

IV. Description of Parking Table

Applicable Zoning and Other Standards

In pertinent part, the RDO (Section 121-18, Resort Development Overlay District) specifically provides that the off-street parking requirements elsewhere set forth by ordinance shall not apply; this provision recognizes the varying forms and circumstances of development, allowing for considerable discretion in determining the specific parking requirements for projects as the Silo Ridge Resort Community.

Similarly, there are no specific industry standards, guidelines, or recommendations, whether from the National Parking Association or the International Parking Institute and its various state affiliates, or from a wide sampling of references in the field of transportation demand management that will recognize the form and circumstances of a resort-oriented mix of uses integrated into a single plan of development and taking into account the unique factors pertinent to one such development. This is likely a part of the reasoning by which the RDO allows flexibility.

It was even determined that the Professional Golf Association, which does have minimum standards for parking for driving ranges, offers no standards for parking at 18-hole golf courses. A sampling of codes throughout the nation and information obtained from golf courses and golf management professionals supported the need for flexibility in determining the appropriate number of parking spaces for any give golf course, especially one that is the centerpiece of a resort-oriented development, including residential land uses. Factors such as exclusivity and wait times, tee time policies and intervals, the pace of play, and the availability of amenities all come into consideration.

Approach

The developer's team worked in diligent fashion toward an overall parking requirement that will be appropriate for the nature of the development and all of the conditions that will apply. This, the team observed, was in keeping with the intent of the RDO.

Through this process, parking allocations for residential land uses were increased considerably over the original recommended minimum parking requirements. As for other land uses, Amenia zoning standards for off-street parking were used only as a point of reference. However, a wide variety of factors, including, but not limited to the following, were also put on the table for evaluation among team members:

- Proximity to rail station, plans for shuttle service (for residents, guests, customers, and employees traveling on campus and to/from the Town and train station), and the likelihood of arrivals by means other than single-occupant vehicles.
- There will be a significant reliance on valet parking at the core of the resort; this will allow for a greater number of vehicles to be stored in a given area (as opposed to self-park arrangements), while also allowing for a share of parking resources among a greater number of “users.” Vehicle storage capacities are now accounted for and valet queuing areas are under design.
- Overlapping parking allocations arising out of internal relationships (between land uses) invite a number of opportunities for “shared parking”, resulting in an overall parking requirement that is less than would be the total parking requirement for individual land uses under stand-alone circumstances. There are, of course, formulaic approaches generally accepted within the field of parking to be utilized in more precisely accounting for shared parking once hours of operation are determined. A precise plan for shared parking is difficult to identify at this point in time, but certain examples stand out as having more potential than others, e.g., golfers do not require parking at certain times or during certain seasons.
- The developer’s resort advisor indicates that the hotel plan will focus on an overall occupancy assumption of 70%.
- Many of the participants in any given land use are already accommodated in the parking allocation for one or more other land uses; the developer’s resort advisor indicates that, on average, about 80% of spa users (not currently envisioned as a “day spa”) will already be on campus as residents or guests, that roughly the same percentage will apply to conference patrons, and that approximately 50% of banquet patrons will already be on campus.
- A considerable but as-yet undetermined percentage of golf course patrons will also be parked on campus, either in residential areas or at the hotel. The developer expects that this will account for a majority of golfers, as the golf course is expected to operate primarily as a semi-private facility.
- Retail and office space land uses are accessory and are incidental to the primary land uses.

Next Steps

The developer has asked for continued assistance in that, as the site plan advances, parking policies and operating plans must be outlined; initially, this effort will focus on valet operations and employee parking.

