**Attachment H**

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March 27, 2019

Mr. Jeff Williams
Bridge Housing
2202 30th Street
San Diego, CA 92104

LLG Reference No. 2.19.4080.1

Subject: **Parking Demand Analysis for the Anaheim Street & Walnut Avenue Affordable Housing and The Children's Clinic, Serving Children and Their Families (TCC) Project**
Long Beach, California

Dear Mr. Williams:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis for the proposed Anaheim Street & Walnut Avenue Affordable Housing and The Children's Clinic, Serving Children and Their Families (TCC) Project located at the southwest corner of the Anaheim Street and Walnut Avenue intersection in the City of Long Beach, California.

The proposed project consists of developing a five-story building with 88 affordable apartment units, consisting of 32 one-bedroom units, 32 two-bedroom units, and 24 three-bedroom units, 2,300 square feet (SF) of management/leasing and ancillary/lobby space, and 18,136 SF of ground floor space that will be dedicated to TCC Health Center and Wellness Center.

Parking for the project will be provided in a three-level parking structure with a total of 156 off-street parking spaces, of which 60 spaces will be designated for TCC (45 spaces on the first level, 15 spaces on the second level), and 96 spaces for the residential component on the remainder of the second level and entire third level of the parking structure. In addition, on-street parking is available for 16 resident guest vehicles along the project site frontage on Anaheim Street and Walnut Avenue.

Our method of analysis, findings, and recommendations are detailed in the following sections of this report. Briefly, we conclude that the proposed supply of 156 off-street spaces, plus 16 on-street spaces along the project site frontage, will be adequate in serving the project's total parking needs.

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## PROJECT DESCRIPTION AND SETTING

**Figure 1** illustrates a vicinity map, and ***Figure 2*** presents the project site plan.

As described above, the residential component of the project consists of 32 one-bedroom units, 32 two-bedroom units, and 24 three-bedroom units, and 2,300 SF of management/leasing and ancillary/lobby space.

The TCC (Health Center and Wellness Center) component of the project will include clinic/health care space (full scope pediatrics, full scope adult care, women's health, obstetrics/gynecology, prenatal care, family planning, mental health services, integrated behavioral health, health education and outreach, chronic disease management, pharmacy with education and medication management, chiropractor/acupuncture, oral health, and immunization services) and Wellness Center (providing health education, promotion, and enabling services for TCC patients, to include family activities and classes, food/nutrition education, mental health-intergenerational communication, Khmer Girls in Action classes, services from Pacific Asian Counseling Services, and health/insurance/wellness programs eligibility screening and enrollment). Hours of operation for TCC would be 8:00 AM to 5:00 PM every day, and 8:00 AM to 1:00 PM on Saturday with 9 staff. Based on operational information provided by TCC, the proposed Health Center and Wellness Center will have a total of 46 employees, and 96 patients on a typical weekday. TCC reports that based on GIS mapping of existing patients, a substantial number of the patients expected to be served by the proposed Anaheim and Walnut clinic and wellness center live within one mile of the Anaheim and Walnut site.

### Project's Pedestrian Connections

Pedestrian circulation would be provided via existing public sidewalks along Anaheim Street and Walnut Avenue along the project frontage, which provide direct connections with the project site. The project will protect the existing sidewalk along project frontage, and if necessary, repair or reconstruct sidewalks along the project frontage. The existing sidewalk system within the project vicinity provides direct connectivity to bus stops, public transit hubs (the Long Beach Transit Mall located on 1st Street, between Pacific Avenue and Long Beach Boulevard, is 2 miles from the project site), bicycle facilities, and existing development located along major thoroughfares such as that of Cherry Avenue and Alamitos Avenue.

### Project's Proximity to Public Transit

Long Beach Transit (LBT) provides both regional and local public transit connections in the vicinity of the proposed project. ***Figure 3*** illustrates the LBT transit stop locations within the vicinity of the project site, with Anaheim Street being a major

public transit corridor (providing connections to other nearby major transit corridors, such as Cherry Avenue, Atlantic Avenue, and 10th Street), and the closest bus stop only 70 feet away from the project site. ***Figure 4*** presents an overview of the various public transit service and facilities, including the downtown Long Beach Transit Mall on 1st Street between Pacific Avenue and Long Beach Boulevard, which is approximately 2 miles from the site.

