

651 Perimeter Drive, Suite 300 Lexington KY 40517 859.368.0145

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



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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:

- o Bicycle Reduction: 5%
- o 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;

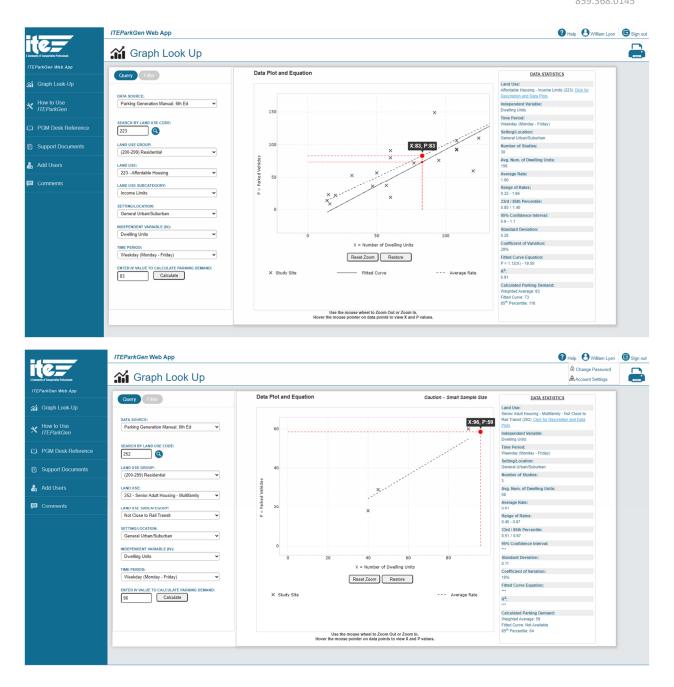
Bicycle parking options are to be provided for users of the site, whether visitors to the on-site establishments or residents who will be able to travel by bicycle to the city park. Further, two LEXTran bus stops are adjacent to the development. One at the intersection of Radcliffe and Benton Roads,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