

**PARKING DEMAND STUDY
&
TRANSPORTATION DEMAND MANAGEMENT PLAN (TDM)**

**Hospitality House
271 Central Avenue**

CITY OF ALBANY
COUNTY OF ALBANY
STATE OF NEW YORK

Applicant: Hospitality House TC, Inc.

Prepared by:

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Consulting Engineers and Land Surveyors**

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INTRODUCTION:

Hershberg & Hershberg, Consulting Engineers and Land Surveyors, were retained by Hospitality House TC, Inc. (hereinafter the "Applicant") as site engineer for the improvement of the Hospitality House at 271 Central Avenue. This Parking Demand Study and Transportation Demand Management Program for the proposed site is intended to meet the requirements of Section 375-4(E)(3): Parking Alternatives and Adjustments of the Unified Sustainable Development Ordinance (USDO) as detailed below.

(e) Parking demand study.

(i) The Chief Planning Official may approve an alternative parking plan that reduces off-street parking requirements below those shown in Table 375.405.1 based on a parking demand study and transportation demand management (TDM) program.

(ii) The TDM plan shall include facts and/or projections, including the type of development, proximity to transit and/or other multimodal systems, anticipated number of employees and/or patrons, minimum parking requirements, and indicate the types of transportation demand management activities that will be instituted to reduce single-occupant vehicle use and ease traffic congestion. (iii) The TDM plan shall demonstrate that the resulting traffic demand shall not result in traffic congestion in the surrounding area and that the resulting off-street parking provided shall not result in on-street parking congestion in the surrounding area.

DESCRIPTION OF EXISTING SITE:

PARCEL AREA

The proposal will consolidate four lots at No. 269 Central Avenue (TID #65.63-2-68) , No. 271 Central Avenue (TID #65.63-2-69), No. 98 North Lake Avenue (TID #65.63-2-70) & No. 260 Sherman Street, (TID #65.63-2-71) into a single lot with the address of No. 271 Central Avenue having an area of 12,480 SF or 0.29 acre. Aerial view of the site is shown in Fig. No. 1.



Fig. No. 1 - Aerial Photo of Existing Site

EXISTING USAGE

The project area is currently occupied by the Hospitality House 72 bed residential facility. There is a 3-story structure on Central Avenue with a one-story addition to the rear of No. 269 Central Avenue. There is a 7-car parking lot on the Sherman Street side accessed from Sherman Street. The existing operation requires 38 employees working in 3 shifts.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
8am-4pm	2	18	19	19	19	19	3
4pm-12am	3	4	6	4	4	5	2
12am-8am	2	2	2	2	2	2	2

Fig. No. 2 - Existing employees in 3 shifts

DESCRIPTION OF INTENDED SITE DEVELOPMENT AND USE

Applicant proposes to consolidate the four lots at #269 Central Avenue, #271 Central Avenue, #98 North Lake Avenue & #260 Sherman Street into a single lot with the address of No. 271 Central Avenue. Applicant proposes to maintain the current 72 bed count

under license by New York State Office of Alcoholism and Substance Abuse Services (OASAS) at the current site. The building size however will be increased from 13,000 SF to 34,000 SF to meet current OASAS guidelines for Stabilization and Rehabilitation Services and to house Hospitality House’s central administrative needs.

In order to keep Hospitality House’s treatment program operational during construction, the project will need to be constructed in two phases. Phase 1 will involve the construction of a new four-story addition on the property north of their existing building adjoining Sherman Street. Phase 2 would involve the complete renovation of the existing building. Construction duration for the entire project is expected to be 30 months. During the construction period, the number of clients served will need to be temporarily reduced to approximately 48 residents. After rehabilitation and new construction are complete the resident count would return to 72 and the employees would increase to 65 working in 3 shifts.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
8am-4pm	4	30	30	30	30	30	5
4pm-12am	5	7	9	7	7	8	5
12am-8am	3	3	3	3	3	3	3

Fig. No. 3 - Proposed employees in 3 shifts

EXISTING TRANSPORTATION LANDSCAPE

VEHICULAR ACCESS

The project is located on the heavily traveled Central Avenue (Route 5). In 2019 the AADT was measured on the section of Central Avenue from Clinton Avenue to Lark Street as 15,986 vehicles. During the 8 AM to 4 PM shift the number of employees travelling to the site would be a maximum of 19 without correction for use of public transportation or absences due to sickness, personal days or vacations.