Silo Ridge Resort Community

Preliminary Master Development Plan Parking Table										
ID #	Description	Proposed Minimum Requirements in DEIS				Preliminary Master Development Plan Provided Parking	Parking required per zoning if each facility was stand alone (per PB request 1-31-08, as a reference)		Proposed Allocation for Provided Parking	
		Quantity	Description	Parking per Unit	Total			Description per unit	Proposed Calculated Allocation	Allocation and Calculation Notes
Residential										
1	Flats (All 2 bedroom)	153	Units	1.50	230	243	230	1.5	243	Results in a surplus of 13 spaces over parking called for by traditional, stand-alone zoning.
2	Townhouse (All 3 bedroom)	146	Units	2.00	292	314	219	1.5	314	Results in a surplus of 95 spaces over parking called for by traditional, stand-alone zoning.
3	Single Family/Villa Units:	60	Units	2.00	120	240	120	2	240	Results in a surplus of 120 spaces over parking called for by traditional, stand-alone zoning.
Residential Total		642				797	569		797	Of the combined surplus of 228 spaces over parking called for by traditional, stand-alone zoning, a portion of the 112 parking spaces for flats in Block B are convenient to the Village Green and could be made available for shared parking as/when needed.
Shared Parking for Non-Residential Land Uses										
4	Hotel	300	Units	1.00	300	300	453	1 per bedroom (Employee req associated with this see #13)	453	
5	Hotel Restaurant and Lounge	150	Seats	1 per 3 seats			50	1 per 3 seats	10	Following a generally accepted practice in matters of parking and as endorsed by ULI in Shared Parking, a reduction is taken to account for resort consultant's estimate that 80% of the potential 150 peak period users are "captive parkers" already on campus and within walking distance of the facility (150 x 0.2 x 1/3)
6	Banquet	300	Seats	1 for every 3 seats	100	100	100	1 per 3 seats	50	Following a generally accepted practice in matters of parking and as endorsed by ULI in Shared Parking, a reduction is taken to account for resort consultant's estimate that 50% of the potential 300 peak period users are "captive parkers" already on campus and within walking distance of the facility (300 x 0.5 x 1/3)
7	Conference	145	Seats	1 per 3 seats			48	1 per 3 seats	10	Following a generally accepted practice in matters of parking and as endorsed by ULI in Shared Parking, a reduction is taken to account for resort consultant's estimate that 80% if the potential 145 peak period users are "captive Parkers" already on campus and within walking distance of the facility (145 x 0.2 x 1/3)
8	Retail on green (includes Café)	18,700	Square Feet	1.3 per 1,000 sf	24	24	75	4 per 1000 sf	24	Incidental land uses for which 2/3 of the of the anticipated users will be within walking distance. These 24 spaces are short term convenience spaces.
9	Golf Course and Clubhouse	25,000	Square Feet		100	108	100	4 per 1000 sf	100	Not seeking shared reduction. Predictable variations by time of day, day of week and season of the year indicate that a surplus of parking capacity will be available for sharing with other uses, as is a generally accepted practice in matters of parking endorsed by ULI in Shared Parking.
10	Clubhouse Restaurant and Lounge	120	Seats	1 per 3 seats			40	1 per 3 seats	8	Following a generally accepted practice in matters of parking and as endorsed by ULI in Shared Parking, a reduction is taken to account for resort consultant's estimate that 80% if the potential 120 peak period users are "captive Parkers" already on campus and within walking distance of the facility (120 x 0.2 x 1/3)
11	Clubhouse Pro Shop	1,355	Square Feet				5	4 per 1000 sf		Incidental land uses for which 100% of Pro Shop users accounted for in other parking calculations
12	Spa/Fitness/Wellness	81,490	Square Feet	1.6 spaces per 1,000 sf	130	157	326	4 per 1000 sf	36	Following a generally accepted practice in matters of parking and as endorsed by ULI in Shared Parking, a reduction is taken to account for resort consultant's estimate that 80% if the potential 180 peak period users are "captive Parkers" already on campus and within walking distance of the facility (180 x 0.2 x 1/3)
Shared Use Total		654				689	1,198		691	Shared Use Total indicates Proposed Calculated Allocation is 2 more than PMDP Provided Parking which we feel is acceptable. The above peek user on campus %'s were provided by the hotel operator. Variations in demand will be served by means of a managed valet service, properly staffed to handle peak demand periods.
Other										
13	Employee Lot (east of hotel)					120	157		120	Not all 228 employees are working at the same time. Carpooling, shuttle, mass transit and shared parking account for an additional reduction. The 157 per zoning is based on estimated hotel employees for the lodging facility zoning parking requirement.
14	Winery Restaurant	80	Seats	1 for every 3 seats	27	30	27	1 per 3 seats	30	Stand Alone
15	Maintenance Building	5,000	Square Feet			24	10	2 per 1000 sf	24	Stand Alone for employees
Other Total		27				174	194		174	
Grand Total		1,323				1,660	1,960		1,662	

Footnote: In addition, [Transportation Demand Management Encyclopedia](#)... a frequently cited comprehensive reference of research from the Victoria Transport Policy Institute, provides some information on shared parking to justify parking reductions. As the ULI publication addresses the captive parker, this reference further supports the practice in stating that "...Parking requirements for retail, restaurant, hotel, convention and conference uses may be reduced where it can be determined that some portion of the patronage of these businesses comes from other uses...Parking requirements may be reduced up to 90 percent as appropriate."