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March 14, 2013

Mr. Chris Schoen
Greenstone Properties
30000 Mill Creek Avenue, Suite 325
Alpharetta, GA 30022

Re: *North Augusta Riverfront Development
Shared Parking Analysis*

Dear Mr. Schoen:

Please find attached the shared use parking analysis for your North Augusta Riverfront Development project. This is the final report and has been updated to reflect the updated March 2013 Master plan provided to us on March 12, 2013.

Our report outlines the shared use parking scenarios that are likely to occur:

- weekday and weekend parking when no events are scheduled
- weekend parking scenario during a minor-league baseball game
- parking scenario for when a concert is held at the minor league baseball stadium.

As you review this draft document please contact us with any questions. We look forward to talking with you more this development soon.

Regards,

WALKER PARKING CONSULTANTS

Andrew J. Vidor
Parking Consultant

Victor Iraheta, P.E.
Vice President



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in creative parking solutions

SHARED PARKING ANALYSIS

**NORTH AUGUSTA
RIVERFRONT
DEVELOPMENT**
NORTH AUGUSTA, SC

Prepared for: Greenstone Properties

MARCH 2013



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EXECUTIVE SUMMARY

Greenstone Properties is preparing to develop a large parcel of property along the river's edge in North Augusta, SC. The project will include over 85,000 square feet of mixed-use development in addition to a 225-room hotel, 271 apartments, 22 single family homes and a 5,000-seat baseball stadium. Also included in the development is a 700 space parking deck across the street from the baseball stadium; as additional 200 space parking deck across the street from the hotel; 100 surface parking spaces for the general public; and ~400 surface parking spaces reserved for the apartment residents. For the purpose of this study we have neglected to analyze the parking demand from the single family homes as the parking demand generated from this land use will be self-contained.

Since the development contains a mix of land uses, the concept of shared parking was used to determine the overall reduction in parking supply necessary to accommodate the peak demands generated by the development. Our shared use model analyzed three scenarios which include non-event times, a minor league baseball game, and a concert.

Our analysis indicates the proposed parking supply of 1,400 spaces can accommodate non-event parking, during both the week and the weekend. The projected parking demand generated by this scenario is 1,075 during the weekday and 1,069 on the weekends. Sellout minor league baseball games will generate a parking demand of 2,529, or 1,129 vehicles in excess of the proposed parking supply. A 6,500-seat concert will generate a parking demand of 2,720 which is also in excess of the proposed parking supply by 1,320 spaces.

Consideration must be given to how the excess parking supply during a minor league baseball game or a concert will be accommodated. Public parking supply within the City of North Augusta or Augusta may accommodate the projected excess in parking demand; however, additional analysis is necessary to project the actual excess parking supply that is available within these public facilities. This analysis should be performed during the weekday daytime and weekend afternoon and evening. These time periods are the times which minor league baseball and concerts are likely to occur.

A recent parking supply map prepared by the City of North Augusta and provided by Greenstone indicates the City of North Augusta's public parking supply has 195 spaces within approximately ¼ mile and an additional 280 parking spaces between ½ and ¾ mile from the development site. Even if we assume all of the spaces in these facilities are vacant when events occur in the proposed development, the supply would not accommodate the excess demand. This parking supply information can be used along with a parking demand analysis to aid in determining the actual parking availability during periods when events are to occur. The same model should be analyzed for the City of Augusta's parking supply.



BACKGROUND

Greenstone Properties is preparing to develop a large parcel of property along the river's edge in North Augusta, SC. The property is immediately west of the 13th Street (Georgia Avenue) bridge connecting South Carolina and Georgia. The project shown in the rendering below will be a mixed-use development and is slated to become a desired destination for entertainment, sports, and eateries in the region. The land uses contained within the development are:

- 5,000-seat minor league baseball stadium capable of seating 6,500 for a concert
- 40,000 SF office
- (4) 5,000 SF 'destination' type restaurants
- 10,000 SF retail
- 225-room hotel
- 271 apartments, predominantly two bedroom units
- 22 single family homes
- 15,000 YMCA

Also included in the development is a 700 space parking deck across the street from the stadium; a 200 space parking deck access the street from the hotel; 100 on-street parking spaces distributed throughout the development; ~400 surface parking spaces for exclusive use by the apartment residents. Greenstone Properties has committed to reserving fifty (50) spaces within the parking deck for the hotel and an additional twenty-five (25) parking spaces for use by the YMCA. The single family homes will be developed on the southwest of the property and will provide self-contained parking for its residents and guests; therefore, we have excluded the parking demand generated from this land use from the analysis.