The Metro Blue Line and Metro Local Line No. 232 currently serve Long Beach Boulevard, Pacific Avenue, and Broadway. The Los Angeles Department of Transportation (LADOT) Commuter Express 142 currently serves Ocean Boulevard. In addition to the Metro routes, LBT Routes 45 and 46 serves Anaheim Street in the direct vicinity of the project site. LBT Routes 71 and 72 also serves Anaheim Street, Atlantic Avenue, New York Street and Orange Avenue. LBT Route 81 serves 10th Street, LBT Routes 91, 92, 93, 94 and 96 serves 7th Street, LBT Route 151 serves 4th Street, LBT Route 111 and 112 serve Broadway, LBT Routes 21,22 and 121 serves Ocean Boulevard, LBT Route 181 serves Magnolia Avenue, LBT Route 182 serves Pacific Avenue, LBT Routes 1, 51 and 52 serve Long Beach Boulevard, LBT Route 61 serves Atlantic Avenue, LBT Routes 21 and 22 serve Cherry Avenue, LBT Route 131 serves Redondo Avenue and LBT Passport Route serves Pine Avenue.

**Project's Proximity to Bicycle Facilities**

The City of Long Beach promotes bicycling as a means of mobility and a way in which to improve the quality of life within its community. The Bicycle Master Plan recognizes the needs of bicycle users and aims to create a complete and safe bicycle network throughout the City. The City of Long Beach Bicycle Facilities in the vicinity of the Project site (existing and proposed) are illustrated on ***Figure 5***. As shown, Bike Boulevards are proposed along Walnut Avenue, Orange Avenue, 10th Street, 15th Street, Junipero Avenue, and Martin Luther King Boulevard within the vicinity of the Project site. Class III Bike Routes and Sharrows currently exist along Alamitos Avenue south of 6th Street and along 4th Street, respectively.

**PARKING SUPPLY**

A total of 156 on-site parking spaces will be provided for the project in a three-level parking structure. All on-site spaces will be numbered and assigned, with 60 spaces for TCC and 96 spaces for the residential component of the project. TCC's parking will include all of the spaces on the 1st level, and approximately 15 assigned spaces (for employees only) on the 2nd level of the parking structure. The residential parking will include the balance of the 2nd level spaces and all spaces on the 3rd level. Access

to the 2nd and 3rd levels will be controlled via an operable gate or arm that will require a key fob or transmitter.

TCC's parking spaces will be available for TCC employees and patients. Employees will park on the 1st level and in the 15 assigned spaces on the 2nd level (using a fob/transmitter). TCC's patients will park in on the 1st level and will not have access to the 2nd or 3rd levels.

Residents and management staff will be issued a fob/transmitter to access the 2nd and 3rd levels of the structure. All resident parking spaces will be assigned to a specific unit. Guests of the residential component of the project will park on the adjacent public streets.

## TCC EMPIRICAL PARKING DEMAND

Parking demand counts were conducted at an existing TCC facility located at 17660 Lakewood Boulevard, in the City of Bellflower. Based on operational information from TCC staff, this facility is considered to be most representative of, and comparable with, the proposed TCC project as far as square footage, number of employees, and average number of patients. It should be noted however, that there is a greater propensity for employees and patients at the existing Bellflower TCC to drive their own vehicles compared to the proposed TCC, which is located in a major transit corridor with a variety of multimodal (bicycle, pedestrians) opportunities, as described above.

***Table 1*** presents the results of the parking demand counts performed on Wednesday, January 30, 2019. The observations indicate that the peak parking demand of 66 spaces occurred at 11:00 AM. Dividing this 66-space peak demand by the existing Bellflower clinic's size of 17,016 SF results in an empirical parking ratio of 3.88 spaces per 1,000 SF. Because of the multimodal setting where the proposed TCC will be located, it was necessary to apply a 15% reduction to account for the likely use of alternative modes (public transit, bicycles, walking) by the patients and employees of TCC, Long Beach. The adjusted parking ratio is 3.30 spaces per 1,000 SF, which is the applied to the proposed 18,136 SF for TCC to estimate its future parking needs. Based on this estimation procedure, it is recommended that 60 spaces be designated for the TCC component of the project.

## PROJECT PARKING REQUIREMENTS

Notwithstanding the requirements of City Code, the actual parking requirements for multifamily residential uses have been found to be significantly less than the City's

own Code requirement. This aspect is illustrated by LLG's previous field studies of actual parking demand at existing sites similar to the project, in addition to parking demand/empirical ratio compilations from other sources.

In addition to City Code ratios, the City has adopted other ratios for residential uses as part of other City documents, such as the *Downtown Plan* (adopted in January 2012), which proposes new minimum parking standards consistent with the mixed-use nature of the area, proximity to regional transit facilities and bus routes (i.e., Metro Blue Line rail stations, transit centers and corridors), and extensive bicycling by City of Long Beach residents. Households in developments located in or near downtowns, that can easily access transit stations, typically own fewer vehicles, reducing the demand for residential parking in these areas. These potential parking reductions are not presumed in the residential ratios per City Code.

