Parking Summary

		Total spaces in proposal: <u>111</u>
I. Proposal	A mix of parking formats including: • 78 - on site surface parking • 18 - on-street parking • 15- per shared parking arrangement with the adjacent Woodies Automotive building	
II. Other Ordinances (DPO does not address hotel use apart from commercial use)	• Chapel Hill, NC .9/room	<u>104</u> spaces but may be reduced with pedestrian/bike/transit <u>115</u> spaces
	• Belmont, NC 1/room	<u>115</u> spaces
	• Asheville, NC ½ /room + additional uses	58 spaces + 8 = <u>66</u>
	• Carrboro, NC .75 to 1/room + additional uses	86 to 115 spaces + 8 = <u>100 to 121</u>
	Ordinances contemplate use of shared or joint parking Meeting rooms (2000 sq ft), Restaurant (intended for hotel guests only), Retail (2000 sq ft) -3800 sq ft/no more than 8 additional spaces	
III. Other Communities per parking modeling (See "Parking Generation – Replacing Flawed Standards…" by Kimley-Horn attached as Exhibit 1)	Durham, NC .39/room Tempe, AZ .34/room St. Petersburg, FL .31/room Arlington, VA .71/room	45 spaces 39 spaces 36 spaces 82 spaces
IV. Industry Standards	Institute of Transportation Engineers .64/room Urban Land Institute 1/room Industry average .82/room	74 spaces 115 spaces 94 spaces
V. Projected trends/alternatives to vehicular transportation	• pedestrian and bicycle options • public transportation • Uber and other private transportation	Hotel offers shuttle, bicycle sharing/parking, multi-purpose path, crosswalks, CATS transit stations, Mid-Block crossing and payment toward bridge crossing

Note: The proposed hotel generates 75% less traffic than the two approved buildings per TIA Appendix Table 2 and generates 60% less traffic than a comparable sized office building per TIA Appendix Table 1 (Appendix Tables attached as Exhibit 2)

Exhibit 1

PARKING GENERATION -
Replacing Flawed Standards with the Custom Realities of Park+

Park+
Unlimited **Parking** Solutions

The second table below shows additional communities and the generation rates found in their respective modeling exercises.

LAND USE TYPE	UNIT OF MEASURE	STANDARD VALUES		PARK+ MODEL COMMUNITY OUTPUTS					
		ULI	ITE	ST. PETERSBURG, FL	CAPITAL EAST, MADISON, WI	SALINAS, CA	GILBERT, AZ	CRYSTAL CITY, ARLINGTON, VA	FORT COLLINS, CO
Apartment	per dwelling unit	1.5	1.20	0.44	0.85	1.22	0.82	0.71	1.16
Condominium	per dwelling unit	1.7	1.38	0.41	0.60	--	--	0.63	1.31
Retail	per 1,000 SF	3.6	2.65	0.78	2.70	0.68	0.57	0.36	0.64
Hotel	per room	1.00	0.64	0.31	--	15.35	--	0.71	--
Lounge	per 1,000 SF	10	13.30	4.23	4.79	6.54	8.38	--	5.38
Office	per 1,000 SF	3.8	2.84	1.14	1.55	2.88	2.06	1.36	1.60
Restaurant	per 1,000 SF	10.50	10.10	5.17	6.46	9.96	10.12	--	5.27

• University Parking Characteristics

Unlike municipal settings, there aren't a lot of governing rates for the prediction of parking generation on a university campus. In fact, ITE only provides a generation characteristic for universities based on total population, which is as broad an assessment as one can make when evaluating a campus. That rate (0.33 spaces per school population for a suburban campus and 0.22 spaces per school population for an urban campus) isn't widely used as far as I can tell, leaving academic planners to make their best guess when defining parking supply on their campuses.

The following table summarizes a variety of generation characteristics encountered for the university campuses we've modeled. These campuses vary in scale and context, and that variety is reflected in the rates that represent their users. No comparative rates are defined in this table due to the lack of consistent national planning standards.

