



MEMORANDUM

To: Mr. Clay McPhail
Crotonville Owner LLC

From: John Canning, P.E.
Jeff DePaolis, P.E., PTOE

Date: May 22, 2024, rev. June 27, 2024, rev. September 3, 2024

Subject: **Parking Assessment for Proposed GE Training Center Site Re-Zoning**
1 Old Albany Post Road
Crotonville, Town of Ossining, NY

Kimley-Horn Engineering and Landscape Architecture of New York, P.C. (“Kimley-Horn”) has prepared this Memorandum to provide a parking generation assessment of each of the potential land uses associated with the proposed zone text amendments relative to the existing General Electric (GE) training facility (the “Project”), which is located at 1 Old Albany Post Road in the Town of Ossining, New York.

As detailed below, the change in use from a private training center to one of the privately-owned uses currently being considered (a hotel/conference center or senior living) would result in a peak parking demand that will exceed the available parking on-site. Therefore, under the existing site conditions, it would be necessary to accommodate the additional parking demand through the use of valet parking and a parking management plan.

As detailed below, more than adequate parking will be provided for day-to-day activities at this facility, with the requested zone text changes. On days with larger events, sufficient parking can be provided through the implementation of the parking management plan, attached herewith.

Project Description

The existing, approximately 62-acre GE Training center parcel contains an existing approximately 319,000 square foot (“SF”) executive training center campus located in 12 buildings with existing infrastructure. The facility is in a well-established campus setting, including 248 guest rooms, recreation areas, three (3) dining areas, a helipad and landscaped grounds. The facility currently provides 217 parking spaces. Access to the existing site is provided via a driveway to Old Albany Post Road, which is planned to remain under the proposed zone text amendments to the BE District.

It is proposed to amend the BE District zone for the property to permit the use of the existing facility for public use as a hotel/conference center ¹. It is also understood that, through simple modifications to the interior of the facility, with no additional building construction or building additions, the facility could accommodate up to 300 rooms. Therefore, all future conditions analyses were performed based upon the assumption of a 300-room facility.

The following describes the parking generation evaluations conducted for the proposed Project.

Former GE Training Center Parking

Kimley-Horn performed parking demand observations at the existing GE training center during the week of February 19, 2024. During this week, a total of 150 guests were training at the facility. It is also noted that the training typically occurs during weekdays (Monday through Friday). Therefore, the peak parking demand of the existing GE training center on a typical Saturday is negligible. A summary of the results of the parking demand observations performed at the existing GE training center is included in **Table 1**.

Table 1 – Observed GE Training Facility Peak Parking Demand			
Development	Size	Weekday	Saturday
Existing Facility	248 Rooms	68	8

However, it is understood that, during the peak usage of the GE training facility, an average of approximately 300 guests were training at the facility per week, or approximately two times the number of guests that were training during the performance of the parking demand observations. Therefore, the peak parking demand of the GE training facility during its peak usage was determined by doubling the peak parking demand summarized in **Table 1**. The estimated peak parking demand of the existing GE training facility during its peak of operation is summarized in **Table 2**.

Table 2 – Estimated Peak GE Training Facility Parking Demand			
Development	Size	Weekday	Saturday
Existing Facility	248 Rooms	136	16

Evaluating anticipated parking demand for the proposed uses at the Crotonville facility is a somewhat complicated process. The Institute of Transportation Engineers (ITE), *Parking Generation Manual*, 6th Edition, describes Land Use Code 310, Hotel, as “a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, concierge service, valet parking, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room.” Thus, the proposed Crotonville facility, when available to the public, would best fit the ITE definition of a hotel and Land Use Code 310 could be used to project the peak parking demand.

¹ In the future the applicant may apply to the Town for permission to convert some or all of the hotel lodging rooms/units for use as either assisted living/memory care units or a combination of assisted living/memory care units and independent living units. This potential is evaluated in this parking memorandum.

Projected Parking

Projected Typical Day Peak Parking

To understand the peak parking demand of the proposed Crotonville facility on a typical day (one when there is not a major meeting or banquet event), parking demand calculations were performed using the average rates published by ITE for Land Use Code 310 (per the directions of the ITE Parking Generation Manual - Step 1 see attached - the plotted data points were evaluated and it was determined that the best fit equation was closer to the plotted data points. However, to provide a conservative analysis, the higher average rate values were used)². The results of these peak parking demand calculations are summarized in **Table 3**.

Table 3 – Anticipated Peak Parking Demand - Hotel			
Development	Size	Weekday	Saturday
Hotel	300 Rooms	192	195

However, each of the individual business activities at the hotel are likely to add or generate their own parking demand (i.e., restaurants, rooms and meeting/banquet spaces), and there is a certain amount of synergy between the uses (i.e., there is a good chance that someone who stays at the hotel will be attending a meeting or patronizing the restaurant).

Therefore, in order to provide a better breakdown of the prospective parking demand associated with the proposed zone text amendments to the BE District (and to provide a mechanism for understanding how potential substitution of future senior housing units for hotel rooms might impact parking), Kimley-Horn took a further look into available data from ITE.

First, it was assumed that the parking associated solely with the lodging aspect of the facility (the rooms or, more precisely, the keys) would best be predicted using ITE Land Use Code 312, Limited-Services Hotel, which ITE defines as providing “overnight sleeping accommodations and other limited facilities, such as a swimming pool or a fitness room. A limited-services hotel typically does not have a doorman, bellhop, or concierge has little or no meeting room space, and does not have a full-service restaurant. Food service options are typically limited to a small food pantry that offers items for sale on a retail basis; or a complimentary breakfast buffet or afternoon beverage bar for hotel guests; or a limited-menu, order-at-the-counter restaurant.”.