***Table 2*** presents the application of the parking ratios from each source to the project. Going from the left-hand columns of *Table 2* to the right-hand columns, it can be seen that the residential ratios are reduced significantly. This trend is indicative of what more jurisdictions are now doing, which is rethinking minimum parking standards to meet sustainability goals and encourage transit use, bicycling, and walking. It embraces the notion that the common practice of requiring a large amount of off-street parking spaces (as what typically results from the direct application of city code ratios) leads to inefficient land use and underutilized spaces, while placing unnecessary design and financial burden on new development projects.

The left-hand columns of *Table 2* present the application of City parking standards from the Municipal Code and Downtown Plan. It should be noted that the Municipal Code does not have parking ratios for affordable housing and clinic/wellness facilities; therefore, the City Code ratios applied in *Table 2* are not representative of the unique tripmaking and parking characteristics of the project components and project site location (i.e., located near major transit corridors, greater use of alternative modes of travel), and are conservative and overestimates parking demand. The Downtown Plan parking ratios were also applied to provide more realistic estimates of parking requirements compared to City Code calculations.

*Table 2* also presents the application of residential parking ratios based on the California Density Bonus Law for 100% Affordable Housing developments within ½-mile of a major transit stop/corridor, and the empirical parking ratio derived from the existing, similar-sized clinic/wellness facility in Bellflower, as discussed above. As indicated in *Table 2*, this approach results in a parking requirement for 104 spaces, which corresponds to a surplus of 68 spaces when compared against a supply of 172 spaces.

The right-hand column of *Table 2* summarizes the proposed supply for the project, and indicates that supply provisions would exceed demand estimated through the application of parking ratios from the Downtown Plan and California Density Bonus Law. Based on this, we conclude that the proposed supply will be adequate in serving the parking needs of the project.

## TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) measures will be implemented as part of the project, consistent with the objectives and strategies of *Chapter 21.64 - Transportation Demand and Trip Reduction Measures* of the City's Municipal Code, and *Section 3: Development Standards* of the Downtown Plan.

For the residential component of the project:

- Bicycle racks/storage will be provided on site, with the specific location to be identified on the project site plan. A minimum of 1 bicycle parking rack/space per every 5 dwelling units will be provided.

- Resident leases will include vehicle registration, and establish parking regulations (i.e., space(s) and fob/transmitter allocated per tenant, resident guests to park on adjacent public streets, restrictions on parking in spaces designated to TCC).

- Management will distribute information and assist in enrolling residents to incentive programs related to car and bicycle sharing, carpooling, the use of public transportation (free or discounted bus passes, City-operated programs for paratransit/shuttles, transit maps, assist in bus route planning and connections to major transit hubs), bicycle storage, bicycle and pedestrian maps and safety information, City-run incentive programs for riding bicycles and walking, existing and future active transportation facilities, and any active transportation program opportunities available from the adjoining TCC.

For the TCC component of the project:

- Bicycle racks/storage will be provided on site, with the specific location to be identified on the project site plan. A minimum of 1 bicycle parking rack/space per 5,000 SF of TCC's building area will be provided.

- TCC will instruct employees not to park in residential spaces. Information on employee parking and compliance with TDM measures will be distributed as part of employee paperwork.

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- Wellness Center staff will not be present every day in Long Beach because they are also stationed at other sites. If necessary, their work schedules can be adjusted to non-peak parking periods during days when they are in Long Beach.

- Deliveries, training, and special events will be scheduled to occur during non-peak parking periods.

- TCC is currently exploring the viability of providing reduced-cost bus passes and an employee shuttle service.

- Based on a "Non-Emergency Medical and Non-Medical Transportation Services" program established by the State Department of Health, managed care programs/HMO/insurance companies are required to provide free transportation services to eligible patients (i.e., the patient calls within 24 hours of appointment, and a third-party service provides the transportation). TCC will be implementing this program in Long Beach.

We appreciate the opportunity to prepare this analysis. Should you have any questions or need additional assistance, please do not hesitate to call us at (949) 825-6175.

Very truly yours,

**Linscott, Law & Greenspan, Engineers**

Trissa (de Jesus) Allen, P.E.
Senior Transportation Engineer

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# TABLE 1

## PARKING DEMAND COUNTS AT TCC, BELLFLOWER

**Anaheim Street & Walnut Avenue Affordable Housing and TCC, Long Beach**

| Start Time | Parking Demand (spaces) |
|---|---|
| 8:00 AM | 11 |
| 9:00 AM | 58 |
| 10:00 AM | 65 |
| **11:00 AM** | **66** |
| 12:00 PM | 51 |
| 1:00 PM | 39 |
| 2:00 PM | 54 |
| 3:00 PM | 56 |
| 4:00 PM | 55 |
| 5:00 PM | 46 |
| 6:00 PM | 20 |
| 7:00 PM | 2 |
| **Weekday Peak Demand (spaces):** | **66** |
| **Existing SF for TCC, Bellflower:** | **17,016** |
| **Empirical Parking Ratio (sp/KSF):** | **3.88** |
| **Apply 15% Travel Mode Reduction (sp/KSF):** | **3.30** |
| **Proposed SF for TCC, Long Beach:** | **18,136** |
| **TCC, Long Beach Demand @ 3.30 sp/KSF (spaces):** | **60** |
| **Recommended Supply for Proposed TCC:** | **60** |

