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September 27, 2024

Attn: **Daniel J. Ulatowski, AICP // Principal Planner/ZEO**
Town of Amherst Planning Department
5583 Main Street
Williamsville, New York 14221

Re: **Sawyer's Landing Mixed-Use Project, Town of Amherst, NY**
50 Dodge Road [Formerly Portion of 1081 North French Road - Site "A" of Muir Woods Property]
Alternative Parking Plan
Passero Project No: 20243845.0002

Dear Mr. Ulatowski:

This technical letter provides an updated shared parking demand assessment for the proposed mixed-use project (Sawyer's Landing Development) located in the Town of Amherst in connection with the request for the approval of an Alternate Parking Plan per Section 7-1-7A of the Zoning Code.

This letter updates a previous version of the Alternative Parking Plan dated December 18, 2023, and is consistent with the most recently updated plans prepared by Carmina Wood Design to be submitted in connection with a request to Amend the Findings Statement pursuant to the State Environmental Quality Review Act ("SEQRA"). Additionally, per Town feedback, this letter performs a shared parking sensitivity analysis of residential parking demands should more residents decide to work from home rather than leave the project site. All supporting materials are included in the attachments. The following tasks were undertaken:

- Estimated parking demands using Town Zoning Code requirements.
- Estimated mixed-use parking demands considering shared parking principles based on nationally accepted methodology developed, in part, by the Urban Land Institute (ULI), Institute of Transportation Engineers (ITE), International Council of Shopping Centers (ICSC), and National Parking Association (NPA).

1. PROJECT DESCRIPTION

The proposed mixed-use project consists of the following:

- **Residential:**
  - **Apartments:** 112 units with a total of 108 bedrooms
  - **2-Unit Attached Townhomes:** 44 units with a total of 88 bedrooms
  - **2-Story Townhomes:** 63 units with a total of 189 bedrooms
  - **Total Units:** 219 units
- **Self-Storage Building:** 105,600 SF
- **Building 1 (South Building) – 12,562 SF:**
  - 3,901 SF restaurant
  - 8,002 SF gym for outside membership
  - 227 SF meter room
  - 432 leasing office
- **Building 2 (North Building) – 15,154 SF:**

- 2,300 SF office
- 12,854 SF retail

The project will provide 407 total parking spaces split into:

- 94 parallel spaces
- 171 9'x19' spaces
- 63 townhouse garage spaces
- 63 spaces in front of townhouse garage spaces
- 16 garage spaces in 4-story buildings

2. PARKING REQUIREMENTS PER ZONING CODE

Section 7-1-6A of the Zoning Code sets forth the off-street parking requirements for different categories of land uses. Strict application of the parking requirements is depicted in **Table 1**.

Table 1: *Town Code Parking Requirements*

Use Type	Parking Requirement	Size	Result
Residential	2 spaces per unit	209 units	418
Office	1 space per 200 NFA	2,300 GFA (1,955 NFA)	10
Retail	5.5 spaces per 1,000 NFA	12,854 GFA (10,925 NFA)	61
Athletic Club (Gym)	1 per 2 persons of posted maximum capacity	160 persons	80
Restaurant	1 space per 3 seats + 1 space per 100 SF of take-out area	100 seats + 500 SF	38
Self-Storage	1 space per 5,000 SF devoted to storage		22
		Total Required Parking	**629**

GFA = gross floor area.
NFA = net floor area.
For single story, multiple tenant building – 85% of GFA. This was applied to the office and retail uses.
Athletic club assumed 50 GSF per person according to the 2020 NYS Building Code.

Strict application of the off-street parking standards results in a parking requirement of 629 spaces. Based on the current supply of 407 spaces, the site has a theoretical deficit of 222 spaces.

3. SHARED PARKING PRINCIPLES

Shared parking studies are conducted to establish the total number of spaces necessary by mixed-use developments to effectively serve expected parking demands. The shared parking concept builds upon the premise that land uses in a mixed-use development often do not share the same peak demand period, so spaces can be shared between the different land uses during different peak periods.

Each land use typically has a peak demand period where it would occupy the maximum number of spaces that the use requires and an off-peak period where a lesser percentage of the maximum spaces would be occupied; be it by time of day, day of week, or even month of the year. This allows for the project to provide fewer spaces than would be required if the land uses on a project site were to be treated separately with individual parking demands. The concept of shared parking is well recognized within the real estate and regulatory community and is proven to work.

4. SHARED PARKING DEMAND

To estimate the number of parking spaces required for the proposed project, this assessment used the ULI methodology for shared parking. This methodology is utilized by transportation engineers and planners when evaluating the parking demand for a mixed-use project. The ULI *Shared Parking (3rd Edition)* includes state-of-the-art practice methodologies for determining parking demand in these types of projects.