Therefore, to understand how much of the peak parking demand generated by the proposed Crotonville facility would be generated by only the guest rooms (keys) of the facility, parking demand calculations were performed using the average rates published by ITE for Land Use Code 312 (per the ITE Parking Generation Manual directions the average rate provided the best fit for the data points closest to 300 rooms for the weekday and, while the weekend equation was a better fit for the data points closest to

² There is no indication that this hotel will generate parking above OR below the average on a typical day. Therefore, there is little justification to require use of the 85th percentile, especially when the average rate is acceptable and the 85th percentile is the third-tier option.

300 rooms, the R² was considerably less than 0.75). The results of these peak parking demand calculations are summarized in **Table 4**.

Table 4 – Anticipated Peak Parking Demand – Hotel Lodging Parking			
Development	Size	Weekday	Saturday
Hotel Lodging Parking	300 Rooms	198	159

The difference in parking generated using Land Use Code 310 and Land Use Code 312 was therefore estimated to be the peak parking demand with the facility’s typical daily non-lodging activities (including, but not limited to, restaurants or bars). The anticipated parking generation of the non-lodging activities are summarized in **Table 5**.

Table 5 – Anticipated Peak Parking Demand – Non-Lodging Parking			
Development	Size	Weekday	Saturday
Total Hotel Parking	300 Rooms	192	195
Hotel Lodging Parking	300 Rooms	198	159
Hotel Non-Lodging Parking		0 ³	36

Projected Maximum Day Peak Parking (with large event and other activities)

To understand the peak parking demand of the proposed Crotonville facility on a day when there was a meeting or an event held at the facility, the peak parking demand for the busiest 30%⁴ of the data points provided by ITE for Land Use Code 310, *Hotel*, were evaluated (see parking projections appended hereto). The results of these peak parking demand calculations are summarized in **Table 6**.

Table 6 – Anticipated Peak Parking Demand – Hotel with Meeting/Event Parking			
Development	Size	Weekday	Saturday
Hotel with Meeting/Event	300 Rooms	258	276

The difference in peak parking demand calculated using the busiest 30% of the data points provided by ITE for Land Use Code 310 and the peak parking demand calculated using all of the data points provided by ITE for Land use Code 310 was therefore estimated to be the parking demand associated with a meeting or event held at the facility. The anticipated peak parking demand of the meeting/event activities are summarized in **Table 7**.

³ The fact that hotel lodging value is higher than the total hotel value is a reflection of the fact that the peak parking demand for the hotel on a typical weeknight is projected to occur very late in the evening or overnight, when the hotel’s accessory uses are closed.

⁴ 85th percentile equivalent (30/2=15. 100-15=85).

Table 7 – Anticipated Peak Parking Demand – Meeting/Event			
Development	Size	Weekday	Saturday
Hotel Parking with Meeting/Event	300 Rooms	258	276
Total Hotel Parking	300 Rooms	192	195
Meeting/Event Parking		66	81

Potential Future Senior Living Parking

The applicant has expressed a possible interest in converting some or all of the 300 hotel rooms/units/keys to provide residencies for seniors. Two types of senior residencies are potentially contemplated:

- Assisted Living Facility
- Combined Independent and Assisted Living Facility

To understand the peak parking demand of the proposed Crotonville facility if the rooms were converted to senior living instead of being used as a hotel, peak parking demand calculations were performed using the average rates published by ITE for both types of senior living. For Assisted Living, ITE Land Use Code 254 was used. For the Combined Independent and Assisted Living Facility, ITE Land Use 253 and ITE Land Use Code 254 were used ^{5,6}.

⁵ Congregate Care is used in this report because that is the defined use in the ITE that most closely matches the proposed “Service-Enriched Senior Housing Residence” use to be added to the BE District regulations to permit the IL portion of the combined AL/IL residence. Land Use: 253 Congregate Care Facility: “A congregate care facility is an independent living development that provides centralized amenities such as dining, housekeeping, communal transportation, and organized social/ recreational activities. Each individual dwelling unit often has a kitchenette. Assistance is typically available for housekeeping or minor household maintenance. Limited medical services (such as nursing and dental) may or may not be provided. The resident may contract additional medical services or personal assistance.”

Land Use: 254 Assisted Living: “An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing in an independent living arrangement but does not require nursing home care. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation. The complex commonly provides separate living quarters for each resident. Alzheimer’s and ALS care are commonly offered at an assisted living facility. Living quarters for these patients may be located separately from the other residents. Assisted care commonly bridges the gap between independent living and a nursing home. In some areas of the country, an assisted living residence may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required.”

⁶ For the combined independent and assisted living facility, no more than 75% of the units will be congregate care units.

For the Assisted Living Facility, there was no best fit equation for Saturday, while the best fit equation for the weekday had a low R² value and would have resulted in a lower parking projection. Therefore, the average rate was used to calculate parking for both days.

For the Congregate Care Facility, there was no best fit equation for Saturday, while the best fit equation for the weekday had a low R² value and the number of units was well beyond the range of the datapoints. Therefore, the average rate was used to calculate parking for both days.

The results of these peak parking demand calculations are summarized in **Table 8**.

Table 8 – Anticipated Peak Parking Demand – Senior Living Land Uses			
Development	Size	Weekday	Saturday
Assisted Living	300 Rooms	120	90
Combined Congregate ¹ Care and Assisted Living	300 Rooms	120	109

¹ 225 congregate care units and 75 assisted living units

Finally, it is noted that, if the rooms of the facility were to be converted to senior living instead of being used as a hotel, it is understood that the other uses within the facility (the restaurants, bars, events or meetings) would still remain open to the public for use. It is noted that the restaurants, bars, etc. would be anticipated to add to the peak parking demand on a daily basis, whereas the meetings or banquets would be only on specific days.

