

Parking Demand Mitigation Study

475 Haggard Lane, 495 Haggard Lane, and 450 Radcliffe Road

**(1) Review of national best practices for parking calculations for the project, including the current ITE Manual Parking ranges or the ranges produced by the ITE ParkGen Report;**

For the anticipated development at this property, the ITE Parking Recommendations are as follows:

LAND USE TYPE	UNIT OF MEASURE	STANDARD VALUES (ITE 6 <sup>th</sup> Edition)
Affordable Garden Style Apartment	Per Dwelling Unit	1.0
Senior Living	Per Dwelling Unit	0.61

A screen capture of the ITE Land Use code and graph is located at the end of this report.

The on street parking only takes into account the parallel parking spaces that would be available interior of the site, and does not include any parking on Haggard Lane, Haggard Ct, or Radcliffe Road.

**(2) The anticipated parking demand for the project;**

Based on the values from (1), the anticipated parking demand for this project is:

LAND USE TYPE	UNIT OF MEASURE	Project Unit Value	Project Bike Total	Project Required Parking Total	Project Provided Parking Total	Project Value
Affordable Garden Style Apartment	Per Dwelling Unit	83	-	83	133	1.10 / 1.60
Senior Living	Per Dwelling Unit	96	-	59	89	0.61 / 0.93
Total Off street Parking					222 off street	
On Street Parking	Per parallel parking spot	-	-	-	59 on street	-
		<b>Total</b>	-	<b>142</b>	<b>281</b>	

Based on the location of the proposed development and the provision of bike parking and bus stops, the following reductions are allowable, but are not being requested:

- Bicycle Reduction: 5%
- Transit Locations adjacent to the site:10%

**(3)How the anticipated parking demand will be satisfied on-site or off-site;**

The anticipated parking demand will be satisfied on-site by the provided 222 Onsite (off street) vehicle parking spaces and the 59 on street parallel parking. A concern of the existing neighborhood was that our parking would “leak” into their streets. Therefore, we are providing excess parking than what would be normally required at their request. The Garden Style Apartments meet the old requirement of 0.9 parking spaces per bedroom, and exceeds the old requirement of 1.5 per unit with a 1.6 per unit.

Similarly, the senior living is in excess of the requirement of the ITE parking generation, and is in excess of the Industry standard of senior living that is a ratio 0.78 which would require 96 units to have 75 parking spaces. We have provided on the Preliminary Development Plan 89 parking spaces which relates to a parking ratio of 0.92, once again to avoid any inconvenience to the existing surrounding neighborhood.

**(4)The methods and strategies to be implemented in order to reduce vehicle trips by site users;**

The placement of long term and short term bike parking will allow for short distance trips to the nearby businesses, church, and the adjacent city park. We are not requesting a reduction for bike parking, but will have some bike parking as an amenity to the site.

**(5)The methods and strategies to be implemented in order to promote transportation options by site users;**

Bicycle parking options are to be provided for users of the site, whether visitors to the on-site establishments or residents who will be able to travel by bicycle to the city park. Further, two LEXTran bus stops are adjacent to the development. One at the intersection of Radcliffe and Benton Roads, and the second at Blue Ridge Drive and Haggard Lane.

**(6)The projected mode share by site users from the utilization of the Study's strategies.**

Due to the location of the site being fairly removed from the downtown corridor and approximately 2 miles from the nearest grocery store (Krogers at Bryan Station and New Circle) We anticipate that 99% of trips to the site will be by vehicle. The rest will come from bicycles.

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### Graph Look Up

**Query** Filter

DATA SOURCE: Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE: 223

LAND USE GROUP: (200-299) Residential

LAND USE: 223 - Affordable Housing

LAND USE SUBCATEGORY: Income Limits

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday (Monday - Friday)

ENTER IV VALUE TO CALCULATE PARKING DEMAND: 83 Calculate

**Data Plot and Equation**

Use the mouse wheel to Zoom Out or Zoom In. Hover the mouse pointer on data points to view X and P values.

**DATA STATISTICS**

Land Use: Affordable Housing - Income Limits (223) [click for Description and Data Page](#)

Independent Variable: Dwelling Units

Time Period: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 30

Avg. Num. of Dwelling Units: 156

Average Rate: 1.00

Range of Rates: 0.32 - 1.66

33rd / 85th Percentile: 0.85 / 1.40

95% Confidence Interval: 0.9 - 1.1

Standard Deviation: 0.28

Coefficient of Variation: 28%

Fitted Curve Equation:  $P = 1.12(X) - 19.50$

R<sup>2</sup>: 0.91

Calculated Parking Demand: Weighted Average 83  
Fitted Curve 73  
85<sup>th</sup> Percentile: 116

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### Graph Look Up

**Query** Filter

DATA SOURCE: Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE: 252

LAND USE GROUP: (200-299) Residential

LAND USE: 252 - Senior Adult Housing - Multifamily

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday (Monday - Friday)

ENTER IV VALUE TO CALCULATE PARKING DEMAND: 96 Calculate

**Data Plot and Equation** Caution - Small Sample Size

Use the mouse wheel to Zoom Out or Zoom In. Hover the mouse pointer on data points to view X and P values.

**DATA STATISTICS**

Land Use: Senior Adult Housing - Multifamily - Not Close to Rail Transit (252) [click for Description and Data Page](#)

Independent Variable: Dwelling Units

Time Period: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 3

Avg. Num. of Dwelling Units: 58

Average Rate: 0.61

Range of Rates: 0.45 - 0.67

33rd / 85th Percentile: 0.51 / 0.67

95% Confidence Interval: ...

Standard Deviation: 0.11

Coefficient of Variation: 18%

Fitted Curve Equation: ...

R<sup>2</sup>: ...

Calculated Parking Demand: Weighted Average 59  
Fitted Curve: Not Available  
85<sup>th</sup> Percentile: 64

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