Figure 1: Augusta North Development Rendering



Source: WBA Associates

OBJECTIVES

The purpose of this study is to identify the projected peak parking demand generated by the development during several scenarios. Each scenario analyzed is unique to the development and will generate a particular parking demand that will need to be accommodated for. The three unique scenarios are as follows:

1. Weekday during regular business hours when the office space is occupied.
2. Weekend during a minor league baseball game.
3. Weekend during a concert held at the baseball stadium.

The purpose of analyzing the weekday scenario is to determine if the proposed parking supply can accommodate the projected parking demand generated during this time period. The event scenarios are being analyzed to determine what additional parking demand will need to be accommodated in addition to what the parking supply within the development can handle. This excess parking demand will need to be absorbed by the parking supply outside of the development. It is Greenstone's anticipation that parking supply within North Augusta and Augusta can accommodate the excess demand.

BASE PARKING DEMAND

The base parking demand ratios listed below are used to determine the parking requirements for each land use as if it were constructed independent of each other on a standalone parcel where everyone would drive and park.

Table 1: Base Parking Demand Ratios

Land Use	Weekday		Weekend		Unit
	Visitor	Employee	Visitor	Employee	
Retail	4.90	1.20	4.00	1.00	/ksf GLA
Resturant	15.25	2.75	17.00	3.00	/ksf GLA
Concert	0.00	0.005	0.30	0.03	/seat
Minor League Baseball Stadium	0.00	0.002	0.34	0.01	/seat
YMCA	6.60	0.40	5.50	0.25	/ksf GLA
Hotel	0.90	0.25	1.00	0.18	/room
Apartments	0.15	1.5	0.15	1.5	/unit
Office	0.30	3.34	0.03	0.34	/ksf GFA

Source: Walker Parking Consultants

SCENARIO 1: WEEKDAY AND WEEKEND (NO EVENT)

The first scenario includes parking demand generated by all land uses in the development with the exception of minor league baseball and concerts. The purpose for understanding this scenario is to determine if the proposed parking supply can accommodate typical non-event parking. The table below lists the base projected parking demand for this scenario. The base parking demand for this scenario identifies the need for 1,382 parking spaces during the weekday and 1,266 parking spaces during the weekends. Both weekday and weekend projected parking demand exceeds the proposed parking supply (1,400); however, it is important to recognize no reductions have been taken yet to account for land uses sharing parking.

Table 2: Base Parking Demand, Scenario 1: No Events

Land Use	Quantity	Ratio	Unit	Weekdays		Weekends	
				Demand	Ratio	Units	Demand
Retail	10,000	4.90	/ksf GLA	49	4.00	/ksf GLA	40
Employee		1.20		12	1.00		10
Resturant	20,000	15.25	/ksf GLA	305	17.00	/ksf GLA	340
Employee		2.75		55	3.00		60
YMCA	15,000	6.60	/ksf GLA	99	5.50	/ksf GLA	83
Employee		0.40		6	0.25		4
Hotel	225	0.90	/room	203	1.00	/room	225
Employee	225	0.25	/room	56	0.18	/room	41
Apartment Guest	271	0.15	/unit	41	0.15	/unit	41
Apartment Residents	271	1.50	/unit	407	1.50	/unit	407
Office	40,000	0.30	/ksf GFA	12	0.03	/ksf GFA	1
Employee		3.43		137	0.34		14
Total Parking Spaces				1,382			1,266

Source: Walker Parking Consultants

SCENARIO 2: MINOR LEAGUE BASEBALL GAME

The second scenario reflects the parking demand generated on a weekend for a 5,000-seat minor league baseball stadium. The table below lists the base projected parking demand for this scenario. In this scenario you will notice the base parking demand generated by the office is very low. This is because the parking demand generated by the minor league baseball game occurs during a time period the offices are typically closed. The parking demand generated from this scenario (3,016) exceeds the proposed parking supply that will be built.

