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**Fore India Middle, LLC – Phase II Mixed-Use Redevelopment of Jordan’s Meat Site**

**Update to Applicant’s Parking Study**  
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**Introduction**

This document is an update to the Applicant’s Parking Study (undated) submitted with the Site Plan Application for the Phase II Mixed-Use Redevelopment of the Jordan’s Meat Site (application dated May 1, 2012).

This update provides revised conclusions as to the quantity of off-street parking required for the project, the number of on-site parking spaces provided on the project site, the extent of the shortfall in provided versus required parking spaces, and the applicant’s estimate of how that shortfall will be met by off-site leased spaces and payment of fees in lieu of parking.

The revisions are based on the following new factors that have arisen since the initial parking study was performed in March and April 2012:

1. Modest reductions in the floor area of the retail and office spaces in the proposed project, resulting from refinements in the architectural designs. This resulted in a small reduction in the number of spaces required to meet projected parking demand.
2. A second time-of-day parking study at the adjacent Hampton Inn, conducted from June 21, 2012 through July 5, 2012, an extremely busy peak demand period at the hotel. This study showed higher daytime demand for hotel parking (as compared to the prior study), meaning that fewer spaces would be available Monday through Friday 9:00 am to 6:00 pm for “shared parking” for office and retail users in the proposed project.
3. A redesign of the parking space layout in the project’s proposed Fore Street garage, to take better advantage of the fact that about 80% of the parking in the garage will be by professional valet parkers. This resulted in more parking capacity for the Hampton Inn and for valet parking for office and retail users in the proposed project.
4. Discussions by the applicant with prospective office users leading to the conclusion that most if not all of the shortfall in on-site spaces will be met by long-term leasing of off-site spaces in order to meet the business operational needs of the office employers. This resulted in a modest reduction in the proposed performance guaranty for the fee in lieu of parking.

Sections I, II and III, and IV below detail the above considerations and their impact on the parking study, and the Section V provides the applicant’s revised final calculations of parking required, parking provided, and the net shortfall in parking provided.

### I. Reduced Parking Requirement Due to Reduced Occupied Area

Part Two, Section E of the initial parking study concluded that 198 spaces were required for the project based on all relevant factors, as set forth in the table on page 8 of the initial study. Refinement of the architectural design of the project has led to a modest reduction in the floor areas of the occupied spaces, reducing the parking requirement from 198 spaces to 192 spaces. (The six space reduction is comprised of one fewer retail space and five fewer office spaces.) The following table should replace the table on page 8 of the initial study:

<i>Project Component</i>	<b>SF</b>	<b>Assumed Bulk Storage %</b>	<b>Assumed Bulk Storage SF</b>	<b>Net SF</b>	<b>Units</b>	<b>Parking Ratio Formula</b>		<b>Spaces</b>
Middle St. Retail Unit 1	2,326	15.0%	(349)	1,992		2.25	per 1000 sf	4
Middle St. Retail Unit 2	3,338	15.0%	(501)	3,159		2.25	per 1000 sf	6
Middle St. Retail Unit 3	2,366	15.0%	(355)	1,949		2.25	per 1000 sf	5
Middle St. Retail Unit 4	2,290	15.0%	(344)	1,949		2.25	per 1000 sf	4
Middle St. Retail Unit 5	1,931	15.0%	(290)	1,647		2.25	per 1000 sf	4
Fore St. Retail Unit 1	1,895	10.0%	(190)	1,802		1.75	per 1000 sf	3
Fore St. Retail Unit 2	3,116	10.0%	(312)	2,782		1.75	per 1000 sf	5
Fore St. Retail Unit 3	3,106	10.0%	(311)	2,782		1.75	per 1000 sf	5
Fore St. Retail Unit 4	1,709	10.0%	(171)	1,526		1.75	per 1000 sf	3
Office	62,949	5.0%	(3,147)	62,426		2.25	per 1000 sf	135
Residences	33,183	NA			18	1	per unit	18
<b>Total</b>	<b>118,219</b>							<b>192</b>

### II. Second Parking Study at Hampton Inn

A second parking study was conducted at the Hampton Inn from June 21, 2012 through July 5, 2012. This was an extremely busy period at the Hampton Inn, with occupancy averaging 89.2% during the 15-day period. The methodology of the study was exactly the same as the first study, so this update will not repeat the description of how the study was conducted.

