

Project: York Street Mixed Use Development
Date: August 12, 2015
Subject: Parking Evaluation
To: Barry Stowe
From: Randy Dunton, Gorrill Palmer (JN 3018)

As requested, Gorrill Palmer (GP) has evaluated potential parking demand for the proposed mixed use development. At this time, the project is proceeding with the following mixture of uses; 63 condo units, 9,955 sf Specialty Retail and 7,000 sf of Restaurant. Therefore, the parking evaluation is based on this combination of uses.

Vehicular Parking:

Typically, the overall parking demand for a mixed use development can be further reduced due to the expectation that there will be some cross use between the individual facilities. For instance, it can be assumed that some of the people living in the condos will also be those that go to the restaurant or visit the retail. To be conservative, this was only assumed at 5%.

In addition to a reduction in parking due to shared use, there is also typically a reduction in parking because the peak parking demand for all three uses are not expected to occur concurrently. For instance, the peak parking demand for the Condos would be expected to occur early in the morning and late at night, when everyone is home. This is not the same time as the peak parking demand for specialty retail which would be expected during the normal business day, or the peak parking demand for the restaurant which would be expected at the end of the business day. We have assumed a 5% reduction in overall parking demand due to off-set peaks.

The following is a summary of the vehicular parking demand:

Vehicular Parking Requirement Summary

	Parking Variable	Ordinance Requirement	Required Parking per Ordinance	Shared Use Reduction (5%) (Note 4)	Off set parking peaks (5%) (Note 4)	Reduced Parking Demand
Potential Uses						
Condos	63 Units	1 / Unit (Note 1)	63 spaces	3 spaces	3 spaces	57 spaces
Retail	9,955 sf	1 / 200 sf (Note 2)	40 spaces	2 spaces	2 spaces	36 spaces
Restaurant	7,000 sf	1 / 150 sf (Note 3)	33 spaces	2 spaces	2 spaces	29 spaces
Total Parking Req.			136 Spaces	7 spaces	7 spaces	122 spaces

Notes:

1. The City's standard requirement for residential units is 2 spaces per unit (Sec. 14-332 (a)). However, under Sec. 14-332.2 (c) the requirement can be reduced for a development over 50,000 sf based on information submitted by the applicant and on the recommendation of the City's transportation engineer. For this analysis, we used 1 parking space per unit.
2. The first 2,000 sf of a first floor is not considered per ordinance



3. This requirement is per sf of “area not used for bulk storage or food preparation”. For the purposes of this parking summary, we assumed 30% of the sf will be used for this purpose.
4. City Ordinance Sec. 14-332.2 (c) and Sec. 14-343 (a) will allow for further reductions in parking demand which we have taken credit for (5% each) in the form of Shared Use and Off-Set Parking peaks.

Pre-Development Parking Demand vs. Post-Development Parking Demand:

Pre-development condition:

The existing site includes two buildings that are or were recently used as; 1,350 sf restaurant (was used as Convenience Store prior to that), a 1,300 sf restaurant and 9,000 sf of office space. Based on the City Ordinance, the existing site would require the following vehicular parking spaces:

Existing Total Required Parking Spaces

	Required Vehicular Parking Spaces
Existing Condition	
Restaurant (1,350 sf)*	7 spaces
Restaurant (1,300 sf)*	6 spaces
Office Space (9,000 sf)	23 spaces
Existing Total Required	36 spaces
Existing Spaces Available	95 spaces
Excess Parking Spaces	59 spaces

*Same assumptions for Restaurant in previous table

As can be seen from the summary, the site requires 36 parking spaces currently. There are approximately 95 spaces available on site currently, which leaves 59 excess parking spaces that could be rented out or used for future development in the area.

Post-development condition:

For the post-development condition, the condos were assumed to require one space per unit, and the reductions of shared use and off-set parking peaks was included. This yields a total required vehicular parking requirement of 122 spaces. The number of proposed on-site parking spaces after the development is complete is 211 spaces. Using 122 of the 211 parking spaces for the proposed uses, results in 89 excess parking spaces that could be rented out or used for future development in the area. **This is a net increase of 30 parking spaces (approximately 50% increase from pre-development) that can be used by others as a result of the proposed development.**

Bicycle Parking:

Per City Ordinance, non-residential structures are required to provide bicycle accommodations in proportion to the vehicular parking. For this project, the non-residential vehicular parking requirement is 65 spaces. Based on that vehicular parking requirement, this project requires seven bicycle parking spaces. For Residential Structures, the Ordinance requires two bicycle spaces for every five dwelling units. For the proposed 63 units, this would require 26 bicycle parking spaces, for a site total of 33 bicycle parking spaces.



Conclusion:

Based on this evaluation, approximately 122 vehicular parking spaces and 33 bicycle parking spaces are anticipated to be required to meet the City ordinance.