Therefore, the peak parking demand of the facility under the aforementioned senior living scenarios and assuming non-lodging peak parking demand generated by the facility was determined by adding the total non-lodging peak parking demand, summarized in **Table 5**, to each of the senior living scenarios summarized in **Table 8**. The resultant peak parking demand of the facility under each of the senior living scenarios is summarized in **Table 9**.

Table 9 – Anticipated Peak Parking Demand – Senior Living Land Uses with Non-Lodging Parking Demand (Typical Day)			
Development	Size	Weekday²	Saturday
Assisted Living	300 Rooms	160	126
Combined Congregate ¹ Care and Assisted Living	300 Rooms	160	145

¹ 225 congregate care units and 75 assisted living units

² Assumes 40 vehicles parked for non-event conference center facilities when IL/AL parking peaks

Similarly, the total peak parking demand of the facility under the aforementioned senior living scenarios, and assuming parking demand generated during events/meetings at the conference center, was determined by adding the total meeting/event parking demand, summarized in **Table 7**, to the anticipated peak parking demand of the facility under each of the senior living scenarios with non-lodging parking demand summarized in **Table 9**. The resultant peak parking demand of the facility under each of the senior living scenarios is summarized in **Table 10**.

Table 10 – Anticipated Peak Parking Demand – Senior Living Land Uses with Non-Lodging and Events/Meetings Parking Demand			
Development	Size	Weekday	Saturday
Assisted Living	300 Rooms	186	207
Combined Congregate ¹ Care and Assisted Living	300 Rooms	186	226

¹ 225 congregate care units and 75 assisted living units

Parking Provided

As summarized in **Table 11** below, converting the existing privately-owned GE training center to a public-facing hotel providing 300 rooms is expected to generate a peak parking demand of 195 vehicles on a typical day. However, should any of the rooms be used as senior living in lieu of hotel/conference center (as defined in the zoning), the peak parking demand could be expected to change, with the peak parking demand decreasing to 160 parked vehicles if the rooms were to be used for assisted living and also 160 parked vehicles if the rooms were a combined congregate care and assisted living facility.

Table 11 – Peak Parking Demand Comparison – Potential Land Uses on a Typical Day			
Development	Size	Weekday	Saturday
Hotel	300 Rooms	192	195
Assisted Living	300 Rooms	160	126
Combined Congregate ¹ Care and Assisted Living	300 Rooms	160	145

¹ 225 congregate care units and 75 assisted living units

Similarly, the proposed zone text amendment is expected to generate a peak parking demand of 276 vehicles when a large event is occurring at the facility. However, should any of the rooms be used as senior living in lieu of hotel/conference center, the peak parking demand could be expected to change, with the peak parking demand decreasing 207 vehicles if the rooms were to be used for assisted living and 226 vehicles if the rooms were to be used as a combined congregate care and assisted living facility. **Table 12** compares the peak parking demand of each of the individual uses being considered for the proposed Crotonville Conference Center on a day during which a large event or conference is occurring at the facility.

Table 12 – Peak Parking Demand Comparison – Potential Land Uses on Event/Meeting Days			
Development	Size	Weekday	Saturday
Hotel	300 Rooms	258	276
Assisted Living	300 Rooms	186	207
Combined Congregate ¹ Care and Assisted Living	300 Rooms	186	226

¹ 225 congregate care units and 75 assisted living units

To determine whether sufficient parking will be provided to serve the hotel/conference center, the parking projections in the tables above were compared to the number of parking spaces provided (217). The comparison revealed that, on all days except when there are a larger event, the existing 217 parking spaces provided on the site will be sufficient to accommodate the projected peak parking demand. (This conclusion holds true also for the conversion of the hotel rooms to senior living.)

On days where there are large events the analysis indicates that parking will be deficient by up to 60 spaces (up to 10 spaces for senior living). To address this potential shortfall, the attached parking management plan has been prepared. The parking management plan outlines measures which will be implemented to ensure that adequate parking is always provided. One of the measures is to provide valet parking, which, as indicated in the plan, would increase the number of vehicles that could be parked on site by 65 from 217 to 282. This would be adequate to accommodate all activities.

Another measure(s) of the parking management plan is the applicant's submission to a post-occupancy study to verify that there is adequate parking and to construct additional/land banked parking, if so, directed by the Town. The parking management plan indicates general areas where a preliminary analysis indicates that up to 200 additional parking spaces could be constructed. This would bring the total parking that could be accommodated on the site up to 417 (482+ with valet parking). It is noted that one of the areas, the old tennis court has already been used for overflow parking in the past, accommodating up to 21 additional parked vehicles.

Conclusions

Based on the detailed analysis provided herein, it is concluded that the Crotonville Conference Center with up to 300 rooms (52 additional rooms), as proposed, will generate a peak parking demand of 276 vehicles, on days where there are large events. While the 217 parking spaces provided on the campus are sufficient to accommodate regular daily activity, it is proposed to accommodate peak parking demand associated with larger events through the implementation of a parking management plan. With this plan, parking for up to 282 vehicles can be accommodated through valet parking. The applicant has also agreed to a post-operative monitoring study to ensure that adequate parking is provided and has the ability to increase parking supply to approximately 417 parking spaces through land banked parking. With these measures (as detailed in the parking management plan, attached), more than adequate parking will be provided for this facility.