It should be noted that a mere increase of occupancy will not result in any changed assumptions, because all calculations in the initial parking study were based on full 100% occupancy, to make the parking study conservative. However, even though all calculations are based on 100% occupancy, there are two factors being measured that are likely to vary somewhat from season to season as the hotel guest mix changes. These potentially variable factors are (a) the “parking ratio” (a percentage calculated as the number of cars actually parked overnight divided by the number of rooms sold on a given night) and (b) the hour-by-hour parking demand as a percentage of the overnight demand (in other words, how many spaces opened up hour by hour as guests left the hotel during the day and how fast the spaces filled up again in the evening as guests returned to the hotel).

The authors of the initial study concluded that an appropriate parking ratio was 70%, a conservative conclusion based on the 67.8% average for a seven-month period. Based on the 70% figure, if 100 rooms were sold, one would expect 70 parked cars. (See page 6 of the initial study). In the second study, the data showed an average parking ratio of 71.7%, slightly higher than the 70% conclusion of the first study. The authors believe that 70% is still a reasonable estimate of the year round parking ratio, since the first study showed a 67.8% average over a seven-month period from September 2011 through March 2012.

Notably, however, the second parking study indicated that more of the cars that were parked were left on the lot, later into the day. The most plausible explanation is that the mix of guests during the summer is weighted more heavily toward pleasure/tourist travelers as opposed to business travelers. The business travelers would be expected to leave the hotel in their vehicles earlier in the day to attend meetings, etc. while the pleasure/tourist guest may often leave the vehicle on the lot and tour Portland on foot. Furthermore, the summer weather is clearly more conducive to walking, thus the higher number of cars left on the lot than in the colder months of the first study.

The time of day data from the second study is presented below.

<b>Hampton Portland Parking Study</b>		
<b>Time of Day</b>	<b>Cars Parked as % of Occupied Rooms</b>	<b>Cars Parked at 100% Occupancy</b>
7:00 am	70.3%	86
8:00 am	63.1%	77
8:30 am	59.5%	73
9:00 am	54.2%	66
10:00 am	43.1%	53
11:00 am	34.9%	43
Noon	28.1%	34
1:00 pm	26.2%	32
2:00 pm	26.9%	33
3:00 pm	29.4%	36
4:00 pm	34.8%	42
4:30 pm	39.9%	49
5:00 pm	44.2%	54
5:30 pm	47.5%	58
6:00 pm	53.9%	66
7:00 PM	58.5%	71
Last Shift	73.8%	90

Based on the above, the hotel at full occupancy will need 66 parking spaces at 9:00 a.m., and fewer each hour during the day until 4:30 p.m., and the demand then rises again, reaching 66 by 6:00 pm. The initial study indicated that under full occupancy only 39 spaces would be used for hotel guests at 9:00 a.m. and 32 spaces at 6:00 p.m. The weekday hours of 9:00 am to 6:00 pm are the important hours for purposes of sharing parking spaces with office users in the new project.

The study authors believe that it is appropriate to seasonally adjust the time-of-day hotel parking demand data to calculate the final overall availability of unused spaces to be shared with other uses between 9:00 a.m. and 6:00 p.m. on weekdays. The initial study showing 39 spaces for hotel guests at 9:00 a.m. has been used to calculate availability for sharing during seven off-peak months of the hotel year (November through May) and the second study showing 66 spaces used at 9:00 a.m. has been used for the five peak months (June through October). This yields a weighted average of 50 spaces used by hotel guests 9:00 a.m. to 5:00 p.m. on weekdays. In Section V of this update, the above data will be factored into the revised calculations of the number of shared parking spaces that will be available for use by the office and retail components of the Phase II project.