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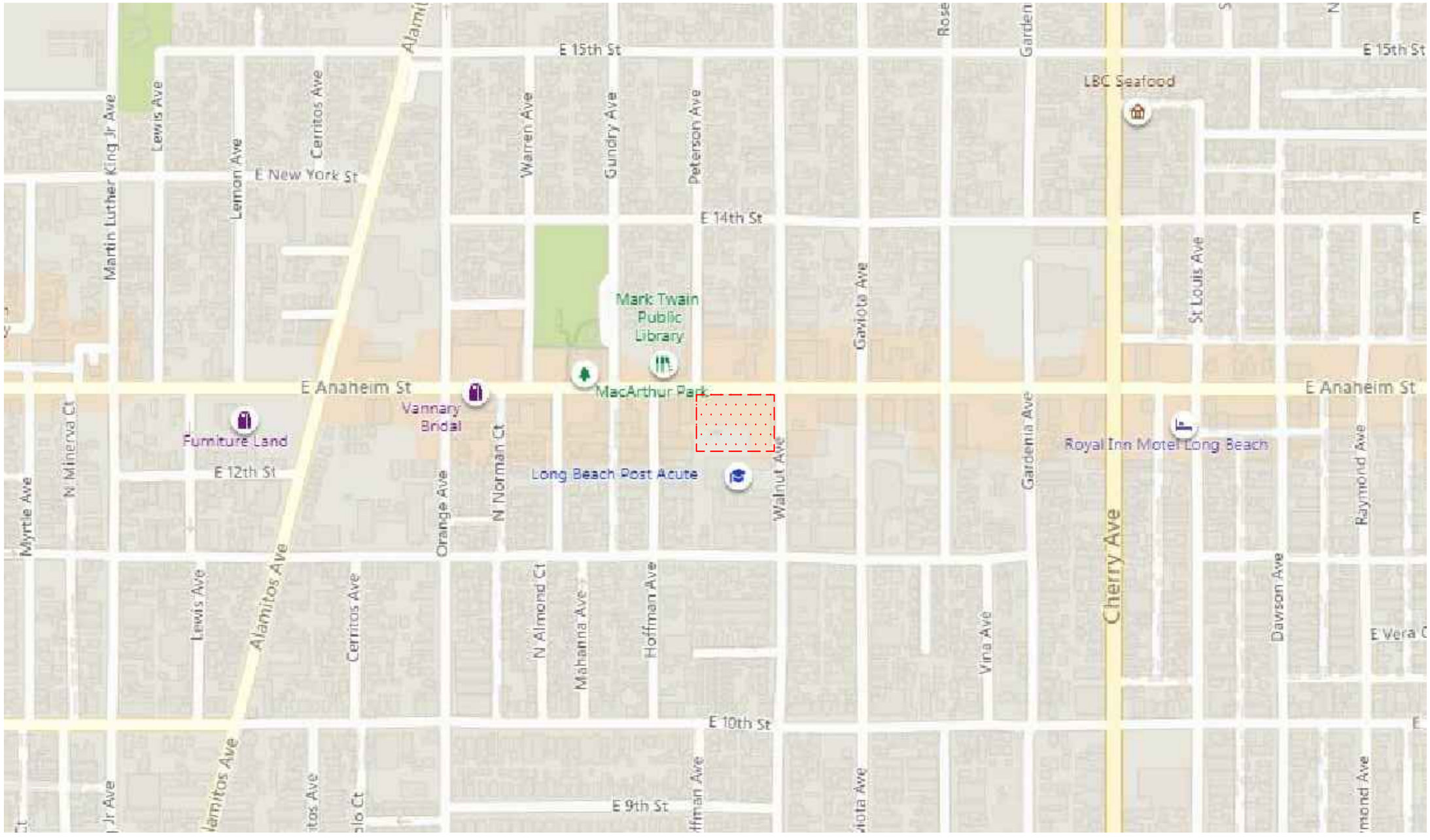
# TABLE 2
## PARKING SUMMARY
### Anaheim Street & Walnut Avenue Affordable Housing and TCC, Long Beach

