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## Memorandum

**DATE:** 9/25/14

**PROJECT NO.:** 20140151

**TO:** VERL EMRICK

**FROM:** GEORGE KRAMER, AICP

**CC:** DAVID LAMM, JIM WILLIAMS,

DICK WELLS, SARA BLANCHARD

**SUBJECT:** MCC PARKING ANALYSIS

The purpose of this memorandum is to summarize the findings of Littlejohn's parking analysis of the proposed MCC development.

This study was conducted by Kok Wan Mah, PE, a Senior Transportation Engineer at Littlejohn. His analysis utilized ITE Parking Generation, 4th Edition (2010) for parking demand and ULI Shared Parking, Second Edition (2005) to determine the parking demand profile for time of day. This study was to determine peak projections, and therefore, a comparison was made between weekday and weekend utilization rates to determine the highest peak for this mixed-use project. Both periods show similar parking demand, with the weekend slightly higher because of the retail and restaurant uses.

Based on the most recent information received from the MCC Development team, the proposed mixed-use project includes 505 onsite parking spaces (469 garage and 36 surface.) The attached analysis demonstrates that the proposed onsite parking provides adequate capacity over the course of an average design day. However, there may be specific days out of the year when the on-site capacities may exceed available spaces. These include holiday shopping, street festivals and other special events.

As shown in the attached City Parking exhibit there are 135 city-owned spaces, including three lots for City staff and twenty-four on-street parking spaces, which may be considered as supplemental supply during these special peak periods. While this peak hour period will likely occur after normal City Hall business hours, it should be noted that evening meetings, including City Council and Planning and Zoning, are scheduled during the week. With a MCC/City total supply of 640 spaces, these spaces would seem sufficient to support evening meetings during a MCC peak period.

Based on this analysis there appears to be adequate parking on the MCC site to support the proposed development program. Leveraging city parking spaces, through shared use, and during special events and holidays to support a long-desired redevelopment project that is part of an overall vision for a new Downtown is sound and prudent public policy. The MCC project is consistent with the Goals and Policies of the City's Comprehensive Development Plan as well as the Downtown Maitland Revitalization Plan and it has the potential, as the initial mixed-use project in the core, to serve as a catalyst for future redevelopment in the area. We recommend that the City work with the Applicant to development a shared parking agreement. Under this scenario, and in recognition of the City's willingness to support the parking demands of the project, we also recommend that the Applicant re-evaluate its surface lot parking configuration, including the proposed bank drive through, to maximize onsite parking. Lastly there are several private lots, including two banks and a church, within close proximity to the project site, which the applicant should consider for shared parking agreements.

**Weekday Peak Parking Demand & Shared Parking Analysis - Maitland City Centre**

Land Use	ITE Code	Intensity	Peak Period	Pk Parking Demand	Spaces per Land Use Intensity	12am-4am	5am	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
Low/Mid-Rise Apartment Building	221	220 Occ DU	Weekday, Urban	264	1.20 per Occ DU	264	264	264	238	224	211	198	185	172	185	185	185	198	224	238	256	259	261	264	264
Live-Work Units	221/710	30 Occ DU 5.1 KSF	Weekday, Urban	37	1.85 per Occ DU	36	36	36	35	36	37	35	33	32	33	33	33	35	36	33	35	36	36	36	36
Retail	820	11.75 KSF	Non-Fri Weekday (Dec)	59	5.05 per KSF	3	3	3	3	11	23	40	54	59	58	56	52	46	37	38	46	42	25	3	3
Supermarket	850	6.36 KSF	Weekday, Urban	14	2.27 per KSF	0	0	0	1	2	4	9	10	14	14	14	14	14	13	11	9	4	1	0	0
Bank with Drive-Thru	912	1.95 KSF	Weekday	8	4.00 per KSF	0	0	0	1	4	7	8	4	4	4	5	4	6	8	2	0	0	0	0	0
Quality Restaurant	931	6.98 KSF	Weekday	74	10.60 per KSF	0	0	0	0	0	0	0	15	38	41	30	20	20	29	53	74	72	44	19	0
High Turnover Restaurant	932	4.00 KSF	Weekday, Suburban	53	13.30 per KSF	0	0	0	0	0	3	4	9	26	21	14	10	12	32	50	53	43	45	26	23
Fast Food Restaurant	934	1.05 KSF	Weekday	9	8.20 per KSF	0	0	1	2	2	1	4	5	9	8	5	4	5	8	8	4	2	2	2	1
Coffee Shop with Drive-Thru	937	1.80 KSF	Weekday	19	10.40 per KSF	0	0	0	14	19	12	11	8	7	5	0	0	0	0	0	0	0	0	0	0
<b>Total</b>				<b>537</b>		<b>303</b>	<b>303</b>	<b>304</b>	<b>294</b>	<b>298</b>	<b>298</b>	<b>309</b>	<b>323</b>	<b>361</b>	<b>369</b>	<b>342</b>	<b>322</b>	<b>336</b>	<b>387</b>	<b>433</b>	<b>477</b>	<b>458</b>	<b>414</b>	<b>350</b>	<b>327</b>