### **III. Redesign of the Fore Street Garage Layout**

Further research and design consultation has led to the conclusion that the Fore Street Garage parking space layout can be better optimized for use by the professional parking valets that handle 100% of the parking for hotel guests.

Research has indicated that many planners and municipalities around the country now specify 7.5' wide parking spaces for public use for compact cars (e.g., Dallas, TX; Honolulu, HI). Such spaces would be less than the 8.0 foot width that is specified for compact spaces in the City of Portland Technical Standards Manual. Where there is opposition to 7.5' compact spaces, it is due to the fact that drivers of large cars frequently ignore the "compact only" restriction and park large vehicles in the smaller spaces. The specifications for compact space widths, and the concerns about drivers who ignore the compact car restrictions are not relevant to the proposed layout of the Fore St. Garage, because these compact spaces will be utilized by professional valet parkers, who (i) will be fully familiar with the parking lot layout, (ii) can monitor and control the allocation of cars to the full-size vs. compact spaces, (iii) will be more skilled at accurately aligning vehicles in the spaces, and (iv) more capable of carefully opening the driver side door only and obtaining access to and from the vehicle. The vehicles will be in the custody of the hotel, adequately insured, and the hotel staff will every incentive (for guest satisfaction and liability purposes) to park and maneuver the cars carefully. In fact, at least one major city, Raleigh, NC, has developed a new development ordinance that requires no minimum stall size and no striping whatsoever for valet parking, recognizing that valets use judgment and ingenuity in parking a large number of vehicles in small areas.

The redesign of the Fore Street Garage takes into account that it will be used only by residents of the twelve existing Portside Residences condominiums and by the hotel valets. The Portside residents will be assigned to 12 tandem parking spaces (24 stalls) that are each composed of two 9' 2" wide and 18' deep stalls, larger than the minimum size specified in the City of Portland Technical Standards Manual. These spaces are at the front of the garage, providing the maximum maneuverability and ease of use. The remaining 91 stalls in the garage consist of 56 compact stalls that are 7' 4" wide by 18' deep and 35 large stalls that are 9' 2" wide by 18' deep. These 91 stalls provide more valet parking for hotel guests than the 78 stalls currently available for hotel valet use on the existing surface lot, and will accommodate a 74.6% parking ratio on a full occupancy night without any stacking in the aisles. See Exhibit A for a diagram of the revised Fore Street Garage parking layout.

The authors of this study conducted a test with the Hampton Inn valet staff on July 18, 2012. Three mock-up spaces were laid out using 4" wide red tape to delineate spaces that were 7' 4" between

centerlines of the stripes. The 7' 4" spaces were more than adequate for cars typical of the compact designation (two Hyundai Elantras and a Toyota Corolla). Valet staff reported that it was "easy" to exit and enter the compact vehicles. The 7'4" spaces were also adequate for three mid-size vehicles (Buick Lacrosse, Ford Fusion, and Lincoln MKZ). Valet staff reported that it was "less easy but not a problem" to exit and enter the vehicles. Photos of the mock-up spaces with compact and mid-size vehicles are attached as Exhibit B.

In addition to the 91 valet spaces in the Fore Street Garage, there will be three remaining surface spaces on the Phase I property available for hotel use and the hotel leases five spaces off-site (three at Top of the Old Port and two in Ocean Gateway Garage) as required by the Phase I Site Plan Conditions of Approval.

The redesign described above, which yields 91 stalls for hotel valet parking plus 8 other available hotel parking spaces, will be factored in to the calculation of parking provided and the parking shortfall in Section V of this study.