| | | City of Long Beach Parking Standards | | | | California Density Bonus Law for Residential (100% affordable, near major transit) | | Proposed Supply | |
|---|---|---|---|---|---|---|---|---|---|
| | | City Code (Section 21.41.216) | | Downtown Plan (January 2012) | | | | | |
| | Units | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces | Ratio | Spaces |
| **Residential** | | | | | | | | | |
| 1-Bedroom | 32 | 1.5 sp/unit | 48 | 1 sp/unit | 32 | 0.5 sp/unit | 16 | 0.75 sp/unit | 24 |
| 2-Bedroom | 32 | 2 sp/unit | 64 | 1 sp/unit | 32 | 0.5 sp/unit | 16 | 1.14 sp/unit | 36 |
| 3-Bedroom | 24 | 2 sp/unit | 48 | 1 sp/unit | 24 | 0.5 sp/unit | 12 | 1.50 sp/unit | 36 |
| **Total Units:** | **88** | | **160** [a] | | **88** [a] | | **44** [a] | | **96** [a] |
| Resident Guest Parking | | 1 sp/4 units | **22** | 1 sp/4 units | **22** | -- | **0** | -- | **--** |
| **Spaces Required for Residential** | | -- | **182** | -- | **110** | -- | **44** | -- | **--** |
| **Clinic/Wellness** | 18,136 SF | 5 sp/KSF | **91** | 2 sp/KSF | **36** | 3.3 sp/KSF (per LLG) | **60** | 3.3 sp/KSF (per LLG) | **60** |
| **Total Spaces Required** | | -- | **273** | -- | **146** | -- | **104** | **Parking Structure** | **156** |
| **Proposed Supply** | | -- | **172** | -- | **172** | -- | **172** | | |
| On-Site | 156 | | | | | | | **Resident Guest** | **16** |
| On-Street | 16 | | | | | | | **On-Street Parking Along Project Frontage** | |
| **Surplus (+) or Deficiency (-)** | | -- | **(101)** | -- | **26** | -- | **68** | | |

Note:

[a] The residential component of the project includes 2,300 SF of management/ancillary space that would not generate additive parking demand.