Table 3: Base Parking Demand, Scenario 2: Minor League Baseball Game

Land Use	Quantity	Weekends	
		Ratio	Units Demand
Retail	10,000	4.00 /ksf GLA	40
Employee		1.00	10
Resturant	20,000	17.00 /ksf GLA	340
Employee		3.00	60
Minor League Baseball	5,000	0.34 /seat	1,700
Employee		0.01	50
YMCA	15,000	5.50 /ksf GLA	83
Employee		0.25	4
Hotel	225	1.00 /room	225
Employee	225	0.18 /room	41
Apartment Guest	271	0.15 /unit	41
Apartment Residents	271	1.50 /unit	407
Office	40,000	0.03 /ksf GFA	1
Employee		0.34	14
Total Parking Spaces			3,016

Source: Walker Parking Consultants

SCENARIO 3: CONCERT

The third scenario reflects the parking demand generated from a 6,500-person concert held at the minor league baseball stadium. The table below lists the base projected parking demand for this scenario. As with the second scenario, you will notice the base parking demand generated by the office is again very low. This scenario generates the greatest base parking demand because of the sheer number of people attending the concert compared to a baseball game.

Table 4: Base Parking Demand, Scenario 3: Concert

Land Use	Quantity	Weekends	
		Ratio	Units Demand
Retail	10,000	4.00 /ksf GLA	40
Employee		1.00	10
Resturant	20,000	17.00 /ksf GLA	340
Employee		3.00	60
Concert	6,500	0.30 /seat	1,950
Employee		0.03	195
YMCA	15,000	5.50 /ksf GLA	83
Employee		0.25	4
Hotel	225	1.00 /room	225
Employee	225	0.18 /room	41
Apartment Guest	271	0.15 /unit	41
Apartment Residents	271	1.50 /unit	407
Office	40,000	0.03 /ksf GFA	1
Employee		0.34	14
Total Parking Spaces			3,411

Source: Walker Parking Consultants



SHARED PARKING MODEL

METHODOLOGY

Shared parking is defined as parking spaces that can be used to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

- Variations in the accumulation of vehicles by hour, by day or by season at the individual land uses.
- Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

For example, office buildings require parking spaces during daytime hours on weekdays, while restaurants and entertainment venues have peak parking demands during the evening and weekends. The interplay of land uses in a mixed-use environment also produces a reduction in overall parking demand. For example, a substantial percentage of patrons at one business (restaurant) may be employees of another business (office). This is referred to as the "effects of the captive market." These patrons are already parking and contribute only once to the number of peak hour parkers. In other words, the parking demand ratio for individual land uses should be factored downward in proportion to the captive market support received from neighboring land uses.

Although the interplay of land uses can reduce the overall demand, it should be noted that there are limits imposed by proximity of land uses to each other and to parking facilities. While "shared parking" by definition is capitalizing on the different demand period for a combination of land uses, it is not logical to assume that a hotel (with peak demand in the evening) can share with an office building (with peak demand during the day) if the two land uses are too far apart. Human behavior restricts shared parking opportunities by limiting the distance users are willing to walk from a parking facility to their final destinations.

The shared parking model is designed to project the parking needs of a mixed-use development from 6:00 a.m. to 12:00 midnight on a typical weekday and a Saturday for every month of the year.

Base parking demand ratios have been developed by land use category for both a typical weekday and a Saturday. These ratios are adjusted as appropriate for your development by factors including modal split and non-captive factor. Modal split (or driving ratio) reduces the overall parking demand for patrons arriving via mass transit, walking, or riding a bike; because of the proximity of your development to transit we have included very little reduction for this factor.

Certain developments achieve much greater interaction between uses than others do. When such synergy exists, a highly successful project may have lower parking demands and trip generation rates than if the uses were built separately and achieved more typical patronage levels when standing alone. For example, a restaurant in the development may have much greater noontime patronage than it would otherwise have, simply because it is located within



walking distance of an office building. Therefore, it may have more customers per day while still having a lower noontime parking demand, due to the “captive market” effects, than a freestanding, everyone-must-drive restaurant.

When these adjustments are applied to the base ratios and used with the client-provided program data the result is the peak parking demand.