Accompanying the publication is an interactive Shared Parking Calculation Model (Model) that is used to estimate the shared parking demand. The Model requires a user to input the number of units associated with each proposed land use. Within the Model, 32 land uses are identified – some of which are subdivided into more refined categories – with 44 different recommended base parking ratios based on suburban locations with little or no transit. Data contained within the Model is from a combination of ULI surveys and the ITE *Parking Generation Manual*. Outputs consist of a summary table describing the base parking demand and shared parking reduction; a monthly demand comparison; weekday and weekend demand by month; and weekday and weekend demand by hour.

Several important factors to consider when estimating demand for residential uses include the following:

- The residential demand is based on the number of units per bedroom type (e.g., studio efficiency, one-bedroom, two-bedroom, and three or more bedrooms).
- Time of day factors for demand vary throughout a typical 24-hour period for both weekday and weekend periods. Demands may also vary based on suburban or urban settings. Reserved spaces are assumed to have a 100% utilization rate for all hours. Reserved spaces are those that are dedicated to tenants. In this case, the garage spaces, and the surface spaces in front of them qualify as reserved. 128 spaces are assumed to be reserved for residential use only.
- For a typical weekday, residential suburban factors vary from 100% between 12:00 AM and 5:00 AM and fall to as low as 40% from 12:00 PM through 3:00 PM. In an urban setting, the demand varies from 100% between 12:00 AM and 5:00 AM and falls to as low as 50% between 12:00 PM and 2:00 PM.
- For a typical weekend, residential suburban factors range from 100% between 12:00 AM and 6:00 AM and fall to as low as 65% from 1:00 PM through 2:00 PM. In an urban setting, the demand varies from 100% between 12:00 AM and 5:00 AM and falls to as low as 50% at 6:00 PM.

This demand analysis reviewed residential parking accumulations in urban settings for the weekday and weekend to present the outcomes of the site if 50% of future residents remain on-site throughout a typical weekday.

The peak hour demand, respective to weekday, weekend, and seasonal demands, is projected to occur at 8:00 PM on a December weekday. The projected peak hour demand (i.e., the busiest hour of the busiest weekday or weekend of the year) is 414 spaces. The ULI does not have data for Self-Storage; therefore, 22 spaces were conservatively assumed without adjustment during weekdays and weekends. Parking demand accumulations for the peak weekday and weekend periods are presented in **Table 2**.

Table 2: *Shared Parking Demand*

Land Use	Size	Weekday		Weekend	
		Max Demand	Shared Demand	Max Demand	Shared Demand
Residential	219 units	291	265	302	276
Office	2,300 SF	10	0	2	0
Retail	12,854 SF	47	39	53	32
Athletic Club	8,002 SF	57	36	48	19
Restaurant	3,901 SF	69	52	68	45
Self-Storage	105,600 SF	22	22	22	22
Total Parking Demands		**496**	**414**	**495**	**394**

Weekday shared demand occurs in December at 8:00 PM.
Weekend shared demand occurs in December at 7:00 PM.

It is known that parking demands can be affected by seasonality. The *Shared Parking Model* notes that the site is expected to peak at 100% in December (the holiday season). Monthly adjustments as a percentage of the peak month of December are calculated. **Table 3** depicts the monthly comparison and projected demands on the peak weekday at 8:00 PM. **Tables 2 and 3** assume that the self-storage facility is 100% parked, which is extremely unlikely to occur during the peak demand period. Outside of December, parking demands can be adequately satisfied by the proposed parking supply.

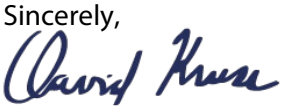
Table 3: *Monthly Adjustments and Projected Demands*

Month	Shared Parking Monthly Comparison	Projected Demand WITH Self-Storage	Projected Demand WITHOUT Self-Storage
January	94%	390	368
February	93%	388	366
March	94%	392	370
April	92%	384	362
May	93%	386	364
June	92%	384	362
July	91%	378	356
August	91%	381	359
September	93%	385	363
October	94%	390	368
November	94%	390	368
December	100%	414	392
Late December	94%	390	368

Table 3 also depicts the parking demands with and without the self-storage facility. Aside from the potential over-parked condition during the peak month of December (with 100% parking demands of the self-storage facility), the proposed supply will satisfy the project demands during the remaining times of the year.

Please feel free to contact me directly with any questions.