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N NO SCALE

SOURCE: BING

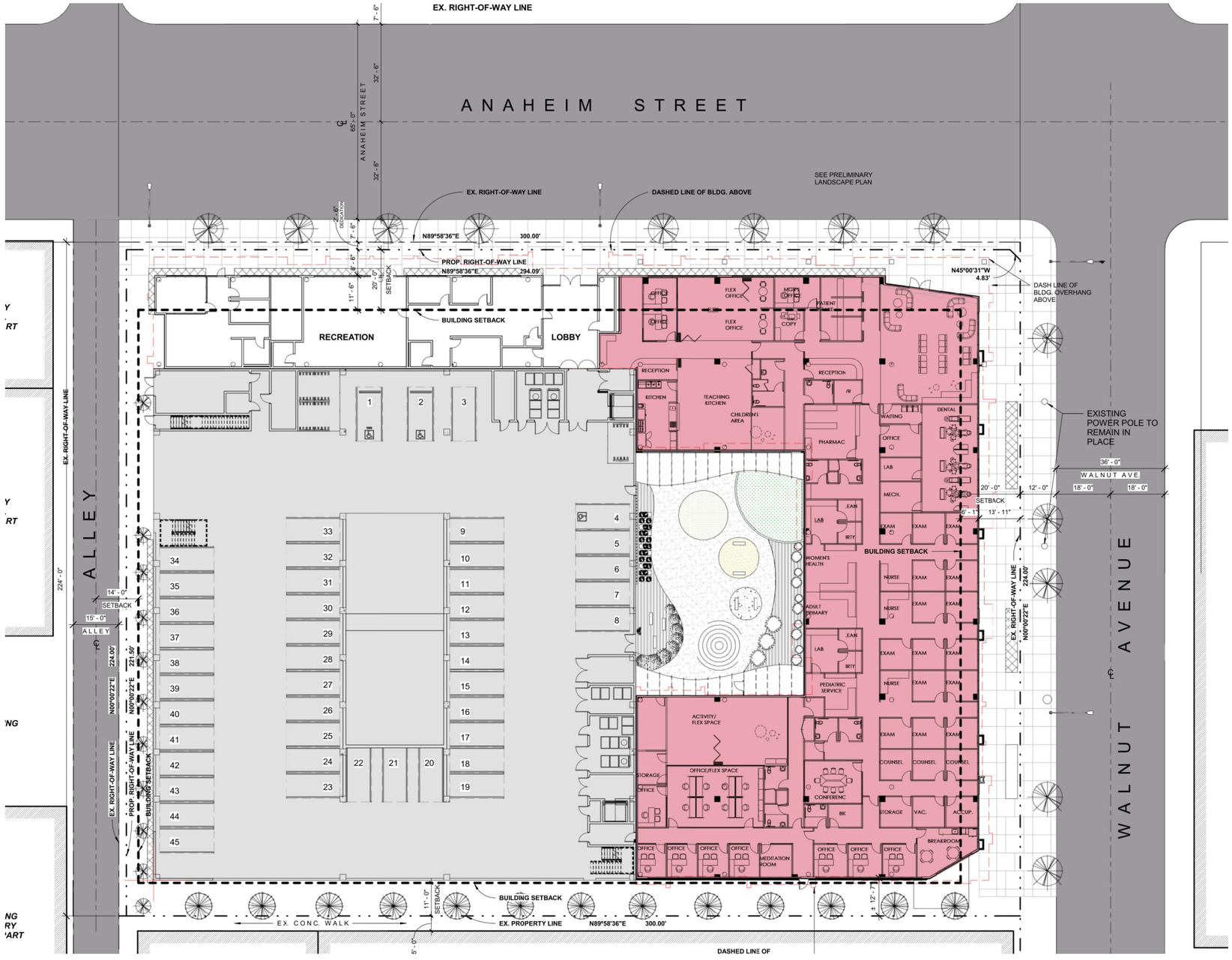
KEY

= PROJECT SITE

# FIGURE 1

## VICINITY MAP

ANAHEIM STREET & WALNUT AVENUE AFFORDABLE HOUSING AND THE CHILDREN'S CLINIC, LONG BEACH

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SOURCE: SVA ARCHITECTS

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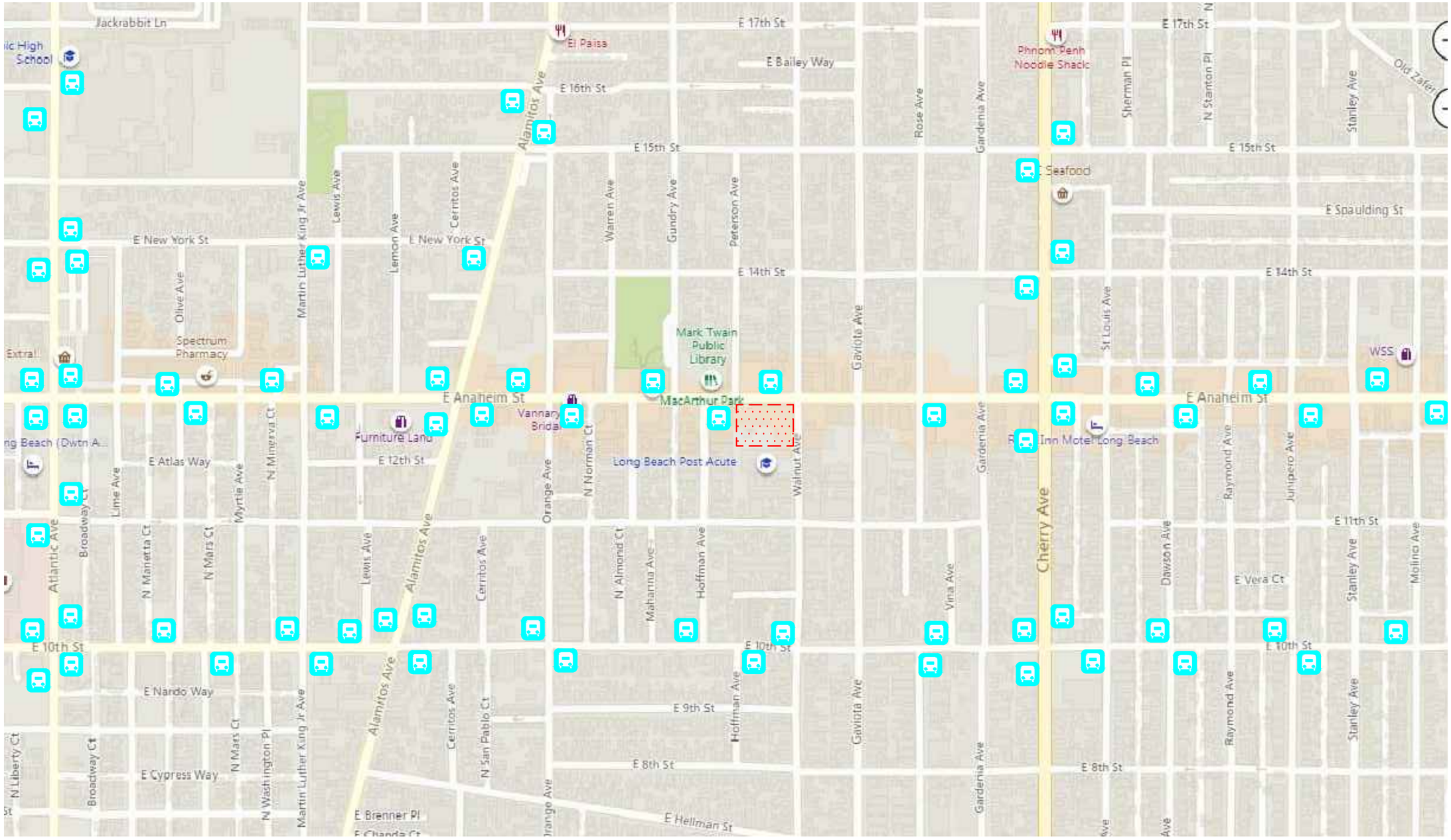
N NO SCALE