**IV. Revised Assumption Regarding Leasing of Off-Site Parking Spaces**

The authors of this study have been advised by CBRE – The Boulos Co. (the commercial real estate brokerage firm handling the sale of the office and retail condominium units) that potential office users have invariably expressed the intention of securing off-site spaces in the adjacent Ocean Gateway Garage in sufficient numbers to eliminate any shortfall between the parking provided and the parking required for the project. However, at the time of approval of the project, it is unlikely that there will be any firm sales contracts with office users and therefore it will be impossible to demonstrate the actual quantity of off-site parking that will be secured by long-term leases. The applicants have entered into a letter of intent from Ocean Gateway for a minimum of 100 spaces that will be available, and formal leases will be entered into as office space buyers are identified.

In light of the above, the study authors have made the very conservative assumption that 60% of the shortfall in spaces will be met by long-term leases of off-site spaces, and 40% will be met by payment of fees in lieu of parking.

**V. Revised Calculation of Phase II On-Site Parking Spaces Provided and Calculation of "Shortfall" (Required Minus Provided)**

Set forth below is the calculation of parking spaces provided for the Phase II project, the parking spaces required as determined by this study, and the "shortfall" (required minus provided). Note that the proposed Fore Street Garage replaces the existing surface parking lot that serves the existing Hampton Inn and Portside Residences, thus the spaces required for those uses must be subtracted from the total spaces in the proposed Fore Street Garage to determine how many are available to serve Phase II.

<b>Calculation of Net Parking Spaces Provided for Phase II</b>	
<i>Part One: Fore Street Garage</i>	
Proposed Fore Street Garage Total Spaces	115
Less Spaces Assigned to Existing Portside Residences (12 Units)	(24)
Less Spaces Required for Existing Hampton Inn Peak Demand (sold out, 70% parking ratio)	(85)

Plus Existing Spaces that will remain on Hotel Property (Available for Hotel Use)	3
Plus Hotel Off-Site Leased Spaces (see note 1 below)	5
Sum of Above Equals Full-Time (Non-Shared) Spaces Available for Proposed Phase II Uses	14
Plus Weekday Shared Parking Available (see note 2 below)	44
Equals Net Parking Provided for Phase II Project in Fore Street Garage	58
<i>Part Two: Middle Street Garage</i>	
Middle Street Garage Total Spaces (100% Available for Phase II Project)	63
<b>Total Parking Provided for Phase II Project in Both Garages</b>	<b>121</b>

**Notes on Calculation of Parking Spaces Provided for Phase II**

1. Conditions of site plan approval of Phase I required leasing of 10 off-site spaces. This has been satisfied with a written agreement between Sebago Brewing and Hampton Inn under which each lease 5 spaces. Evidence of these leases has been provided to planning staff.
2. In Section II of this study update, the authors concluded that a seasonally weighted average of 50 hotel guest cars would be parked between 9:00 a.m. and 6:00 p.m. on weekdays. There are 91 spaces in the new Fore Street Garage and 3 existing spaces at the hotel to accommodate those 50 cars, and thus there will be 44 spaces remaining to provide valet parking for use by the office and retail occupants of Phase II.

<b>Calculation of Parking Differential for Phase II (Required Minus Provided)</b>	
Parking Requirement for Phase II Project (from Section I of this revised study)	192
Total Parking Provided for Phase II Project (from table directly above)	121
<b>Equals Shortfall for Phase II (Required Minus Provided)</b>	<b>71</b>

The following is the applicant's preliminary fee in lieu of parking calculation, based on the very conservative assumption that 60% of the shortfall in spaces provided on-site with leased spaces and 40% with fee in lieu payments, as detailed in Section IV of this study update.

<b>Preliminary Fee in Lieu of Parking Calculation</b>	
Shortfall for Phase II (Required Minus Provided)	71
Leased Off-Site Spaces per Section 14-344 (60% of shortfall)	43
Spaces Met by Fee In Lieu Payments per Section 14-345 (40% of shortfall)	28
Example Fee in Lieu Payments to Sustainable Transportation Fund (see note 1 below)	\$140,000

**Note on Calculation of Fee in Lieu Payment**

1. Based on discussions with City of Portland Planning Staff, the following procedures are expected for securing and paying the fee in lieu of parking. Pursuant to Section 14-345 of the Land Use Ordinance, the applicants will provide a performance guarantee for payment of \$140,000 of fees in lieu of parking, based on the preliminary calculation above. Because numerous separate certificates of occupancy will be issued for the separately owned spaces in the mixed-use project, the planning department will track the actual documentation of leased spaces satisfying the requirements of Section 14-334, and from time to time may reduce the performance guaranty if appropriate. Upon the sooner of (a) issuance of all COs for the project or (b) three years after the issuance of the first CO, the final fee in lieu will be calculated based on the number of documented off-site leases and the fee will be paid.