Sincerely,



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Attachments

cc: William Severyn // Severyn Development, Inc.
Sean Hopkins, Esq. // Hopkins Sorgi & McCarthy PLLC
Chris Wood, PE // Carmina Wood Design

ATTACHMENTS

Project: Sawyer's Landing
Description:

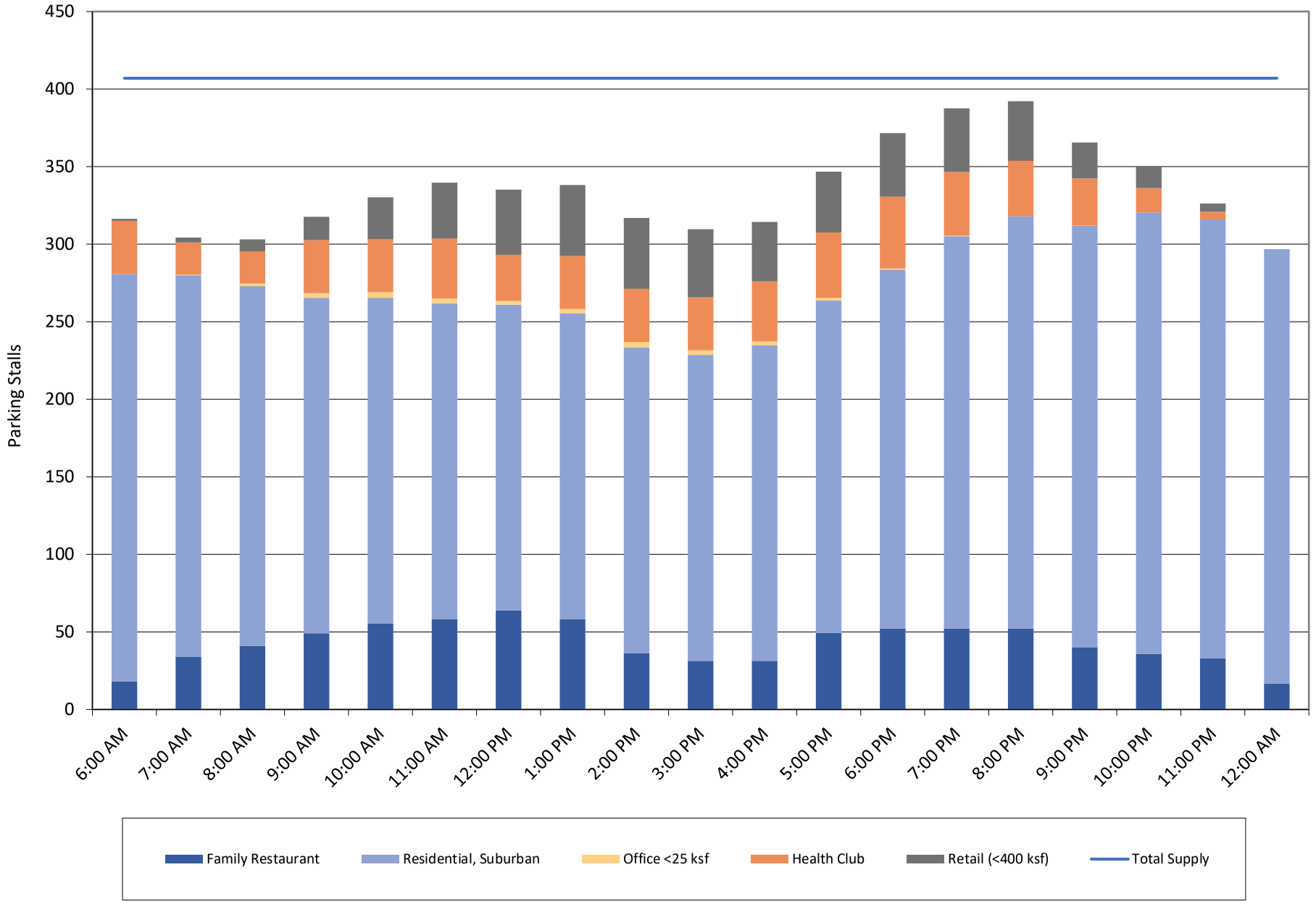
Shared Parking Demand Summary
Peak Month: DECEMBER -- Peak Period: 8 PM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 8 PM	Peak Mo Adj December	Estimated Parking Demand	Peak Hr Adj 7 PM	Peak Mo Adj December	Estimated Parking Demand
Retail																		
Retail (<400 ksf)	12,854	sf GLA	2.90	100%	95%	2.75	ksf GLA	3.20	100%	95%	3.03	ksf GLA	85%	100%	31	60%	100%	24
Employee			0.70	100%	95%	0.67		0.80	100%	95%	0.76		90%	100%	8	80%	100%	8
Food and Beverage																		
Family Restaurant	3,901	sf GLA	15.25	100%	92%	13.99	ksf GLA	15.00	100%	89%	13.37	ksf GLA	80%	100%	44	70%	100%	37
Employee			2.15	100%	95%	2.05		2.10	100%	95%	1.99		95%	100%	8	95%	100%	8
Entertainment and Institutions																		
Health Club	8,002	sf GLA	6.60	100%	80%	5.28	ksf GLA	5.50	100%	60%	3.30	ksf GLA	80%	100%	34	60%	100%	16
Employee			0.40	100%	95%	0.38		0.25	100%	95%	0.24		50%	100%	2	75%	100%	2
Hotel and Residential																		
Residential, Suburban																0%		
Studio Efficiency	12	units	0.40	100%	100%	0.40	unit	0.40	100%	100%	0.40	unit	80%	100%	4	80%	100%	4
1 Bedroom	112	units	0.42	100%	100%	0.42	unit	0.42	100%	100%	0.42	unit	80%	100%	38	80%	100%	38
2 Bedrooms	95	units	0.78	100%	100%	0.78	unit	0.78	100%	100%	0.78	unit	80%	100%	59	80%	100%	59
3+ Bedrooms		units	1.18	100%	100%	1.18	unit	1.18	100%	100%	1.18	unit	80%	100%	-	80%	100%	-
Reserved	53%	res spaces	0.65	100%	100%	0.65	unit	0.65	100%	100%	0.65	unit	100%	100%	142	100%	100%	142
Visitor	219	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	100%	100%	22	100%	100%	33
Office																		
Office <25 ksf	2,300	sf GFA	0.30	100%	100%	0.30	ksf GFA	0.03	100%	100%	0.03	ksf GFA	1%	100%	-	0%	100%	-
Reserved		empl	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			3.50	100%	30%	1.05		0.35	100%	30%	0.10		5%	100%	-	0%	100%	-
Additional Land Uses																		
Self Storage	105,600	sf GFA	0.20	100%	100%	0.20	sf GFA	0.20	100%	100%	0.20	sf GFA	0%	0%	-	0%	0%	-
Employee			0.00	100%	100%	0.00		0.00	100%	100%	0.00		0%	0%	-	0%	0%	-
													Customer/Visitor		131	Customer		110
													Employee/Resident		120	Employee/Resident		120
													Reserved		142	Reserved		142
													Total		392	Total		372