Table 1: Davidson Commons East Proposed Hotel Trip Generation Table

ITE Trip Generation
Davidson Commons East Hotel

Trip Generation

Land Use	ITE Site Code	Size	Daily Total	Daily Enter	Daily Exit	AM Peak Total	AM Peak Enter	AM Peak Exit	Mid-Day Peak Total	Mid-Day Peak Enter	Mid-Day Peak Exit	PM Peak Total	PM Peak Enter	PM Peak Exit
Hotel	310	107 rooms	874	437	437	56	33	23	20	12	8	64	33	31
High-Turnover Sit-Down Restaurant	932	5000 sf	636	318	318	66	35	31	23	10	13	93	50	43
Subtotal			1510	755	755	122	68	54	43	22	21	157	83	74
* Internal Capture Percentage: DAILY - 8% ; AM - 5% ; Mid-Day - 9% ; PM - 8%			-121	-60	-60	-6	-3	-3	-4	-2	-2	-13	-7	-6
Non-Internally Captured Trips			1389	695	695	116	65	51	39	20	19	144	76	68
** Multi-Modal Connectivity Reduction: 5%			-69	-35	-35	-6	-3	-3	-2	-1	-1	-7	-4	-3
Subtotal			1319	660	660	110	62	48	37	19	18	137	72	65

Pass-Bys

Land Use	Pass-By Percentages Daily	Pass-By Percentages AM	Pass-By Percentages PM	Pass-Bys Daily Total	Daily Enter	Daily Exit	AM Peak Total	AM Peak Enter	AM Peak Exit	Mid-Day Peak Total	Mid-Day Peak Enter	Mid-Day Peak Exit	PM Peak Total	PM Peak Enter	PM Peak Exit
Hotel (310)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High-Turnover Sit-Down Restaurant (932)	-	-	43%	-	-	-	-	-	-	-	-	-	-37	-20	-17
Subtotal				-	-	-	-	-	-	-	-	-	-37	-20	-17

Overall

	Daily Total	Daily Enter	Daily Exit	AM Peak Total	AM Peak Enter	AM Peak Exit	Mid-Day Peak Total	Mid-Day Peak Enter	Mid-Day Peak Exit	PM Peak Total	PM Peak Enter	PM Peak Exit
Total New Trips	1319	660	660	110	62	48	37	19	18	100	52	48

* For internal capture percentage, daily and mid-day percentages were calculated using the ITE Internal Capture methodology; AM and PM percentages were calculated using NCHRP 08-51 methodology

** Multi-Modal Connectivity Reduction accounts for walkability and connectivity to adjacent parcels.

Exhibit 2

Stantec

Table 2: Davidson Commons East Previously Approved Office-Retail Trip Generation Table

Davidson Commons East - Previously Approved Development

ITE Trip Generation

Trip Generation

Land Use	ITE Site Code	Size	Daily			AM Peak			Mid-Day Peak			PM Peak		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
General Office Building	710	40000 sf	654	327	327	92	81	11	57	31	26	123	21	102
General Retail	820	20000 sf	2386	1193	1193	58	36	22	198	93	105	204	98	106
Subtotal			3040	1520	1520	150	117	33	255	124	131	327	119	208
* Internal Capture Percentage: DAILY - 6% ; AM - 8% ; Mid-Day - 5% ; PM - 6%			-182	-91	-91	-12	-9	-3	-13	-6	-7	-20	-7	-12
Non-Internally Captured Trips			2858	1429	1429	138	108	30	242	118	124	307	112	196
** Multi-Modal Connectivity Reduction: 5%			-143	-71	-71	-7	-5	-2	-12	-6	-6	-15	-6	-10
Subtotal			2715	1358	1358	131	103	28	230	112	118	292	106	186

Pass-Bys

Land Use	Pass-By Percentages			Daily			AM Peak			Mid-Day Peak			PM Peak		
	Daily	AM	PM	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
General Office Building (710)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Retail (820)	-	-	34%	-	-	-	-	-	-	-	-	-	-65	-31	-34
Subtotal				-	-	-	-	-	-	-	-	-	-65	-31	-34

Overall

	Daily			AM Peak			Mid-Day Peak			PM Peak		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Total New Trips	2715	1358	1358	131	103	28	230	112	118	227	75	152

* For internal capture percentage, daily and mid-day percentages were calculated using the ITE Internal Capture methodology; AM and PM percentages were calculated using NCHRP 08-51 methodology

** Multi-Modal Connectivity Reduction accounts for walkability and connectivity to adjacent parcels.