Understanding and Applying Parking Generation Manual Data

(ITE Parking Generation Manual, 6th Edition)

Selection of an appropriate method for estimating parking demand at a particular site requires the use of professional judgment and adherence to a logical methodology. One such methodology is briefly explained below.

Step 1: Evaluate the plotted data points to see if the weighted average rate or the best fit equation are closer to the plotted data point(s) with the same or similar independent variable size. This can be done visually with the plotted data points or by evaluating the standard deviation and coefficient of variation.

- A visual assessment is qualitative and informs the analyst whether data points appear to be concentrated closer to the rate line or the equation line.
- The coefficient of variation is a measure of how widely dispersed the data points are around the calculated average. It is simply the quotient of the standard deviation divided by the average. The lower the coefficient of variation, the less dispersion there is and the better the data fit.

Step 2: If the R^2 value for the fitted curve equation is greater than or equal to 0.75, this is an indication that the equation is likely suitable for the estimation of parking demand.

Step 3: For a data plot with a fitted curve with an R^2 of less than 0.75, the analyst may find it more appropriate to utilize one of the other reported statistics including:

1. Average rate—this is the rate which matches or exceeds 50 percent of the observed study sites (the CALCULATE function in ITEParkGen displays the calculated parking demand for the average rate)
2. 85th percentile rate¹—this is the rate which matches or exceeds 85 percent of the observed study sites (the CALCULATE function in ITEParkGen displays the calculated parking demand for the 85th percentile rate)
3. 95 percent confidence interval—while the statistics are approximate, the 95 percent confidence interval typically represents the range of two standard deviations above or below the mean.

A review of the ITE data indicated that the best fit equation **is closer to the plotted data points with the same or similar independent variable size than the average rate and has an R^2 greater than 0.75 (actually 0.88) for the critical time period (Weekday 186 using the best fit equation vs 184 on Saturday).** Thus, the ITE directions indicate that best-fit equation should be used to **determine parking demand.** There is no indication that the proposed hotel use will generate parking activity above OR below the average. Therefore, there is little justification to require use of the 85th percentile, especially when the average rate is acceptable and the 85th percentile is the third-tier option².

¹ There is no indication that this hotel will be generate traffic or parking above OR below the average. Therefore, there is little justification to require use of the 85th percentile, especially when the average rate is acceptable and the 85th percentile is the third-tier option. KH selected the 70th percentile as a conservative but reasonable alternative. A

² Use of the 85th percentile is appropriate when you have a continuous data source for a single use. For example, if you have a year's worth of parking data for a parking center (i.e. the minimum parking demand, maximum parking demand and every parking demand in between) It would be appropriate to design the parking lot for the 85th percentile parking demand, because it is known that parking occurs at that level and above (typically you do not design for the 100th percentile parking demand because your parking facility will be grossly oversized 99% of the time).

300 rooms

1. average rate: $0.64 \times 300 = 192$ veh.

2. Top 9/11 (82%): $372/476 = 0.78 \times 300 = 234$ veh.

3. Mean + 1 std. (84%): $(.64 + .14) = 0.78 \times 300 = 234$ veh.

4. Average of top 3: $0.86 \times 300 = 258$ veh.

Graph Look Up

Query Filter

DATA SOURCE:
Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE:
310

LAND USE GROUP:
(300-399) Lodging

LAND USE:
310 - Hotel

LAND USE SUBCATEGORY:
All Sites

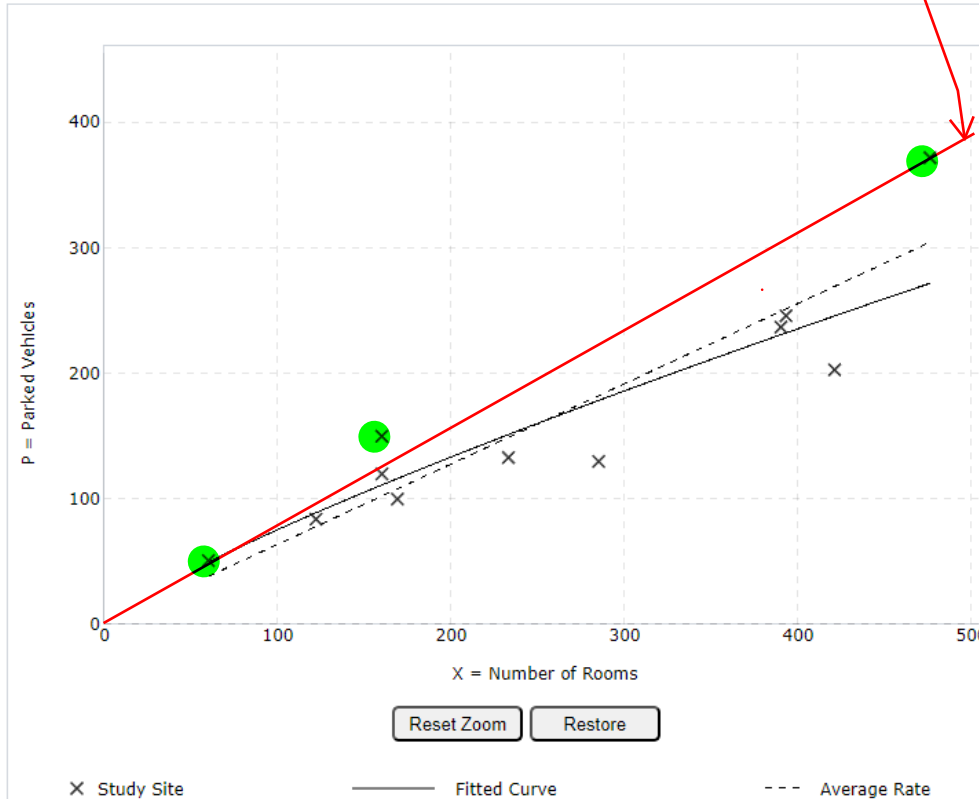
SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Rooms

