



24422 AVENIDA DE LA CARLOTA JOINT USE PARKING PLAN

City of Laguna Hills, California
June 26, 2025
(Revision to March 26, 2025 Report)



24422 Avenida De La Carlota Joint Use Parking Plan

City of Laguna Hills, California

Prepared for:

Mr. Matthew Haugen
BSP Oakbrook, LLC
3501 Jamboree Road, Suite 4200
Newport Beach, CA 92660

Prepared by:

RK Engineering Group, Inc.
1401 Dove Street, Ste. 540
Newport Beach, CA 92660

Rogier Goedecke, President
Michael Torres, T.E.



Table of Contents	Page
Executive Summary	X-1
1.0 Introduction	1-1
1.1 Project Description	1-1
1.2 Proposed Parking Facilities.....	1-2
1.3 Shared Parking Analysis Objectives.....	1-2
2.0 City of Laguna Hills Parking Requirements.....	2-1
2.1 Medical Office Parking Requirements	2-1
2.2 Senior Adult Housing Parking Requirements	2-1
2.3 Project Parking Requirements	2-1
3.0 Plan Requirements.....	3-1
3.1 Detailed Joint Use Parking Plan Submission	3-1
3.2 Proximity of Parking Facilities	3-1
3.3 Binding Agreement	3-1
3.4 Findings for Approval.....	3-1
3.5 Submission to Community Development Director	3-2
3.6 Written Acknowledgment.....	3-3
3.7 Updated Joint Use Parking Plan.....	3-4
4.0 Senior Adult Housing Parking Requirements Per Orange County Cities & Published Parking Demand Data	4-1
4.1 Orange County Cities Senior Housing Parking Requirements.....	4-1
4.2 Published Parking Demand Data	4-1
4.3 Parking Ratio Based on Comparative Analysis.....	4-3
5.0 Senior Adult (Age Restricted 55+) Housing Parking Observation Study.....	5-1
5.1 Study Site Locations.....	5-1
5.2 Data Collection.....	5-1

Table of Contents	Page
5.3 Parking Observation Findings	5-2
5.4 Linear Regression Model.....	5-4
6.0 Medical Office Parking Observation Study.....	6-1
6.1 Study Site Locations.....	6-1
6.2 Data Collection.....	6-1
6.3 Parking Observation Findings	6-1
7.0 Urban Land Institute (ULI) Shared Parking Analysis	7-1
7.1 ULI Shared Parking Analysis.....	7-1
7.2 ULI Shared Parking Calculations with Laguna Hills Parking Requirements.....	7-2
8.0 Conclusions and Recommendations	8-1

List of Exhibits

No.

Location Map	A
Site Plan	B
Senior Adult Housing Study Site 1: Overture Rancho Santa Margarita	C
Senior Adult Housing Study Site 2: San Sebastian	D
Senior Adult Housing Study Site 3: Overture San Marcos	E
Medical Office Building Study Site 1: Pacific Medical Plaza	F
Medical Office Building Study Site 2: Newport Heights Medical Campus	G

List of Tables

Page

Table 1-1 | 24422 Avenida De La Carlota, Laguna Hills Project Description 1-2

Table 2-1 | 24422 Avenida De La Carlota, Laguna Hills Parking Requirements 2-1

Table 3-1 | Joint Use Parking Plan Requirements 3-2

Table 4-1 | Orange County Cities Demand Data Senior Housing Parking Rates..... 4-2

Table 4-2 | Published Parking Demand Data Senior Housing Parking Rates 4-4

Table 5-1 | Summary of 55+ Senior Communities & Bedroom Ratios Observed Parking Counts . 5-3

Table 5-2 | Observed Senior Housing Parking Linear Regression Model 5-5

Table 6-1 | Medical Office Building Observed Parking Survey Summary 6-2

Table 7-1 | ULI Shared Parking Demand Summary 7-4

Table 7-2 | Summary & Comparison of Senior Adult Housing Residential Parking Rates 7-6

Table 7-3 | Summary & Comparison of Medical Office Parking Rates 7-7

List of Appendices

ID

Pedestrian Access Project Site Plan	A
Medical Office Building Floor Level Site Plans	B
Overture Rancho Santa Margarita Parking Observations	C
San Sebastian Parking Observations	D
Overture San Marcos Parking Observations.....	E
3300 Irvine Avenue Medical Office Conversion Parking Review	F
ULI Month and Daily Time of Day Graphs	G

Executive Summary

Summary of Key Findings

RK Engineering Group, Inc. (RK) conducted a comprehensive Joint Use Parking Plan and Shared Parking Analysis for the proposed medical office and senior adult housing project at 24422 Avenida De La Carlota, Laguna Hills, California. The analysis utilized industry-standard methodologies from the *Urban Land Institute (ULI) Shared Parking Manual* (3rd Edition) and the *Institute of Transportation Engineers (ITE) Parking Generation Manual* (6th Edition), supplemented by local observations and empirical data.

Senior Adult Housing Findings

- Comparative analysis of Orange County city requirements and published data indicated a senior adult housing parking ratio ranging from 0.90 to 1.20 spaces per unit.
- Empirical parking observations at three comparable senior housing sites identified a parking demand ratio between 0.715 and 1.23 spaces per unit, further validated through linear regression analysis.
- The ULI Shared Parking model yielded a conservative parking ratio of 1.46 spaces per unit, aligning closely with the City of Laguna Hills standard of 1.50 spaces per unit, and exceeding comparative and observed benchmarks.

Medical Office Findings

- Parking observations at two comparable medical office buildings in Orange County indicated a peak parking demand of 3.94 spaces per 1,000 SF, substantially lower than the project's proposed effective ratio of 5.89 spaces per 1,000 SF (713 spaces for 121,000 SF).
- The proposed parking ratio (5.89 spaces per 1,000 SF) significantly exceeds the requirements identified by nearby cities, published standards from ULI and ITE, and observed empirical data, ensuring a conservative provision.

Overall Joint Use Parking Analysis

- Distinct peak parking demands were identified, with medical office peak occurring during weekday business hours (7:00 AM - 5:00 PM) and senior adult residential demand peaking in the evening.
- The proposed parking supply (963 total spaces, with 713 shared) adequately accommodates peak parking demands during both weekdays and weekends.
- The shared parking approach demonstrates clear feasibility and efficiency due to complementary usage patterns between medical office and senior adult housing.

- Based on these analyses, RK recommends adopting the ULI Shared Parking Analysis methodology combined with the City of Laguna Hills' parking standards, confirming the adequacy and practicality of the proposed joint-use parking plan.

1.0 Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this Joint Use Parking Plan for the proposed Medical Office and Senior Adult (Age Restricted 55+) Housing Project (hereinafter referred to as "Project") located in the City of Laguna Hills.

This Joint Use Parking Plan aims to review the proposed project's parking requirements and establish a joint-use parking plan that complies with the City of Laguna Hills Municipal Code. This plan also includes reviewing senior adult housing parking requirements from other Orange County cities and published sources and an observation study to support the joint use of parking plans for medical offices and senior adult housing land uses. Furthermore, this analysis aims to evaluate the project's parking demand and determine whether adequate parking is provided for the proposed project.

This analysis was initially based on a proposed project description of a 121,000 square foot (SF) medical office building and 250 units of age-restricted (55+) senior housing. The actual medical office building is approximately 120,354 SF. To maintain a conservative assessment, the analysis has been based on the originally proposed 121,000 SF medical office building.

1.1 Project Description

The project site, located at 24422 Avenida De La Carlota, is bound between the I-5 Freeway, Los Alisos Boulevard, and Avenida De La Carlota in the City of Laguna Hills. The project is in the Urban Village Specific Plan ("UVSP") area. The project site is occupied by an approximately 121,000 square-foot (SF) general/medical office building. It is currently designated as approximately 80% general office (i.e., 96,800 SF) and 20% medical office (i.e., 24,200 SF).

Representatives of the project propose converting the existing general/medical office building into a 100% medical office building and adding 250 dwelling units of senior adult (age-restricted 55+) housing in a separate building. **Table 1-1** summarizes the proposed project:

The medical office component of the project is expected to consist of a variety of medical office tenants, including general medical and dental offices as well as "low-intensity" uses such as chiropractic, acupuncture, optometry, physical therapy, and psychotherapy. For the purposes of this analysis, a conservative assumption has been made that approximately 80% of the medical office space will be occupied by general medical and dental uses, with the remaining 20% allocated to "low-intensity" medical uses. This distribution reflects the anticipated tenant mix and has been used to calculate parking requirements per the City's Municipal Code. As all medical office tenants are currently proposed, a detailed list of tenants, including hours of operation, leased square footage, and parking allocations, cannot yet be provided. However, once the project is developed and tenants are identified, this information will be compiled, maintained, and submitted to the City for the record.

As illustrated in Table 1-1, the proposed operational hours for the medical office are from 7:00 AM to 5:00 PM on weekdays, with certain tenants potentially operating on Saturdays. Medical office operations will not extend into the evening hours when parking demand for residential use is at its peak.

Table 1-1 | 24422 Avenida De La Carlota, Laguna Hills Project Description

Land Use	Size	Hours of Operation
Medical Office	121,000 SF	Weekly 7:00 AM - 5:00 PM
Total Medical Office Building	121,000 SF	
Senior Adult (Age Restricted 55+) Housing 1-Bedroom	163 Units	
Senior Adult (Age Restricted 55+) Housing 2-Bedroom	87 Units	
Total Number of Senior Adult Housing Residential Units	250	

1.2 Proposed Parking Facilities

The proposed project will provide 963 parking spaces, with 211 spaces in a surface parking lot and 752 in a proposed parking structure. Of the 963 parking spaces, 250 will be designated and reserved for senior adult (age-restricted 55+) residents (one per unit) and located in the proposed parking structure. **As the project intends to operate under a joint-use parking plan, the remaining 713 parking spaces will serve and be shared by medical office building tenants/visitors and non-reserved residential guests.**

Exhibits A and B show the proposed project's Location Map and Site Plan, respectively.

1.3 Shared Parking Analysis Objectives

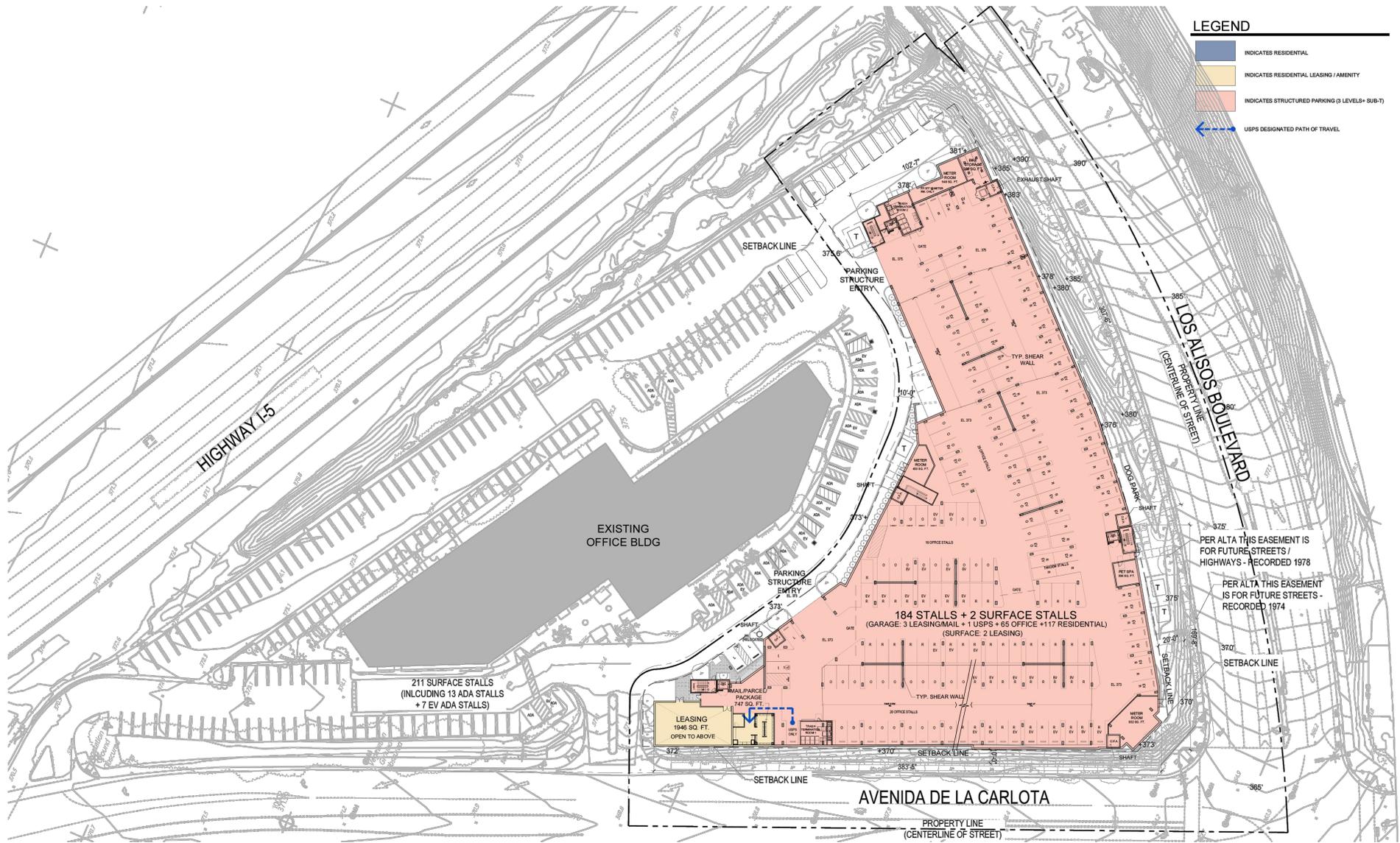
Before implementing a joint-use parking plan, a shared parking analysis is necessary to determine the parking demand and confirm the adequacy of parking between the mixed land uses throughout the year. To assess the adequacy of parking, the following objectives have been identified:



Legend

 = Project Site Boundary

Exhibit A
Location Map



LEGEND

- INDICATES RESIDENTIAL
- INDICATES RESIDENTIAL LEASING / AMENITY
- INDICATES STRUCTURED PARKING (0 LEVELS+ SUB-T)
- USPS DESIGNATED PATH OF TRAVEL



Exhibit B

Project Site Plan

1. **Determine Parking Requirements:** Assess the project's parking requirements per the City of Laguna Hills Municipal Parking Code, considering the Urban Village Specific Plan (UVSP) Area.
2. **Establish a Joint Use Parking Plan:** Outline all necessary and enforceable items to implement a joint-use parking plan between the medical office and senior adult housing land uses.
3. **Compare Residential Parking Ratios:** Compare parking ratios for the senior adult housing land use with those of other Orange County cities and published data to ensure adequate parking.
4. **Conduct Senior Adult Housing Observed Parking Counts:** Perform parking counts at existing and comparable senior adult (age restricted 55+) residential communities to identify a parking ratio that adequately serves parking for the project.
5. **Review Medical Office Observed Parking Counts:** Review parking counts at existing and comparable medical office buildings to identify a parking ratio that adequately serves the project.
6. **Conduct a ULI Shared Parking Analysis:** Use the Urban Land Institute (ULI) Shared Parking Manual, Third Edition, to determine parking demand and provide a reasonable recommendation for an adequate number of on-site parking spaces needed at all times of the year based on the City of Laguna Hills parking requirements.

2.0 City of Laguna Hills Parking Requirements

The City of Laguna Hills Municipal Code §9-44.050 and Ordinance No. 2023-1 outlines guidelines and requirements for determining the parking capacity required to serve various land use types, including Medical Office and Senior Adult Housing developments.

These guidelines are consistent for all developments within the Urban Village Specific Plan.

2.1 Medical Office Parking Requirements

Parking requirements for medical office land uses are per the City of Laguna Hills Ordinance No. 2023-1:

- **“Low Intensity” Medical Office Land Uses:** This category includes chiropractic, acupuncture, optometry, physical therapy, psychotherapy offices, and similar services. These are expected to occupy the proposed project, with a parking requirement of 1 stall per 300 SF-GFA (3.33 parking spaces per 1,000 square feet of gross floor area, GFA).
- **Medical and Dental Office Land Uses:** Medical and dental office land uses have a more intensive parking requirement of 1 stall per 150 SF-GFA (6.67 parking spaces per 1,000 square feet of GFA).

Table 2-1 details the parking requirements for the proposed project per the City of Laguna Hills. As indicated at the top of Table 2-1, the medical office component of the project is required to provide 727 parking spaces. Of these 727 spaces, 646 are allocated for the general medical and dental office portion, while the remaining 81 spaces are designated for the **“Low Intensity”** portion.

As a result, the parking ratio required for the medical office is 6.0 parking spaces per 1,000 square feet of building area. It is important to note that the project will provide 713 parking spaces for the medical office tenants and residential guests, equating to approximately 5.89 parking spaces per 1,000 square feet of building area.

2.2 Senior Adult Housing Parking Requirements

Parking requirements for senior adult housing land uses to adhere to the City of Laguna Hills Municipal Code §9-44.050:

- Senior Citizen Housing Complex: 1 covered and assigned stall, 2 guest stalls per dwelling unit, and 1 stall for the resident manager.

As shown in Table 2-1, the senior housing component of the project is required to provide 377 parking spaces. Of these, 250 residential parking spaces are reserved, while the remaining 127 are designated for unreserved/visitor residential parking spaces.

Table 2-1 | 24422 Avenida De La Carlota, Laguna Hills Parking Requirements

Medical Office Component ¹					
Land Use	Size	Units	Parking Requirements ²	Required Number of Parking Spaces	
Medical/Dental Office	96,800	Gross Square Feet	6.67 spaces per 1,000 SF GFA	646	
"Low Intensity" Medical Office	24,200		3.33 spaces per 1,000 SF GFA	81	
Total Medical Office Building	121,000		Total Medical Office Building	727	
Active Senior Housing Component (65% Studio / 1-Bedroom & 35% 2-Bedrooms)					
Land Use	Size	Units	Parking Ratios	Number of Parking Spaces	
			City of Laguna Hills Parking Requirements ³	City of Laguna Hills Parking Requirements	
				Reserved	Unreserved/Visitor
Senior Citizen Housing Complex	163	Studio / 1-Bedroom Dwelling Units	1 covered and assigned stall, plus 1/2 guest stall per dwelling unit, plus 1 stall for the resident manager.	163	82
	87	2-Bedroom Dwelling Units	1 covered and assigned stall, plus 1/2 guest stall per dwelling unit, plus 1 stall for the resident manager.	87	45
Total Number of Residential Units	250		Total Reserved Residential Parking Spaces Provided	250	
			Total Unreserved/Visitor Residential Parking Spaces Provided	127	
			Total Residential and Visitor Parking Spaces Provided	377	
			Total Parking Required (Medical + Residential)	1,104	
			Total Parking Supply⁴	963	
			Parking Spaces Deficient Per Code	-141	

¹ The proposed project is expected to accommodate general medical and dental office land uses as well as "low-intensity" land uses. Per the City of Laguna Hills Parking Requirements, an 80/20 split has been utilized to determine the project's parking demand.

² Parking requirements for medical office land uses are per the City of Laguna Hills Ordinance No. 2023-1. "Low Intensity" medical uses include chiropractic, acupuncture, optometry, physical therapy, psychotherapy offices, and similar services. "Low Intensity" medical office land uses require 3.33 parking spaces per 1,000 square feet of gross floor area. Conversely, general medical and dental office land uses require 6.67 parking spaces per 1,000 square feet of gross floor area.

³ Parking requirements for the Senior Citizen Housing Complex land use are based on the City of Laguna Hills Municipal Code §9-44.050.

⁴ The proposed project will provide 963 parking spaces (211 in a surface lot and 752 in a structure). 713 parking spaces are provided for the medical office building and the non-reserved residential component, and 250 reserved parking spaces (one per unit) are designated exclusively for senior adult (age-restricted 55+) residents. The 250 reserved residential parking spaces are located within a parking structure.

2.3 Project Parking Requirements

In summary, the proposed project requires 1,104 parking spaces to serve the medical office and active senior housing land uses, as required by the City of Laguna Hills Municipal Parking Code.

The City of Laguna Hills Municipal Parking Code sets standardized parking requirements based on individual land uses; however, it does not specifically account for joint-use parking arrangements. Notably, the current code lacks consideration for the complementary nature of land uses, particularly concerning differing peak demand periods and time-of-day factors. For example, medical office buildings typically experience peak parking demands during weekday daytime hours, while residential uses tend to have their highest parking needs during evenings and weekends.

Additionally, the existing parking code does not adequately reflect the significant benefits provided by proximity to mixed-use developments, such as Oak Brook Plaza—a nearby shopping center within walking distance of the site, featuring residential units, restaurants, retail stores, and supermarkets. Residents and visitors will likely walk to and from the project site.

All of these considerations reduce the parking demand. This analysis aims to confirm the adequacy of parking for the project based on its location, empirical data, published data, and standard engineering practices.

3.0 Plan Requirements

This section outlines the project's actions to comply with the requirements of the City of Laguna Hills Municipal Code §9-44.070 in establishing a Joint Use Parking Plan that permits the shared use of parking facilities between the proposed medical office and senior adult (age-restricted 55+) housing components.

3.1 Detailed Joint Use Parking Plan Submission

Requirement: A detailed joint use parking plan shall be submitted and an application made for a parking use permit pursuant to the requirements contained in this section and the findings in Chapter 9-92 of this title. The plan shall show and explain all parking facilities, uses and structures that will use the parking, and the pedestrian access from the parking facilities to the uses and structures.

Project Compliance: This document serves as the detailed joint-use parking plan to be submitted to the City as part of the project's application and approval. It details all necessary information, along with the submitted project site plans.

3.2 Proximity of Parking Facilities

Requirement: The parking facilities shall be within three hundred (300) feet of the uses they are intended to serve. A pedestrian pathway is required to provide a means for pedestrian linkage between immediately adjacent land uses and uses within the parking facility.

Project's Compliance: The project site plan illustrating pedestrian access provided in **Appendix A** ensure that all parking facilities are within 300 feet of the intended uses. and pedestrian pathways will be marked to facilitate access between adjacent land uses and parking facilities.

3.3 Binding Agreement

Requirement: The approved plan shall be binding upon the applicant, tenants and property owners within the project location. A covenant agreement, approved by the City Attorney, shall be recorded establishing and maintaining in perpetuity the approved joint parking program.

Project's Compliance: A covenant agreement will be drafted and submitted to the City Attorney for approval, binding the applicant, tenants, and property owners to the joint parking program.

