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MEMORANDUM

DATE: August 16, 2022

TO: Thomas J. Leary, MemorialCare Health System

FROM: Ken Wilhelm, Principal, LSA

SUBJECT: Parking Analysis for San Clemente Senior Housing/Medical Office Project

LSA has prepared this parking analysis for the proposed San Clemente Senior Housing/Medical Office project (project) at 654 Camino De Los Mares in the City of San Clemente (City), California. The purpose of this memorandum is to determine whether the proposed project would comply with the City's Off-Street Parking Requirements.

PROJECT DESCRIPTION

The project site currently contains a vacant hospital. The proposed project includes the demolition of the existing, vacant hospital and the construction of 250 dwelling units of senior housing (including one manager's unit) and 7,500 square feet (sf) of medical office use. The project would provide a total of 312 parking spaces on site, which includes 251 parking spaces reserved for the senior residents (including the manager's unit), and 61 parking spaces shared between the medical office building and guests of the residents (including the manager's unit). Access to the project would be provided via existing signalized and unsignalized driveways along Camino De Los Mares.

CITY MUNICIPAL CODE REQUIREMENTS

LSA prepared an analysis based on the City of San Clemente Municipal Code for Off-Street Parking Requirements. The senior housing parking requirements were based on Municipal Code Section 17.28.280 and the medical office use was based on Municipal Code Section 17.64.050 to determine the parking spaces required for the proposed project.

Table A (all tables attached) provides a breakdown of parking rates per land use and the total required parking per City Code of each component of the project. As shown in Table A, the project would require 301 parking spaces for the senior housing component (including the residents, manager's unit, and guests) and 38 parking spaces for the medical office building. The total parking required per City Code is 339 parking spaces.

The proposed project would meet the Municipal Code requirements for the senior housing component (residents and manager's unit) and the medical office building. The City's requirement for guest parking for the senior housing units is 50 spaces. The project would provide 23 spaces dedicated for guest parking. The remainder of guest parking would be shared with the medical office parking spaces. The peak parking demand for different land uses can occur during different times of

the day. As such, there is an opportunity for shared parking between the guest parking and medical office uses.

City Municipal Code Section 17.64.120 describes the ability to share parking spaces for mixed-use projects. Specifically, the Code states:

> In all nonresidential and mixed-use zones, private parking facilities may be shared by multiple uses whose activities are not normally conducted during the same hours, or when hours of peak use vary. The applicant shall have the burden of proof for a reduction in the total number of required off-street parking spaces.

Per the City's Municipal Code, the parking study should result in the following findings:

1. Given the specific conditions of the site and the adjacent area, the shared parking arrangement would not result in inadequate parking; and

2. The number of parking spaces required for the site, in accordance with Municipal Code Section 17.64.050(B), Number of Parking Spaces Required, is provided through the shared parking arrangement, based on varied hours of operation and/or combinations of peak and oft-peak uses.

SHARED PARKING ANALYSIS METHODOLOGY

Shared parking is the use of a parking space to serve two or more individual land uses without conflict because of variations in the (parking) accumulation of vehicles by hour, by day (ULI *Shared Parking* 2020). LSA conducted a shared parking analysis consistent with the methodology presented in the Urban Land Institute's (ULI) *Shared Parking* to determine whether the peak senior housing guest parking demand and the peak medical office parking demand can be accommodated based on the shared parking supply proposed on site.

The projected parking utilization for the proposed senior housing guests and medical office uses was calculated using the methodology presented in *Shared Parking* (ULI 2020). The percentage of utilization was obtained from *Shared Parking* for resident guests and medical office uses and applied to the required number of parking spaces per the City's Municipal Code.

The total projected demand was calculated against the proposed shared parking supply (61 spaces) to determine the expected parking utilization per hour. Tables B and C show the peak parking utilization of the proposed guest/medical office components for a typical weekday and weekend, respectively. The number of residual or deficient parking stalls was also identified per scenario.

PARKING ADEQUACY FINDINGS

Weekday Analysis

The peak weekday utilization of the combined resident guest and medical office uses occurs at 7:00 p.m. when 61 spaces are occupied. Based on the proposed parking supply of 61 shared stalls, the parking supply would accommodate the peak parking demand. As a result, adequate parking supply would be provided during the weekday.

Weekend Analysis

The peak weekend utilization of the combined resident guest and medical office uses occurs between 7:00 p.m. and 10:00 p.m. when 50 spaces are occupied. Based on the proposed parking supply of 61 shared stalls, a residual of 11 stalls is expected. As a result, adequate parking supply would be provided during the weekend.