TIME PERIOD:
Weekday (Monday - Friday)

ENTER IV VALUE TO CALCULATE PARKING DEMAND:
Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Hotel (310) [Click for Description and Data Plots](#)

Independent Variable:
Rooms

Time Period:
Weekday (Monday - Friday)

Setting/Location:
General Urban/Suburban

Number of Studies:
11

Avg. Num. of Rooms:
261

Average Rate:
0.64

Range of Rates:
0.46 - 0.94

33rd / 85th Percentile:
0.59 / 0.87

95% Confidence Interval:

Standard Deviation:
0.14

Coefficient of Variation:
22%

Fitted Curve Equation:
 $\ln(P) = 0.82 \ln(X) + 0.55$

R²:
0.88

Top percentile	310 hotel	MF Park		Sat Park	
1	60	51	0.85	95	94 0.989474
2	160	150	0.9375	285	240 0.842105
3	476	372	0.781513		
			0.86		0.92

ln. d P values.

Used highest value of the 4 methods which was the equivalent of the 85th percentile.

300 rooms

1. average rate: $0.65 \times 300 = 195$ veh.

2. Top 5/6 (83%): $240/285 = 0.84 \times 300 = 252$ veh.

3. Mean + 1 std. (84%): $(.65+.19) = 0.84 \times 300 = 252$ veh.

4. Average of top 2: $0.92 \times 300 = 276$ veh.

Graph Look Up

Query Filter

DATA SOURCE:
Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE:
310

LAND USE GROUP:
(300-399) Lodging

LAND USE:
310 - Hotel

LAND USE SUBCATEGORY:
All Sites

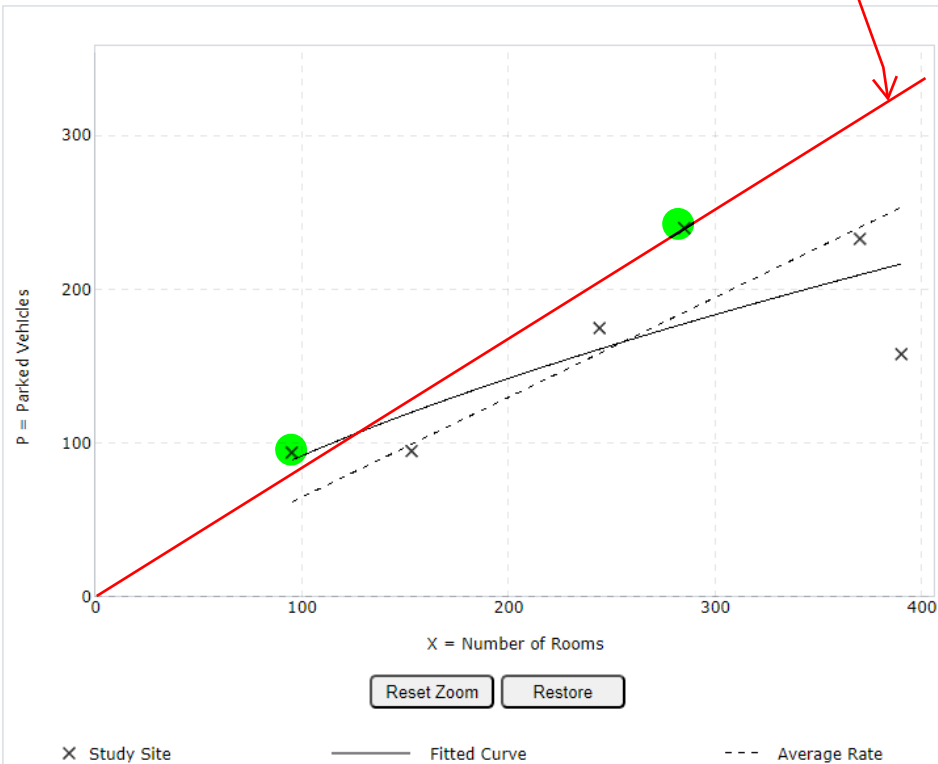
SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Rooms

TIME PERIOD:
Saturday

ENTER IV VALUE TO CALCULATE PARKING DEMAND:
Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Hotel (310) [Click for Description and Data Plots](#)

Independent Variable:
Rooms

Time Period:
Saturday

Setting/Location:
General Urban/Suburban

Number of Studies:
6

Avg. Num. of Rooms:
256

Average Rate:
0.65

Range of Rates:
0.41 - 0.99

33rd / 85th Percentile:
0.62 / 0.98

95% Confidence Interval:

Standard Deviation:
0.19

Coefficient of Variation:
29%

Fitted Curve Equation:
 $\ln(P) = 0.63 \ln(X) + 1.62$

R²:
0.69

Top percentile	310 hotel	MF Park		Sat Park
1	60	51	0.85	95
2	160	150	0.9375	285
3	476	372	0.781513	
			0.86	

Used highest value of the 4 methods which was the equivalent of the 85th percentile.

300 assisted living units average rate is higher than the best for equation (120 veh.)
 75 assisted living units and 225 congregate care units, average rate and best for equation
 are the same for assisted living (30 veh.)

