 0.61 spaces per unit.

**Project Name:** Plaza at Sierra  
**Developers:** National Community Renaissance  
**Location:** Fontana, CA



**Description:** The Plaza at Sierra was the fourth and final phase of National CORE's partnership with the City of Fontana to develop and build high-quality affordable housing for seniors in the city's downtown area. Constructed in 2009, the project includes 90 units all age and income restricted for seniors earning less than 50 percent of the area median income. Onsite there are 91 parking spaces. In a recent survey completed in 2016, there are 58 residents that drive and park a car onsite resulting in a utilization rate of 63 percent. The parking ratio for the site based on the number of units and the number of available parking spaces is 1.01 spaces per unit, while the ratio of utilized parking spaces is 0.64 spaces per unit.

## PARKING MANAGEMENT

National Community Renaissance is a seasoned property management company with just under 100 properties currently owned and operated in California. The large majority of these properties are located in Southern California, within urban and suburban locations. The parking ratios for National CORE properties vary widely depending on the resident population to be served, access to transit and services, and income level. National CORE property management staff recognizes that the failure to adequately provide and/or manage parking can create problems for residents, our Staff and the surrounding neighborhood. Consequently, we often implement a Residential Permit Parking Program at our properties. In general, this includes, registering resident vehicles, assigning residents a parking pass, and/or a numbered parking space to control the number of vehicles per household. Similarly, for guest spaces a permit can be required to limit overflow of vehicles on the site. On-site property managers would provide 24/7 oversight on parking management.

Overall, the goal regarding the provision of parking is to construct an appropriate amount, that achieves the delicate balance between supply and demand - ensuring real estate marketability while minimizing effects on on-street parking, without presenting a barrier to meeting community goals.



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## CONCLUSION

Based on unit mix, including 21 permanent supportive housing units, and the income limits proposed for the development, National CORE strongly believes that the 45 parking spaces proposed for Santa Angelina is more than adequate to accommodate parking for residents, guests and employees onsite. To ensure residents park onsite, National CORE will work with the City to develop a Property Management Plan reflecting how parking will be assigned and any signage that will be utilized to help manage parking onsite. As an experienced property manager with more than 9,000 housing units under ownership, National CORE has employed a variety of strategies to manage parking at our communities and will work with the City as needed to ensure that we are a good neighbor to the existing neighborhoods. Our experience largely shows that a parking ratio of 0.7 spaces per unit is sufficient for the proposed project and that it is likely (based on our developments in Rancho Cucamonga and Fontana) that not all spaces will be utilized.

National CORE sees Santa Angelina as a first step towards furthering the City's legacy as forward thinking and sustainable through a residential community that is affordable to local seniors. Santa Angelina has a high Walkscore, is located along a major corridor in close proximity to bus routes, offering residents alternative options for transportation. Best practices and the parking model developed by the City of San Diego, suggest there is evidence that supports lower parking ratios particularly for affordable multifamily developments that are walkable and near amenities. Additionally, National CORE is committed as the owner and manager to go above and beyond, to incorporate innovative strategies to reduce car ownership and vehicle trips, including infrastructure to encourage use of alternative means of transportation (i.e. bicycle facilities, van pools, ride hailing, and car sharing.)

