

**Parking Demands
Schlotterbeck & Foss Building
Portland, Maine
March 24, 2016
JN 3027**

Introduction:

Gorrill Palmer (GP) has evaluated the potential parking demand for the proposed redevelopment of the Schlotterbeck & Foss Building located in Portland, Maine. The site is located in the B-7 Mixed Development District Zone. The proposed building will have 1,750 square feet of office space and 56 market rate residential units with unbundled parking.

The proposed facility is located on an existing lot with City streets along each of the borders. The facility itself is the redevelopment of an existing building and not new construction. As such, accommodating the needs for off-street parking and the other requirements of the site is a balancing act.

After discussions with City Staff, the on-site parking has been maximized while balancing the other needs of the project. Once the maximum on-site parking was determined, GP could then make a determination as to if that parking is sufficient, or if other avenues for parking accommodations needed to be pursued. The following is a summary of the parking evaluation.

Vehicular Parking Evaluation:

Based on maximizing the use of the site and balancing green space, drainage needs, snow storage, pedestrian accommodations, and on-site parking, the number of on-site spaces is a total of 45, with 17 of those compact spaces.

Based on the City ordinance, the proposed 1,750 square foot office space would require 1 space per 400 square feet, which results in a required 5 parking spaces. This leaves 40 parking spaces to accommodate the 56 apartments.

Using the 40 parking spaces for 56 apartments yields a parking ratio of 0.71. The general parking requirement for the City for a market rate apartment is 1 space per unit. Based on discussions with the applicant for the West End project (also Market Rate), which has been constructed and is occupied, their actual parking rate is approximately 0.79. Based on our previous experience, other apartment buildings in downtown range from approximately 0.50 to 1.0, with previous usage of 0.70. It should be noted that the proposed apartments are referred to as micro-apartments because they generally do not exceed 500 square feet in size. We anticipate this type of tenant is more likely to use other forms of transportation such as bicycle, walking, taxi, UShare, or METRO.

Based on this analysis, it is our opinion that the parking ratio of 0.71 is appropriate for the proposed apartments in a downtown location.



Bicycle Parking:

Per City Ordinance, non-residential structures are required to provide bicycle accommodations in proportion to the vehicular parking. For residential structures 2 bicycle parking spaces are required for every 5 dwelling units and for non-residential structures 2 bicycle parking spaces are required for every 10 vehicle parking spaces. Based on the ordinance this project would require 23 residential and 2 non-residential bicycle parking spaces for a total of 25 bicycle parking spaces.

Conclusions:

In our opinion, 45 vehicular parking spaces and 25 bicycle parking spaces are adequate to accommodate the proposed project. However, this methodology needs to be reviewed and approved by the City.

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