# FIGURE 2

## PROJECT SITE PLAN

ANAHEIM STREET & WALNUT AVENUE AFFORDABLE HOUSING AND THE CHILDREN'S CLINIC, LONG BEACH




SOURCE: BING

KEY

= TRANSIT STOP

= PROJECT SITE

N NO SCALE

# FIGURE 3

## TRANSIT STOP LOCATIONS

ANAHEIM STREET & WALNUT AVENUE AFFORDABLE HOUSING AND THE CHILDREN'S CLINIC, LONG BEACH

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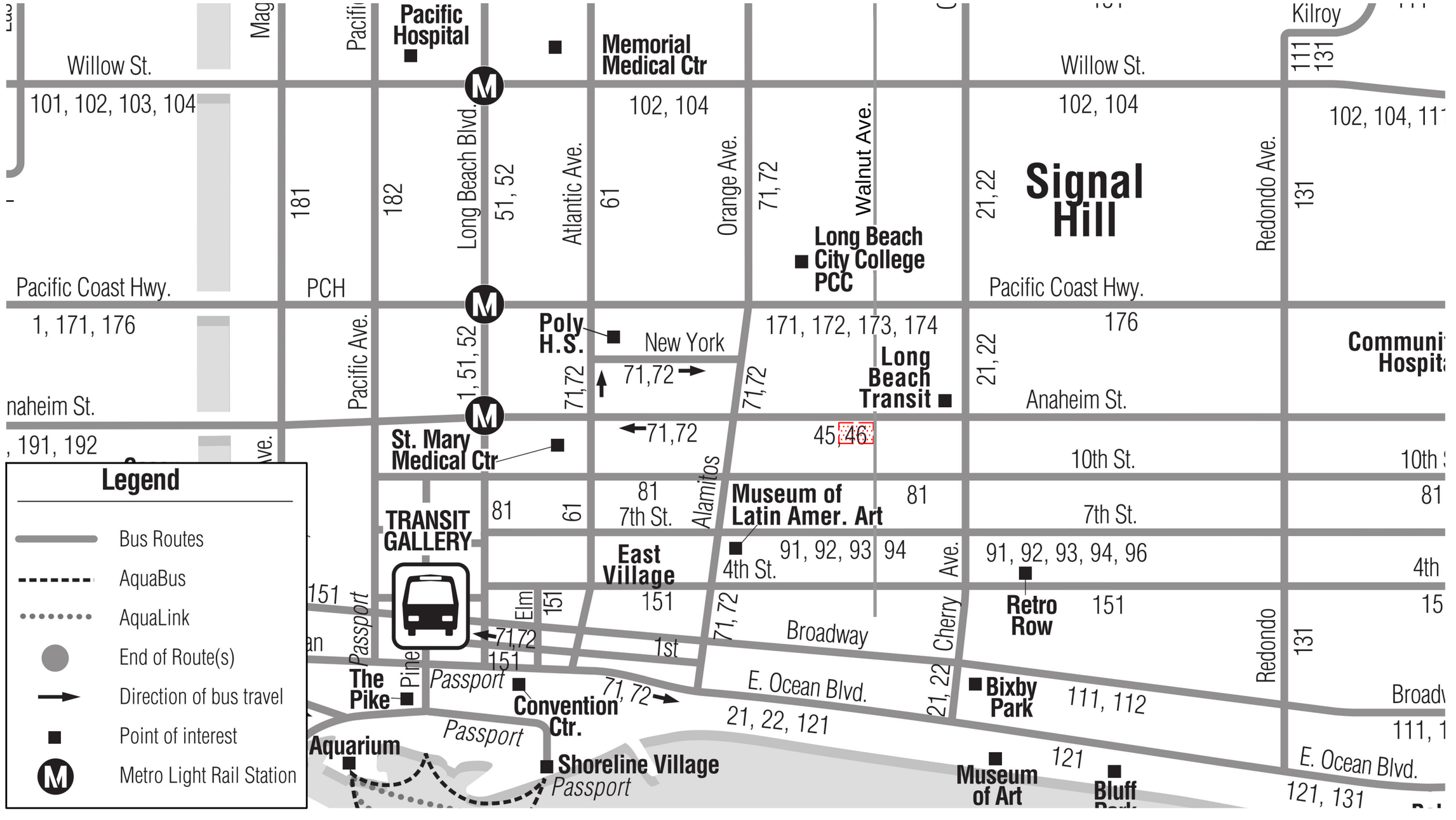