CDTA PUBLIC TRANSPORTATION

There are four (4) CDTA bus routes which serve the site

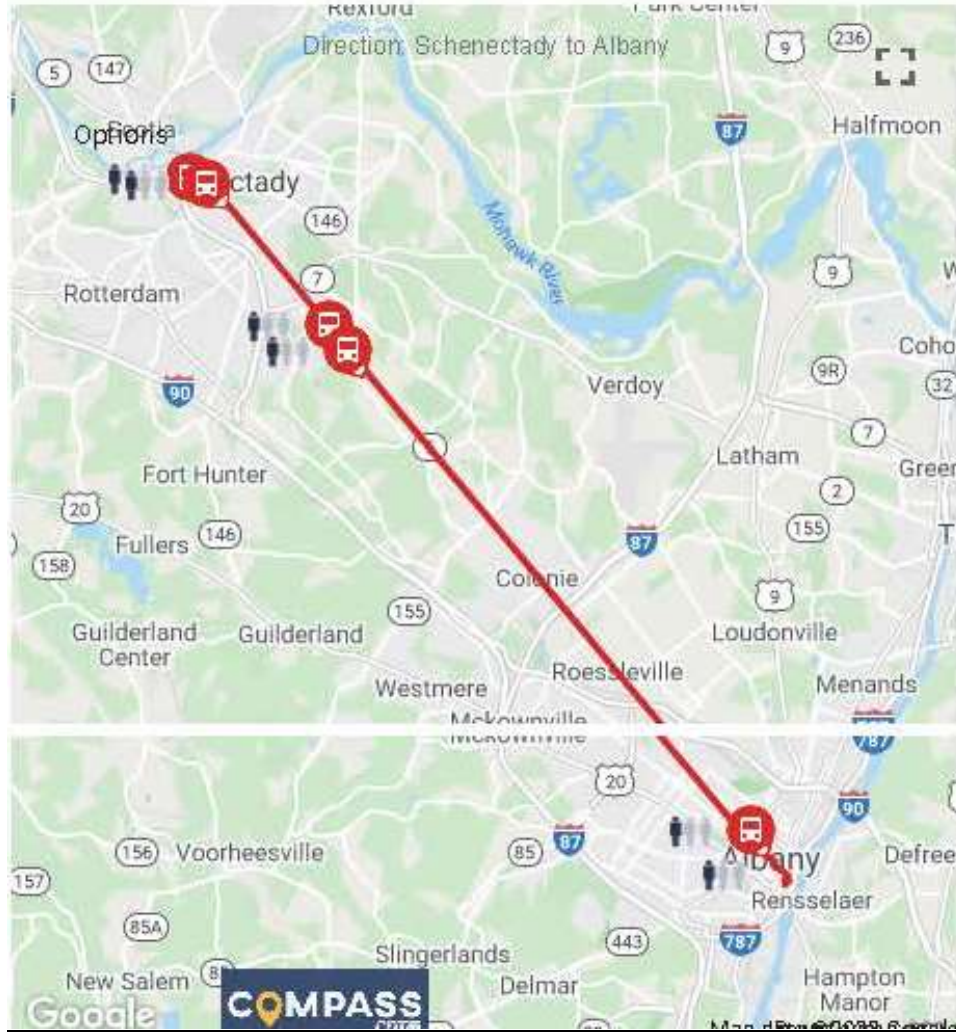


Fig. No. 4 – Red Bus Plus Route

Note: There is bus stop for this route at Central Avenue & Quail Street which is one block Northwest of site

