

Port of Rochester Traffic and Parking Analysis Addendum: Revised Parking Analysis

June 16, 2011

Introduction

The objective of this technical memorandum is to present changes to the project that have occurred since completion of the Port of Rochester Traffic and Parking Analysis report dated December 2010 and the ramifications of these changes on the analyses presented in the December 2010 report. The following table contains a summary of changes.

Table 1 – Project Changes Which Followed the Traffic & Parking Analysis

Project Parameter	As earlier proposed and contemplated in the Study	As modified after the Study to maximize benefits and reduce impacts	Comment
Number of boat slips			Additional slips will generate minor additional traffic and additional demand for parking. Approximately 10 additional trips are expected with 10 additional parking spaces needed for full build.
Phase I	75 to 80	85	
Phase II (Full Build Out)	118	157	
Development Parcels	Parcels I - IV	Parcels I - III	Parcel IV is no longer being proposed as a development site. Impacts associated with development of Parcel IV included visual, parkland alienation and loss of existing parking spaces.
Development Program			The development program remains unchanged, despite the exclusion of Parcel IV. The level of development that had been proposed to take place upon Parcels I – IV, is now being proposed to take place on Parcels I – III only.
Residential	430 units	430 units	
Commercial	44,000 SF	44,000 SF	
Existing parking spaces lost	746	527	Development on Parcel IV was anticipated to involve the loss of 219 existing spaces. That will now be avoided
Street-side parking gained	75	81	75 spaces will be constructed on River Street. An additional 6 spaces will now be constructed on Corrigan as well.
Parcel parking configuration	IV included	IV excluded	Parking that would have been provided on parcels I – IV will now be provided on Parcels I – III.
New parcel parking capacity	1,060	1,085	Parking to be provided on Parcels I – III has been increased to correspond to the demand associated with development on those parcels.



Impact of Project Changes

Development Program for Parcels and Street-side Parking

As a result of the change to the development program, the reduction to available parking in the Port area will be the same for the Full Build-Out scenario as it is for the Phase One scenario. In other words, once the Phase One improvements are complete, no further loss of parking spaces in the Port area will occur. This is due to the fact that Parcel IV is no longer proposed for development so the existing 219 parking spaces on this parcel will not be eliminated. Phase One will reduce the number of public parking spaces by 527 (486 spaces from parking areas 10 through 16, 26 spaces from parking area 1 and 15 spaces from area 8) with no other reductions for the remainder of development. Table 8 from the Port of Rochester Traffic and Parking Analysis December 2010 has been revised (Table 8R below) to show there is no additional parking impact associated with the remaining build out of the Port. The capacity has also been increased by 6 spaces to account for the street side parking gain shown in Table 1 on page one of the technical memorandum (tech memo).

**TABLE 8R
PARKING IMPACTS**

PHASE I

<i>Port Area, Exclusive of New Development</i>	<i>Friday Peak</i>	<i>Saturday Peak</i>
Parking Needs	710	786
Capacity	741	741
Parking Surplus/Deficit	+31	(45)

FULL DEVELOPMENT

<i>Port Area, Exclusive of New Development</i>	<i>Friday Peak</i>	<i>Saturday Peak</i>
Parking Needs	710	786
Capacity	741	741
Parking Surplus/Deficit	+31	(45)

Number of Boat Slips and New Parcel Parking Capacity

The number of anticipated boat slips for the project has increased. The Phase I total increased to 85 slips from the previous plan of between 75 and 80 slips. The Full Build total number of slips increased to 157 from 118. The Phase I increase to 85 slips is expected to have an almost negligible impact, leading to an additional parking space or two. The Full Build Out total parking space need is expected to increase by 10 spaces as a result of the additional 39 slips. Table 10 from the Port of Rochester

Traffic and Parking Analysis December 2010 has been revised (Table 10R below) to show the 10 space increase to Full Build parking needs for the new development and the anticipated increase to parking spaces provided from 1060 to 1085 (as shown in Table 1 on page one of the tech memo). See also Tables K-16 and K-17 of the Environmental Impact Statement for this summary of parking impacts.

**TABLE 10R
PARKING SUMMARY FOR FULL PORT DEVELOPMENT**

NEW DEVELOPMENT	Friday Peak	Saturday Peak
Estimated Need	1,105	1,105
Proposed Parking Spaces	1,085	1,085
Parking Deficit	(20)	(20)

Port Area, Exclusive of New Development	Friday Peak	Saturday Peak
Parking Needs	710	786
Capacity	741	741
Parking Deficit	+31	(45)

TOTAL PORT AREA	Friday Peak	Saturday Peak
Parking Needs	1,815	1,891
Capacity	1,826	1,826
Overall Parking Deficit	+11	(65)

Public Parking - Level 1 Port and Beach Special Events

Public parking capacity increased by 6 parking spaces due to the street side parking gain shown in Table 1. The change for Level 1 Events (up to 1,700 vehicles) is shown in the table below for both the Phase 1 condition and the Full Build condition. Public capacity is the same for Phase I and Full Build.

Wednesday Night Concert Series

Public Capacity	741 spaces
Estes Street Soccer Fields	330 spaces
Concert Night Need	1,700 spaces
Surplus/Deficit	-629 spaces

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