City Municipal Code Shared Parking Findings

The shared parking arrangement between the resident guests and medical office uses would not result in inadequate parking. Furthermore, the number of parking spaces required for the site is provided through the shared parking arrangement between the two uses, based on varied hours of operation and/or combinations of peak and oft-peak uses. As such, the project meets the findings of the City's shared parking requirements (Municipal Code Section 17.64.120).

CONCLUSIONS

The shared parking analysis demonstrates that the proposed parking supply of 312 spaces, including 61 spaces shared between guests of the residents and the medical office building, would adequately accommodate the expected parking demand during the weekday and weekend.

Attachments: Tables A–C

Table A: City Parking Requirement

Land Use	Quantity	Parking Ratio [1]	Parking Required	Parking Provided
Senior Housing Apartments	249 units	1 covered parking space per residential dwellilng unit.	249	249
Manager's Unit	1 unit	2 parking spaces	2	2
Senior Housing Guests	---	1 guest parking space for each five dwelling units (including Manager's Unit)	50	23 [2]
Medical office building	7,500 sf	1 space per 200 sf	38	38
		Total Parking Spaces:	339	312

Notes:

[1] Parking for Senior Housing Projects (Section 17.28.280)
Parking for Medical Office (Section 17.64.050)

[2] Senior guest parking spaces shared with Medical Office use. Total shared spaces = 61 spaces.

Table B: Shared Parking Analysis - Weekday

Weekday							
	Senior Housing Guests		**Medical Office**				
			Size = 7,500 sf				
	Demand[1] = 50 spaces		Demand[1] = 38 spaces		**Spaces**		
Time	**% Utilization [2]**	**Spaces**	**% Utilization [2]**	**Spaces**	**Utilized**	**Provided**	**Residual/ (Deficit)**
8:00 AM	20%	10	90%	34	44	61	17
9:00 AM	20%	10	90%	34	44	61	17
10:00 AM	20%	10	100%	38	48	61	13
11:00 AM	20%	10	100%	38	48	61	13
12:00 PM	20%	10	30%	11	21	61	40
1:00 PM	20%	10	90%	34	44	61	17
2:00 PM	20%	10	100%	38	48	61	13
3:00 PM	20%	10	100%	38	48	61	13
4:00 PM	20%	10	90%	34	44	61	17
5:00 PM	40%	20	80%	30	50	61	11
6:00 PM	60%	30	67%	25	55	61	5
7:00 PM	100%	50	30%	11	61	61	0
8:00 PM	100%	50	15%	6	56	61	5
9:00 PM	100%	50	0%	0	50	61	11
10:00 PM	100%	50	0%	0	50	61	11
11:00 PM	80%	40	0%	0	40	61	21
				Peak Shared Parking Demand			***61***
				Parking Supply			*61*
				Residual / (Deficit)			***0***

[1] Parking demand referenced from the City of San Clemente Municipal Code, Chapters 17.28.280 and 17.64.050

[2] Time-of-Day Factors referenced from *Shared Parking, Third Edition* , Urban Land Institute, 2020.

DU = dwelling unit

sf = square feet

Table C: Shared Parking Analysis - Weekend

Weekend							
	Senior Housing Guests		**Medical Office**				
			Size = 7,500 sf				
	Demand[1] = 50 spaces		Demand[1] = 38 spaces		**Spaces**		
Time	**% Utilization [2]**	**Spaces**	**% Utilization [2]**	**Spaces**	**Utilized**	**Provided**	**Residual/ (Deficit)**
8:00 AM	20%	10	90%	34	44	61	17
9:00 AM	20%	10	90%	34	44	61	17
10:00 AM	20%	10	100%	38	48	61	13
11:00 AM	20%	10	100%	38	48	61	13
12:00 PM	20%	10	30%	11	21	61	40
1:00 PM	20%	10	0%	0	10	61	51
2:00 PM	20%	10	0%	0	10	61	51
3:00 PM	20%	10	0%	0	10	61	51
4:00 PM	20%	10	0%	0	10	61	51
5:00 PM	40%	20	0%	0	20	61	41
6:00 PM	60%	30	0%	0	30	61	31
7:00 PM	100%	50	0%	0	50	61	11
8:00 PM	100%	50	0%	0	50	61	11
9:00 PM	100%	50	0%	0	50	61	11
10:00 PM	100%	50	0%	0	50	61	11
11:00 PM	80%	40	0%	0	40	61	21
				Peak Shared Parking Demand			***50***
				Parking Supply			*61*
				Residual / (Deficit)			***11***

[1] Parking demand referenced from the City of San Clemente Municipal Code, Chapters 17.28.280 and 17.64.050

[2] Time-of-Day Factors referenced from *Shared Parking, Third Edition* , Urban Land Institute, 2020.

DU = dwelling unit

sf = square feet