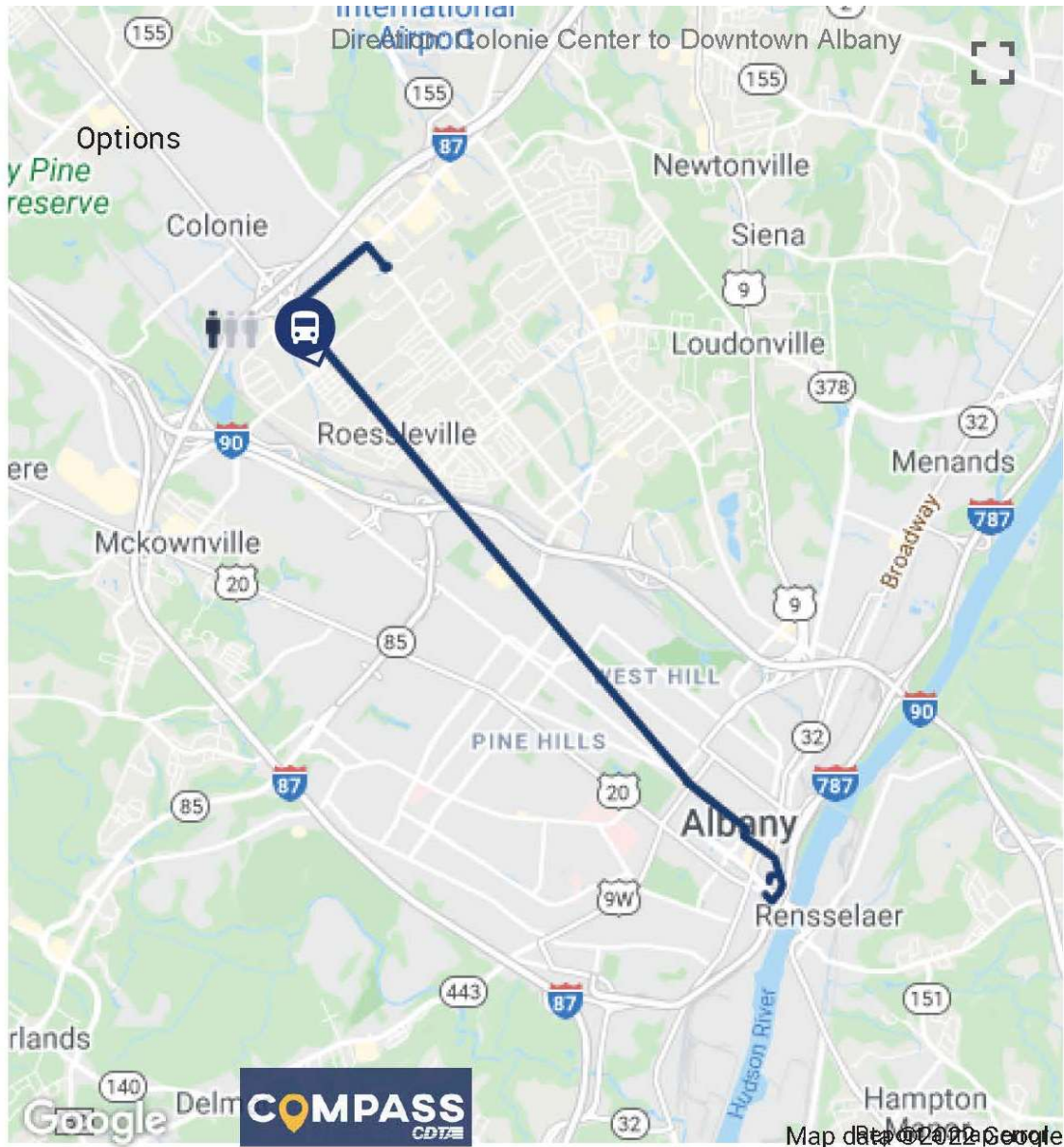


Fig. No. 6 – CDTA #1Route

Note: There is bus stop for this route at Central Avenue & North Lake Avenue