Monthly Comparison Summary								
Month	Weekday							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	8 PM	368	11 AM	320	5 PM	326	8 PM	368
February	8 PM	366	11 AM	318	5 PM	325	8 PM	366
March	8 PM	370	11 AM	323	5 PM	329	8 PM	370
April	8 PM	362	11 AM	314	5 PM	320	8 PM	362
May	8 PM	364	11 AM	316	5 PM	322	8 PM	364
June	8 PM	362	11 AM	314	5 PM	320	8 PM	362
July	8 PM	356	11 AM	311	5 PM	316	8 PM	356
August	8 PM	359	11 AM	314	5 PM	314	8 PM	359
September	8 PM	363	11 AM	315	5 PM	322	8 PM	363
October	8 PM	368	11 AM	320	5 PM	326	8 PM	368
November	8 PM	368	11 AM	321	5 PM	328	8 PM	368
December	8 PM	392	11 AM	340	5 PM	347	8 PM	392
Late December	8 PM	368	11 AM	324	5 PM	334	8 PM	368

Monthly Comparison Summary								
Month	Weekend							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	7 PM	357	11 AM	324	5 PM	340	7 PM	357
February	7 PM	357	11 AM	325	5 PM	340	7 PM	357
March	7 PM	363	11 AM	333	5 PM	344	7 PM	363
April	7 PM	357	11 AM	329	5 PM	337	7 PM	357
May	7 PM	360	11 AM	333	5 PM	339	7 PM	360
June	7 PM	358	11 AM	332	5 PM	338	7 PM	358
July	7 PM	351	11 AM	326	5 PM	332	7 PM	351
August	7 PM	353	11 AM	328	5 PM	335	7 PM	353
September	7 PM	357	11 AM	327	5 PM	338	7 PM	357
October	7 PM	360	11 AM	330	5 PM	342	7 PM	360
November	7 PM	362	11 AM	332	5 PM	344	7 PM	362
December	7 PM	372	11 AM	346	5 PM	360	7 PM	372
Late December	7 PM	363	11 AM	328	5 PM	351	7 PM	363

Peak Month Daily Parking Demand by Hour (Weekday)



Peak Month Daily Parking Demand by Hour (Weekend)