Graph Look Up

Query Filter

DATA SOURCE:
 Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE:
 254

LAND USE GROUP:
 (200-299) Residential

LAND USE:
 254 - Assisted Living

LAND USE SUBCATEGORY:
 All Sites

SETTING/LOCATION:
 General Urban/Suburban

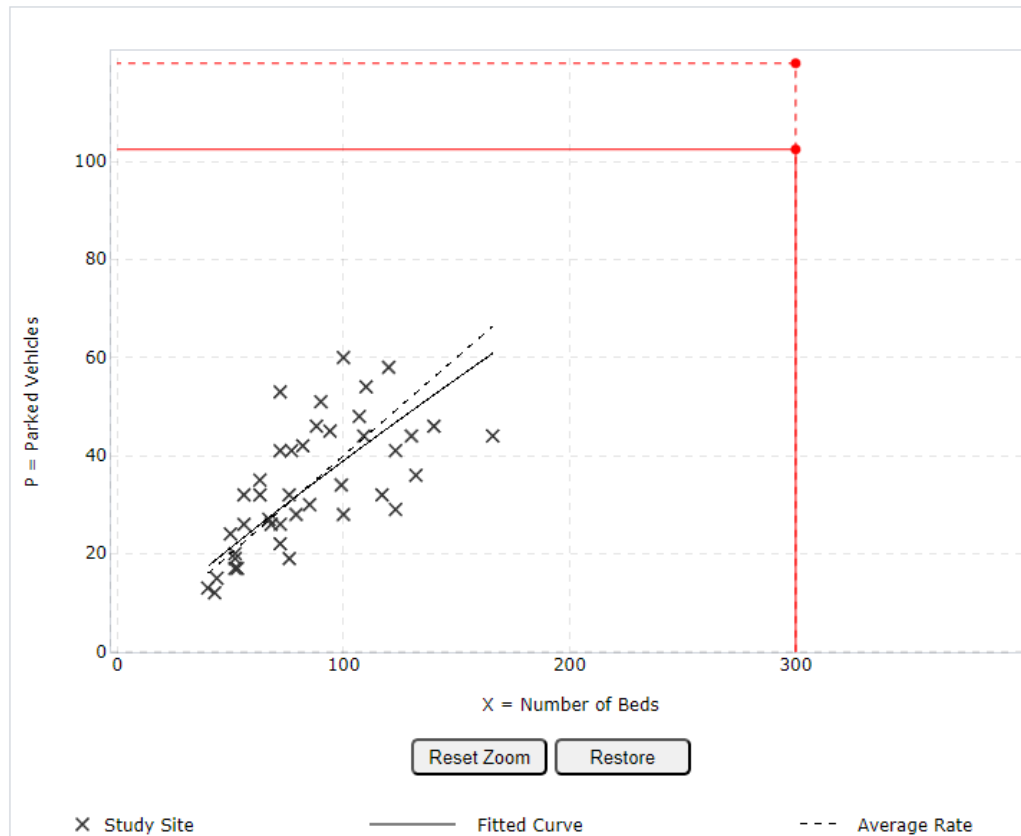
INDEPENDENT VARIABLE (IV):
 Beds

TIME PERIOD:
 Weekday (Monday - Friday)

ENTER IV VALUE TO CALCULATE PARKING DEMAND:
 300 Calculate

Data Range: 40.00 - 166.00

Data Plot and Equation



DATA STATISTICS

Land Use:	Assisted Living (254) Click for Description: Plots
Independent Variable:	Beds
Time Period:	Weekday (Monday - Friday)
Setting/Location:	General Urban/Suburban
Number of Studies:	41
Avg. Num. of Beds:	85
Average Rate:	0.40
Range of Rates:	0.24 - 0.74
33rd / 85th Percentile:	0.34 / 0.55
95% Confidence Interval:	0.36 - 0.44
Standard Deviation:	0.12
Coefficient of Variation:	30%
Fitted Curve Equation:	$\ln(P) = 0.88 \ln(X) - 0.39$
R ² :	0.57
Calculated Parking Demand:	Weighted Average: 120 Fitted Curve: 102

There is no indication that the assisted living units will generate parking above or below the average. Therefore, there is little justification to require use of the 85th percentile, especially when the average rate is acceptable and the 85th percentile is the third-tier option (per ITE).

300 assisted living units average rate is higher than the best for equation (90 veh.)
 75 assisted living units and 225 congregate care units, average rate and no best fit
 equation for assisted living (23 veh.)