3.4 Findings for Approval

Requirement: Findings for approval of a shared parking plan shall include that the shared parking plan provides a reasonable and enforceable means for all uses to share common parking and that the city's minimum requirements assure parking demand is continually met.

Project’s Compliance: Based on the information in previous sections of this joint-use parking plan, the project has demonstrated that the shared use of parking facilities between the medical office and senior adult housing components will adequately accommodate the project’s parking demand. The project applicant shall communicate to all tenants and property owners that the proposed parking facilities (i.e., surface lot and non-reserved spaces in the parking structure) are available for medical office visitors/employees and senior housing residential guests. Appropriate pedestrian pathways are proposed from the parking structure to the medical office building. Furthermore, the existing medical office building site currently uses and will continue to use the surface parking lot, ensuring that parking from the surface lot is adequate for medical office visitors/employees to access the medical office building. The ULI Shared Parking Methodology supports the joint-use parking calculations and adequacy of parking, as identified in this report.

3.5 Submission to Community Development Director

To comply with City of Laguna Hills Municipal Code §9-44.070, **Table 3-1** identifies each requirement of the Joint Use Parking Plan and outlines the project’s approach to compliance for review and approval by the Community Development Director.

Table 3-1 | Joint Use Parking Plan Requirements

Requirement	Project Compliance
1. Written verification from the involved property owners and tenants acknowledging acceptance of and compliance with the requirements of the joint use parking plan.	Written acknowledgment letters from all involved property owners and tenants will be collected and submitted upon tenant confirmation. These letters will confirm their understanding of an agreement to comply with the Joint Use Parking Plan requirements.
2. A proposed means of providing notice of the joint use plan to all future property owners, tenants, and other users.	All future lease agreements and property sales contracts will include a clause detailing the Joint Use Parking Plan and its obligations. Additionally, signage summarizing the shared parking terms will be posted in prominent locations within the parking facilities.
3. A proposed means to amend the agreement to include future users/tenants or changes based upon participant modifications to uses.	Any amendments to the Joint Use Parking Plan will be submitted in writing to the Community Development Director for review and approval. Each amendment will include updated tenant or land use information, revised parking requirements, and a supporting parking analysis to demonstrate continued compliance.

Requirement	Project Compliance
<p>4. A site plan showing all parking spaces, building square footage and tenant spaces within the complex or area participating.</p>	<p>Appendix B includes detailed site plans illustrating all parking spaces, building footprints, tenant spaces, and pedestrian access points. Updated plans will be submitted as tenants are confirmed.</p>
<p>5. A joint use parking matrix with the following information:</p> <ul style="list-style-type: none"> (a) The number of parking stalls available on-site (parking supply): (b) Project building and tenant addresses: (c) Gross square footage of all building and tenant spaces: (d) The name, type of use, and the days and hours of operation for each tenant: (e) The number of parking stalls required by the development code for each tenant based on each tenant's gross square footage and type of use: (f) Hourly parking demand for all tenants on Weekdays (M–F), Saturdays, Sundays: (g) A comparison between hourly parking demand and the parking supply to show that demand will not exceed parking supply: (h) A parking use permit application pursuant to this code: 	<p>A complete matrix will be submitted upon tenant confirmation. Preliminary details include:</p> <ul style="list-style-type: none"> (a) 963 total parking stalls (211 surface, 752 structured), with 713 available for shared use. (b) Project building and tenant addresses: To be provided. (c) Gross square footage: Approx. 121,000 SF total; tenant-specific data to follow. (d) Tenant names, uses, and hours: To be submitted upon lease execution. (e) Required stalls per code: To be calculated with tenant data. (f) Hourly demand (Weekday/Saturday/Sunday): To be developed. (g) Demand vs. supply comparison: To be provided. (h) Parking use permit application: To be submitted with finalized matrix.

3.6 Written Acknowledgment

Requirement: Written acknowledgment from the property owner and tenants that shared parking is contingent upon the efficient implementation of the joint use parking plan by the property owner and the tenant, and that failure to adhere to the plan may result in city actions to deny issuance of tenant improvement permits or other permits for use or development on the site, or revocation of the joint use plan. The joint use covenant agreement shall contain language that incorporates the city as an interested party to the agreement with the right to review, approve, suspend, or revoke the agreement wholly or severally for failure to comply with terms and restrictions.

Project's Compliance: Written acknowledgment will be provided via a section in all lease agreements where property owners and tenants sign to acknowledge their acceptance and compliance with the joint-use parking plan.

3.7 Updated Joint Use Parking Plan

Requirement: Prior to signing any lease agreement with future tenants, or purchase agreement with a future owner, the owner shall submit an updated joint use parking plan to the Community Development Director for review and approval. The submittal shall indicate the new tenant or property owner, the tenant's required parking, and knowledge of the joint use permit. The city may withhold permits of any kind for the site until the submittal and fee for review is provided, reviewed, and the updated joint use plan is found to be consistent with the joint use permit. A new joint use permit may be required if the updated joint use plan is not consistent with the existing joint use permit. (Ord. 98-8 § 2 (part); prior code § 9-26.070)

Project's Compliance: Before entering into lease agreements with future tenants or purchase agreements with future owners, the owner will submit an updated joint-use parking plan to the Community Development Director for review and approval. The revised plan will include details of the new tenant or property owner, their parking needs, and acknowledgment of the joint use permit. The city will review the updated plan to ensure it is consistent with the existing joint-use permit and, if necessary, issue a new permit.

4.0 Senior Adult Housing Parking Requirements Per Orange County Cities & Published Parking Demand Data

A comparison was made between senior adult housing parking requirements specified by the City of Laguna Hills and those of other cities within Orange County.

Furthermore, published parking data was reviewed for the senior adult housing component of the project. Two commonly referenced parking manuals were utilized: the ULI Shared Parking Manual, Third Edition, and the ITE (Institute of Transportation Engineers) Parking Generation Manual, 5th & 6th Edition. ULI and ITE compile nationwide parking demand data and publish the results periodically.

4.1 Orange County Cities Senior Housing Parking Requirements

RK reviewed parking code requirements for senior housing projects within Orange County. Six (6) cities with published parking requirements specifically for senior adult housing projects were identified. The city parking requirement data has been compiled and presented in **Table 4-1**, which also calculates the average and 85th percentile parking requirements.

The 85th percentile parking calculation is consistent with the parking methodology published in the ITE 5th Generation Parking Manual and the Urban Land Institute Shared Parking Manual, Third Edition. This calculation approach is standard when aggregating data from multiple sources to determine parking requirements.

Additionally, for informational purposes, the parking ratio required for the project based on the requirements of each analyzed city is calculated. The findings, as shown in Table 4-1, are as follows:

- **Average Senior Housing Parking Rate:** The average parking rate for senior housing in the analyzed cities is 1.03 residential parking spaces per dwelling unit. This rate accounts for reserved and non-reserved (i.e., Visitors/Guests) residential parking spaces.
- **85th Percentile Senior Housing Parking Rate:** The 85th percentile for senior housing in the analyzed cities is 1.20 residential parking spaces per dwelling unit.
- **City of Laguna Hills Parking Rate:** The proposed project is required to provide 1.50 residential parking spaces per dwelling unit, totaling 361 parking spaces (including 1 stall for the resident manager). In contrast, based on the 85th percentile, the project would require 288 parking spaces, which is 73 parking spaces fewer than the City of Laguna Hills' requirements.

4.2 Published Parking Demand Data

RK analyzed parking demand data related to senior adult housing land uses as provided in the *Urban Land Institute (ULI) Shared Parking Manual, Third Edition*, and the *Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition*.

Table 4-1 | Orange County Cities Demand Data Senior Housing Parking Rates

	City	Source	Parking Code	Parking Rates				Proposed Project Parking Ratio
				Studio	1-Bed	2-Bed	Guest	
1.	Fountain Valley	§21.22.040 Senior Housing Projects	1 space for each unit with half the spaces enclosed, plus 1 guest parking space for each 10 units.	1.00	1.00	1.00	0.10	1.10
2.	Huntington Beach	§231.04 Senior	<ul style="list-style-type: none"> • Studio / 1 Bedroom: 1 covered space per unit; and • 2 Bedroom: 1.5 spaces per unit (1 covered). 	1.00	1.00	1.50	0.00	1.20
3.	Newport Beach	§20.04.040 Senior Housing - Market Rate	1.2 per unit.	1.20	1.20	1.20	0.00	1.20
4.	San Clemente	§17.28.280 Senior Units	<ul style="list-style-type: none"> • One covered parking space shall be provided on site; • One guest parking space for each five dwelling units. 	1.00	1.00	1.00	0.20	1.20
5.	San Juan Capistrano	§9-3.535 Senior Apartments (Age Restricted)	1.0 space per unit.	1.00	1.00	1.00	0.00	1.00
6.	Seal Beach	§11.4.20.015 Senior Citizen Housing	0.5 space per unit.	0.50	0.50	0.50	0.00	0.50
7.	Laguna Hills	§9-44.050 Required Parking (Senior Citizen Housing Complex)	1 covered and assigned stall, plus 1/2 guest stall per dwelling unit, plus 1 stall for the resident manager.	1.00	1.00	1.00	0.50	1.50
Average Senior Housing Parking Rate (Non-Laguna Hills)								1.03
85th Percentile Senior Housing Parking Rate (Non-Laguna Hills)								1.20

Both publications offer statistics regarding average parking rates and 85th percentile parking rates on a per-dwelling unit basis. These statistics are presented in **Table 4-2**. The table provides the following information:

ULI: The average and 85th percentile parking rates for senior adult housing land uses are 0.88 and 0.90 parking spaces per dwelling unit, respectively.

ITE: The average and 85th percentile parking rates for senior adult housing land uses are 0.61 and 0.67 parking spaces per dwelling unit, respectively

Average Senior Housing Parking: The average senior housing parking rate, considering data from both publications, is 0.79 parking spaces per dwelling unit.

Maximum Senior Housing Parking: Based on the data from both publications, the maximum parking rate for senior housing is 0.90 parking spaces per dwelling unit.

4.3 Parking Ratio Based on Comparative Analysis

As shown in Table 4-1 and Table 4-2, the review of parking standards from other Orange County cities and data from professional publications suggest a parking ratio range of 0.90 to 1.20 to adequately serve senior adult housing land uses.

Table 4-2 | Published Parking Demand Data Senior Housing Parking Rates

Publication	Source	Parking Code	Parking Rates				Proposed Project Parking Ratio (85th Percent)
			Studio	1-Bed	2-Bed	Guest	
1.	Urban Land Institute (ULI) ¹	Shared Parking, Third Edition <u>Senior Adult Housing</u> • Average Rate: 0.88 • 85th Percentile Rate: 0.90	0.88, 0.90	0.88, 0.90	0.88, 0.90	0.00	0.90
2.	Institute of Transportation Engineers (ITE)	Parking Generation Manual, 6th Edition <u>Senior Adult Housing</u> • Average Rate: 0.61 • 85th Percentile Rate: 0.67	0.61, 0.67	0.61, 0.67	0.61, 0.67	0.00	0.67
Average Senior Housing Parking Rate							0.79
Maximum Senior Housing Parking Rate							0.90

¹ Parking rates are in reference to Figure 4-26, Adult Senior Housing Study, of the Shared Parking, Third Edition, Urban Land Institute.

5.0 Senior Adult (Age Restricted 55+) Housing Parking Observation Study

This report section outlines the methodology and findings from the parking observations conducted at three (3) comparable study site locations. The objective is to determine an appropriate parking ratio for senior adult 55+ housing.

5.1 Study Site Locations

Through communication with the project applicant and their contacts, RK coordinated a parking observation study in June and July 2023. The parking observations were conducted at the following locations and dates:

1. **Overture Rancho Santa Margarita:** 30824 La Miranda Rancho Santa Margarita, CA
 - *Thursday, June 15th, 2023 & Saturday, June 17th, 2023*
2. **San Sebastian:** 24299 Paseo De Valencia, Laguna Woods, CA
 - *Thursday, June 15th, 2023 & Saturday, June 17th, 2023*
3. **Overture San Marcos:** 852 Avenida Ricardo, San Marcos, CA
 - *Saturday, July 8th, 2023 & Tuesday, July 11th, 2023*

The selection of the following three (3) study site locations for observation was based on the following criteria:

1. **Demographics:** Residents of these study sites are 55 or older and live independently, comparable to the proposed project. All study sites allow dependents to live within the respective community. The study sites and proposed project share similar socio-economic characteristics.
2. **Parking Management:** Based on available information, they do not have active parking management plans that would restrict parking and thus influence observed parking demand.
3. **Parking Facilities:** They feature open parking areas rather than enclosed structures, making it easier to obtain parking observations.

Exhibits C, D, and E provide aerial location maps of the study sites.

5.2 Data Collection

RK contracted Counts Unlimited, Inc., a third-party traffic data count collection company, to conduct parking observations at the three (3) study sites. A comprehensive parking inventory was conducted at each location to determine the total number of parking spaces and classify them by parking space type.



Legend

 = Study Site Boundary

Exhibit C

Senior Adult Housing Study Site 1: Overture Rancho Santa Margarita
30824 La Miranda, Rancho Santa Margarita, CA

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2939-2023-01



Legend

 = Study Site Boundary

Exhibit D

Senior Adult Housing Study Site 2: San Sebastian
24299 Paseo De Valencia, Laguna Woods, CA

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2939-2023-01



Legend

 = Study Site Boundary

Exhibit E

Senior Adult Housing Study Site 3: Overture San Marcos 852 Avenida Ricardo, San Marcos, CA

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2939-2023-01

Subsequently, parking observations were conducted on both a typical weekday and a Saturday to accurately represent both weekday and weekend parking conditions. The observations were performed between 6:00 AM and 11:00 PM, with counts recorded at 30-minute intervals.

Detailed parking observations and parking ratio calculations for each site are presented in the respective Appendices:

- **Appendix C** - Overture Rancho Santa Margarita
- **Appendix D** - San Sebastian
- **Appendix E** - Overture San Marcos

Additionally, RK obtained occupancy data for each community, including the total number of occupied dwelling units categorized by unit type (i.e., 1-bedroom and 2-bedroom units), and calculated the occupancy percentage splits.

5.3 Parking Observation Findings

Table 5-1 summarizes the parking observations, highlighting the maximum observed parking ratio, a key statistical parameter. This ratio is obtained by dividing the maximum number of parked vehicles during the study date by the number of occupied dwelling units at the observation time.

The key findings are outlined below:

- **Overture Rancho Santa Margarita:** This location's maximum observed parking ratio was 0.63, recorded during the weekday analysis period. At the time of observation, there were 108 occupied dwelling units, consisting of 89 1-bedroom units and 19 2-bedroom units. This resulted in an occupancy split of 82.4% for 1-bedroom units and 17.6% for 2-bedroom units. This site has the largest concentration of 1-bedrooms.
- **San Sebastian:** This location's maximum observed parking ratio was 1.23, recorded during the weekday analysis period. At the time of observation, there were 128 occupied dwelling units, consisting of 16 1-bedroom units and 112 2-bedroom units. This resulted in an occupancy split of 12.5% for 1-bedroom units and 87.5% for 2-bedroom units. This site has the highest concentration of 2-bedrooms.
- **Overture San Marcos:** This location's maximum observed parking ratio was 0.90, recorded during the weekday analysis period. At the time of observation, there were 231 occupied dwelling units, consisting of 118 1-bedroom units and 113 2-bedroom units. This resulted in an occupancy split of 51.1% for 1-bedroom units and 48.9% for 2-bedroom units. This site had a more balanced 1-2-bedroom count.
- **Overall Peak Observed Parking Ratio:** The highest observed parking ratio across all three sites was 1.23 (San Sebastian).

Table 5-1 | Summary of 55+ Senior Communities & Bedroom Ratios Observed Parking Counts¹

Community Name / Study Site	Location	Date	Maximum Observed Parking Ratio	1-Bedroom / 2-Bedroom Splits (Occupied Percentage)	Proposed Project (250 Units) 1-Bedroom / 2-Bedroom Splits
Overture Rancho Santa Margarita (55+ Community)	30824 La Miranda, Rancho Santa Margarita, CA	Thursday, June 15, 2023	0.63	82.4% 1-Bedroom (89 Units) 17.6% 2-Bedroom (19 Units)	65% 1-Bedroom (163 Units) 35% 2-Bedroom (87 Units)
		Saturday, June 17, 2023	0.59		
San Sebastian (55+ Community)	24299 Paseo De Valencia, Laguna Woods, CA	Thursday, June 15, 2023	1.23	12.5% 1-Bedroom (16 Units) 87.5% 2-Bedroom (112 Units)	
		Saturday, June 17, 2023	1.16		
Overture San Marcos (55+ Community)	852 Avenida Ricardo, San Marcos, CA 92069	Tuesday, July 11, 2023	0.90	51.1% 1-Bedroom (118 Units) 48.9% 2-Bedroom (113 Units)	
		Saturday, July 8, 2023	0.88		
Overall Maximum Peak Observed Parking Ratio (Parking Demand / Occupied Units)			1.23		

¹ Counts Unlimited, Inc., a third-party data collection company, obtained observed parking counts. The data was collected during typical operating hours and weather conditions at the site. All vehicles parked exclusively for the site were counted.

5.4 Linear Regression Model

The Institute of Transportation Engineers (ITE) offers insights regarding parking demands for senior adult housing land uses:

“It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes.” [ITE Parking Generation Manual, 5th Edition]

A linear regression was conducted to determine an appropriate parking ratio for the senior adult housing component of the project. This regression aimed to correlate the observed parking demand with the number of occupied 1-bedroom and 2-bedroom dwelling units. The resulting model would then be applied to the senior adult housing portion of the proposed project to derive the appropriate parking ratio.

Utilizing Microsoft Excel's Data Analysis tool, the number of occupied 1-bedroom and 2-bedroom units from each of the three sites were inputted as independent variables. Simultaneously, the observed parking demand ratio from each site was inputted as the dependent variable. The resulting linear regression model is presented in **Table 5-2**. and shown below:

$$Y = 0.85 - 0.00332(A) + 0.0039(B)$$

Where:

Y = Parking Demand Ratio; A = Number of 1-Bedroom Units; B = Number of 2-Bedroom Units.

The coefficients of the independent variables (1-bedroom and 2-bedroom units) suggest that an increase in 1-bedroom units correlates with a decrease in parking demand, while an increase in 2-bedroom units correlates with an increase in parking demand.

This pattern is evident in the data. For instance, the San Sebastian site, characterized as “2-bedroom heavy”, exhibited the highest observed parking demand ratio among the three sites. Conversely, Overture Rancho Santa Margarita, identified as “1-bedroom heavy”, displayed the lowest parking demand ratio. Overture San Marcos, which had a more balanced distribution between 1-bedroom and 2-bedroom units, generated a parking demand ratio between the other two study sites.

It's worth noting that the proposed project shares similarities with Overture Rancho Santa Margarita, with most of its units being one-bedroom (158 units, 65.8%) compared to two-bedroom units (82 units, 34.2%). Applying the regression model to the senior adult housing component of the project, a parking demand ratio of 0.65 is forecasted. A 10% factor has been applied to account for potential parking fluctuations, resulting in an adjusted parking demand ratio of 0.715.

Table 5-2 | Observed Senior Housing Parking Linear Regression Model

Site	# of 1-Bed DU (A)	# of 2-Bed DU (B)	Parking Demand Ratio (Y)
Overture Rancho Santa Margarita (55+ Community)	89	19	0.63
San Sebastian (55+ Community)	16	112	1.23
Overture San Marcos (55+ Community)	118	113	0.90
<i>Parking Demand Ratio (Y) = 0.85 -0.00332(A) + 0.0039(B)</i>			
Proposed Project 24422 Avenida De La Carlota	163	87	0.65
<i>Parking Demand Ratio (10% Factor)</i>			<u>0.715</u>

Based on the empirical data and regression analysis, a parking demand ratio range of 0.715 to 1.23 adequately serves the senior adult housing component of the project. This range aligns with the conclusions in Section 4.3 of this report, where a suggested parking ratio range of 0.90 to 1.20 was identified.

6.0 Medical Office Parking Observation Study

RK previously conducted a parking observation study at two (2) comparable fully occupied, non-urgent care medical office buildings in October 2024. These observations will be used to determine an appropriate parking ratio for the medical office component of the project. The City of Newport Beach accepted and approved the results of this analysis to confirm the adequacy of parking for a medical office conversion project. The parking observation data referenced in this section is sourced from the *3300 Irvine Avenue Medical Office Conversion Parking Review* report, dated December 12, 2024, which is included in **Appendix F**.

6.1 Study Site Locations

RK coordinated a parking observation study in October 2024. The parking observations were conducted at the following locations:

1. **Pacific Medical Plaza:** 1640 Newport Boulevard, Costa Mesa, CA
 - The property consists of approximately 76,880 square feet of medical-dental office building. The building is currently 97.4% occupied. As a result, the building has 74,881 square feet of occupied medical tenant space. The site includes a total of 457 parking spaces.
2. **Newport Heights Medical Campus:** 20350-20360 SW Birch Street, Newport Beach, CA
 - The property consists of approximately 61,745 square feet of medical-dental office building. The building is currently 100% occupied. The site includes 325 parking spaces.

Exhibits F and G provide aerial location maps of the study sites.