ASSUMPTIONS

As described in the methodology section above, the ability to share parking spaces is the result of two conditions:

- Variations in the accumulation of vehicles by hour, by day or by season at the individual land uses.
- Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

This section of the analysis considers these two variables and ultimately identifies the peak parking demand from the ability for land use to share parking.

NON-CAPTIVE RATIOS

To properly account for the three scenarios, adjustments are required to the base parking demand. The significant adjustment to this model includes the non-captive ratios. The non-captive ratio reflects parking demand required that is not already assigned to an overlapping land use (restaurant patrons having lunch but will not visit another land use at the development). A ratio of 100% assumes that the parking demand associated with one land use is not being shared by another land use with the same peak demand. A non-captive ratio less than 100% assumes that a particular land use parking demand is being shared with another land use that generates a peak at the same time (i.e., restaurant non-captive ratio of 85% assumes 15% of the parking demand generated by the restaurant is being served by another land use such as the office). The table below identifies our interpretations of the non-captive ratios for this particular development. Two tables are provided because the non-captive ratios for event and non-event parking demand are different.



Table 5: Non-Captive Ratios, No Events

Land Use	Weekday		Weekend	
	Daytime	Evening	Daytime	Evening
Retail	90%	60%	60%	60%
Employee	100%	100%	100%	100%
Resturant	90%	80%	85%	85%
Employee	100%	100%	100%	100%
YMCA	85%	85%	85%	90%
Employee	100%	100%	100%	100%
Hotel	100%	100%	100%	100%
Employee	100%	100%	100%	100%
Apartment Guest	100%	100%	100%	100%
Apartment Residents	100%	100%	100%	100%
Office	100%	100%	100%	100%
Employee	100%	100%	100%	100%

Source: Walker Parking Consultants

The non-captive ratio assumptions when events are not being held include:

- Retail:
 - Weekday daytime reductions are associated with business from office staff.
 - Weekday evening reductions are associated with business from residents and hotel guests.
 - Weekend reductions are associated with business from residents and hotel guests.
- Restaurant:
 - Weekday daytime reductions are associated with business from office staff.
 - Weekday evening reductions are associated with business from residents and hotel guests.
 - Weekend reductions are associated with business from residents and hotel guests.
- YMCA
 - Weekday daytime reductions are associated with business from office staff.
 - Weekday evening reductions are associated with business from residents.
 - Weekend reductions are associated with business from residents.



Table 6: Non-Captive Ratios, Events

Land Use	Weekend	
	Daytime	Evening
Retail	10%	10%
Employee	100%	100%
Resturant	10%	10%
Employee	100%	100%
Concert	90%	90%
Employee	90%	90%
Minor League Baseball	99%	99%
Employee	100%	100%
YMCA	85%	90%
Employee	100%	100%
Hotel	100%	100%
Employee	100%	100%
Apartment Guest	100%	100%
Apartment Residents	100%	100%
Office	100%	100%
Employee	100%	100%

Source: Walker Parking Consultants

The non-captive ratio assumptions during events are listed below:

- Retail:
 - Weekday daytime reductions are associated with business from office staff.
 - Weekday evening reductions are associated with business from residents and hotel guests.
 - Weekend reductions are associated with business from hotel guests and event attendees.
- Restaurant:
 - Weekday daytime reductions are associated with business from office staff.
 - Weekday evening reductions are associated with business from residents and hotel guests.
 - Weekend reductions are associated with business from hotel guests and event attendees.
- Concert at baseball stadium reductions are associated with business from hotel guests. Employee reductions are associated with crew from the bands staying at the hotel.
- Minor league baseball reductions are associated with business from hotel guests. Employee reductions are associated with players staying at the hotel.
- YMCA
 - Weekday daytime reductions are associated with business from office staff.
 - Weekday evening reductions are associated with business from residents.
 - Weekend reductions are associated with business from residents.



DRIVE RATIOS

Drive ratios are also applied to the model; these adjustments are for transient oriented methods used by employees or patrons coming to the development. The transient oriented methods can include walking, taxi, bus, ride sharing, biking, etc. Since the proximity of this development is not close to existing transit, the drive ratios for this project remain high; the exception is for hotel employees and office. It is anticipated that a few of the hotel employees will ride share and some of the office staff live in the apartments or townhomes. The table below identifies the limited drive ratios that were adjusted for this development.