Query **Filter**

DATA SOURCE:
 Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE:
 254

LAND USE GROUP:
 (200-299) Residential

LAND USE:
 254 - Assisted Living

LAND USE SUBCATEGORY:
 All Sites

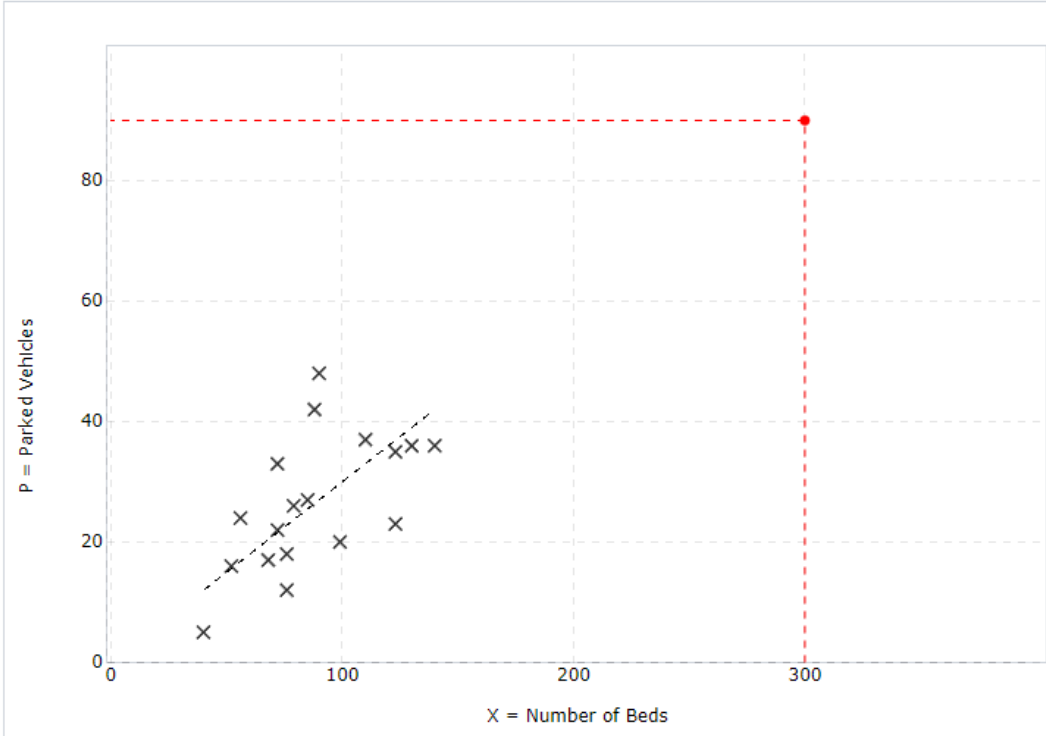
SETTING/LOCATION:
 General Urban/Suburban

INDEPENDENT VARIABLE (IV):
 Beds

TIME PERIOD:
 Saturday

ENTER IV VALUE TO CALCULATE PARKING DEMAND:
 300 Calculate
 Data Range: 40.00 - 140.00

Data Plot and Equation



Reset Zoom Restore

X Study Site - - - Average Rate

DATA STATISTIC

Land Use:
 Assisted Living (254) [Click for Des Plots](#)

Independent Variable:
 Beds

Time Period:
 Saturday

Setting/Location:
 General Urban/Suburban

Number of Studies:
 18

Avg. Num. of Beds:
 88

Average Rate:
 0.30

Range of Rates:
 0.13 - 0.53

33rd / 85th Percentile:
 0.25 / 0.46

95% Confidence Interval:

Standard Deviation:
 0.11

Coefficient of Variation:
 37%

Fitted Curve Equation:

R²:

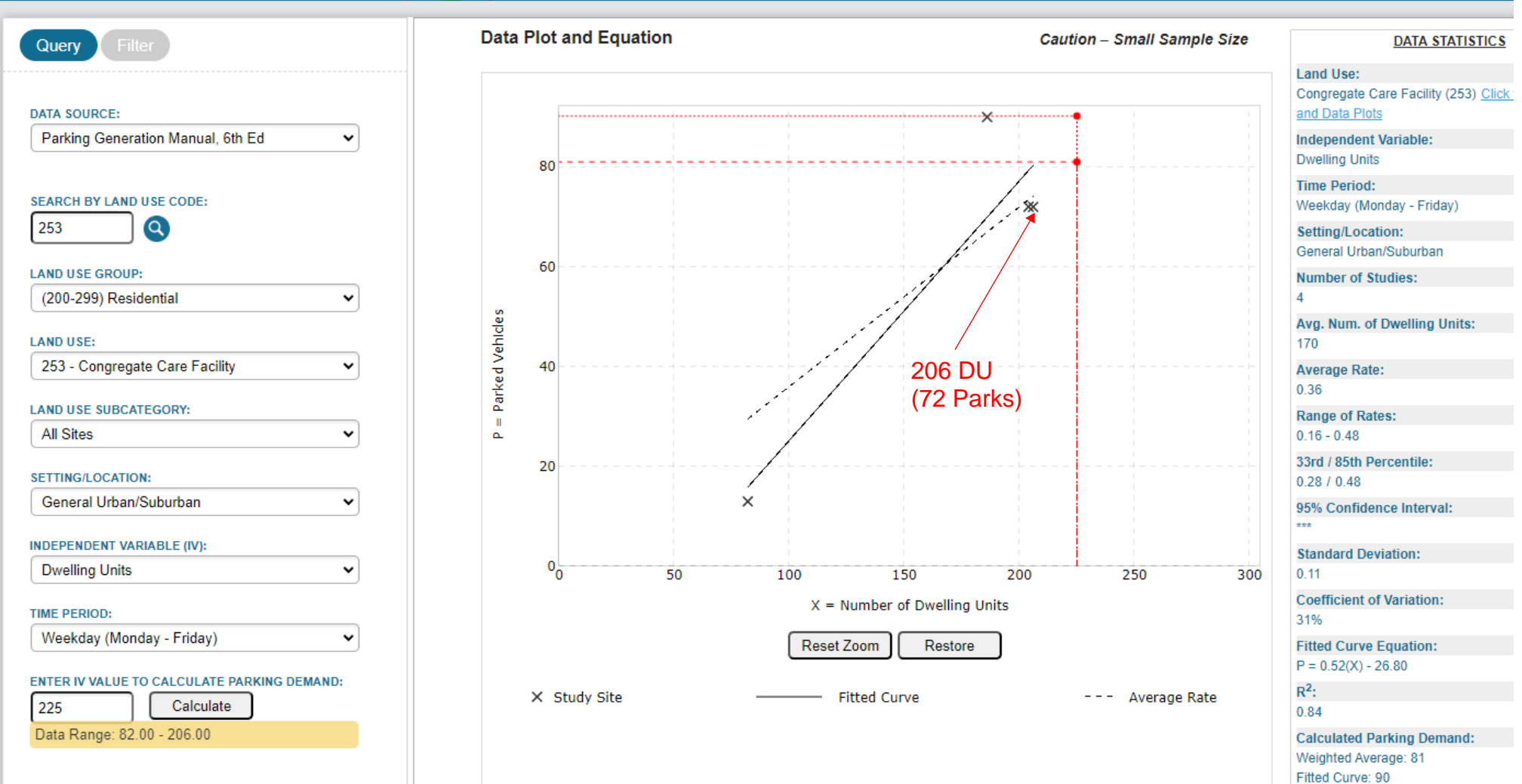
Calculated Parking Demand:
 Weighted Average: 90
 Fitted Curve: Not Available

There is no indication that the assisted living units will generate parking above or below the average. Therefore, there is little justification to require use of the 85th percentile, especially when the average rate is acceptable and the 85th percentile is the third-tier option (per ITE).

combined congregate care and assisted living facility (120 veh.)