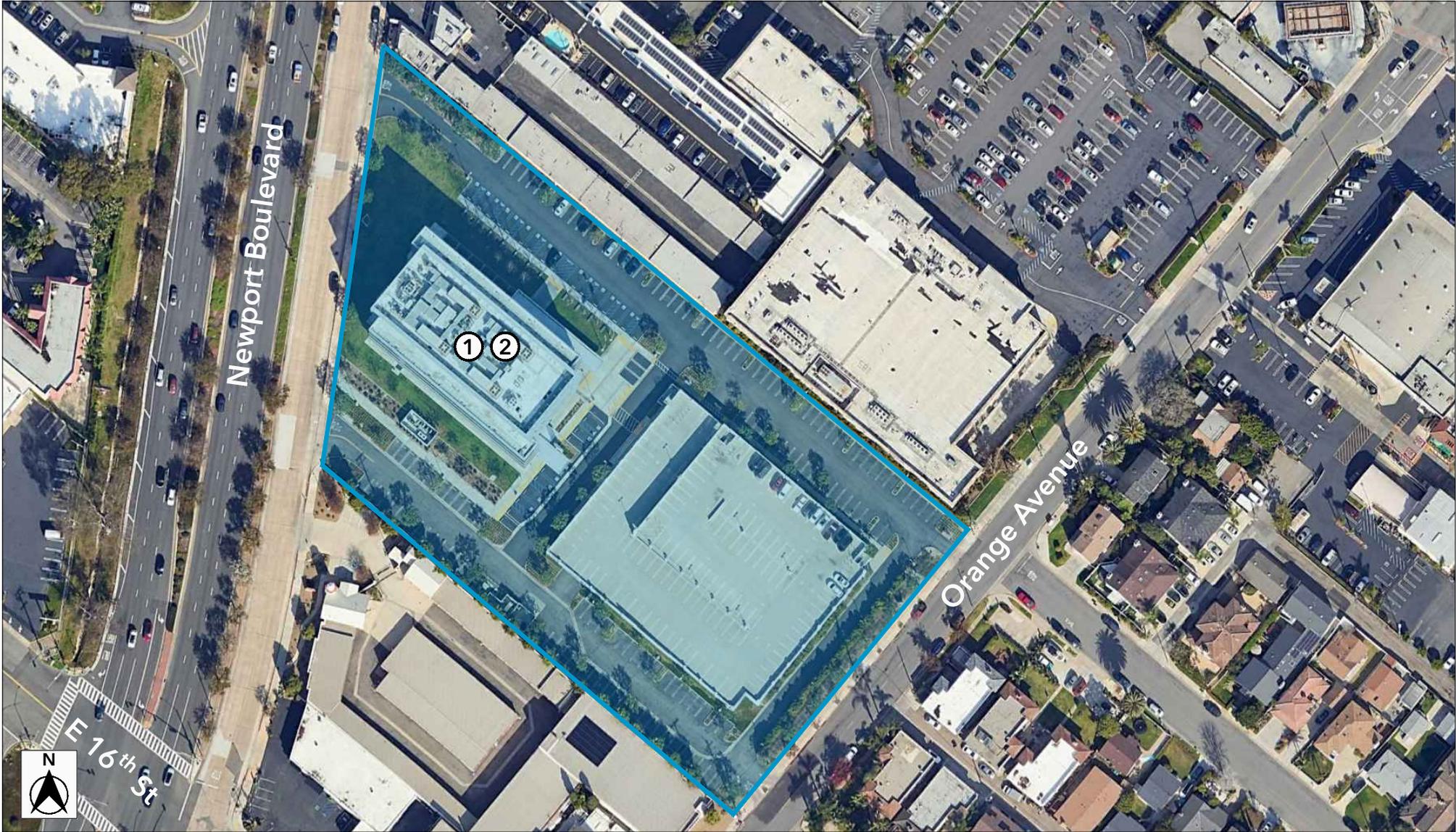
6.2 Data Collection

The counts were conducted by Counts Unlimited Inc. (a third-party data collection company) during typical conditions. Furthermore, it was confirmed that employees and visitors of the medical office building study sites exclusively use all the study area parking lots.

The parking demand was surveyed from 8:00 AM to 6:00 PM at one (1) hour intervals on a typical Tuesday, Wednesday, and Thursday in October of 2024. A total of 44 hours of observed parking counts were completed among the medical office building study sites. The study hours observed reflect the typical operating hours of the study sites and the proposed project.

6.3 Parking Observation Findings

Table 6-1 summarizes the parking observations between the two study sites, highlighting the maximum observed parking ratio. This ratio is obtained by dividing the peak hourly parking demand by the occupied gross square feet of the study site respectively.



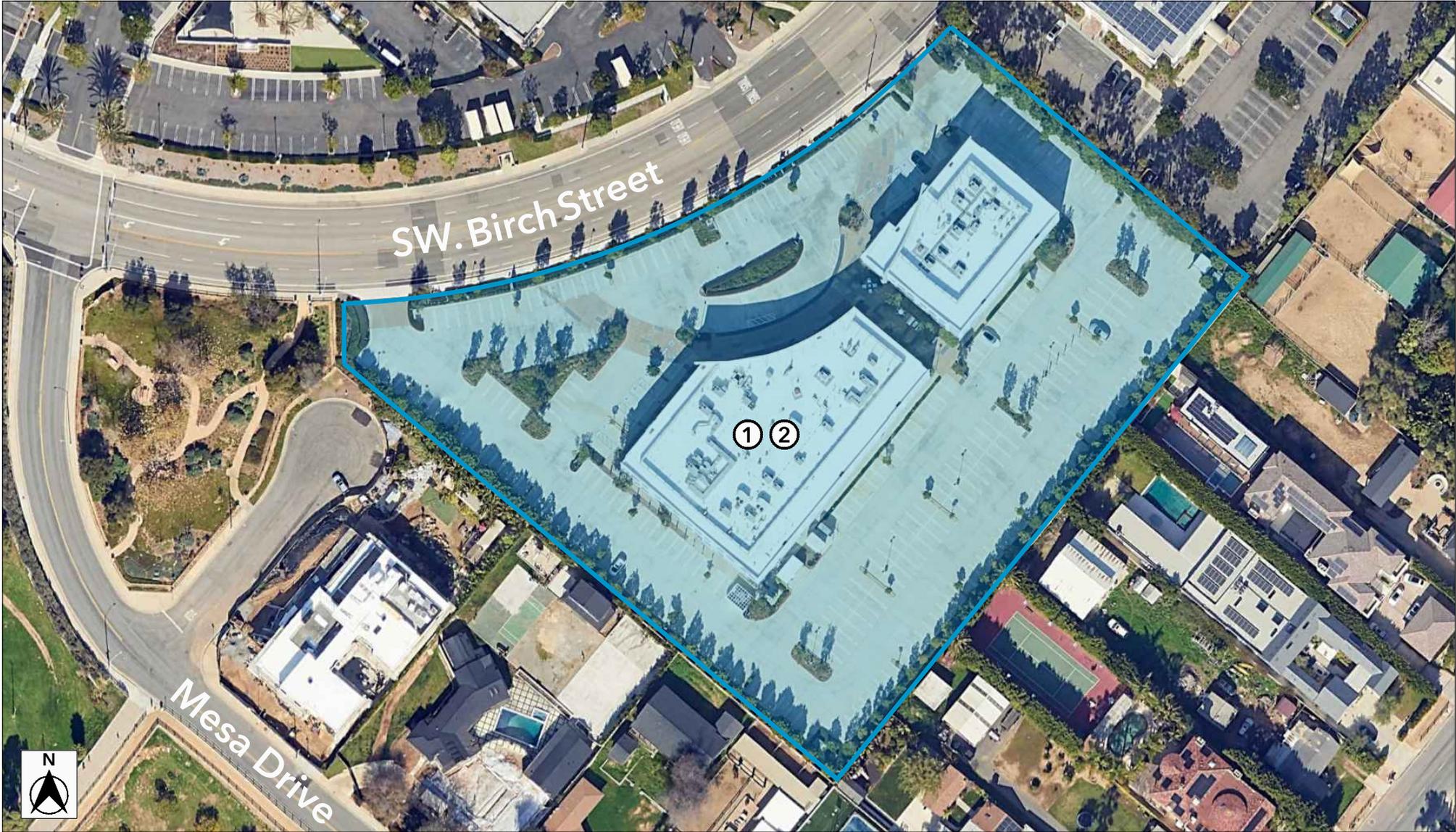
Legend

- = Study Site Boundary
- ② = Provided Parking - 457 Spaces
- ① = Study Site Size - 76,880 S.F.

Exhibit F

Medical Office Building Study Site 1: Pacific Medical Plaza
1640 Newport Boulevard, Costa Mesa, CA

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2939-2023-01



Legend

-  = Study Site Boundary
-  = Study Site Size - 61,745 S.F.
-  = Provided Parking - 325 Spaces

Exhibit G

Medical Office Building Study Site 2: Newport Heights Medical Campus
20350-20360 Southwest Birch Street, Newport Beach, CA

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2939-2023-01

Table 6-1 | Medical Office Building Observed Parking Survey Summary

Observed Medical Office Buildings (Non-Urgent Care)					Projected 121,000 Square Foot Medical Office Building Parking Demand
Medical Office Building Study Site	Parking Survey Date and Observed Peak Hour	Parking Demand	Occupied Square Feet	Peak Observed Parking Rate (Parked Vehicles per 1,000 SF)	
1640 Newport Boulevard, Costa Mesa, CA	Wednesday, October 9, 2024 at 9:00 AM	269	74,881	3.59	434
	Thursday, October 10, 2024 at 11:00 AM	247	74,881	3.30	399
20350-20360 SW Birch Street, Newport Beach, CA	Tuesday, October 8, 2024 at 2:00 PM	169	61,745	2.74	332
	Wednesday, October 9, 2024 at 11:00 AM	203	61,745	3.29	398
Maximum Observed Parking Demand Rate				3.59	434
Add Parking Demand Fluctuation (10%)¹				0.35	43
Peak Parking Demand Rate + 10%				3.94	477
Total Number of Parking Spaces Provided On-Site (Proposed Parking Rate 5.89²)					713
Number of Parking Spaces in Surplus per Projected Peak Parking Demand					236
Percent of Parking Spaces in Surplus per Parking Supply (713 spaces)					33.10%

¹ Ten percent was added to the peak parking demand rate (434 x 10% = 43 parking spaces) to account for potential fluctuations in parking demand.

² The effective parking rate for the medical office component is calculated by dividing the 713 shared parking spaces (available for medical office and residential guest use) by the total medical office building area of 121,000 square feet. This results in a parking ratio of 5.89 spaces per 1,000 square feet.

The key findings are outlined below:

- **Pacific Medical Plaza:** the highest observed parking demand was 3.59 spaces per 1,000 SF, recorded at 9:00 AM on Wednesday, October 9, 2024. A second observation on Thursday, October 10, 2024, showed a slightly lower peak of 3.30 spaces per 1,000 SF at 11:00 AM.
- **Newport Heights Medical Campus:** The peak observed parking demand was 3.29 spaces per 1,000 SF, recorded at 11:00 AM on Wednesday, October 9, 2024. A prior observation on Tuesday, October 8, 2024, showed a peak of 2.74 spaces per 1,000 SF at 2:00 PM.
- Across all four observations, the maximum observed parking demand was **3.59 spaces per 1,000 SF**. Applying a 10% adjustment factor to account for potential fluctuations results in a conservative peak demand estimate of **3.94 spaces per 1,000 SF**.

The proposed project will provide 713 shared parking spaces for medical office employees, visitors, and guests of the senior adult housing component. This equates to approximately **5.89 parking spaces per 1,000** gross square feet of medical office space. Based on observed data from comparable non-urgent care medical office buildings, the peak parking demand is projected at **3.94 spaces per 1,000 square feet**, or 477 spaces for the proposed 121,000 square foot building. This results in a surplus of approximately 236 parking spaces, or 33.1% of the total shared supply. **These findings indicate that the medical office component will have adequate parking.**

Appendix F contains the raw parking demand data that Counts Unlimited, Inc. collected.

7.0 Urban Land Institute (ULI) Shared Parking Analysis

The following section presents a shared parking analysis using the ULI Shared Parking methodology for the proposed project.

It is important to reiterate that the proposed project will provide 963 parking spaces, with 211 spaces in a surface parking lot and 752 in a proposed parking structure. Of the 963 parking spaces, 250 will be designated and reserved for senior adult (age-restricted 55+) residents (one per unit) and located in the proposed parking structure. **These reserved spaces are not included in the shared parking supply. The remaining 713 spaces are expected to operate under a joint-use parking plan and will be shared by medical office tenants/visitors and non-reserved residential guests.**

7.1 ULI Shared Parking Analysis

Shared parking methodology was first developed in the 1980s and has been a widely accepted industry standard for determining parking demands for mixed-use projects. Adopted by cities throughout the U.S. and codified in zoning ordinances as an acceptable practice, shared parking is endorsed by the ULI, the American Planning Association (APA), the National Parking Association (NPA), and International Council of Shopping Centers (ICSC), as an acceptable method of parking planning and management.

RK used the procedures developed by the ULI from its 2020 publication, *Shared Parking, Third Edition*. This document contains the latest procedures and data regarding parking demand and shared parking. The parking demand rates for individual land uses were derived from the City of Laguna Hills Municipal Parking Code.

Shared parking allows users to share parking spaces among users in a mixed-use environment—instead of providing a minimum number of parking spaces for each use. Shared parking commonly results in a reduction of required parking spaces. This reduction, sometimes significant, depends on the quantities, mix of uses, site operational characteristics, and local code requirements.

The ULI shared parking analysis evaluates the types of land uses, parking rates, monthly variations of parking demand by land use, differences between weekday and weekend parking demand, the hourly distribution of peak parking demand for each type of land use, and captive versus non-captive parking demand within the project site. The ULI procedures were utilized within this assessment to evaluate the peak parking demand at the proposed project site.

The following inputs were included within the shared parking computer program for each land use:

1. Peak parking demand by land use for visitors and employees.
2. Captive versus non-captive parking demand.
3. Driving adjustments for alternative modes of transportation.

4. Hourly Variations of parking demand.
5. Weekday versus weekend adjustment factor.
6. Monthly adjustment factors to account for variations of parking demand over the year.
7. City of Laguna Hills Municipal Parking Code for parking rates.

The peak parking demand was determined by utilizing the City of Hills Municipal Parking Code, parking data contained within the ULI Shared Parking Model (Third Edition), evaluating peak demand during weekdays and weekends throughout a year, and the operational characteristic of the proposed land uses within the site.

7.2 ULI Shared Parking Calculations with Laguna Hills Parking Requirements

The ULI Shared Parking Model evaluated the project's peak parking demand as described above. The model provides the following parking demand data: monthly variations for each land use, different peaking characteristics between weekday and weekend, hourly distribution of peak parking demand for each land use, modal adjustments, and captive versus non-captive parking demand. Furthermore, RK incorporated the City of Laguna Hills parking rates within the ULI model.

The ULI Shared Parking Model also proportions the parking rates between visitors and employees for weekday and weekend conditions, each with their parking demand characteristics. While the ULI parking rates were modified to reflect the City of Laguna Hills Parking Code, the split between employees and visitors identified in the ULI analysis was used.

Table 7-1 summarizes the results of the ULI Shared Parking Analysis.

Adjustments were applied to the driving adjustment ratio and non-captive ratios as part of this analysis. Definitions and adjustment justifications for the ratios are provided below:

Driving Adjustment Ratio

The driving adjustment ratio represents the percentage of visitors and employees expected to drive to the site in a personal vehicle and park on-site. This excludes all non-driving modes of transportation, including shuttles, public transit, taxis, ride-hailing services (Lyft/Uber), walking, and carpooling, for passengers who are not parking on site.

The project site is located within the UVSP area, approximately half a mile from the Oakbrook Village shopping center and the future Village at Laguna Hills, which is expected to offer a diverse range of retail, commercial, and restaurant options. Both visitors and residents of the proposed project can easily access these amenities through walking, biking, ride-sharing, and public transit options (i.e., OC Bus Transit). The analysis assumes the following:

- 90% of visitors of the senior adult housing land use will self-park on-site during weekday and weekend conditions.

- 70% of visitors and 90% of employees of the medical office land use will park on-site during weekday and weekend conditions.

Non-Captive Ratio

The non-captive ratio represents the number of vehicles counted for parking at secondary land uses. This factor eliminates the need to double-count parking space requirements.

- 95% of medical office visitors are expected to park only for the medical office building.

Validation of Driver and Non-Captive Adjustment Ratios

The driver adjustment ratios applied in the ULI Shared Parking Model—70% for visitors and 90% for employees—were developed based on engineering judgment and an assessment of local transportation conditions around the project site. These ratios reflect available alternative transportation options (e.g., Uber, Lyft), including nearby public transit (e.g., OC Bus routes), walkable access to adjacent commercial areas, and the mixed-use nature of the development, all of which encourage internal trip capture and reduce vehicle dependency.

A percentage of visitors to medical office buildings typically do not self-park onsite due to the nature of the use. Instead, these patients often rely on drop-off services, ridesharing, or valet parking, thereby reducing the parking demand. The driver adjustment ratio considers these characteristics.

Due to the inherent variability and unique characteristics of mixed-use developments, the ULI Shared Parking Manual (3rd Edition) does not prescribe specific adjustment factors; however, it does provide baseline parking demand rates for medical/dental office land uses. According to ULI, typical medical office buildings generate:

- **3.00 spaces per 1,000 SF for employees**
- **1.60 spaces per 1,000 SF for visitors**
- **Total: 4.60 spaces per 1,000 SF**

The non-captive and driver adjustment percentages utilized yield an effective parking rate that aligns closely with published ULI parking data, confirming the realism and validity of these parking demand projections. The proposed project provides an effective parking ratio of **5.89 spaces per 1,000 SF** for the medical office component (**713 shared spaces for 121,000 SF**), exceeding the baseline ULI parking demand even before applying driver adjustment factors.

Additionally, a conservative non-captive ratio of **95%** was applied to medical office visitors in the shared parking model, reflecting the assumption that most medical office visitors park exclusively for this specific use rather than sharing parking with other on-site land uses. This conservative approach ensures parking demand is not underestimated due to overlapping trip purposes.

These findings indicate the project's proposed parking supply adequately accommodates the medical office and the active senior housing visitors, even under conservative assumptions. Thus, the selected driver and non-captive adjustment ratios used in the shared parking model are reasonable and fully supported by industry standards and empirical data.

Table 7-1 | ULI Shared Parking Demand Summary

Shared Parking Demand Summary																		
Peak Month: JANUARY -- Peak Period: 3 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit										3 PM	January		8 AM	January		
Residential 250 Units (163 1-Bedroom & 87 2-Bedroom)																		
Active Senior Housing																		
Resident/Reserved (250 Spaces)	100%	units	1.00	100%	100%	1.00	unit	1.00	100%	100%	1.00	unit	100%	100%	250	100%	100%	250
Visitor	250	units	0.51	90%	100%	0.46	unit	0.51	90%	100%	0.46	unit	100%	100%	115	100%	100%	115
Medical Office																		
Medical and Dental Office (Visitor)	96,800	sf GFA	4.35	70%	95%	2.89	ksf GFA	0.44	70%	95%	0.29	ksf GFA	100%	100%	281	90%	100%	26
Employee			2.32	90%	100%	2.09		0.23	90%	100%	0.21		100%	100%	203	100%	100%	21
"Low Intensity" Medical Office (Visitor)	24,200	sf GFA	2.17	70%	95%	1.44	ksf GFA	0.22	70%	95%	0.15	ksf GFA	100%	100%	35	90%	100%	4
Employee			1.16	90%	100%	1.04		0.11	90%	100%	0.10		100%	100%	26	100%	100%	3
															Customer/Visitor	431	Customer/Visitor	145
															Employee	229	Employee	24
															Reserved	250	Reserved	250
															Total	910	Total	419
															Total Parking Provided	963	Total Parking Provided	963
															Parking Spaces Available	53	Parking Spaces Available	544

ULI Analysis Results

This analysis aims to determine the parking demand at all times of the year. The results indicate that medical office and senior adult housing land uses are at full 100% tenant occupancy. The findings of the shared parking model are as follows:

1. The estimated peak hour parking demand for weekdays is projected to occur in January at 3:00 PM, as indicated in Table 7-1. The weekday peak parking demand requires 910 parking spaces. Since the site has a total parking allocation of 963 spaces, 53 parking spaces are available during the peak weekday parking demand.
2. The weekend estimated peak hour parking demand is projected in January at 8:00 AM, as indicated in Table 7-1. The weekend peak parking demand requires 419 parking spaces. Since the site has a total parking allocation of 963 spaces, 544 parking spaces are available during the peak weekend parking demand.

Parking Time of Day and Month graphs of the ULI Analysis are included in **Appendix G**.

Table 7-1 shows the ULI project parking ratio for the senior adult housing land use is 1.46. This calculation is based on the City of Laguna Hills parking requirements and applies appropriate adjustments to both the driving adjustment ratios and non-captive ratios.

Table 7-2 compares the senior adult housing residential parking rates reviewed from other Orange County cities and professional publications, observed from the three (3) comparable study sites, and expected based on linear regression. As shown in Table 7-2, the ULI project ratio of 1.46 exceeds all parking ratios studied in this report. The ULI parking ratio is a conservative estimate for senior adult housing land uses.

To further support the adequacy of parking between the proposed medical office and senior adult housing uses, RK reviewed medical office parking requirements from several cities in Orange County. These cities include Aliso Viejo, Irvine, Lake Forest, Newport Beach, San Clemente, and San Juan Capistrano. **Table 7-3** presents the parking ratios from these jurisdictions, along with data from the *ULI's Shared Parking, 3rd Edition*, the *ITE Parking Generation Manual, 6th Edition*, and empirical findings discussed in Section 6.0.

As shown in Table 7-3, the proposed project's parking ratio of 5.89 spaces per 1,000 gross square feet of medical office space exceeds the requirements and ratios identified from these referenced cities and publications.

As a result, RK recommends using the peak weekday and weekend parking ratios identified in the ULI Shared Parking Analysis to determine the project's parking demands. The calculation utilizes the City of Laguna Hills Parking Requirements and considers the project's mixed-use nature and proximity to local destinations.

Table 7-2 | Summary & Comparison of Senior Adult Housing Residential Parking Rates

Table	Parking Ratio	ULI Project Parking Ratio (1.46) Exceeds?
Table 4-1: Orange County Cities (85th Percentile Parking Ratio)	1.20	Yes
Table 4-2: Published Sources (Maximum Parking Ratio)	0.90	Yes
Table 5-1: Observed Senior Housing (Peak Parking Ratio)	1.23	Yes
Table 5-2: Observed Senior Housing Linear Regression	0.715	Yes

Table 7-3 | Summary & Comparison of Medical Office Parking Rates

City / Publication	Source	Parking Ratio	Parking Demand for 121,000 S.F. Medical Office Building	Proposed Project's Parking Supply (5.89 Parking Spaces per 1,000 S.F.)	Parking Surplus / Deficit	Project Exceeds Parking Ratio Requirement?
1 Aliso Viejo	Aliso Viejo Municipal Code §15.38.040	1 space per 200 sq/ft GFA	605	713	+108	Yes
2 Irvine	Irvine Municipal Code §4-3-4	1 space/180 square feet of gross floor area	672	713	+41	Yes
3 Lake Forest	Lake Forest Municipal Code §9.168.070	1 for each 250 sq. ft. of gross floor area.	484	713	+229	Yes
4 Newport Beach	Newport Beach Municipal Code §20.40.040	1 per 200 sq. ft.	605	713	+108	Yes
5 San Clemente	San Clemente Municipal Code §17.64.050	One per 200 sq. ft.	605	713	+108	Yes
6 San Juan Capistrano	San Juan Capistrano Municipal Code §9-3.535	1.0 off-street parking space per each 200 square feet of gross floor area.	605	713	+108	Yes
7 ULI	ULI Shared Parking, 3rd Edition	4.60 spaces per 1,000 S.F.	557	713	+156	Yes
8 ITE	ITE Parking Generation Manual 6th Edition	4.28 spaces per 1,000 S.F. (85th percentile)	518	713	+195	Yes
9 Empirical Data (Table 6-1)	3300 Irvine Avenue Medical Office Conversion Parking Review	3.94 spaces per 1,000 S.F.	477	713	+236	Yes
10 Laguna Hills	Laguna Hills Municipal Code §9-44.050 Ordinance No. 2023-1	Blended Project Rate: ~6.0 spaces per 1,000 S.F.	727	713	-14	No

8.0 Conclusions and Recommendations

RK has completed this Joint Use Parking Plan, including a comprehensive analysis based on the Urban Land Institute (ULI) Shared Parking methodology. This analysis involved reviewing senior adult housing parking requirements from other Orange County cities, along with parking demand data from the ULI Shared Parking Manual (3rd Edition) and the Institute of Transportation Engineers (ITE) Parking Generation Manual (6th Edition). This research identified a parking ratio range for senior adult housing between 0.90 and 1.20 spaces per unit.