Table 7: Drive Ratios

Land Use	Weekday		Weekend	
	Daytime	Evening	Daytime	Evening
Retail	100%	100%	100%	100%
Employee	100%	100%	100%	100%
Resturant	100%	100%	100%	100%
Employee	100%	100%	100%	100%
Concert	100%	100%	100%	100%
Employee	95%	95%	95%	95%
Minor League Baseball	100%	100%	100%	100%
Employee	95%	95%	95%	95%
YMCA	100%	100%	100%	100%
Employee	100%	100%	100%	100%
Hotel	100%	100%	100%	100%
Employee	95%	95%	95%	95%
Apartment Guest	100%	100%	100%	100%
Apartment Residents	100%	100%	100%	100%
Office	100%	100%	100%	100%
Employee	95%	100%	100%	100%

Source: Walker Parking Consultants

PRESENCE FACTORS

Another factor applied to the shared use analysis is presence. Presence is expressed as a percentage of peak potential demand modified for time of day and month of year. Presence can have a significant effect on parking demand in a mixed-use development. For example, a 10,000 square foot retail store has a peak parking demand equal to sixty-one (61) parking spaces on a weekday or fifty (50) spaces on a weekend day at the peak hour; however, this demand is dependent upon the time of day. At 3:00 a.m., the store is unlikely to create any parking demand at all. These fluctuating patterns of demand are carefully analyzed to determine the greatest parking demand when all the land uses are analyzed together. These presence factors enable us to project the parking supply required for the busiest hour of the year (without an unneeded surplus), owners are also able to maximize open space and undeveloped area.

Parking demand is also influenced by the time of year. The volume of patronage for a retail establishment peaks during the holiday season and decreases rapidly thereafter; subsequently, so does parking demand for the overall development. Retailers report peak annual activity the two weeks prior to Christmas. During this time, parking demand may equal 100 percent of peak projections. Inversely, office demand decreases as employees are absent on vacation. These variations for time of day and time of year were also applied to the model.

SHARED PARKING DEMAND SCENARIO 1: WEEKDAY AND WEEKEND (NO EVENT)

After the non-captive and drive factors are applied, the shared parking analysis indicates the projected parking demand during the weekday is projected to be 1,005 as shown in the table below. The shared parking solution results in a 23% reduction from the base parking demand previously calculated. This projected parking demand can be accommodated in the proposed 1,100 parking spaces to be included in the development.

Table 8: Shared Parking Demand, Scenario 1: Weekday (No Event)

Land Use	Unadj Demand	Month Adj Mar	Pk Hr Adj 2:00 PM	Non Captive Daytime	Drive Ratio Daytime	Demand
						Mar 2:00 PM
Retail	49	88%	100%	90%	100%	39
Employee	12	90%	100%	100%	100%	11
Resturant	305	95%	65%	90%	100%	169
Employee	55	100%	90%	100%	100%	50
YMCA	99	85%	70%	85%	100%	50
Employee	6	95%	75%	100%	100%	4
Hotel	203	100%	70%	100%	100%	142
Employee	56	100%	100%	100%	95%	53
Apartment Guest	41	100%	20%	100%	100%	8
Apartment Residents	407	100%	100%	100%	100%	407
Office	12	100%	100%	100%	100%	12
Employee	137	100%	100%	100%	95%	130
Total Parking Spaces	1,382					1,075
					% reduction	22%

Source: Walker Parking Consultants

NORTH AUGUSTA RIVERFRONT DEVELOPMENT

SHARED PARKING ANALYSIS



15-1944.00

MARCH 2013

The non-event shared parking analysis indicates the projected parking demand during the weekend is projected to be less than that of the weekday. This is largely due to the fact that little parking demand is generated from the 40,000 SF of office development. The projected weekday demand of 1,075 represents a 22% reduction from the base parking demand previously calculated. This projected parking demand can be accommodated in the proposed 1,400 parking spaces to be included in the development.