Notes: For urban conditions, the average number of bedrooms for the Low/Mid-Rise Apartment Building is 1.9 bedrooms per dwelling unit, based on 11 study sites.  
 ITE Parking Generation, 4th Edition (2010) utilized for parking demand



**Saturday Peak Parking Demand & Shared Parking Analysis - Maitland City Centre**

Land Use	ITE Code	Intensity	Peak Period	Pk Parking Demand	Spaces per Land Use Intensity	12am-4am	5am	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
Low/Mid-Rise Apartment Building	221	220 Occ DU	Saturday, Urban	229	1.04 per Occ DU	229	229	229	206	194	183	172	160	149	160	160	160	172	194	206	222	224	227	229	229
Live-Work Units	221/710	30 Occ DU 5.1 KSF	Weekday, Urban	36	1.82 per Occ DU	36	36	36	35	36	36	35	33	32	32	30	28	29	32	33	35	36	36	36	36
Retail	820	11.75 KSF	Sat (Dec)	69	5.91 per KSF	0	0	1	3	7	21	35	45	56	63	69	69	66	63	56	52	45	35	24	10
Supermarket	850	6.36 KSF	Saturday, Suburban	25	3.92 per KSF	0	0	0	1	4	6	14	15	22	25	22	22	21	19	12	10	6	2	0	0
Bank with Drive-Thru	912	1.95 KSF	Saturday	7	3.47 per KSF	0	0	0	0	2	3	5	7	6	2	0	0	0	0	0	0	0	0	0	0
Quality Restaurant	931	6.98 KSF	Saturday	115	16.40 per KSF	0	0	0	0	0	0	0	17	57	63	52	52	52	69	103	109	115	103	103	103
High Turnover Restaurant	932	4.00 KSF	Saturday, Suburban	65	16.30 per KSF	0	0	0	0	0	3	5	13	27	35	30	25	41	52	65	61	46	22	13	6
Fast Food Restaurant	934	1.05 KSF	Weekday	9	8.20 per KSF	0	0	1	2	2	1	4	5	9	8	5	4	5	8	8	4	2	2	2	1
Coffee Shop with Drive-Thru	937	1.80 KSF	Saturday	19	10.40 per KSF	0	0	0	19	17	15	12	12	7	6	0	0	0	0	0	0	0	0	0	0
<b>Total</b>				<b>573</b>		<b>265</b>	<b>265</b>	<b>267</b>	<b>266</b>	<b>262</b>	<b>268</b>	<b>282</b>	<b>307</b>	<b>365</b>	<b>394</b>	<b>368</b>	<b>360</b>	<b>386</b>	<b>437</b>	<b>483</b>	<b>493</b>	<b>474</b>	<b>427</b>	<b>407</b>	<b>385</b>

Notes: ITE Parking Generation, 4th Edition (2010) utilized for parking demand  
 Parking demand profile for time of day sourced from ULI Shared Parking, Second Edition (2005)

## Parking Demand, by Time of Day (Saturday)