Additionally, a parking observation study was conducted at three comparable study sites to assess further the appropriate parking ratio for the senior adult housing component. These observations, supported by linear regression modeling, established a parking demand ratio range between 0.715 and 1.23 spaces per unit.

Furthermore, a review of parking demand at two comparable, fully occupied, non-urgent care medical office buildings in Orange County revealed a peak parking demand ratio of 3.94 spaces per 1,000 SF. This observed ratio is notably lower than the proposed project's effective ratio of 5.89 spaces per 1,000 SF (713 shared spaces for 121,000 SF), highlighting a conservative provision.

According to the City of Laguna Hills parking requirements, the ULI Shared Parking analysis resulted in a senior adult housing parking ratio of 1.46 spaces per unit, closely aligned with and slightly below the City's standard of 1.50 spaces per unit. Notably, this ratio exceeds those observed in comparable studies and published data. Consequently, the peak weekday and weekend ratios derived from the ULI analysis should be adopted to determine the project's parking demand, as they represent a conservative and justified approach relative to local benchmarks, published standards, and empirical observations.

The proposed medical office parking ratio of 5.89 spaces per 1,000 SF significantly exceeds the parking requirements identified by nearby Orange County cities, as well as the recommended ratios from the ULI Shared Parking Manual (3rd Edition), ITE Parking Generation Manual (6th Edition), and empirical observations. This demonstrates strong support for the feasibility of joint-use parking between the medical office and senior adult housing components.

Based on these comprehensive analyses, RK recommends adopting the ULI Shared Parking methodology combined with the City of Laguna Hills' parking standards to determine peak weekday and weekend parking demands for the project. The results indicate that the planned on-site parking supply will be sufficient to accommodate the anticipated peak parking demands. The distinct peak parking periods—medical offices primarily during weekday business hours (7:00 AM to 5:00 PM) and residential demand primarily in the evenings—further validate the suitability of the joint-use parking approach.

Furthermore, this Joint Use Parking Plan outlines all actions the project will take to comply with the requirements outlined in the City of Laguna Hills Municipal Code §9-44.070. This includes the submission of detailed site plans, acknowledgment of compliance by property owners and tenants, and the implementation of enforceable measures to accommodate future changes.



Attachments



Appendices



Appendix A

Pedestrian Access Project Site Plan

PAVING KEY MAP

- A CITY SIDEWALKS - MATCH EXISTING
- SCORED CONCRETE PAVING
- SYNTHETIC TURF
- ACCENT PAVERS
- PORCELAIN PAVERS
- CONCRETE PAVERS
- G COLORED CONCRETE

PARKING LOT NOTES

- all parking lots edges will be a 6" high and wide concrete curb
- all planting fingers to be a min. of 5' wide.

PARKING LOT LANDSCAPING TABLE

total parking lot area	8,000 s.f.
landscape required (10%)	800 s.f.
landscape provided	2,700
required interior landscape (40% of 800 s.f.)	320 s.f.
provided interior landscape	390 s.f.
planter required per parking stall (1:15) - 12 stalls	1 planter
planters provided	2 planters
trees required per parking stall (1:6) - 12 stalls	2 trees
15 gal. min trees provided	2 trees



STREETSCAPE CONSISTENT WITH THE CITY OF LAGUNA HILLS URBAN VILLAGE SPECIFIC PLAN

- landscaped area of 8' min. behind sidewalk
- village street trees spaced at 30' on center
- stone walls curving around theme tree w/ pilasters capping the ends of the wall

DOG PARK

- gated vestibule
- moveable seating

STREETSCAPE CONSISTENT WITH THE CITY OF LAGUNA HILLS URBAN VILLAGE SPECIFIC PLAN

- 6ft landscape parkway and 6ft sidewalk
- boundary trees spaced at 30ft on center

ENHANCED PLANTING at PROJECT ENTRY

AVENIDA DE LA CARLOTA

24422 AVENIDA DE LA CARLOTA
 LAGUNA HILLS, CA
 BUCHANAN STREET PARTNERS

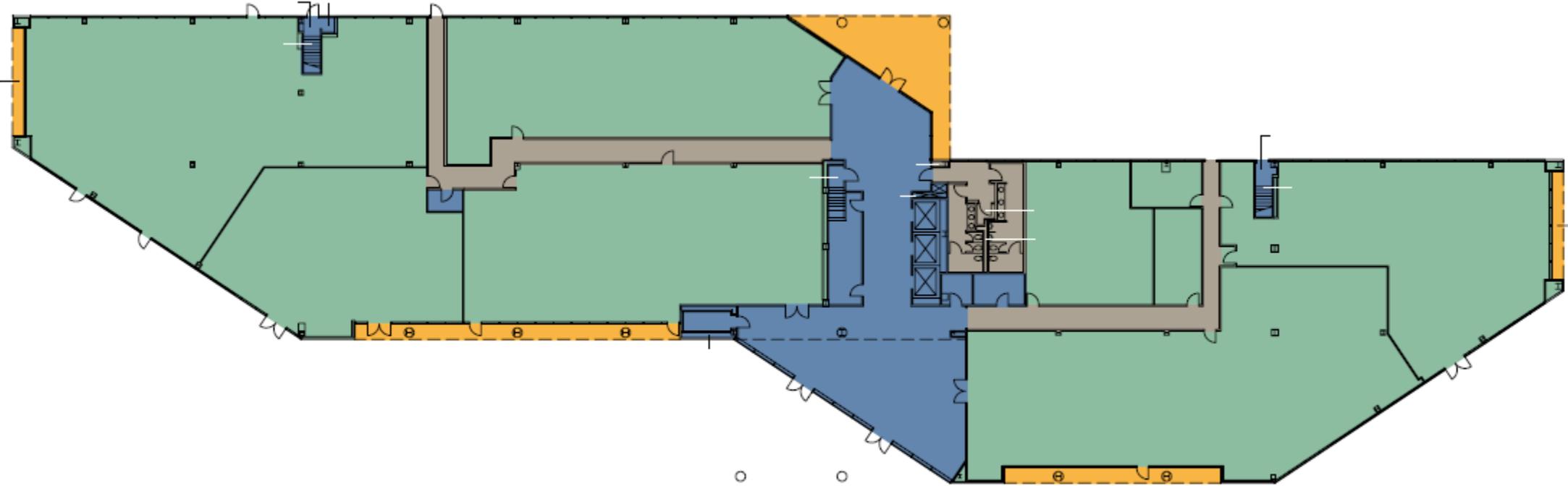




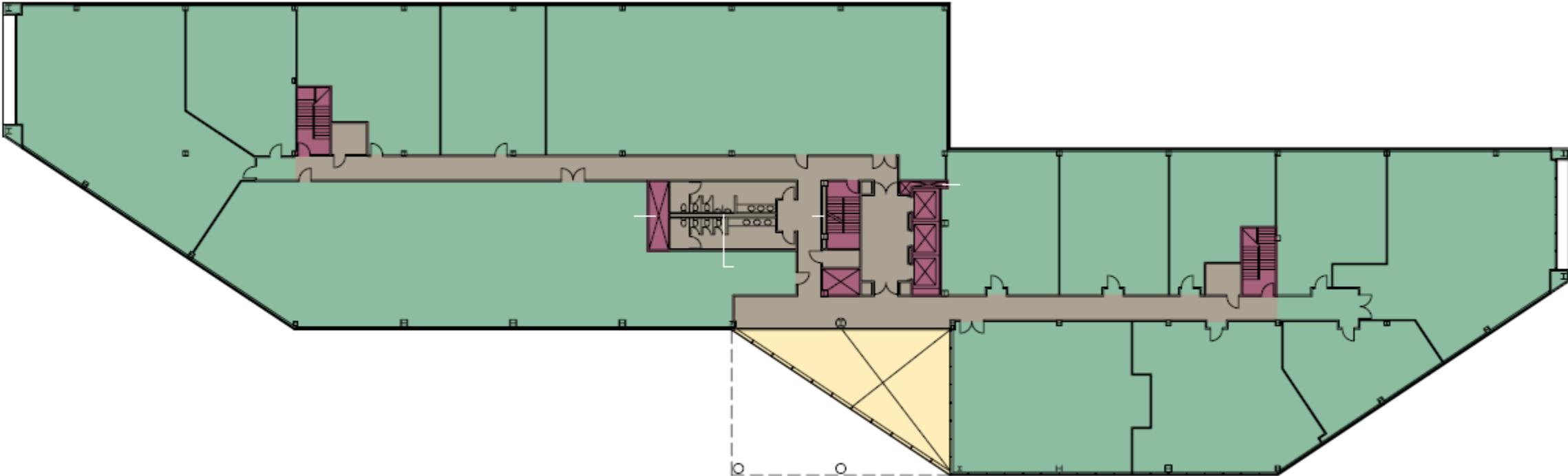
Appendix B

Medical Office Building Floor Level Site Plans

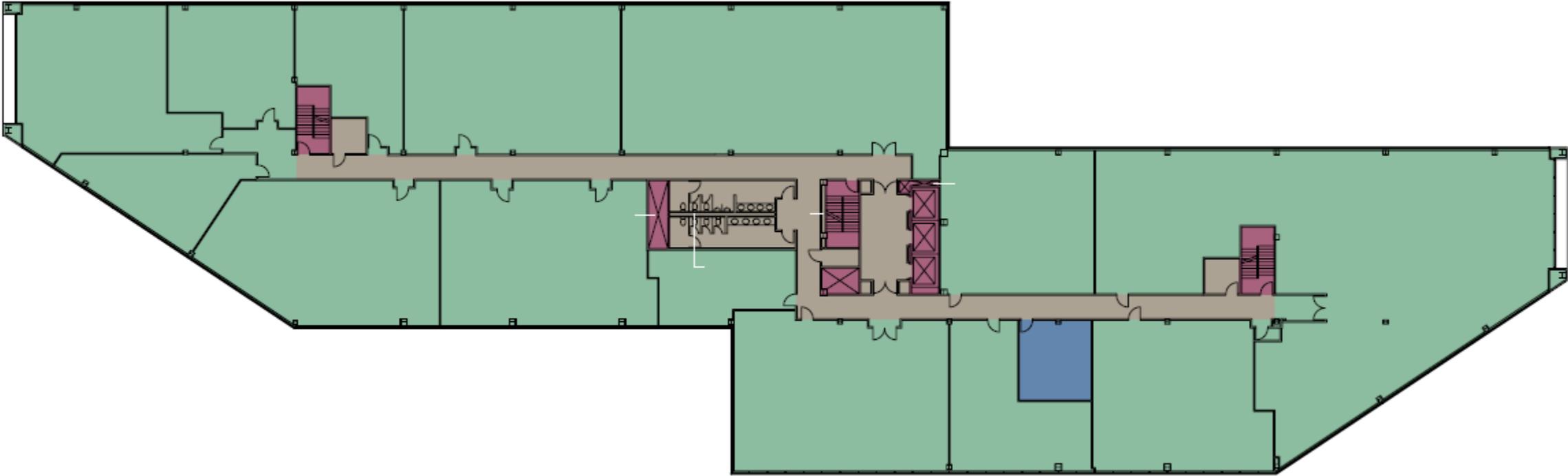
1st Floor – 26,638 Square Feet



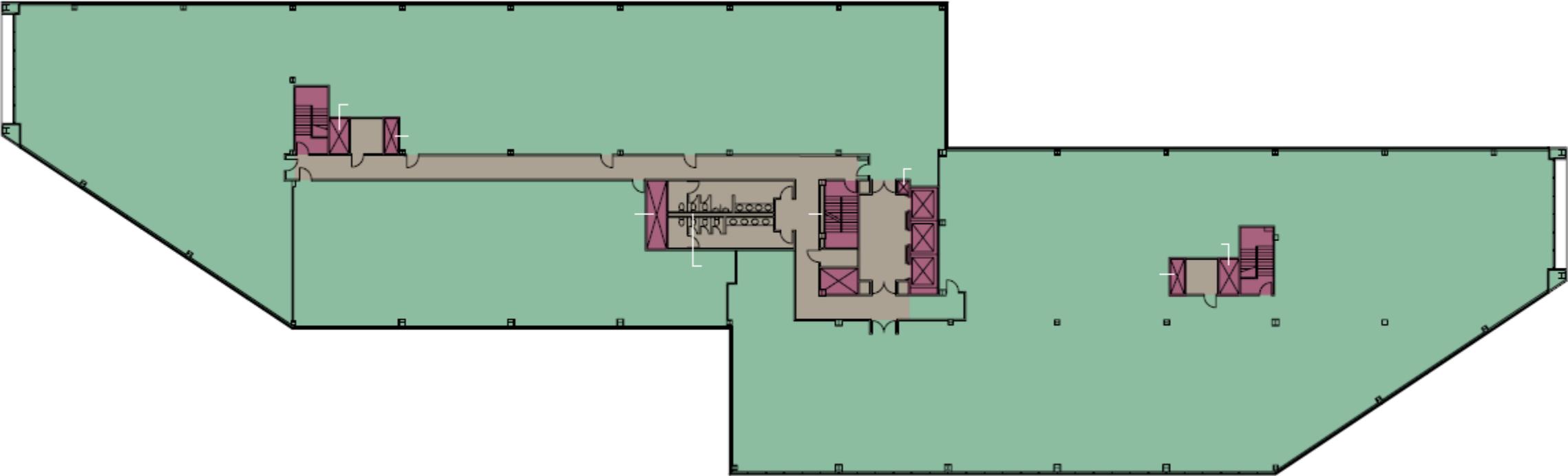
2nd Floor – 29,976 Square Feet



3rd Floor – 31,750 Square Feet



4th Floor – 31,990 Square Feet





Appendix C
Overture Rancho Santa Margarita Parking Observations

Rancho Santa Margarita
 Overture Rancho Santa Margartia (55+ Community)
 30824 La Miranda, Rancho Santa Margarita, CA

Thursday, June 15th, 2023

		Inventory	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM
Parking	Regular	116	58	58	55	51	51	53	52	51	50	50	46	47	49	50
	Handicap	6	3	3	3	3	2	2	2	2	2	2	3	2	1	1
	Future Resident	22	1	1	1	1	1	1	1	1	1	3	3	1	2	2
	Reserved	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
	Subtotal	145	63	63	60	56	55	57	56	55	54	56	53	51	52	53
Total Occupancy		145	63	63	60	56	55	57	56	55	54	56	53	51	52	53
Total Percent			43%	43%	41%	39%	38%	39%	39%	38%	37%	39%	37%	35%	36%	37%

Rancho Santa Margarita
 Overture Rancho Santa Margartia (55+ Community)
 30824 La Miranda, Rancho Santa Margarita, CA

Thursday, June 15th, 2023

		Inventory	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM
Parking	Regular	116	49	48	46	45	50	50	52	55	54	56	58	58	59	59
	Handicap	6	1	1	1	1	3	3	3	3	4	3	3	3	3	3
	Future Resident	22	3	3	3	2	4	2	2	2	2	1	4	4	5	4
	Reserved	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1
	Subtotal	145	53	52	50	48	58	56	58	61	61	61	66	66	68	67
Total Occupancy		145	53	52	50	48	58	56	58	61	61	61	66	66	68	67
Total Percent			37%	36%	34%	33%	40%	39%	40%	42%	42%	42%	46%	46%	47%	46%

Rancho Santa Margarita

Overture Rancho Santa Margartia (55+ Community)
 30824 La Miranda, Rancho Santa Margarita, CA

Thursday, June 15th, 2023

		Inventory	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM	10:30 PM	11:00 PM
Parking	Regular	116	59	59	59	59	58	58	58
	Handicap	6	3	3	3	3	3	3	3
	Future Resident	22	4	2	2	2	0	0	0
	Reserved	1	1	1	1	1	1	1	1
	Subtotal	145	67	65	65	65	62	62	62

Total Occupancy	145	67	65	65	65	62	62	62
Total Percent		46%	45%	45%	45%	43%	43%	43%

Rancho Santa Margarita

Overture Rancho Santa Margartia (55+ Community)
 30824 La Miranda, Rancho Santa Margarita, CA

Saturday, June 17th, 2023

		Inventory	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM
Parking	Regular	116	59	58	55	54	55	58	57	54	55	51	53	50	52	53
	Handicap	6	3	3	3	3	3	3	3	3	3	3	3	3	3	4
	Future Resident	22	0	0	0	0	1	1	1	1	2	3	4	2	3	3
	Reserved	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal		145	62	61	58	57	59	62	61	58	60	57	60	55	58	60

Total Occupancy	145	62	61	58	57	59	62	61	58	60	57	60	55	58	60
Total Percent		43%	42%	40%	39%	41%	43%	42%	40%	41%	39%	41%	38%	40%	41%

Rancho Santa Margarita

Overture Rancho Santa Margartia (55+ Community)
 30824 La Miranda, Rancho Santa Margarita, CA

Saturday, June 17th, 2023

		Inventory	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM
Parking	Regular	116	60	59	55	51	55	51	56	54	52	54	53	57	56	57
	Handicap	6	3	3	3	3	2	2	2	2	2	2	2	2	3	3
	Future Resident	22	1	2	2	3	3	3	4	3	3	2	0	0	0	0
	Reserved	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	145	64	64	60	57	60	56	62	59	57	58	55	59	59	60
Total Occupancy		145	64	64	60	57	60	56	62	59	57	58	55	59	59	60
Total Percent			44%	44%	41%	39%	41%	39%	43%	41%	39%	40%	38%	41%	41%	41%

Rancho Santa Margarita

Overture Rancho Santa Margartia (55+ Community)
30824 La Miranda, Rancho Santa Margarita, CA

Saturday, June 17th, 2023

		Inventory	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM	10:30 PM	11:00 PM
Parking	Regular	116	56	56	57	57	58	58	58
	Handicap	6	3	3	3	3	3	3	3
	Future Resident	22	0	0	0	0	0	0	0
	Reserved	1	0	0	0	0	0	0	0
	Subtotal	145	59	59	60	60	61	61	61

Total Occupancy	145	59	59	60	60	61	61	61
Total Percent		41%	41%	41%	41%	42%	42%	42%

Table A
Overture Rancho Santa Margarita (55+ Community)
30824 La Miranda, Rancho Santa Margarita, CA
Observed Parking Counts¹
Thursday, June 15, 2023

	1-Bedroom	2-Bedroom	Total Occupied Bedrooms			
Occupied Dwelling Units	89	19	108			
1 Bedroom / 2 Bedroom Occupied Split	82.4%	17.6%	100%			
Total Dwelling Units	92	22	114			
PARKING SPACES						Parking Ratio (Parking Demand/Occupied Units)
	116	6	22	1	145	
TIME	Regular		Future Resident	Reserved	Total	
6:00 AM	58	3	1	1	63	0.58
6:30 AM	58	3	1	1	63	0.58
7:00 AM	55	3	1	1	60	0.56
7:30 AM	51	3	1	1	56	0.52
8:00 AM	51	2	1	1	55	0.51
8:30 AM	53	2	1	1	57	0.53
9:00 AM	52	2	1	1	56	0.52
9:30 AM	51	2	1	1	55	0.51
10:00 AM	50	2	1	1	54	0.50
10:30 AM	50	2	3	1	56	0.52
11:00 AM	46	3	3	1	53	0.49
11:30 AM	47	2	1	1	51	0.47
12:00 PM	49	1	2	0	52	0.48
12:30 PM	50	1	2	0	53	0.49
1:00 PM	49	1	3	0	53	0.49
1:30 PM	48	1	3	0	52	0.48
2:00 PM	46	1	3	0	50	0.46
2:30 PM	45	1	2	0	48	0.44
3:00 PM	50	3	4	1	58	0.54
3:30 PM	50	3	2	1	56	0.52
4:00 PM	52	3	2	1	58	0.54
4:30 PM	55	3	2	1	61	0.56
5:00 PM	54	4	2	1	61	0.56
5:30 PM	56	3	1	1	61	0.56
6:00 PM	58	3	4	1	66	0.61
6:30 PM	58	3	4	1	66	0.61
7:00 PM	59	3	5	1	68	0.63
7:30 PM	59	3	4	1	67	0.62
8:00 PM	59	3	4	1	67	0.62
8:30 PM	59	3	2	1	65	0.60
9:00 PM	59	3	2	1	65	0.60
9:30 PM	59	3	2	1	65	0.60
10:00 PM	58	3	0	1	62	0.57
10:30 PM	58	3	0	1	62	0.57
11:00 PM	58	3	0	1	62	0.57
Maximum Observed Parking Demand					68	0.63

¹ Observed parking counts were obtained by Counts Unlimited, Inc. a third-party data collection company. The data was collected during typical operating hours and weather conditions at the site. All vehicles parked exclusively for the site were counted.

