

Appendix C

Parking Report Addendum

Additional Alternative Analysis for the Skilled Nursing Facility (SNF)

Since the submittal of the DGEIS, site control for the Skilled Nursing Facility (SNF) at Alternate Location A has not been finalized. Therefore, additional analysis of Alternate Location B, potential parking structure alternative Site G (parcel on Michigan Avenue between North Street and Goodrich Street) is appropriate. While this change does not significantly alter the findings of the DGEIS in terms of the traffic analysis, it does result in a change in future parking supply.

Traffic Analysis

Site G (SNF Location B) is very close in proximity to Location A for the SNF. Due to the close proximity the SNF trip distribution used in the traffic analysis would not change and the intersection operation results would not change with the exception of the driveway access and the short section of Michigan Avenue between North and High streets. As stated in the GEIS, a more detailed traffic analysis should be completed once final locations for each parking facilities access and egress have been determined. The loss of the existing parking facility on Site G would remove traffic volume from Michigan Avenue resulting in improved traffic operations however, these spaces would need to be replaced elsewhere to meet the parking demand.

Parking Analysis

The largest impact of Alternate Location B of the SNF is the loss of the existing 474 spaces on Site G. This location of the SNF on this also precludes the use of this site for the proposed parking facility.

The revised Table 16 shows the revised future parking supply for each scenario:

Revised Table 16: Changes in Future Parking Supply

Location	Replaced By	Change in Supply
<i>All Scenarios</i>		
Goodrich Street	Street closure	-20
KH-5	Global Vascular Institute (GVI)	-60
KH-2/KH-2A*	Medical Office Building (MOB) or Parking Facility Site B	-103
KH-6A/KH-6B	Skilled Nursing Facility (SNF)	-474
Medical Office Building (MOB)		200
Skilled Nursing Facility (SNF)		75
Community Mental Health Center (CMHC)		33
Proposed Parking Facility		1,600
	<i>Subtotal</i>	<i>1,251</i>
<i>Scenario #1 Site B Total</i>		<i>1,251</i>
<i>Scenario #1 Site I</i>		
BMG-1	Proposed Parking Facility	-207
	<i>Scenario #1 Site I Total</i>	<i>1,044</i>
<i>Scenario #1 Site J</i>		
COB-1	Expansion of existing garage	0
	<i>Scenario #1 Site J Total</i>	<i>1,251</i>
<i>Scenario #2 Site F</i>		
KH-4/KH-4A	Proposed Parking Facility	-205
	<i>Scenario #2 Site F Total</i>	<i>1,046</i>

* - assumes 2/3 of the existing parking will be maintained.

Using the same demand values as determined in the original GEIS (Table 17: Future Parking Demand remains unchanged), Table 18: Future Supply/Demand Comparison shows the following deficits for each scenario:

Revised Table 18: Future Supply/Demand Comparison

	SCENARIO #1 (SITE B)	SCENARIO #1 (SITE I)	SCENARIO #1 (SITE J)	SCENARIO #2 (SITE F)
INC. IN DEMAND	1,975	1,975	1,975	1,975
CHANGE IN SUPPLY	1,251	1,044	1,251	1,046
EXISTING SURPLUS	350	350	350	350
NET SUPPLY	1,601	1,394	1,601	1,396
SURPLUS/(DEFICIT)	(374)	(581)	(374)	(579)

This analysis indicates that the parking demand associated with the North End Development cannot be accommodated within the project area. User reallocation of resources, coupled with transportation demand management can help to mitigate this deficit, but there will be a need to construct additional parking capacity.