**Note on Bicycle Parking Requirements**

1. The changes in vehicle parking requirements outlined above do not result in any change to the calculation or required bicycle parking spaces under Section 14-526(a)(4)(b).

Exhibit A - Revised Layout of Fore Street Garage

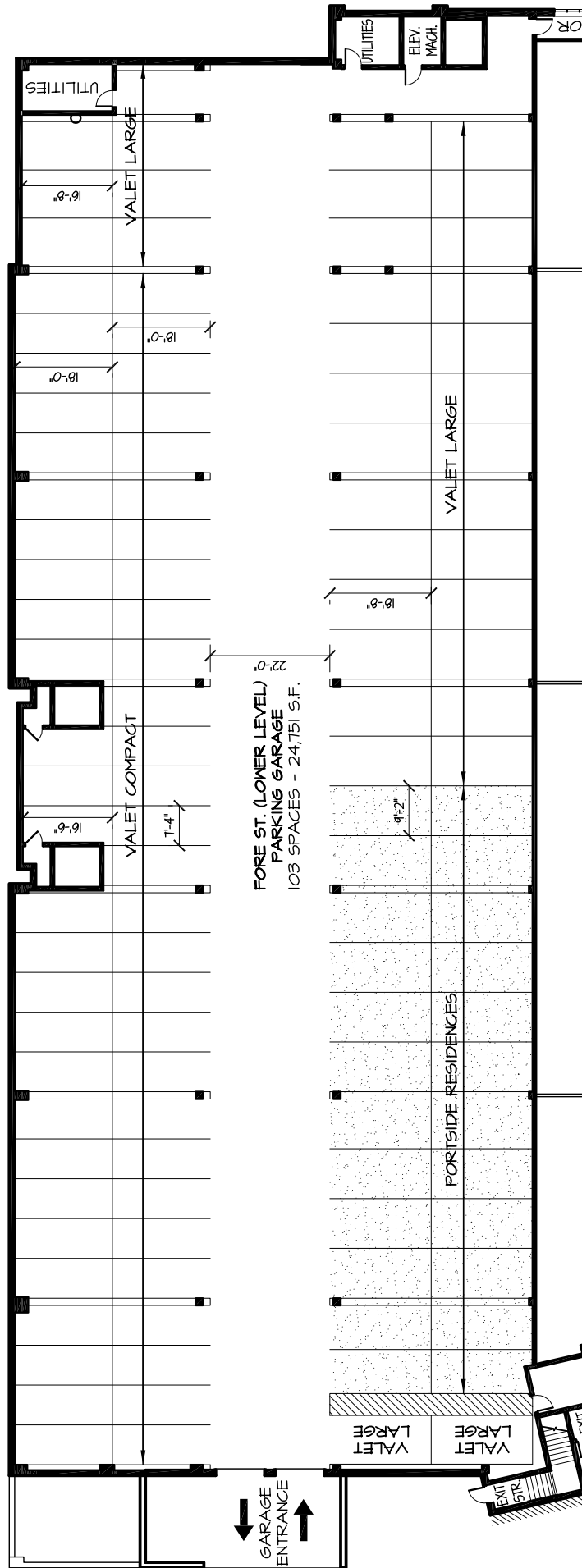


Exhibit B  
Compact Parking Space Test



Compact Cars (Left & Middle Hyundai Elantra, Right Toyota Corolla)



Mid-Size Cars (Left Buick Lacrosse, Middle Ford Fusion, Lincoln MKZ)