Table B
Overture Rancho Santa Margarita (55+ Community)
30824 La Miranda, Rancho Santa Margarita, CA
Observed Parking Counts¹
Saturday June 17, 2023

	1-Bedroom	2-Bedroom	Total Occupied Bedrooms			
Occupied Dwelling Units	89	19	108			
1 Bedroom / 2 Bedroom Occupied Split	82.4%	17.6%	100%			
Total Dwelling Units	92	22	114			
PARKING SPACES	116	6	22	1	145	Parking Ratio (Parking Demand/Occupied Units)
TIME	Regular	♿	Future Resident	Reserved	Total	
6:00 AM	59	3	0	0	62	0.57
6:30 AM	58	3	0	0	61	0.56
7:00 AM	55	3	0	0	58	0.54
7:30 AM	54	3	0	0	57	0.53
8:00 AM	55	3	1	0	59	0.55
8:30 AM	58	3	1	0	62	0.57
9:00 AM	57	3	1	0	61	0.56
9:30 AM	54	3	1	0	58	0.54
10:00 AM	55	3	2	0	60	0.56
10:30 AM	51	3	3	0	57	0.53
11:00 AM	53	3	4	0	60	0.56
11:30 AM	50	3	2	0	55	0.51
12:00 PM	52	3	3	0	58	0.54
12:30 PM	53	4	3	0	60	0.56
1:00 PM	60	3	1	0	64	0.59
1:30 PM	59	3	2	0	64	0.59
2:00 PM	55	3	2	0	60	0.56
2:30 PM	51	3	3	0	57	0.53
3:00 PM	55	2	3	0	60	0.56
3:30 PM	51	2	3	0	56	0.52
4:00 PM	56	2	4	0	62	0.57
4:30 PM	54	2	3	0	59	0.55
5:00 PM	52	2	3	0	57	0.53
5:30 PM	54	2	2	0	58	0.54
6:00 PM	53	2	0	0	55	0.51
6:30 PM	57	2	0	0	59	0.55
7:00 PM	56	3	0	0	59	0.55
7:30 PM	57	3	0	0	60	0.56
8:00 PM	56	3	0	0	59	0.55
8:30 PM	56	3	0	0	59	0.55
9:00 PM	57	3	0	0	60	0.56
9:30 PM	57	3	0	0	60	0.56
10:00 PM	58	3	0	0	61	0.56
10:30 PM	58	3	0	0	61	0.56
11:00 PM	58	3	0	0	61	0.56
Maximum Observed Parking Demand					64	0.59

¹ Observed parking counts were obtained by Counts Unlimited, Inc. a third-party data collection company. The data was collected during typical operating hours and weather conditions at the site. All vehicles parked exclusively for the site were counted.



Appendix D

San Sebastian Parking Observations

Laguna Woods
 San Sebastian
 24299 Paseo De Valencia, Laguna Woods, CA 92637

Thursday, June 15th, 2023

		Inventory	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM
Parking	Regular	268	146	147	148	139	137	135	132	126	125	120	117	119	115	118
	Handicap	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Guest	20	8	7	7	6	6	6	6	7	7	7	7	7	6	9
	Future Resident	7	0	0	1	1	1	2	2	1	1	2	1	1	1	1
	Guest - HC	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	Subtotal	303	156	156	158	148	146	145	142	136	135	131	127	129	124	131

Total Occupancy	303	156	156	158	148	146	145	142	136	135	131	127	129	124	131
Total Percent		51%	51%	52%	49%	48%	48%	47%	45%	45%	43%	42%	43%	41%	43%

Laguna Woods
 San Sebastian
 24299 Paseo De Valencia, Laguna Woods, CA 92637

Thursday, June 15th, 2023

		Inventory	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM
Parking	Regular	268	117	113	116	112	115	114	114	121	120	116	121	124	130	133
	Handicap	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Guest	20	8	9	10	10	9	9	9	8	7	8	7	6	7	8
	Future Resident	7	2	1	2	2	2	1	1	1	0	0	0	0	0	0
	Guest - HC	4	1	0	0	0	0	0	0	0	1	1	1	1	0	0
	Subtotal	303	130	125	130	126	128	126	126	132	130	127	131	133	139	143

Total Occupancy	303	130	125	130	126	128	126	126	132	130	127	131	133	139	143
Total Percent		43%	41%	43%	42%	42%	42%	42%	44%	43%	42%	43%	44%	46%	47%

Laguna Woods
 San Sebastian
 24299 Paseo De Valencia, Laguna Woods, CA 92637

Thursday, June 15th, 2023

		Inventory	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM	10:30 PM	11:00 PM
Parking	Regular	268	136	136	138	138	138	138	140
	Handicap	4	2	2	2	2	2	2	2
	Guest	20	7	7	9	9	8	6	7
	Future Resident	7	0	0	0	0	0	0	0
	Guest - HC	4	0	0	0	0	0	0	0
	Subtotal	303	145	145	149	149	148	146	149

Total Occupancy	303	145	145	149	149	148	146	149
Total Percent		48%	48%	49%	49%	49%	48%	49%

Laguna Woods
 San Sebastian
 24299 Paseo De Valencia, Laguna Woods, CA 92637

Saturday, June 17th, 2023

		Inventory	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM
Parking	Regular	268	140	132	137	135	135	134	133	129	124	122	124	121	117	114
	Handicap	4	0	1	1	1	1	1	1	1	1	1	1	1	1	1
	Guest	20	8	8	8	7	7	7	9	9	9	10	9	10	9	14
	Future Resident	7	0	0	0	0	0	0	0	1	1	1	0	2	2	2
	Guest - HC	4	0	0	0	0	0	1	0	1	0	0	0	0	0	0
	Subtotal	303	148	141	146	143	143	143	143	141	135	134	134	134	129	131

Total Occupancy	303	148	141	146	143	143	143	143	143	141	135	134	134	134	129	131
Total Percent		49%	47%	48%	47%	47%	47%	47%	47%	47%	45%	44%	44%	44%	43%	43%

Laguna Woods

San Sebastian
 24299 Paseo De Valencia, Laguna Woods, CA 92637

Saturday, June 17th, 2023

		Inventory	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM
Parking	Regular	268	112	111	108	114	116	110	113	113	115	122	123	123	126	126
	Handicap	4	1	1	1	0	1	1	1	1	1	1	1	1	1	1
	Guest	20	11	9	10	9	9	10	10	10	10	10	9	0	9	7
	Future Resident	7	2	2	1	1	1	1	1	2	2	2	1	0	0	0
	Guest - HC	4	0	0	0	0	0	1	1	1	0	0	1	0	0	0
Subtotal		303	126	123	120	124	127	123	126	127	128	135	135	124	136	134

Total Occupancy	303	126	123	120	124	127	123	126	127	128	135	135	124	136	134
Total Percent		42%	41%	40%	41%	42%	41%	42%	42%	42%	45%	45%	41%	45%	44%

Laguna Woods

San Sebastian
24299 Paseo De Valencia, Laguna Woods, CA 92637

Saturday, June 17th, 2023

		Inventory	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM	10:30 PM	11:00 PM
Parking	Regular	268	128	132	131	132	134	134	134
	Handicap	4	1	1	1	1	1	1	1
	Guest	20	7	6	6	7	6	7	7
	Future Resident	7	0	0	0	0	0	0	0
	Guest - HC	4	0	0	0	0	0	0	0
	Subtotal	303	136	139	138	140	141	142	142

Total Occupancy	303	136	139	138	140	141	142	142
Total Percent		45%	46%	46%	46%	47%	47%	47%

Table C
 San Sebastian (55+ Community)
 24299 Paseo De Valencia, Laguna Woods, CA 92637
 Observed Parking Counts¹
 Thursday, June 15, 2023

	1-Bedroom	2-Bedroom	Total Occupied Bedrooms				
Occupied Dwelling Units	16	112	128				
1 Bedroom / 2 Bedroom Occupied Split	12.5%	87.5%	100%				
Total Dwelling Units	17	117	134				
PARKING SPACES	268	4	20	7	4	303	Parking Ratio (Parking Demand/Occupied Units)
TIME	Regular	♿	Guest	Future Resident	Guest ADA	Total	
6:00 AM	146	2	8	0	0	156	1.22
6:30 AM	147	2	7	0	0	156	1.22
7:00 AM	148	2	7	1	0	158	1.23
7:30 AM	139	2	6	1	0	148	1.16
8:00 AM	137	2	6	1	0	146	1.14
8:30 AM	135	2	6	2	0	145	1.13
9:00 AM	132	2	6	2	0	142	1.11
9:30 AM	126	2	7	1	0	136	1.06
10:00 AM	125	2	7	1	0	135	1.05
10:30 AM	120	2	7	2	0	131	1.02
11:00 AM	117	2	7	1	0	127	0.99
11:30 AM	119	2	7	1	0	129	1.01
12:00 PM	115	2	6	1	0	124	0.97
12:30 PM	118	2	9	1	1	131	1.02
1:00 PM	117	2	8	2	1	130	1.02
1:30 PM	113	2	9	1	0	125	0.98
2:00 PM	116	2	10	2	0	130	1.02
2:30 PM	112	2	10	2	0	126	0.98
3:00 PM	115	2	9	2	0	128	1.00
3:30 PM	114	2	9	1	0	126	0.98
4:00 PM	114	2	9	1	0	126	0.98
4:30 PM	121	2	8	1	0	132	1.03
5:00 PM	120	2	7	0	1	130	1.02
5:30 PM	116	2	8	0	1	127	0.99
6:00 PM	121	2	7	0	1	131	1.02
6:30 PM	124	2	6	0	1	133	1.04
7:00 PM	130	2	7	0	0	139	1.09
7:30 PM	133	2	8	0	0	143	1.12
8:00 PM	136	2	7	0	0	145	1.13
8:30 PM	136	2	7	0	0	145	1.13
9:00 PM	138	2	9	0	0	149	1.16
9:30 PM	138	2	9	0	0	149	1.16
10:00 PM	138	2	8	0	0	148	1.16
10:30 PM	138	2	6	0	0	146	1.14
11:00 PM	140	2	7	0	0	149	1.16
Maximum Observed Parking Demand						158	1.23

¹ Observed parking counts were obtained by Counts Unlimited, Inc. a third-party data collection company. The data was collected during typical operating hours and weather conditions at the site. All vehicles parked exclusively for the site were counted.

Table D
San Sebastian (55+ Community)
24299 Paseo De Valencia, Laguna Woods, CA 92637
Observed Parking Counts¹
Saturday, June 17, 2023

	1-Bedroom	2-Bedroom	Total Occupied Bedrooms				
Occupied Dwelling Units	16	112	128				
1 Bedroom / 2 Bedroom Occupied Split	12.5%	87.5%	100%				
Total Dwelling Units	17	117	134				
PARKING SPACES	268	4	20	7	4	303	Parking Ratio (Parking Demand/Occupied Units)
	TIME	Regular	♿	Guest	Future Resident	Guest ADA	
6:00 AM	140	0	8	0	0	148	1.16
6:30 AM	132	1	8	0	0	141	1.10
7:00 AM	137	1	8	0	0	146	1.14
7:30 AM	135	1	7	0	0	143	1.12
8:00 AM	135	1	7	0	0	143	1.12
8:30 AM	134	1	7	0	1	143	1.12
9:00 AM	133	1	9	0	0	143	1.12
9:30 AM	129	1	9	1	1	141	1.10
10:00 AM	124	1	9	1	0	135	1.05
10:30 AM	122	1	10	1	0	134	1.05
11:00 AM	124	1	9	0	0	134	1.05
11:30 AM	121	1	10	2	0	134	1.05
12:00 PM	117	1	9	2	0	129	1.01
12:30 PM	114	1	14	2	0	131	1.02
1:00 PM	112	1	11	2	0	126	0.98
1:30 PM	111	1	9	2	0	123	0.96
2:00 PM	108	1	10	1	0	120	0.94
2:30 PM	114	0	9	1	0	124	0.97
3:00 PM	116	1	9	1	0	127	0.99
3:30 PM	110	1	10	1	1	123	0.96
4:00 PM	113	1	10	1	1	126	0.98
4:30 PM	113	1	10	2	1	127	0.99
5:00 PM	115	1	10	2	0	128	1.00
5:30 PM	122	1	10	2	0	135	1.05
6:00 PM	123	1	9	1	1	135	1.05
6:30 PM	123	1	0	0	0	124	0.97
7:00 PM	126	1	9	0	0	136	1.06
7:30 PM	126	1	7	0	0	134	1.05
8:00 PM	128	1	7	0	0	136	1.06
8:30 PM	132	1	6	0	0	139	1.09
9:00 PM	131	1	6	0	0	138	1.08
9:30 PM	132	1	7	0	0	140	1.09
10:00 PM	134	1	6	0	0	141	1.10
10:30 PM	134	1	7	0	0	142	1.11
11:00 PM	134	1	7	0	0	142	1.11
Maximum Observed Parking Demand						148	1.16

¹ Observed parking counts were obtained by Counts Unlimited, Inc. a third-party data collection company. The data was collected during typical operating hours and weather conditions at the site. All vehicles parked exclusively for the site were counted.



Appendix E

Overture San Marcos Parking Observations

San Marcos
 Overture San Marcos
 852 Avenida Ricardo, San Marcos, CA 92069 / 736 Center Dr, San Marcos, CA 92069

Saturday, July 8, 2023

		Inventory	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	
Zone 1 852 Avenida Ricardo, San Marcos, CA 92069	Regular	18	18	18	17	18	18	16	18	17	16	15	15	17	17	16	16	14	14	15	17	16	
	Handicap	4	4	4	4	4	4	4	4	4	4	4	4	4	3	3	3	3	4	4	4	4	
	Staff	4	4	3	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Future Resident	3	3	3	3	3	3	2	1	1	1	1	1	3	1	0	1	1	1	0	0	0	
	Resident	113	101	101	99	98	92	89	84	79	78	78	75	75	73	70	72	77	75	75	80	81	
	Resident - Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Motorcycle	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Reserved	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Green Zone	5	5	4	4	5	4	4	5	5	3	5	5	5	4	4	5	5	5	5	3	5	
	Subtotal	152	139	137	134	134	126	119	116	110	106	107	104	108	102	97	101	104	103	103	108	110	

Total Occupancy	152	139	137	134	134	126	119	116	110	106	107	104	108	102	97	101	104	103	103	108	110
Total Percent		91%	90%	88%	88%	83%	78%	76%	72%	70%	70%	68%	71%	67%	64%	66%	68%	68%	68%	71%	72%

		Inventory	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM
Zone 2 736 Center Dr, San Marcos, CA 92069	Regular	7	3	3	3	3	3	4	4	3	2	3	3	4	6	7	7	7	6	6	7	5
	Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	2	2	2	2	2
	Staff	3	1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Resident	63	56	54	55	53	49	49	48	46	41	45	45	43	43	44	47	46	45	48	47	49
	Resident - Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Delivery	-	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
	Pull-up	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	80	64	62	63	62	58	59	57	54	50	53	53	52	56	56	58	58	56	59	59	59

Total Occupancy	80	64	62	63	62	58	59	57	54	50	53	53	52	56	56	58	58	56	59	59	59
Total Percent		80%	78%	79%	78%	73%	74%	71%	68%	63%	66%	66%	65%	70%	70%	73%	73%	70%	74%	74%	74%

San Marcos
 Overture San Marcos
 852 Avenida Ricardo, San Marcos, CA 92069 / 736 Center Dr, San M

Saturday, July 8, 2023

		Inventory	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM	10:30 PM	11:00 PM
Zone 1 852 Avenida Ricardo, San Marcos, CA 92069	Regular	18	16	18	16	17	18	18	17	18	18	18	18	18	18	18	18
	Handicap	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	Staff	4	1	2	1	1	3	1	1	2	4	4	3	4	4	4	4
	Future Resident	3	0	0	1	2	3	3	3	3	3	3	3	3	3	3	3
	Resident	113	83	83	87	87	87	90	89	91	94	95	96	96	95	98	99
	Resident - Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Motorcycle	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Reserved	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1
	Green Zone	5	5	4	4	4	5	5	5	5	5	5	5	5	5	5	5
	Subtotal	152	112	114	116	118	123	124	122	126	131	133	133	134	133	136	137

Total Occupancy	152	112	114	116	118	123	124	122	126	131	133	133	134	133	136	137
Total Percent		74%	75%	76%	78%	81%	82%	80%	83%	86%	88%	88%	88%	88%	89%	90%

		Inventory	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM	10:30 PM	11:00 PM
Zone 2 736 Center Dr, San Marcos, CA 92069	Regular	7	5	6	4	5	6	6	6	5	5	5	4	4	6	7	7
	Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Staff	3	1	1	0	1	1	0	0	0	0	1	0	0	0	0	0
	Resident	63	52	51	50	49	54	53	53	54	53	53	53	55	56	56	56
	Resident - Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Delivery	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pull-up	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	Subtotal	80	63	62	58	59	65	63	63	64	62	63	61	63	66	67	67

Total Occupancy	80	63	62	58	59	65	63	63	64	62	63	61	63	66	67	67
Total Percent		79%	78%	73%	74%	81%	79%	79%	80%	78%	79%	76%	79%	83%	84%	84%

San Marcos
 Overture San Marcos
 852 Avenida Ricardo, San Marcos, CA 92069 / 736 Center Dr, San Marcos, CA 92069

Tuesday, July 11, 2023

		Inventory	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM
Zone 1 852 Avenida Ricardo, San Marcos, CA 92069	Regular	18	15	13	13	12	11	10	10	11	11	11	11	12	13	12	11	13	13	14	17	17
	Handicap	4	4	4	4	4	4	4	4	4	4	3	2	2	4	2	3	4	4	4	4	4
	Staff	4	4	3	3	3	2	3	4	3	3	4	3	3	3	3	2	2	2	2	3	3
	Future Resident	3	2	2	2	2	0	0	1	1	2	1	0	0	0	0	1	0	0	0	0	0
	Resident	113	99	94	89	84	81	79	73	68	66	65	67	66	62	64	70	68	67	76	75	75
	Resident - Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Motorcycle	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Reserved	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Green Zone	5	5	5	4	4	5	4	2	4	4	4	3	3	3	3	2	2	2	3	3	3
	Subtotal	152	133	125	119	112	106	103	97	94	93	91	89	89	88	87	92	92	91	103	105	105

Total Occupancy	152	133	125	119	112	106	103	97	94	93	91	89	89	88	87	92	92	91	103	105	105
Total Percent		88%	82%	78%	74%	70%	68%	64%	62%	61%	60%	59%	59%	58%	57%	61%	61%	60%	68%	69%	69%

		Inventory	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM
Zone 2 736 Center Dr, San Marcos, CA 92069	Regular	7	5	6	6	5	7	7	7	7	5	6	7	6	6	6	5	5	5	5	4	4
	Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
	Staff	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
	Resident	63	51	50	49	49	46	44	40	40	36	39	33	36	42	40	40	38	39	44	41	44
	Resident - Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Delivery	-	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0
	Pull-up	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
	Subtotal	80	61	61	60	59	59	56	52	52	46	50	47	48	54	51	50	49	49	55	50	52

Total Occupancy	80	61	61	60	59	59	56	52	52	46	50	47	48	54	51	50	49	49	55	50	52
Total Percent		76%	76%	75%	74%	74%	70%	65%	65%	58%	63%	59%	60%	68%	64%	63%	61%	61%	69%	63%	65%

San Marcos
 Overture San Marcos
 852 Avenida Ricardo, San Marcos, CA 92069 / 736 Center Dr, San M

Tuesday, July 11, 2023

		Inventory	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM	10:30 PM	11:00 PM	
Zone 1 852 Avenida Ricardo, San Marcos, CA 92069	Regular	18	17	18	18	18	18	18	18	18	18	17	17	17	17	17	18	
	Handicap	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
	Staff	4	3	3	3	4	4	1	4	4	4	3	3	3	3	3	3	
	Future Resident	3	0	1	2	1	1	2	3	3	3	3	3	3	3	3	3	
	Resident	113	77	78	82	87	90	93	93	95	95	97	100	99	97	98	100	
	Resident - Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Motorcycle	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Reserved	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Green Zone	5	3	5	5	5	5	5	4	5	5	5	5	5	5	5	5	
	Subtotal	152	107	113	118	123	126	127	130	133	133	133	133	136	135	133	134	137

Total Occupancy	152	107	113	118	123	126	127	130	133	133	133	133	136	135	133	134	137
Total Percent		70%	74%	78%	81%	83%	84%	86%	88%	88%	88%	88%	89%	89%	88%	88%	90%

		Inventory	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM	10:30 PM	11:00 PM
Zone 2 736 Center Dr, San Marcos, CA 92069	Regular	7	4	4	4	4	4	6	6	6	7	7	7	7	7	7	7
	Handicap	2	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2
	Staff	3	1	1	1	1	1	1	1	2	2	1	2	1	2	2	2
	Resident	63	46	46	45	46	48	50	52	52	54	56	56	57	57	57	57
	Resident - Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Delivery	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pull-up	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	80	54	54	53	54	56	61	63	64	67	68	68	70	69	70	70

Total Occupancy	80	54	54	53	54	56	61	63	64	67	68	68	70	69	70	70
Total Percent		68%	68%	66%	68%	70%	76%	79%	80%	84%	85%	85%	88%	86%	88%	88%

Table E
Overture San Marcos (55+ Community)
852 Avenida Ricardo, San Marcos, CA 92069
Observed Parking Counts¹
Tuesday, July 11, 2023

	1-Bedroom	2-Bedroom	Total Occupied Bedrooms	
Occupied Dwelling Units	118	113	231	
1 Bedroom / 2 Bedroom Occupied Split	51.1%	48.9%	100%	
Total Dwelling Units	134	121	255	

PARKING SPACES	Zone 1 (852 Avenida Ricardo, San Marcos, CA 92069)									Zone 2 (736 Center Drive, San Marcos, CA 92069)							Total	Parking Ratio (Parking Demand/Occupied Units)
	18	4	4	3	113	2	2	1	5	7	2	3	63	2	3	232		
TIME	Regular	♿	Staff	Future Resident	Resident	Resident ADA	Motorcycle	Reserved	Green Zone	Regular	♿	Staff	Resident	Resident ADA	Delivery	Pull-up	Total	
6:00 AM	15	4	4	2	99	2	1	1	5	5	2	1	51	2	0	0	194	0.84
6:30 AM	13	4	3	2	94	2	1	1	5	6	2	1	50	2	0	0	186	0.81
7:00 AM	13	4	3	2	89	2	1	1	4	6	2	1	49	2	0	0	179	0.77
7:30 AM	12	4	3	2	84	2	1	0	4	5	2	1	49	2	0	0	171	0.74
8:00 AM	11	4	2	0	81	2	1	0	5	7	2	1	46	2	1	0	165	0.71
8:30 AM	10	4	3	0	79	2	1	0	4	7	2	1	44	2	0	0	159	0.69
9:00 AM	10	4	4	1	73	2	1	0	2	7	2	1	40	2	0	0	149	0.65
9:30 AM	11	4	3	1	68	2	1	0	4	7	2	1	40	2	0	0	146	0.63
10:00 AM	11	4	3	2	66	2	1	0	4	5	2	1	36	2	0	0	139	0.60
10:30 AM	11	3	4	1	65	2	1	0	4	6	2	1	39	2	0	0	141	0.61
11:00 AM	11	2	3	0	67	2	1	0	3	7	2	1	33	2	1	1	136	0.59
11:30 AM	12	2	3	0	66	2	1	0	3	6	2	1	36	2	1	0	137	0.59
12:00 PM	13	4	3	0	62	2	1	0	3	6	2	1	42	2	0	1	142	0.61
12:30 PM	12	2	3	0	64	2	1	0	3	6	2	1	40	2	0	0	138	0.60
1:00 PM	11	3	2	1	70	2	1	0	2	5	2	1	40	2	0	0	142	0.61
1:30 PM	13	4	2	0	68	2	1	0	2	5	2	1	38	2	1	0	141	0.61
2:00 PM	13	4	2	0	67	2	1	0	2	5	2	1	39	2	0	0	140	0.61
2:30 PM	14	4	3	0	76	2	1	0	3	5	2	2	44	2	0	0	158	0.68
3:00 PM	17	4	3	0	75	2	1	0	3	4	2	1	41	2	0	0	155	0.67
3:30 PM	17	4	3	0	75	2	1	0	3	4	1	1	44	2	0	0	157	0.68
4:00 PM	17	4	3	0	77	2	1	0	3	4	1	1	46	2	0	0	161	0.70
4:30 PM	18	4	3	1	78	2	1	1	5	4	1	1	46	2	0	0	167	0.72
5:00 PM	18	4	3	2	82	2	1	1	5	4	1	1	45	2	0	0	171	0.74
5:30 PM	18	4	4	1	87	2	1	1	5	4	1	1	46	2	0	0	177	0.77
6:00 PM	18	4	4	1	90	2	1	1	5	4	1	1	48	2	0	0	182	0.79
6:30 PM	18	4	1	2	93	2	1	1	5	6	2	1	50	2	0	0	188	0.81
7:00 PM	18	4	4	3	93	2	1	1	4	6	2	1	52	2	0	0	193	0.84
7:30 PM	18	4	4	3	95	2	1	1	5	6	2	2	52	2	0	0	197	0.85
8:00 PM	18	4	4	3	95	2	1	1	5	7	2	2	54	2	0	0	200	0.87
8:30 PM	17	4	3	3	97	2	1	1	5	7	2	1	56	2	0	0	201	0.87
9:00 PM	17	4	3	3	100	2	1	1	5	7	2	1	56	2	0	0	204	0.88
9:30 PM	17	4	3	3	99	2	1	1	5	7	2	2	57	2	0	0	205	0.89
10:00 PM	17	4	3	3	97	2	1	1	5	7	2	1	57	2	0	0	202	0.87
10:30 PM	17	4	3	3	98	2	1	1	5	7	2	2	57	2	0	0	204	0.88
11:00 PM	18	4	3	3	100	2	1	1	5	7	2	2	57	2	0	0	207	0.90
Maximum Observed Parking Demand																	207	0.90

¹ Observed parking counts were obtained by Counts Unlimited, Inc. a third-party data collection company. The data was collected during typical operating hours and weather conditions at the site. All vehicles parked exclusively for the site were counted.