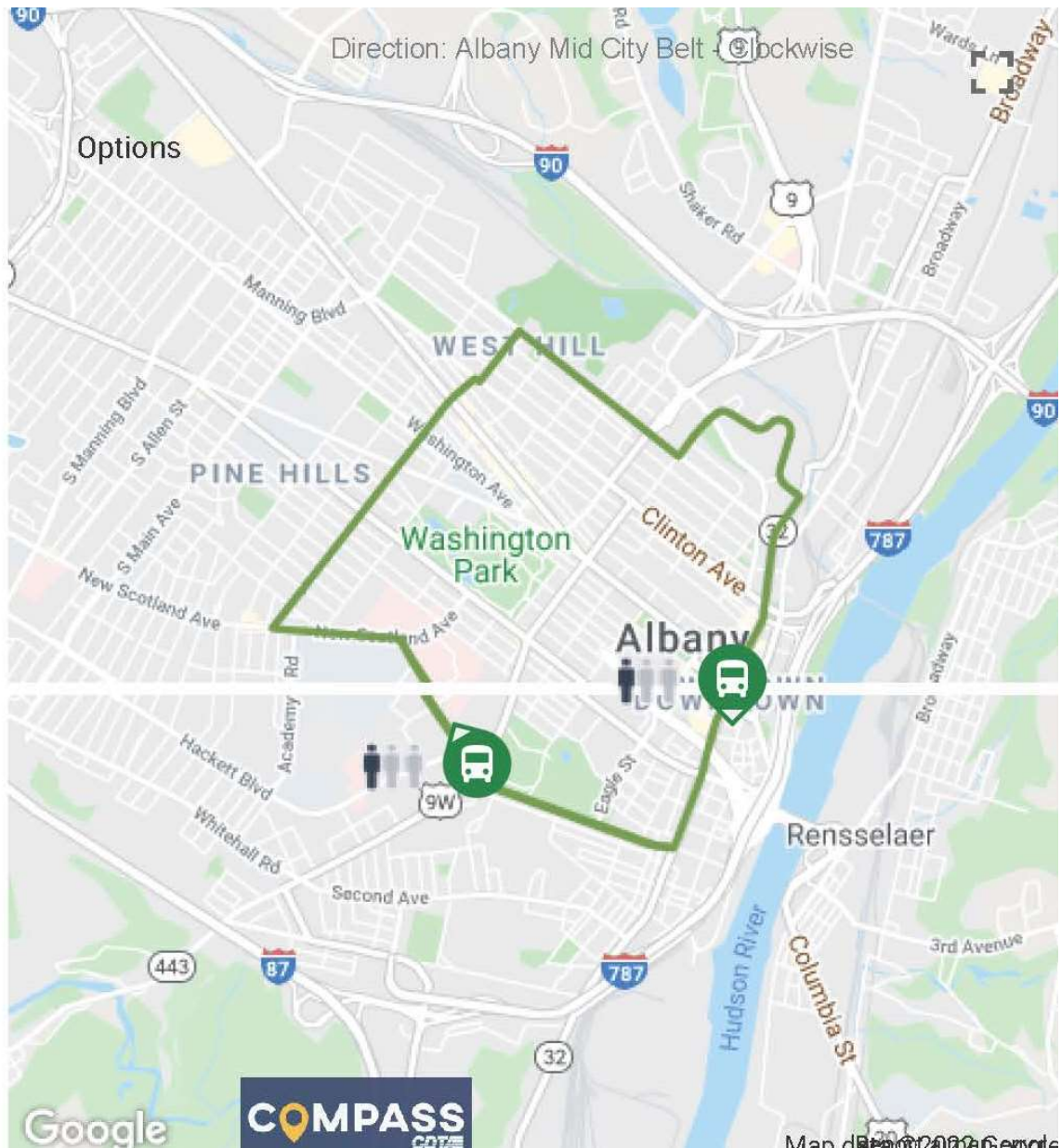


Fig. No. 7 – CDTA #100 Route

Note: There is bus stop for this route at Central Avenue & Quail Street which is one block Northwest of site