Table 9: Shared Parking Demand Scenario 1: Weekend (No Event)

Land Use	Unadj Demand	Month Adj Aug	Pk Hr Adj 8:00 PM	Non Captive Evening	Drive Ratio Evening	Demand
						Aug 8:00 PM
Retail	40	90%	100%	60%	100%	22
Employee	10	95%	100%	100%	100%	10
Resturant	340	99%	100%	85%	100%	287
Employee	60	100%	100%	100%	100%	60
Hotel	225	100%	90%	100%	100%	203
Employee	41	100%	55%	100%	95%	21
Apartment Guest	41	100%	100%	100%	100%	41
Apartment Residents	407	100%	100%	100%	100%	407
Office	1	95%	0%	100%	100%	0
Employee	14	95%	0%	100%	100%	0
Total Parking Spaces	1,266					1,069
					% reduction	16%

Source: Walker Parking Consultants



SHARED PARKING DEMAND SCENARIO 2: MINOR LEAGUE BASEBALL GAME

During a sellout minor league baseball game, parking demand is projected to total 2,529 vehicles as shown in the table below. The resulting shared use parking analysis indicates a 16% reduction from the base parking demand model. **Since the demand exceeds the proposed parking supply, approximately 1,129 parking spaces will need to be provided outside of the proposed development.** Nearby parking supply should be sought from the City of North Augusta and City of Augusta.

Table 10: Shared Parking Demand Scenario 2: Minor League Baseball Game

Land Use	Unadj Demand	Month Adj Aug	Pk Hr Adj 8:00 PM	Non Captive Evening	Drive Ratio Evening	Demand
						Aug 8:00 PM
Retail	40	90%	100%	10%	100%	4
Employee	10	95%	100%	100%	100%	10
Resturant	340	99%	100%	10%	100%	34
Employee	60	100%	100%	100%	100%	60
Minor League Baseball	1,700	100%	100%	99%	100%	1,683
Employee	50	100%	100%	100%	95%	48
Hotel	225	100%	90%	100%	100%	203
Employee	41	100%	55%	100%	95%	21
Apartment Guest	41	100%	100%	100%	100%	41
Apartment Residents	407	100%	100%	100%	100%	407
Office	1	95%	0%	100%	100%	0
Employee	14	95%	0%	100%	100%	0
Total Parking Spaces	3,016					2,529
					% reduction	16%

Source: Walker Parking Consultants



SHARED PARKING DEMAND SCENARIO 3: CONCERT

A sellout 6,500-seat concert held at the minor league baseball stadium is projected to generate a parking demand of 2,720 vehicles. This equates to a 20% reduction from the base parking demand. This demand far exceeds the proposed parking supply within the development. **Approximately 1,320 additional parking spaces should be sought from the nearby Cities of North Augusta and Augusta.**

Table 11: Shared Parking Demand Scenario 3: Concert

Land Use	Unadj Demand	Month Adj Mar	Pk Hr Adj 8:00 PM	Non Captive Evening	Drive Ratio Evening	Demand Mar 8:00 PM
Retail	40	88%	100%	10%	100%	4
Employee	10	90%	100%	100%	100%	9
Resturant	340	95%	100%	10%	100%	32
Employee	60	100%	100%	100%	100%	60
Concert	1,950	100%	100%	90%	100%	1,755
Employee	195	100%	100%	90%	95%	167
Hotel	225	100%	90%	100%	100%	203
Employee	41	100%	55%	100%	95%	21
Apartment Guest	41	100%	100%	100%	100%	41
Apartment Residents	407	100%	100%	100%	100%	407
Apartments	0	100%	98%	100%	100%	0
Office	1	100%	0%	100%	100%	0
Employee	14	100%	0%	100%	100%	0
Total Parking Spaces	3,411					2,720
					% reduction	20%

Source: Walker Parking Consultants

ACCOMMODATING EXCESS DEMAND

Consideration should be given to what available public parking supply within the City of North Augusta or Augusta could be used to accommodate the projected excess in parking demand generated by minor league baseball games as well as concerts. Additional analysis is recommended to project the actual excess parking supply that is available within these public facilities. This analysis should be performed during the weekday daytime and weekend afternoon and evening.

A recent parking supply map prepared by the City of North Augusta and provided by Greenstone indicates a public parking supply of 195 spaces within approximately .25 mile and an additional 280 parking spaces between .5 and .75 mile from the development site. Assuming all of the spaces were vacant during the weekday evening and weekend when events occur, the public parking supply in North Augusta would not be able to accommodate the excess demand. This parking supply data presented in the map can be used along with a

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parking demand analysis to aid in determining the actual parking availability during periods when events are to occur.