Table F
Overture San Marcos (55+ Community)
852 Avenida Ricardo, San Marcos, CA 92069
Observed Parking Counts¹
Saturday, July 8, 2023

	1-Bedroom	2-Bedroom	Total Occupied Bedrooms	
Occupied Dwelling Units	118	113	231	
room / 2 Bedroom Occupied	51.1%	48.9%	100%	
Total Dwelling Units	134	121	255	

PARKING SPACES	Zone 1 (852 Avenida Ricardo, San Marcos, CA 92069)									Zone 2 (736 Center Drive, San Marcos, CA 92069)							Total	Parking Ratio (Parking Demand/Occupied Units)
	18	4	4	3	113	2	2	1	5	7	2	3	63	2	3	232		
TIME	Regular	♿	Staff	Future Resident	Resident	Resident ADA	Motorcycle	Reserved	Green Zone	Regular	♿	Staff	Resident	Resident ADA	Delivery	Pull-up	Total	
6:00 AM	18	4	4	3	101	2	1	1	5	3	2	1	56	2	0	0	203	0.88
6:30 AM	18	4	3	3	101	2	1	1	4	3	2	1	54	2	0	0	199	0.86
7:00 AM	17	4	3	3	99	2	1	1	4	3	2	1	55	2	0	0	197	0.85
7:30 AM	18	4	2	3	98	2	1	1	5	3	2	2	53	2	0	0	196	0.85
8:00 AM	18	4	1	3	92	2	1	1	4	3	2	2	49	2	0	0	184	0.80
8:30 AM	16	4	1	2	89	2	1	0	4	4	2	2	49	2	0	0	178	0.77
9:00 AM	18	4	1	1	84	2	1	0	5	4	2	1	48	2	0	0	173	0.75
9:30 AM	17	4	1	1	79	2	1	0	5	3	2	1	46	2	0	0	164	0.71
10:00 AM	16	4	1	1	78	2	1	0	3	2	2	1	41	2	0	2	156	0.68
10:30 AM	15	4	1	1	78	2	1	0	5	3	2	1	45	2	0	0	160	0.69
11:00 AM	15	4	1	1	75	2	1	0	5	3	2	1	45	2	0	0	157	0.68
11:30 AM	17	4	1	3	75	2	1	0	5	4	2	1	43	2	0	0	160	0.69
12:00 PM	17	3	1	1	73	2	1	0	4	6	2	1	43	2	2	0	158	0.68
12:30 PM	16	3	1	0	70	2	1	0	4	7	1	1	44	2	1	0	153	0.65
1:00 PM	16	3	1	1	72	2	1	0	5	7	1	1	47	2	0	0	159	0.69
1:30 PM	14	3	1	1	77	2	1	0	5	7	2	1	46	2	0	0	162	0.70
2:00 PM	14	4	1	1	75	2	1	0	5	6	2	1	45	2	0	0	159	0.69
2:30 PM	15	4	1	0	75	2	1	0	5	6	2	1	48	2	0	0	162	0.70
3:00 PM	17	4	1	0	80	2	1	0	3	7	2	1	47	2	0	0	167	0.72
3:30 PM	16	4	1	0	81	2	1	0	5	5	2	1	49	2	0	0	169	0.73
4:00 PM	16	4	1	0	83	2	1	0	5	5	2	1	52	2	0	1	175	0.76
4:30 PM	18	4	2	0	83	2	1	0	4	6	2	1	51	2	0	0	176	0.76
5:00 PM	16	4	1	1	87	2	1	0	4	4	2	0	50	2	0	0	174	0.75
5:30 PM	17	4	1	2	87	2	1	0	4	5	2	1	49	2	0	0	177	0.77
6:00 PM	18	4	3	3	87	2	1	0	5	6	2	1	54	2	0	0	188	0.81
6:30 PM	18	4	1	3	90	2	1	0	5	6	2	0	53	2	0	0	187	0.81
7:00 PM	17	4	1	3	89	2	1	0	5	6	2	0	53	2	0	0	185	0.80
7:30 PM	18	4	2	3	91	2	1	0	5	5	2	0	54	2	0	1	190	0.82
8:00 PM	18	4	4	3	94	2	1	0	5	5	2	0	53	2	0	0	193	0.84
8:30 PM	18	4	4	3	95	2	1	1	5	5	2	1	53	2	0	0	196	0.85
9:00 PM	18	4	3	3	96	2	1	1	5	4	2	0	53	2	0	0	194	0.84
9:30 PM	18	4	4	3	96	2	1	1	5	4	2	0	55	2	0	0	197	0.85
10:00 PM	18	4	4	3	95	2	1	1	5	6	2	0	56	2	0	0	199	0.86
10:30 PM	18	4	4	3	98	2	1	1	5	7	2	0	56	2	0	0	203	0.88
11:00 PM	18	4	4	3	99	2	1	1	5	7	2	0	56	2	0	0	204	0.88
Maximum Observed Parking Demand																	204	0.88

¹ Observed parking counts were obtained by Counts Unlimited, Inc. a third-party data collection company. The data was collected during typical operating hours and weather conditions at the site. All vehicles parked exclusively for the site were counted.



Appendix F
3300 Irvine Avenue Medical Office Conversion Parking Review



DECEMBER 12, 2024

Mr. Chadwick Manista
REDA NEWPORT IRVINE, LLC
4450 MacArthur Boulevard, Suite 100
Newport Beach, CA 92660

**SUBJECT: 3300 IRVINE AVENUE MEDICAL OFFICE CONVERSION PARKING REVIEW,
CITY OF NEWPORT BEACH**

Dear Mr. Manista:

INTRODUCTION

RK Engineering Group, Inc. (RK) is pleased to provide a parking analysis for the 3-story general office building at 3300 Irvine Avenue in Newport Beach. The existing building primarily consists of general office tenants and includes a small amount (less than 20%) of medical office tenants.

The building consists of approximately 79,551 gross square feet (75,751 gross square feet of general office use and 3,800 gross square feet of basement/mechanical room). The project site has approximately 273 parking spaces on a surface parking lot that tenants of the building share. Access to the project is provided along Irvine Avenue to the north and two (2) driveways along Orchard Drive to the west.

Located on the northwest side of the property (1981 Orchard Drive) is a single-tenant general office building consisting of the American Institute of Architects ("AIA") Orange County. The building has approximately 5,750 gross square feet and 23 dedicated parking spaces. The building and parking spaces are separate and are not included as part of this project.

PROJECT DESCRIPTION

The project representatives propose to convert the building at 3300 Irvine Avenue to 100% medical office use. The existing parking lot will be re-stripped to provide 131 parking spaces. A two-level parking structure is planned at the property's southeast corner, adding 202 parking spaces. This will bring the total number of onsite parking spaces to 333. However, two (2) parking spaces on the surface lot may be eliminated to accommodate a generator. Therefore, the project assumes a parking inventory of 331 on-site parking spaces for this analysis.

To accommodate the medical office conversion, the building size will be reduced to 78,229 gross square feet. This is a slight reduction from the existing 79,551 gross square foot building.

Typical medical office tenants will include non-urgent medical/dental routine outpatient care that is appointment-based. Examples of potential tenants include the following:

- Dental Office
- Physical Therapy
- Chiropractor
- Cosmetic Laser
- Dermatology
- Optometry
- Pediatrics
- Sleep Center
- Urology, etc.

Typical operating hours for the proposed medical office tenants are expected to be weekdays 8:00 AM - 6:00 PM with some tenants operating during the weekends.

The objective of the parking analysis is to determine the adequacy of parking for the proposed conversion from general office use to medical-dental office use. This will be accomplished by obtaining observed parking demand counts at local and comparable medical-dental office buildings and reviewing published data for medical-dental office use.

Exhibit A shows the location map of the project. **Exhibit B** shows the proposed project's site plan and parking area. The exhibits can be found in the Exhibits Section at the end of the report.

CITY OF NEWPORT BEACH PARKING REQUIREMENTS

Based on the City of Newport Beach Municipal Code Chapter 20.40.040 Table 3-10, a parking ratio of one (1) parking space per 200 square feet (5.0 parking spaces per 1,000 square feet) for medical office use is required. The project consists of 78,229 gross square feet, the medical office conversion, and would require 392 parking spaces. Since the proposed project provides 331 parking spaces, there is a parking code deficiency of 61 parking spaces, or 15.56% deficient per code. Due to the parking requirement deficiency, representatives of the project are seeking a parking waiver for the project.

The project may convert a portion of the building area to an "Outpatient Surgery Facility". This use requires 1 parking space for every 250 square feet (or 4.0 parking spaces for 1,000 square feet). This use has a lower parking rate compared to the medical-dental rate of 1 parking space for every 200 square feet (5.0 parking spaces per 1,000 square feet) and as a result would not require additional parking.

Due to the parking code deficiency on site, a parking review of local and comparable medical office buildings has been completed to determine if adequate parking spaces are provided to serve the proposed medical office building use.

**Table 1 | 3300 Irvine Avenue, Newport Beach
Municipal Parking Code Chapter 20.40.040
(Table 3-10 Off-Street Parking Requirements)
100% Medical Office Use Conversion (Non-Urgent Care)**

Land Use	Size (Gross Square Feet)	Required Parking Rate ¹	Required Number of Parking Spaces	Parking Supply Ratio (Parking Spaces per 1,000 SF)
Medical Office	78,229	1 per 200 gross square feet	392	5.00
Total	78,229	Total Required Parking	392	
Total Number of Parking Spaces Provided On-Site²			331	4.23
Number of Parking Spaces Deficient per Parking Code			-61	
Percent of Parking Spaces Deficient per Parking Code			-15.56%	

¹ Fractional parking spaces are rounded up to the next whole space.

² The existing parking lot will be re-stripped to provide 131 parking spaces. Additionally, a two-level parking structure is planned at the property's southwest corner, adding 202 parking spaces. This will bring the total number of parking spaces to 333. However, two (2) parking spaces may be eliminated to accommodate a generator. Therefore, for this analysis, the project assumes a parking inventory of 331 parking spaces.

The project will have a parking ratio of approximately 4.23 parking spaces per 1,000 gross square feet of building area. This is below the City of Newport Beach parking requirement for medical office buildings, calculated at one parking space per 200 gross square feet or 5.0 parking spaces per 1,000 gross square feet of building area.

MEDICAL OFFICE BUILDING OBSERVED PARKING STUDY SITES

RK conducted weekday parking surveys at two (2) comparable non-urgent care medical office buildings to determine a parking rate for the proposed medical-dental office conversion. These buildings include typical tenants like dentists, dermatologists, and pediatricians, similar to those expected in the proposed project.

The site locations and survey times were reviewed and approved by City staff before obtaining the parking demand data.

The counts were conducted by Counts Unlimited Inc. (a third-party data collection company) during typical conditions. Furthermore, it was confirmed that employees and visitors of the medical office building study sites exclusively use all the study area parking lots.

The parking demand was surveyed from 8:00 AM to 6:00 PM at one (1) hour intervals on a typical Tuesday, Wednesday, and Thursday in October of 2024. A total of 44 hours of observed parking counts were completed at both medical office building study sites. The study hours observed reflect the typical operating hours of the study sites and the proposed project.

The results of the observed parking counts determine the peak parking demand ratio for each site. The parking ratio is calculated by dividing the peak hourly parking demand by the occupied gross square feet of the building. As a result, the parking ratio can be applied to the proposed project.

The following two (2) locations were selected as comparable non-urgent care medical office building study sites:

1. PACIFIC MEDICAL PLAZA: 1640 NEWPORT BOULEVARD, COSTA MESA, CA

The property consists of approximately 76,880 square feet of medical-dental office building. The building is currently 97.4% occupied. As a result, the building has 74,881 square feet of occupied medical tenant space. The site includes a total of 457 parking spaces. The City of Costa Mesa parking requirement is 6 parking spaces per 1,000 square feet.

An aerial of the Pacific Medical Plaza Study Area is located in **Exhibit C**. The exhibits can be found in the Exhibits Section at the end of the report.

2. NEWPORT HEIGHTS MEDICAL CAMPUS: 20350-20360 SW BIRCH STREET, NEWPORT BEACH, CA

The property consists of approximately 61,745 square feet of medical-dental office building. The building is currently 100% occupied. The site includes 325 parking spaces.

An aerial of the Newport Heights Medical Campus Study Area is located in **Exhibit D**. The exhibits can be found in the Exhibits Section at the end of the report.

OBSERVED PARKING DEMAND FINDINGS

Wednesday, October 9, 2024 - 1640 Newport Boulevard, Costa Mesa

The peak parking demand, as observed, was at 9:00 AM, with 269 vehicles parked on-site. Given that the project comprises 74,881 square feet of occupied medical space, the parking rate is calculated to be **3.59 parking spaces** per 1,000 gross square feet of occupied building area. This figure represents the overall peak parking demand for the analysis.

**Table 2 | Medical Office Building Observed Parking Survey
Pacific Medical Plaza (Nonurgent Care)
1640 Newport Boulevard, Costa Mesa, CA
Wednesday, October 9, 2024¹**

Description: **76,880 Square Feet / 97.4% Tenant Occupied**
 Occupied Square Feet: **74,881**
 Parking Spaces Provided: **457**

Hour	Total Parking Inventory	Observed Parking Demand	Observed Parking Rate (Vehicles per 1,000 SF) ²
1	8:00 AM	112	1.50
2	9:00 AM	269	3.59
3	10:00 AM	238	3.18
4	11:00 AM	244	3.26
5	12:00 PM	210	2.80
6	1:00 PM	184	2.46
7	2:00 PM	206	2.75
8	3:00 PM	228	3.04
9	4:00 PM	215	2.87
10	5:00 PM	91	1.22
11	6:00 PM	27	0.36
Peak Observed Parking Ratio			3.59
Parking Supply Ratio (Parking Spaces per 1,000 SF)³			5.94

¹ Hourly parking demand was surveyed during typical hours of operation and typical weather conditions.

² Parking Rate is based on the number of observed vehicles parked divided by the occupied square feet of the building.

³ The parking supply ratio is calculated by dividing the parking supply by the total occupied gross square feet of the building.

Thursday, October 10, 2024 - 1640 Newport Boulevard, Costa Mesa

The peak parking demand, as observed, was at 11:00 AM, with 247 vehicles parked on-site. Given that the project comprises 74,881 square feet of occupied medical space, the parking rate is calculated to be **3.30 parking spaces** per 1,000 gross square feet of occupied building area.

**Table 3 | Medical Office Building Observed Parking Survey
Pacific Medical Plaza (Nonurgent Care)
1640 Newport Boulevard, Costa Mesa, CA
Thursday, October 10, 2024¹**

Description: 76,880 Square Feet / 97.4% Tenant Occupied
Occupied Square Feet: 74,881
Parking Spaces Provided: 457

Hour	Total Parking Inventory	Observed Parking Demand	Observed Parking Rate (Vehicles per 1,000 SF) ²
1	8:00 AM	117	1.56
2	9:00 AM	205	2.74
3	10:00 AM	231	3.08
4	11:00 AM	247	3.30
5	12:00 PM	199	2.66
6	1:00 PM	200	2.67
7	2:00 PM	214	2.86
8	3:00 PM	216	2.88
9	4:00 PM	173	2.31
10	5:00 PM	64	0.85
11	6:00 PM	27	0.36
Peak Observed Parking Ratio			3.30
Parking Supply Ratio (Parking Spaces per 1,000 SF)³			5.94

¹ Hourly parking demand was surveyed during typical hours of operation and typical weather conditions.

² Parking Rate is based on the number of observed vehicles parked divided by the occupied square feet of the building.

³ The parking supply ratio is calculated by dividing the parking supply by the total occupied gross square feet of the building.

Tuesday, October 8, 2024 - 20350-20360 SW Birch Street, Newport Beach

The peak parking demand, as observed, was at 2:00 PM, with 169 vehicles parked on-site. Given that the project comprises 61,745 square feet of occupied medical space, the parking rate is calculated to be **2.74 parking spaces** per 1,000 gross square feet of occupied building area.

**Table 4 | Medical Office Building Observed Parking Survey
Newport Heights Medical Campus (Nonurgent Care)
20350-20360 SW Birch Street, Newport Beach, CA
Tuesday, October 8, 2024**

Description: 61,745 Square Feet / 100% Tenant Occupied
Occupied Square Feet: 61,745
Parking Spaces Provided: 325

Hour	Total Parking Inventory	Observed Parking Demand	Observed Parking Rate (Vehicles per 1,000 SF) ²
1	8:00 AM	108	1.75
2	9:00 AM	142	2.30
3	10:00 AM	163	2.64
4	11:00 AM	157	2.54
5	12:00 PM	165	2.67
6	1:00 PM	161	2.61
7	2:00 PM	169	2.74
8	3:00 PM	143	2.32
9	4:00 PM	107	1.73
10	5:00 PM	40	0.65
11	6:00 PM	20	0.32
Peak Observed Parking Ratio			2.74
Parking Supply Ratio (Parking Spaces per 1,000 SF)³			5.26

¹ Hourly parking demand was surveyed during typical hours of operation and typical weather conditions.

² Parking Rate is based on the number of observed vehicles parked divided by the occupied square feet of the building.

³ The parking supply ratio is calculated by dividing the parking supply by the total occupied gross square feet of the building.

Wednesday, October 9, 2024 - 20350-20360 SW Birch Street, Newport Beach

The peak parking demand, as observed, was at 11:00 AM, with 203 vehicles parked on-site. Given that the project comprises 61,745 square feet of occupied medical space, the parking rate is calculated to be **3.29 parking spaces** per 1,000 gross square feet of occupied building area.

**Table 5 | Medical Office Building Observed Parking Survey
Newport Heights Medical Campus (Nonurgent Care)
20350-20360 SW Birch Street, Newport Beach, CA
Wednesday, October 9, 2024¹**

Description: 61,745 Square Feet / 100% Tenant Occupied
Occupied Square Feet: 61,745
Parking Spaces Provided: 325

Hour	Total Parking Inventory	Observed Parking Demand	Observed Parking Rate (Vehicles per 1,000 SF) ²
1	8:00 AM	101	1.64
2	9:00 AM	175	2.83
3	10:00 AM	197	3.19
4	11:00 AM	203	3.29
5	12:00 PM	179	2.90
6	1:00 PM	167	2.70
7	2:00 PM	165	2.67
8	3:00 PM	139	2.25
9	4:00 PM	104	1.68
10	5:00 PM	41	0.66
11	6:00 PM	17	0.28
Peak Observed Parking Ratio			3.29
Parking Supply Ratio (Parking Spaces per 1,000 SF)³			5.26

¹ Hourly parking demand was surveyed during typical hours of operation and typical weather conditions.

² Parking Rate is based on the number of observed vehicles parked divided by the occupied square feet of the building.

³ The parking supply ratio is calculated by dividing the parking supply by the total occupied gross square feet of the building.

Table 6 summarizes parking data from both study sites. The peak parking ratio, 3.59 spaces per 1,000 square feet, was recorded on Wednesday, October 9, 2024, at 1640 Newport Boulevard in Costa Mesa. A 10% increase was added as standard practice to account for parking demand fluctuations, resulting in a peak parking demand rate of **3.94 parking spaces** per 1,000 gross square feet for the proposed project.

The proposed project will provide 331 parking spaces, equating to 4.23 parking spaces per 1,000 gross square feet of floor area. According to the observed parking analysis, the peak parking demand ratio is estimated at 3.94 parking spaces per 1,000 gross square feet of occupied building area or 309 parking spaces. Consequently, the project will have approximately 22 available parking spaces, or 7.11%, during peak projected parking demand periods. **Therefore, the proposed project provides a sufficient number of parking spaces to support its conversion into medical office use.**

Appendix A contains the raw parking demand data conducted by Counts Unlimited, Inc.

