

PARKING CALCULATIONS

PARKING REQUIRED

	Quantity	Unit	ULI Peak Ratio/ ksf GLA	ULI Required Spaces	ULI Reduction Factors		Adjusted Parking Requirement
					Driving Adjustments	Non-Captive Adjustments	
Proposed							
Residential (Studio)	33	Unit	1	33	100%	100%	33
Residential (1BR)	54	Unit	1	54	100%	100%	54
Residential (2BR)	67	Unit	1.5	101	100%	100%	101
Residential (3BR)	15	Unit	2	30	100%	100%	30
Hotel	147	Unit	2/3	98	87%	90%	77
Hotel Amenity	9,400	SF	4.00	38	87%	90%	30
Office*	101,400	SF	3	304	88%	100%	268
Commercial*	75,810	SF	3	228	87%	90%	179
Restaurant (Fine/Casual Dining)*	14,440	SF	10	145	87%	98%	124
Total Required=				1,031	Total Adjusted Req'd=		896

PARKING PROVIDED

	Proposed Garage Parking=	801
	Proposed Surface Parking=	106
	Total Parking Provided=	907

Driving Adjustment is used to adjust the base parking ratios for transportation characteristics. The base parking ratios reflect the density of persons present in the land use and assume that nearly all users arrive by private automobile with typical auto occupancy for the specific use.¹ The driving adjustment reflects a portion of the persons carpooling, walking, working from home, utilizing a taxi or ride share, motorcycle, or bicycle.

Non-Captive Ratio is an estimate of the percentage of parkers at a land use in a mixed-use development who are not already counted as parking at another of the land uses. For example, when employees of one land use visit a nearby food court or coffee store, additional parking demand is not usually generated.¹

* Driving Adjustments

Office Driving Adjustment: Carpool (1%), Walked (3%), Worked at Home (6%), and Other (2%)

Restaurant/Commercial Adjustment: Carpool (10%), Walked (1%), and Other (2%)

Hotel/Hotel Amenity: Carpool (10%), Other (2%)

Other: Taxi, ride sharing, motorcycle, and bicycle.

1: Mary S. Smith, PE, Urban Land Institute Shared Parking: Third Edition. (2020)