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TO: Kelly O'Brien
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FROM: William F. Johnson, P.E.
A. William Steinhilber

RE: 100/102/112 Maple Avenue East - Parking Summary

DATE: May 16, 2019

Introduction. This memorandum serves to update the parking supply calculations associated with the 100/102/112 Maple Avenue East site based on recent modifications to the proposed development program. On March 22, 2019 a parking assessment was submitted to the Town reflecting a site development program of 83 assisted living units and 5,700 gross square feet (GSF) of retail use. Subsequent to the Planning Commission public hearing on May 8, 2019, the proposed development plan has been modified and the overall program intensity reduced to that reflected in the following:

- 82 Assisted Living Units
- 2,264 GSF Retail Use

As a result of this reduction, the resulting parking rates proposed to be provided on the site have been revised, as detailed in the following sections.

Parking Supply. Based on the most current site layouts, the development will provide a total parking supply of 59 parking spaces, including 3 proposed compact spaces and 4 proposed tandem spaces *but excluding* any parking incentive factors due to structured parking. This supply represents a reduction in one only 1 compact space from the prior version of the plan.

Retail Parking Required. Article 16, Section 18-130 of the Town's Zoning Ordinance outlines the parking requirements for "Commercial Building" (i.e., retail) uses as follows:

"1 space per 200 square feet of floor area on all floors"

Based on the application of the Zoning Ordinance, 12 parking spaces are required to accommodate the parking demand associated with the proposed retail uses.

MEMORANDUM

Assisted Living Parking Provided. The Town does not have a parking requirement in the Ordinance specific to an assisted living use. The March 2019 parking assessment provided the analysis and justification of a proposed parking rate for assisted living uses to be applied to the subject application. Due to the Applicant's revision to the development program, the parking supply proposed for the site significantly increases the parking rate provided for the assisted living component.

With a total parking supply of 59 spaces (exclusive of the structured parking incentive factor) and removing 12 spaces associated with the proposed retail component, 47 spaces remain to serve the assisted living use. This supply represents a parking ratio of 0.57 spaces per unit for the assisted living use. This proposed ratio is higher than the ratio of 0.40 spaces per unit previously proposed for the site and higher than the 85th-percentile peak parking demand for assisted living uses documented in the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition (0.53 spaces per unit).

Conclusion. Based on the documentation provided herein, it can be concluded that the revised development program significantly increases the assisted living parking ratio from previous iterations of the development application and that the proposed parking supply is more than adequate to accommodate the parking demand for the entire site. The proposed ratio of 0.57 spaces per unit, without consideration of structured parking incentive factors permitted in the Zoning Ordinance, exceeds the 85th-percentile peak parking demand published by ITE. Furthermore, as committed by the Applicant in proffers submitted under separate cover, the Applicant will be implementing Transportation Demand Management (TDM) strategies to reduce single-occupant vehicle trips and has committed to a Parking Management Plan (PMP) to ensure that all parking demand is contained on the site with no impact to the adjacent properties.

We trust that this memorandum addresses the updated parking calculations for the proposed development. If you have any questions or require additional information, please contact Will Johnson at 703.365.9262 or at wfjohnson@wellsandassociates.com.