**Table 6 | 3300 Irvine Avenue, Newport Beach
Summary of Peak Observed Parking Demand**

Observed Medical Office Buildings (Nonurgent Care)					Projected 78,229 Square Feet Medical Office Building Parking Demand
Table	Medical Office Building Study Site	Peak Hour Observed Parking Survey Date	Occupied Square Feet	Peak Observed Parking Rate (Parked Vehicles per 1,000 SF)	
2	1640 Newport Boulevard, Costa Mesa, CA	Wednesday, October 9, 2024, at 9:00 AM	74.881	3.59	281
3	1640 Newport Boulevard, Costa Mesa, CA	Thursday, October 10, 2024, at 11:00 AM	74.881	3.30	259
4	20350-20360 SW Birch Street, Newport Beach, CA	Tuesday, October 8, 2024, at 2:00 PM	61.745	2.74	215
5	20350-20360 SW Birch Street, Newport Beach, CA	Wednesday, October 9, 2024, at 11:00 AM	61.745	3.29	258
Maximum Observed Parking Demand Rate				3.59	281
Add Parking Demand Fluctuation (10%)¹				0.35	28
Peak Parking Demand Rate + 10%				3.94	309
Total Number of Parking Spaces Provided On-Site (Proposed Parking Rate 4.23)					331
Number of Parking Spaces in Surplus per Projected Peak Parking Demand					22
Percent of Parking Spaces in Surplus per Projected Peak Parking Demand					7.11%

¹ Ten percent was added to the peak parking demand rate (281 x 10% = 28 parking spaces) to account for potential fluctuations in parking demand.

MEDICAL OFFICE TENANT RECOMMENDATIONS

The Institute of Transportation Engineers (ITE) description of a “Land Use 720: Medical-Dental Office Building” is as follows:

“A medical-dental office building is a facility or clinic with one or more tenants that provide diagnoses and outpatient care on a routine basis. Tenants range from individual private physicians and dentists to large medical practices. Patient visits are by appointment only.”

To provide sufficient parking, representatives of the building shall only tenant the buildings with nonurgent care medical-dental routine outpatient care type practices as outlined in the ITE Parking Generation Manual, 6th Edition. These practices typically provide specialized care on an appointment-only basis. Examples of potential tenants include the following:

- Dental Office
- Physical Therapy
- Chiropractor
- Cosmetic Laser
- Dermatology
- Optometry
- Pediatrics
- Sleep Center
- Urology, etc.

Uses such as urgent care, medical clinics, and other high-turnover operations that generate higher parking demands should be avoided.

PARKING MANAGEMENT PLAN

An effective parking management plan is essential for maximizing the use of on-site parking spaces, easing congestion, eliminating off-site and overflow parking, and improving safety and accessibility. Below are recommendations for the project:

- 1. Reserved Parking for AIA Orange County:** 23 parking spaces dedicated to the American Institute of Architects Orange County at 1981 Orchard Drive should be marked with signs and/or stencils as reserved. These spaces are exclusively for AIA members, and medical office visitors and employees are prohibited from using them. Representatives of the proposed project should contact AIA to coordinate this recommendation before implementation. See **Exhibit E** for details.
- 2. Employee Parking:** Encourage employees to park on the south side of the building, specifically in the upper levels of the new parking structure. This will free up convenient parking spaces for visitors and patients.
- 3. Rideshare and Pick-Up/Drop-Off Area:** Establish a dedicated parking space near the front entrance of the building for rideshare services (such as Uber and Lyft) and general pick-up and drop-off, as detailed in **Exhibit E**.
- 4. Promote Alternative Transportation:** Share transit opportunities in a common area of the building to encourage tenants/employees to use carpooling, public transportation, ride-sharing, and alternative modes of transportation such as walking and bicycling. Post the OCTA bus schedule and local bus stop locations in a common area. A bus stop (OCTA Bus Line 178) is located along Irvine Avenue adjacent to the project site. Every OCTA bus is equipped with at least one (1) bike rack that can carry at least three (3) bikes and is free to use and is accepted on a first-come, first-serve basis.
- 5. Bicycle Racks:** To encourage bicycle usage, the project will incorporate eighteen (18) long-term and eighteen (18) short-term bicycle racks. The long-term bicycle racks will be accessible to employees and located in a secure room activated by a key card or fob. The short-term bicycle racks will be available for guest use. The bicycle racks will be located on the first floor of the parking structure and will be available for both visitors and employees as detailed in **Exhibit E-1**.
- 6. Recommended Uses:** Uses such as urgent care, medical clinics, and other high-turnover operations that generate higher parking demands should be avoided.

CONCLUSIONS

The proposed project provides 331 parking spaces in a parking lot and a new parking structure to accommodate the conversion to nonurgent care medical office use. Since the building consists of 78,229 gross square feet, the parking ratio is equal to 4.23 parking spaces per 1,000 gross square feet of building area.

When considering the City of Newport Beach parking requirements, the conversion of 100% of the total square feet of the building from general office use to medical office use, the project has a code-required parking deficiency of 61 parking spaces. As a result, an observed parking analysis was completed at comparable medical office sites to determine if the proposed project has enough parking to accommodate the nonurgent care medical-dental office conversion.

Based on 44 hours of observed parking data at local and comparable nonurgent care medical office buildings, the proposed medical office conversion would have an adequate number of parking spaces available during peak parking demand times at full medical office tenant occupancy.

The project should consist of nonurgent medical office tenants. Uses such as urgent care, medical clinics, and other high-turnover operations that generate higher parking demands should be avoided.

A parking management plan is included in the project to maximize on-site parking efficiency, ease congestion, eliminate off-site and overflow parking, and improve safety and accessibility.

Based on the results of the parking analysis and a parking management plan, the project has a sufficient amount of parking spaces available to accommodate the proposed medical office conversion.

RK Engineering Group, Inc. appreciates this opportunity to collaborate with REDA Newport Irvine LLC and the City of Newport Beach on the 3300 Irvine Avenue Medical Office Conversion Parking Review. If you have any questions regarding this review or need further clarification, please contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.

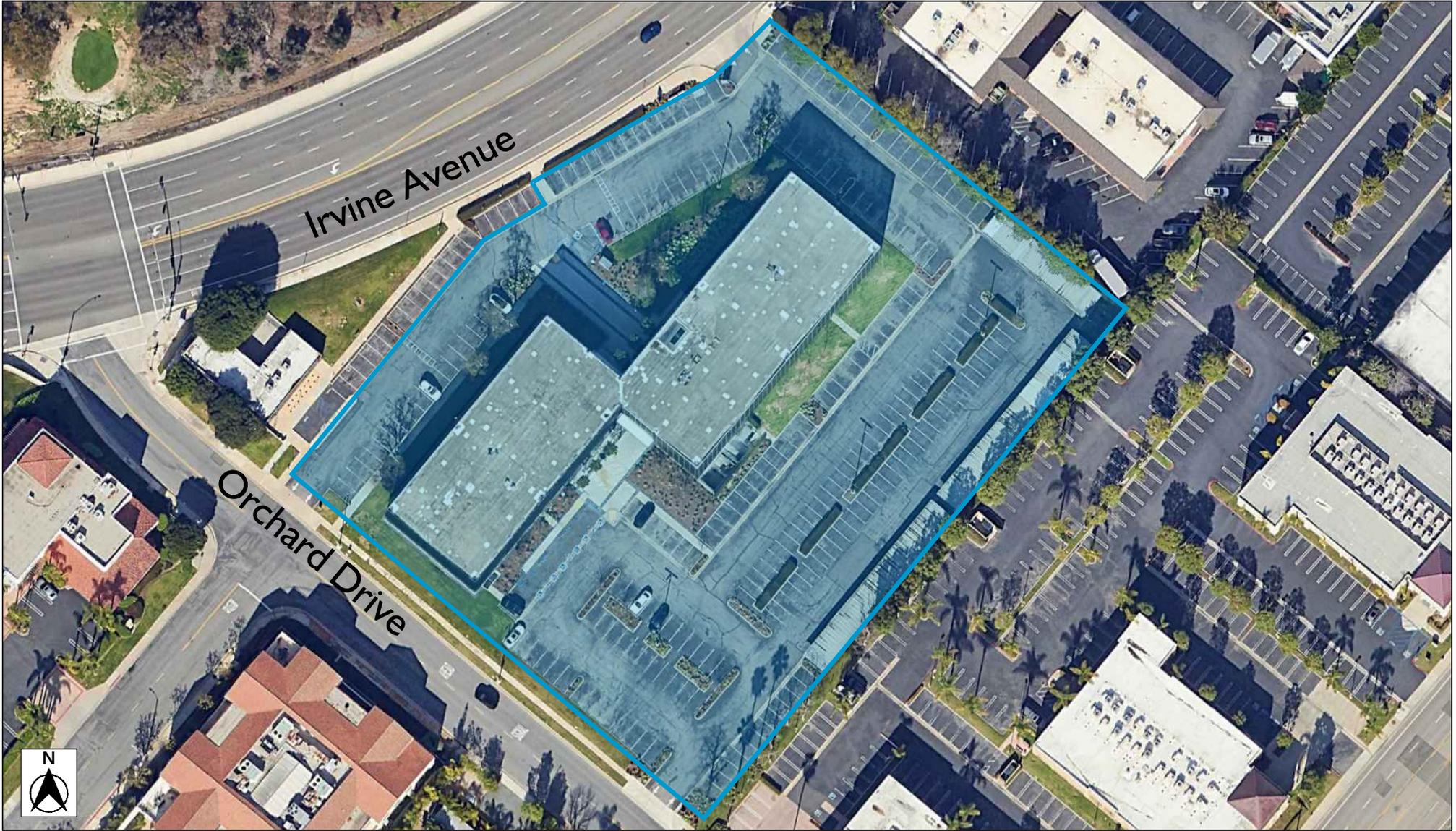


Rogier Goedecke
President

Attachments



Exhibits



Irvine Avenue

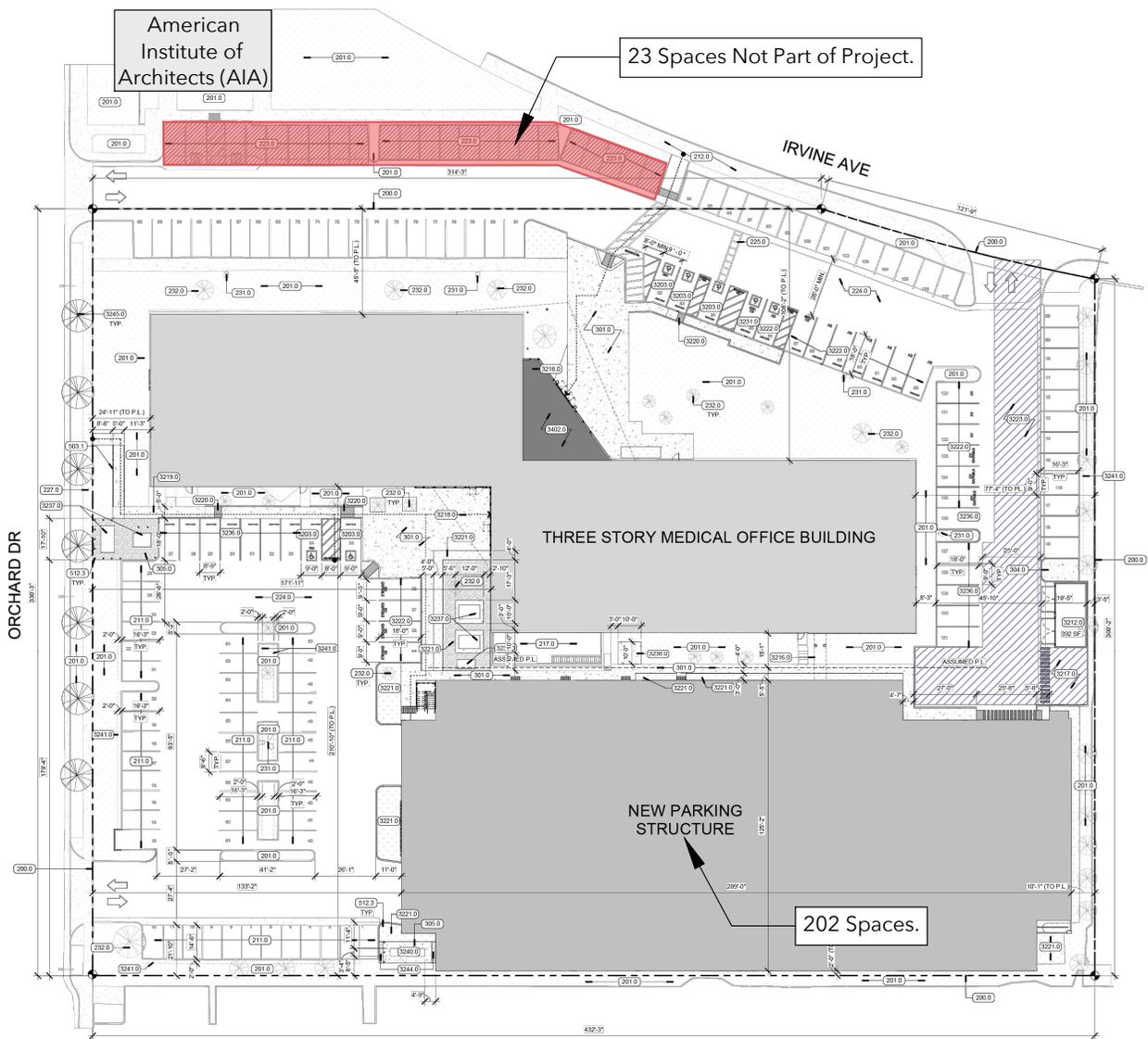
Orchard Drive



Legend

— = Project Site Boundary

Exhibit A
Location Map



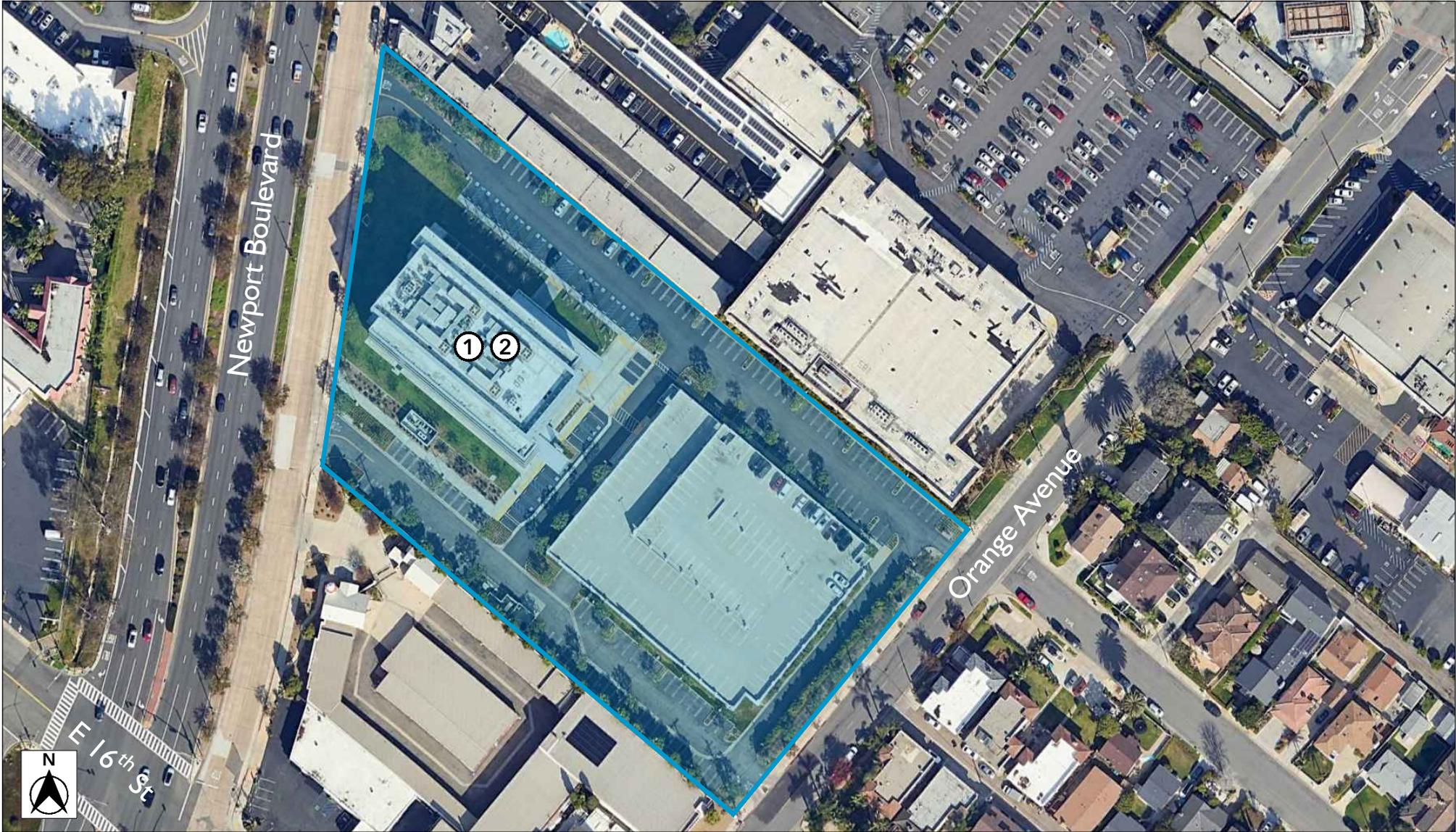
Available Parking	
Surface Lot	131
Parking Structure	202
Subtotal	333
Generator Displacement	-2
Total Parking Supply	331



Legend

— = Reserved Parking Spaces for AIA Building

Exhibit B
Site Plan



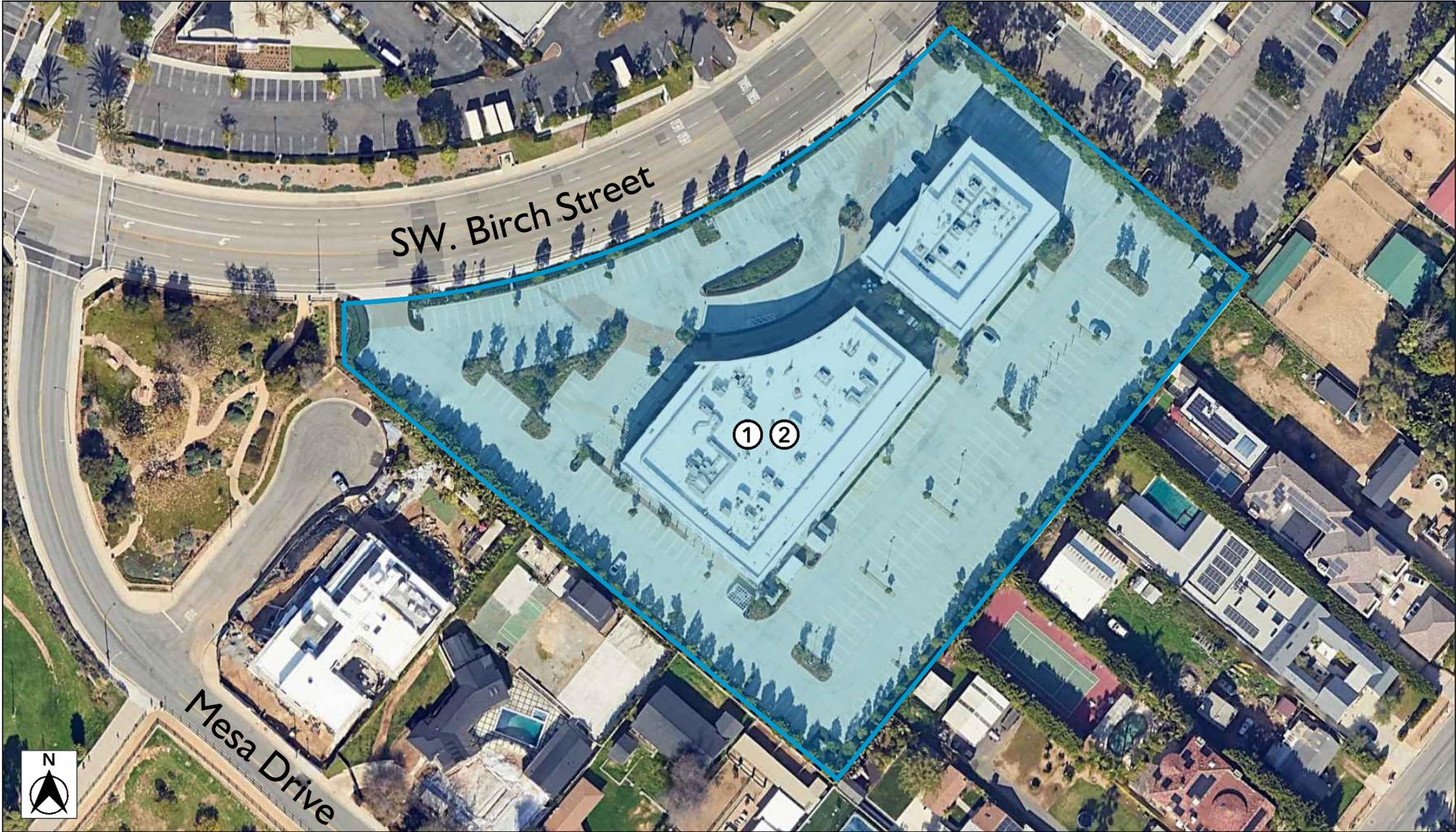
Legend

- ▬ = Study Site Boundary
- ① = Study Site Size - 76,880 S.F.
- ② = Provided Parking - 457 Spaces

Exhibit C

Observed Study Site - Pacific Medical Plaza
1640 Newport Boulevard, Costa Mesa, CA