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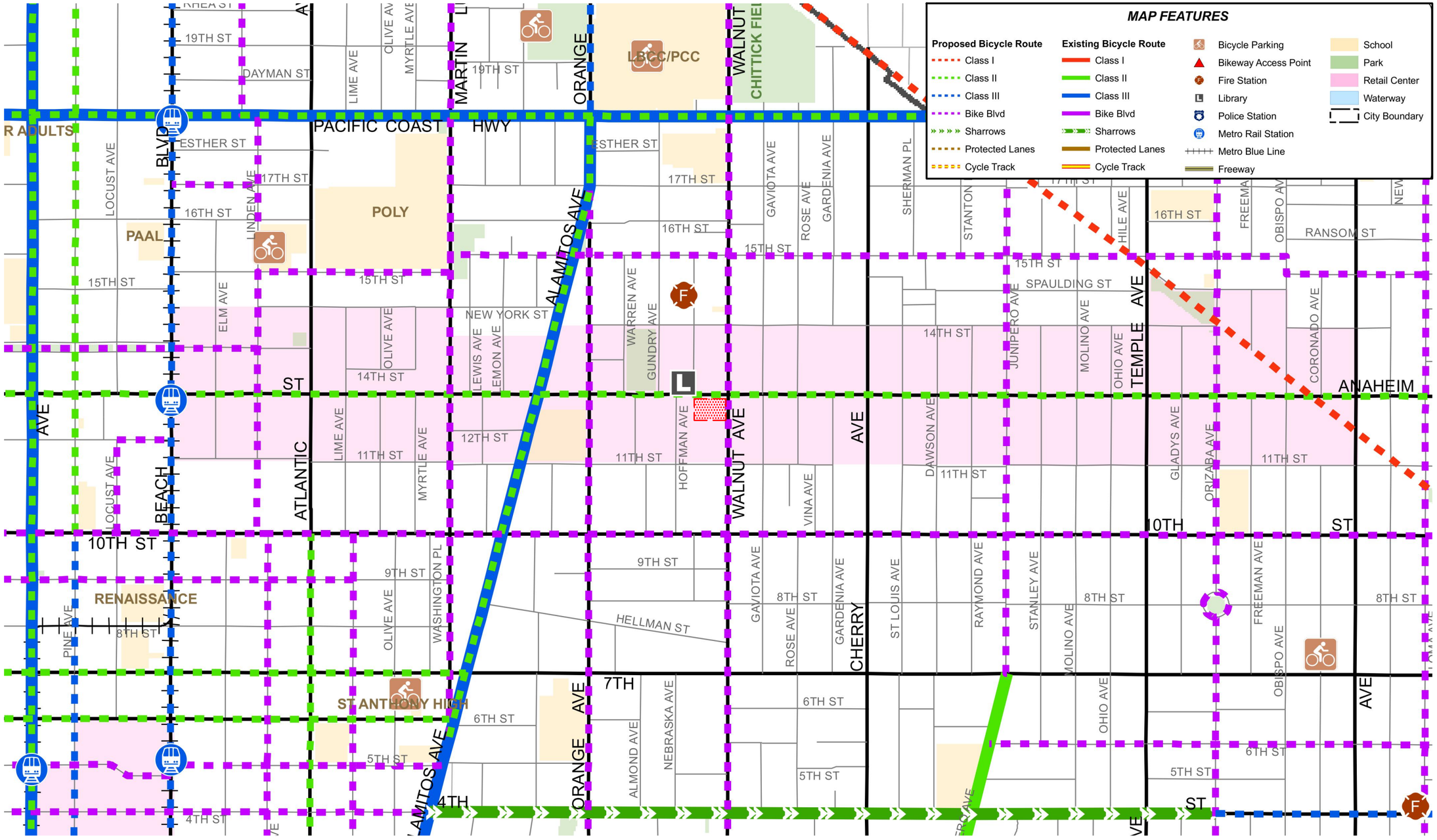
# FIGURE 4

## LONG BEACH TRANSIT MAP

ANAHEIM STREET & WALNUT AVENUE AFFORDABLE HOUSING AND THE CHILDREN'S CLINIC, LONG BEACH

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N NO SCALE

SOURCE: CITY OF LONG BEACH

KEY

= PROJECT SITE

# FIGURE 5

## LONG BEACH BIKEWAY FACILITIES

ANAHEIM STREET & WALNUT AVENUE AFFORDABLE HOUSING AND THE CHILDREN'S CLINIC, LONG BEACH

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