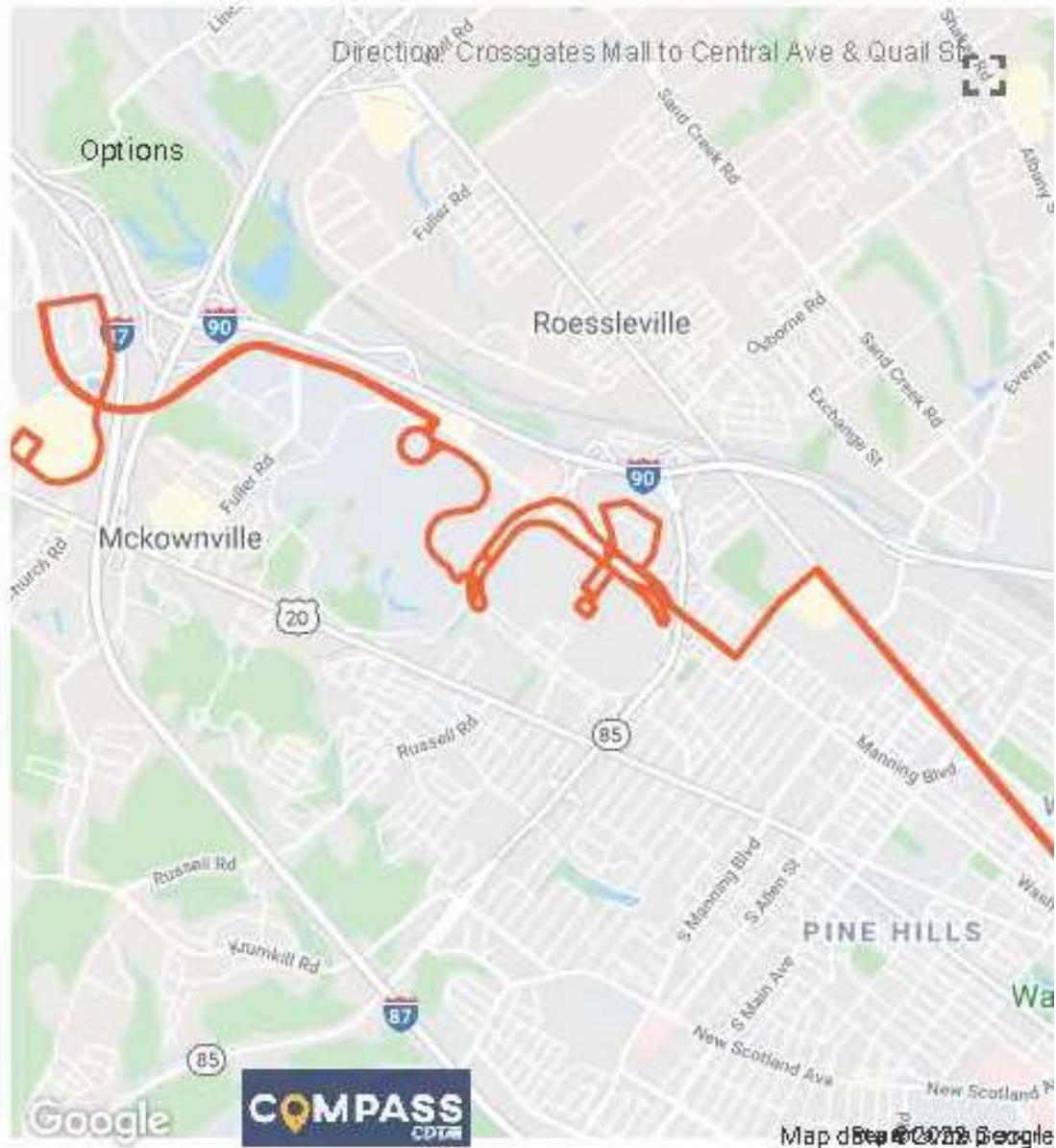


Fig. No. 8 – CDTA Harriman-PatroonCreek Route

Note: There is bus stop for this route at Central Avenue & Quail Street which is one block Northwest of site

AVAILABLE PARKING

To consider the convenient available on street parking, we identified 374 on-street parking spaces available within a maximum distance of 1000 feet from the site. See Appendix 1 for a map showing these spaces.

TRANSPORTATION IMPACTS

VEHICULAR ACCESS

The 72 existing and proposed residents do not have cars. During the 8 AM to 4 PM shift the number of employees travelling to the site would be increase by 11 (from 19 to 30) without correction for use of public transportation or absences due to sickness, personal days or vacations. This minimal increase in vehicle trips can be accommodated by the street system in the vicinity. This would only be an increase of 0.07% of the AADT on Central Avenue.

CDTA PUBLIC TRANSPORTATION

The Applicant proposes to enter into a Universal Acces Program for all employees who could take adantage of the four (4) CDTA bus routes which serve the site. It is estimate that approximately 20% of the employees working the 8 AM to 4 PM shift would avail themselves of this service further reducing the impact on traffic and parking demand. .

REQUIRED PARKING BY USDO:

The USDO requires 1 parking space per 600 GSF of Group Living, Other (Community Residence Facility for more than 14 residents). With a GFA of 34,868 SF, required parking would be 58 parking spaces. With a 20% reduction for proximity to transit the required spaces would be 47.

ESTIMATE OF PROJECTED PARKING DEMAND

Currently there are 19 employees during the 8 AM to 4 PM shift and 7 spaces available in the parking lot. Since most of these employees currently drive to work, 12 would have to find parking on-street. After the completion of the project, there will be 30 employees during the 8 AM to 4 PM shift and there will be no on-site parking available. How many of these will avail themselves of CDTA Universal Access plan is difficult to determine, but if a conservative estimate of 10% is assumed the maximum number of parking space require would be 27. Therefore, the number of employees seeking on-street parking would grow from 12 to 27, an increase of 15 or less than 5% of the 324 parking spaces identified.

CONCLUSION:

It is the Engineer's opinion that the impact of increased traffic is minimum when compared to the volume of traffic on Central Avenue. It is also the Engineer's opinion that the available on-street parking spaces is adequate to meet the projected parking demand.



Prepared by:

A handwritten signature in black ink, appearing to read "D. Hershberg", written over a horizontal line.

HERSHBERG & HERSHBERG
Daniel R. Hershberg, P.E. & L.S.

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APPENDIX 1

MAP OF AVAILABLE PARKING