3300 IRVINE AVENUE MEDICAL OFFICE CONVERSION PARKING REVIEW // CITY OF NEWPORT BEACH
3223-2024-01



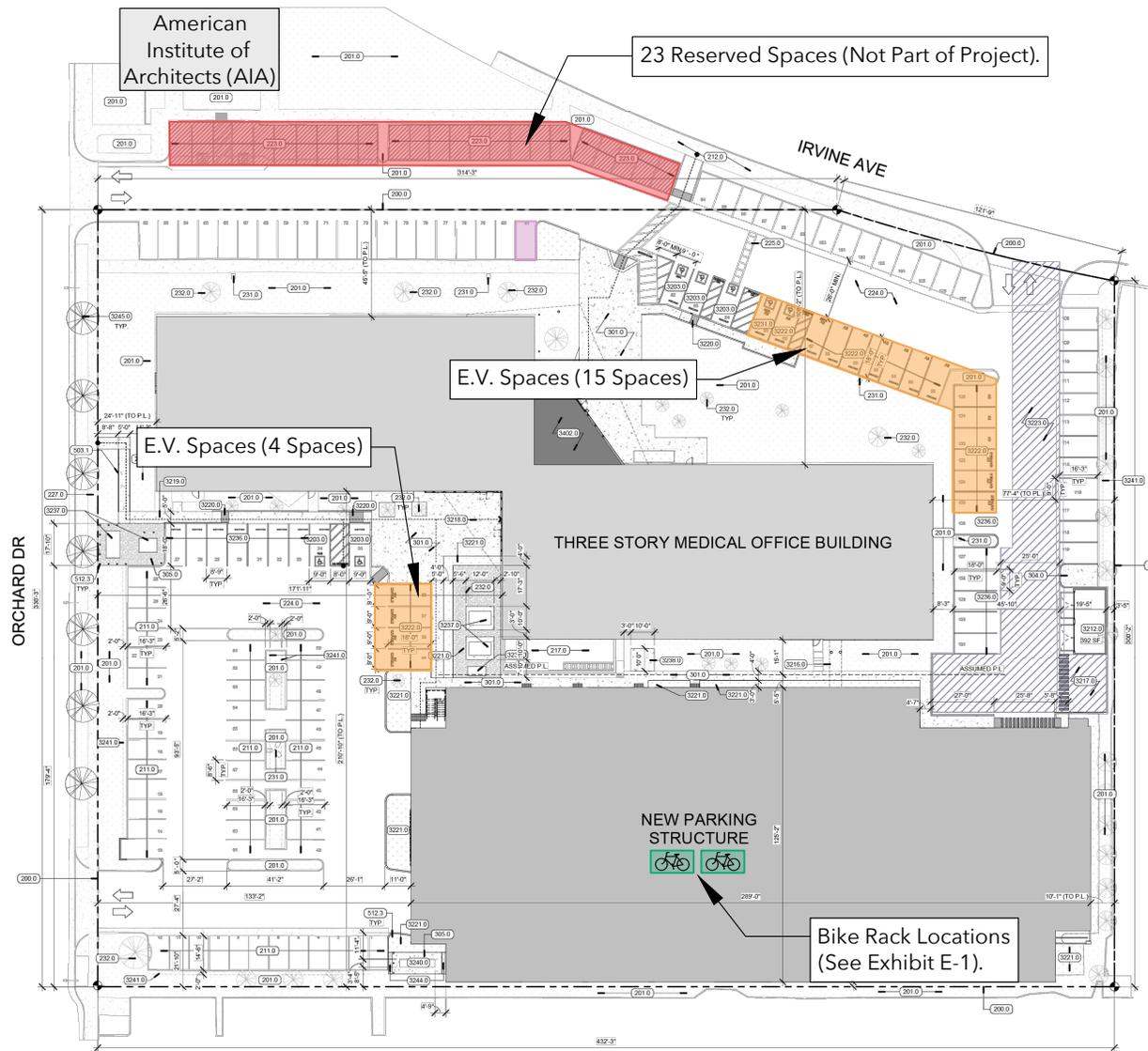
Legend

- = Study Site Boundary
- ① = Study Site Size - 61,745 S.F.
- ② = Provided Parking - 325 Spaces

Exhibit D

Observed Study Site - Newport Heights Medical Campus
20350-20360 Southwest Birch Street, Newport Beach, CA

3300 IRVINE AVENUE MEDICAL OFFICE CONVERSION PARKING REVIEW // CITY OF NEWPORT BEACH
3223-2024-01



Available Parking	
Surface Lot	131
Parking Structure	202
Subtotal	333
Generator Displacement	-2
Total Parking Supply	331
Available Bike Parking	
Short-term Bike Parking (Visitor)	18
Long-term Bike Parking (Employee)	18
Total Bike Parking Supply	36

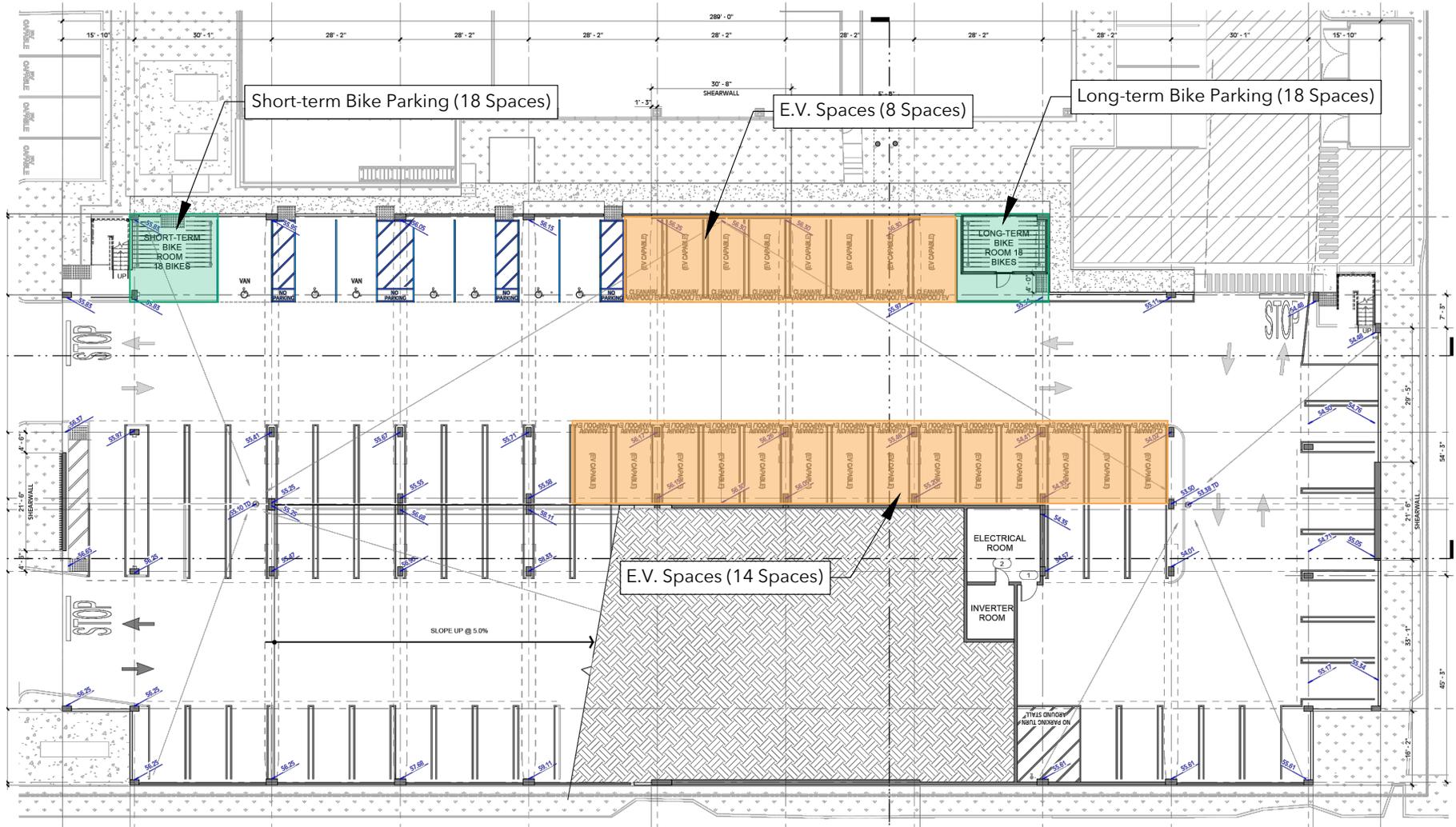


Legend

- █ = Reserved Parking Spaces for AIA Orange County
- █ = Rideshare Space
- █ = New Electric Vehicle Parking Spaces
- = Proposed Bike Rack Location (See Exhibit E-1)

Exhibit E

Recommendations



Legend

- = New Electric Vehicle Parking Spaces
- = Proposed Bike Rack Location

Available Bike Parking	
Short-term Bike Parking (Visitor)	18
Long-term Bike Parking (Employee)	18
Total Bike Parking Supply	36

Exhibit E-1

Recommendations Parking Structure - Level 1



Appendix A
Counts Unlimited, Inc.
Observed Parking Demand Data

20350-20360 SW Birch Street Medical Office Building

Newport Beach, CA

Tuesday, October 8th, 2024

	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Regular	226	79	105	117	114	120	120	124	102	73	26	13
Handicap	12	1	0	7	2	2	0	4	4	2	2	1
Reserved	56	24	31	33	34	33	29	32	28	23	7	2
Clean Air	25	3	6	6	7	8	10	9	9	9	5	3
Patient Drop Off	6	1	0	0	0	2	2	0	0	0	0	1
Subtotal	325	108	142	163	157	165	161	169	143	107	40	20

Total Occupancy	325	108	142	163	157	165	161	169	143	107	40	20
Total Percent		33%	44%	50%	48%	51%	50%	52%	44%	33%	12%	6%

1640 Newport Boulevard Medical Plaza Office Building

Costa Mesa, CA

Wednesday, October 9th, 2024

	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Regular	427	106	247	215	222	193	169	187	204	201	86	25
Handicap	30	6	22	23	22	17	15	19	24	14	5	2
Subtotal	457	112	269	238	244	210	184	206	228	215	91	27

Total Occupancy	457	112	269	238	244	210	184	206	228	215	91	27
Total Percent		25%	59%	52%	53%	46%	40%	45%	50%	47%	20%	6%

20350-20360 SW Birch Street Medical Office Building

Newport Beach, CA

Wednesday, October 9th, 2024

	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Regular	226	85	140	152	154	136	127	126	102	71	30	13
Handicap	12	1	2	6	8	3	3	3	4	3	2	1
Reserved	56	13	25	30	30	29	25	27	24	23	6	2
Clean Air	25	1	8	7	11	11	11	8	9	7	3	1
Patient Drop Off	6	1	0	2	0	0	1	1	0	0	0	0
Subtotal	325	101	175	197	203	179	167	165	139	104	41	17

Total Occupancy	325	101	175	197	203	179	167	165	139	104	41	17
Total Percent		31%	54%	61%	62%	55%	51%	51%	43%	32%	13%	5%

1640 Newport Boulevard Medical Plaza Office Building

Costa Mesa, CA

Thursday, October 10th, 2024

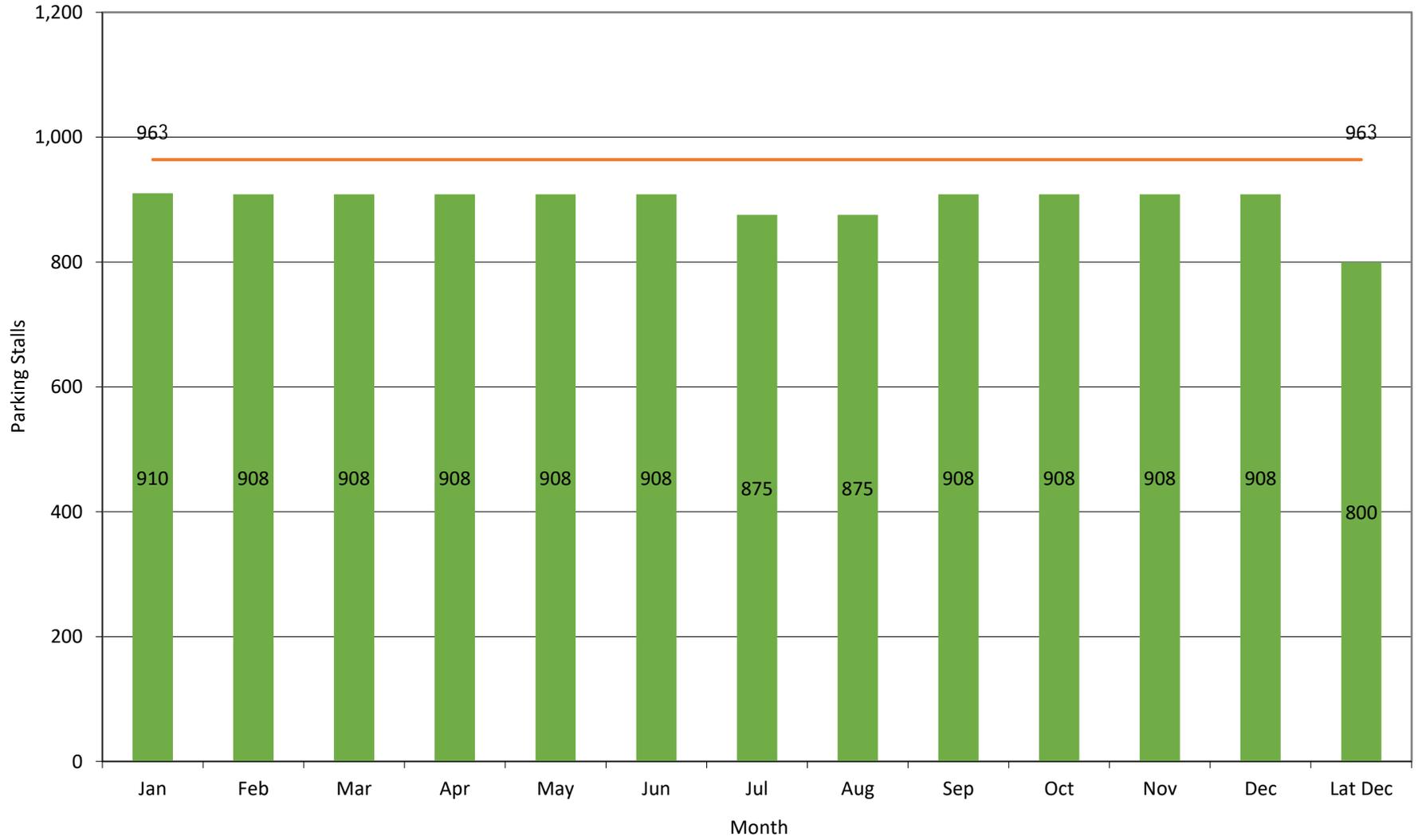
	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Regular	427	115	192	216	228	184	180	197	196	162	63	27
Handicap	30	2	13	15	19	15	20	17	20	11	1	0
Subtotal	457	117	205	231	247	199	200	214	216	173	64	27
Total Occupancy	457	117	205	231	247	199	200	214	216	173	64	27
Total Percent		26%	45%	51%	54%	44%	44%	47%	47%	38%	14%	6%



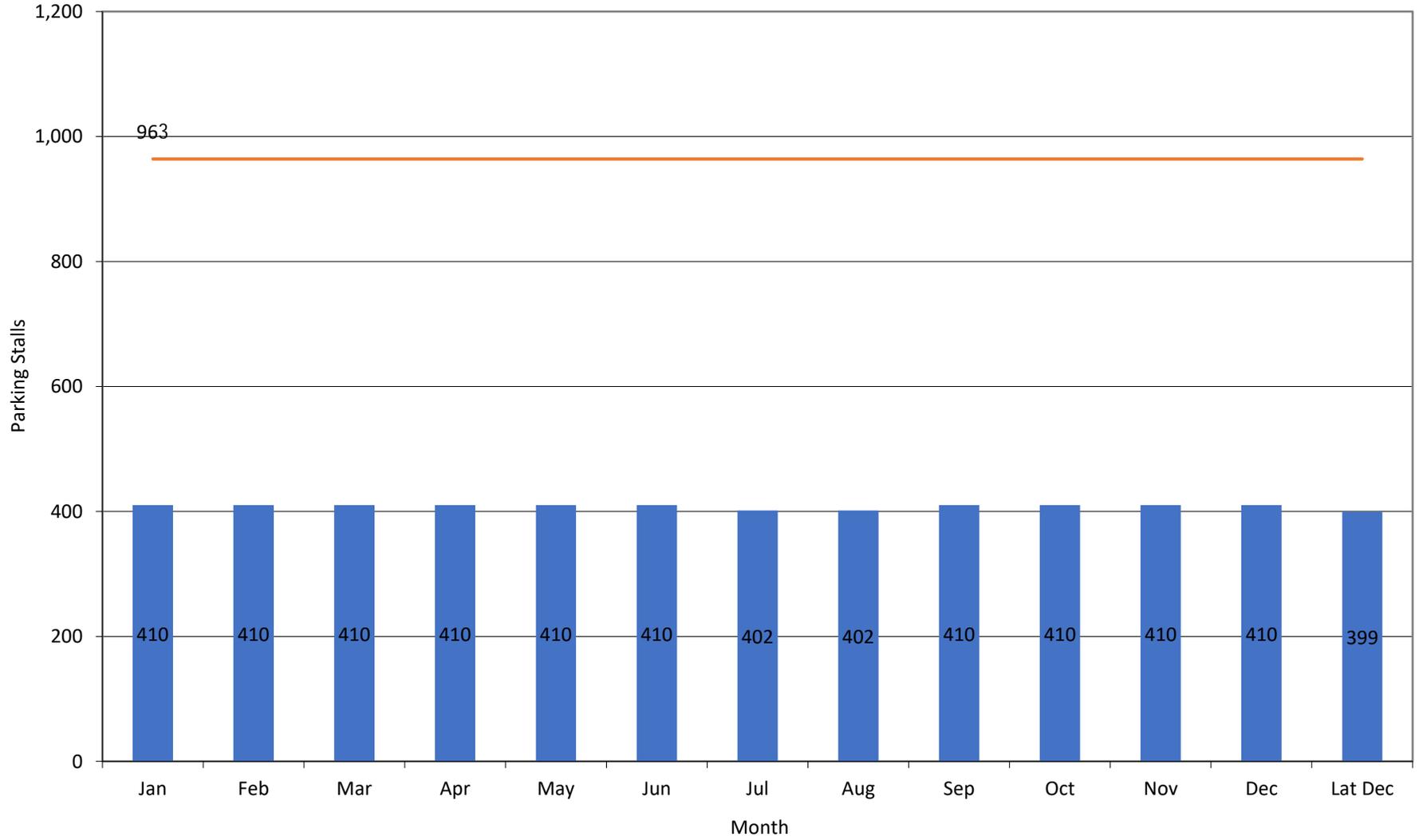
Appendix G

ULI Month and Daily Time of Day Graphs

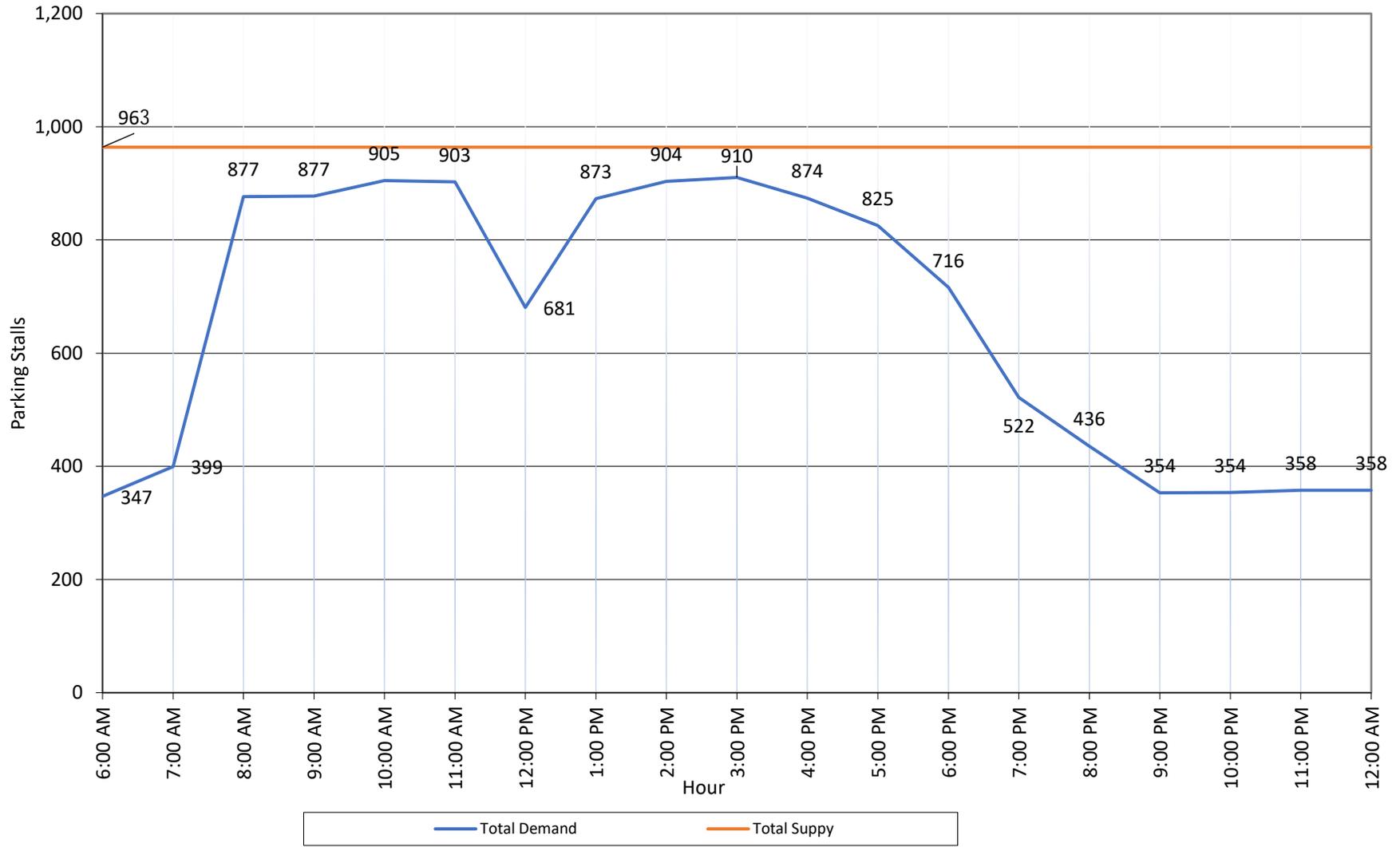
Weekday Month-by-Month Estimated Parking Demand



Weekend Month-by-Month Estimated Parking Demand



Peak Month Daily Parking Demand by Hour (Weekday)



Peak Month Daily Parking Demand by Hour (Weekend)

