South Main Senior Lifestyles (SMSL)
Phase 1: Congregate Care and Assisted Living Project ("Project")
Parking Requirements

Of the Project's total 199 units, at initial occupancy 129 units are expected to be occupied by residents needing congregate care services and 70 units occupied by residents needing assisted living services. As the residents age in place this ratio is expected to reach 50% - 50%. The average age of residents of congregate care units at initial occupancy is 83 years. Congregate care residents are able to live independently without assistance with appointment reminders, medication management, walking, dressing, grooming, bathing, toileting and other personal care. Although ambulatory, the majority rely on a walker or scooter for assistance. Residents needing assistance with the activities of daily living are typically 85 years of age or older and quite frail.

The elderly residents of congregate care and assisted living units require less parking than active, independent seniors and much less parking than the families and younger individuals who account for the vast majority of residents in typical apartment communities. The reasons are many. First, fewer persons reside in each congregate care and assisted living unit than in an apartment unit. The maximum number of occupants for a 1- or 2-bedroom congregate care or assisted living unit is 2 people. Most congregate care and assisted living units are occupied by only one person. For example, at Heritage Estates only 10% of its total 250 one- and two-bedroom congregate care and assisted living units are occupied by 2 people. All of the remaining units have only one resident, resulting in an average occupancy of 1.07 persons per unit (for the year ending December 31, 2013). Occupancy at an apartment community typically is 1 - 3 persons for a 1-bedroom unit and 3 - 5 persons for a 2-bedroom unit, yielding an overall average of 3 persons per unit.

Second, fewer of the residents of congregate care and assisted living retirement communities have cars or are licensed to drive than residents of typical apartment projects. The congregate care residents commonly rely on the transportation provided by the retirement community (shuttle buses) and local public transportation rather than drive themselves. Residents requiring assisted living services do not drive or have vehicles. They rely exclusively on transportation provided by the retirement community and rides from family and friends.

Third, congregate care and assisted living residents have many fewer occasions/needs to travel to off-site destinations. The residents are retired, or work from home. The retirement community provides for most of the residents' daily needs on-site.

The Project will provide meals, activities and entertainment (including excursions to restaurants, the theater, opera, aquarium, wineries and other areas/activities of interest to the residents), concierge services, salons, fitness facilities and housekeeping services to all residents. Residents typically will leave the Project only for medical appointments or to visit with family and friends.

Fourth, the Project will provide regularly scheduled transportation to medical offices, shopping and entertainment centers and other destinations requested by the residents. Family and friends desiring to spend time with a resident will generally pick up the resident. Therefore, even the congregate care residents who own cars will rarely use them and many will sell their vehicles shortly after moving into the Project.

Fifth, the Project will be well-served by public transportation. The VTA light rail and BART metro stations are located within 1/4 mile of the Project. The Project's shuttle will provide regularly scheduled transportation to these stations.

In light of the above, a parking ratio of 0.7 per congregate care unit is more than sufficient to meet the parking needs of the Project's residents. This ratio significantly exceeds the maximum demand for parking at the congregate care and assisted living communities surveyed by the Institute of Traffic Engineers (ITE) *Parking Generation 4th Edition*, which indicated a maximum peak-period demand ranging from 0.48 – 0.54 spaces/congregate care and assisted living unit.

The Project will be staffed by approximately 65 full-time-equivalent employees who will provide services to the residents 24 hours per day. This staff estimate is based on actual staffing levels at Heritage Estates and on surveys conducted by the American Seniors Housing Association on staffing levels at comparable congregate care and assisted living projects. The Project's staff will work in staggered shifts with varying start times and duration. The peak staffing level will occur during the day and early evening hours, and is anticipated to be 30 - 35 employees. Nighttime and early morning staffing levels will be much lower because no meals, activities, programs or housekeeping are provided at these times.

Therefore, at initial occupancy the Project needs to provide 91 parking spaces for the 129 congregate care units (at a parking ratio of 0.7 vehicles/congregate care unit), no spaces for the assisted living units and 30 - 35 spaces for the peak-period staffing. This indicates a need for a total of 121 - 126 parking spaces, plus parking for the Project's 1 - 2 shuttle bus(es). Owing to the 24-hour staffing, there is no manager's unit and the general manager's parking need is included in the staffing total. The need for

resident parking will decrease over time as the resident's age in place and those with cars cease driving and sell their vehicles.

The Project's subterranean parking garage will have approximately 144 parking spaces. This is sufficient to provide 91 resident parking spaces, 35 staff parking spaces and parking for one small shuttle bus (if needed), equating to 127 spaces. The remaining 17 spaces in the subterranean garage will be available for visitor parking. A separate garage will provide parking for the Project's large shuttle bus. An additional 28 spaces of surface street parking along Cedar Way and the Project's portion of Costas Street will be available to accommodate visitors.