225 congregate care best fit equation is higher than the average rate and has an R2 value of greater than 0.75 (90 veh.)

75 assisted living units, average rate and best for equation are the same for assisted living (30 veh.)



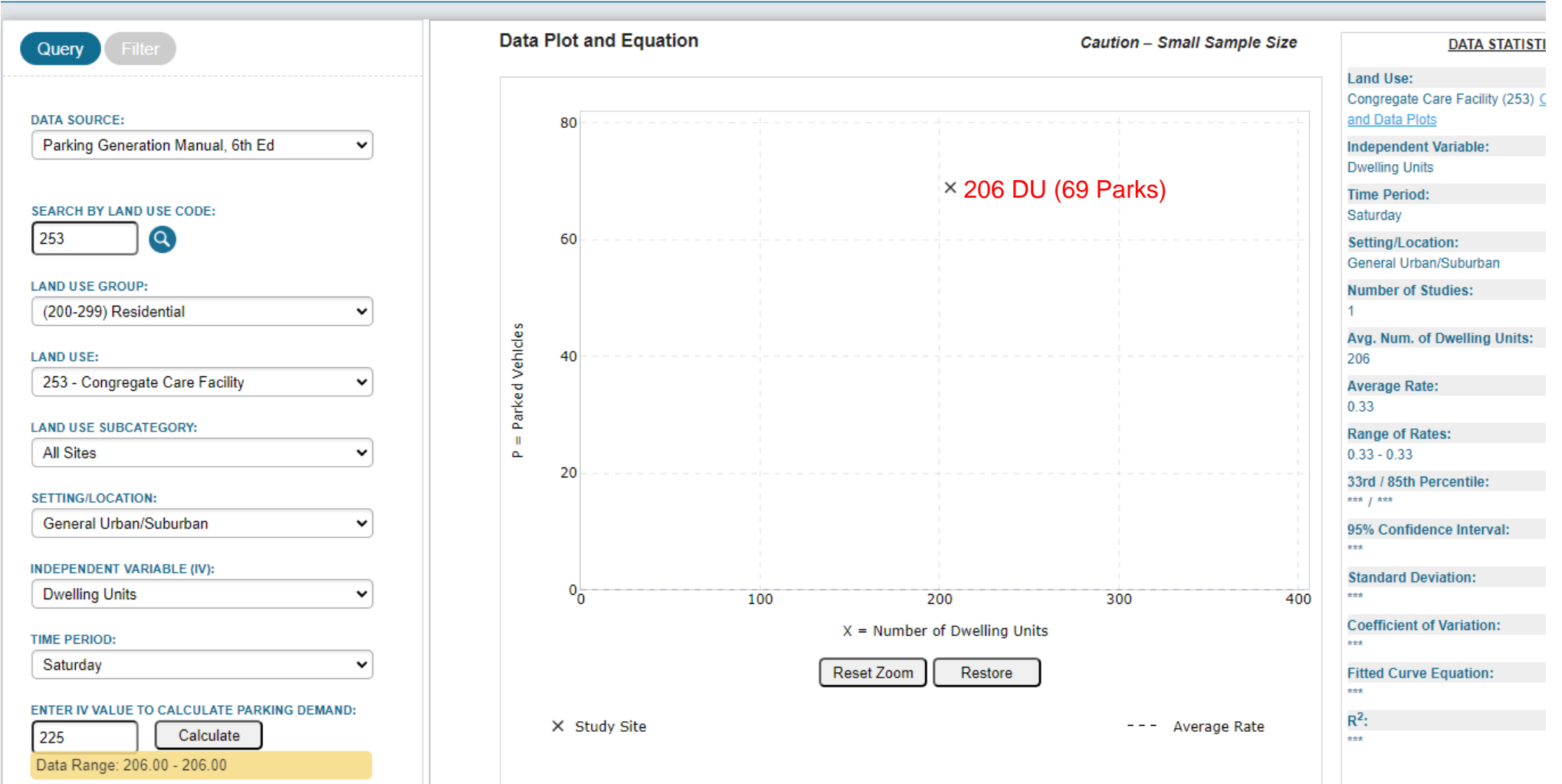
There is no indication that the assisted living units will generate parking above or below the average. Therefore, there is little justification to require use of the 85th percentile, especially when the average rate is acceptable and the 85th percentile is the third-tier option (per ITE).

combined congregate care and assisted living facility (109 veh.)

225 congregate care single data point 0.33 (74 veh.)

comparing single point data to weekday $(69/72) = 0.96 \times 90 = 86 \text{ veh.}$

75 assisted living units, average rate and no best fit equation for assisted living (23 veh.)



There is no indication that the assisted living units will generate parking above or below the average. Therefore, there is little justification to require use of the 85th percentile, especially when the average rate is acceptable and the 85th percentile is the third-tier option (per ITE).