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COBBLESTONE CROSSING ROLESVILLE, NORTH CAROLINA

PARKING STUDY



5/28/21

PREPARED BY MARTY D. BIZZELL, PE BASS, NIXON & KENNEDY, INC. **MAY 2021**

Cobblestone Village Parking Study May 26, 2021

Total Square Footage and Unit Tabulation

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_	Nestaurant Si						
	standard	reduced ^B	pm only ^c	Office SF	Retail/Flex SF	Residential Units	
Building 1						40	
Building 2					16,461	30	
Building 3					11,405	18	
Building 4				18,200			
Building 5					3,816	4	
Building 6					18,146	36	
Building 7						40	
Building 8						12	
Total	-	-	-	18,200	49,828	180	

NON-OPTIMIZED Single-Use Parking Requirements

Parking Coefficient:	0.02	0.01	0.02	3/1,000 SF	3/1,000 SF	2 per unit	
Parking Count:	0	0	0	55.00	150.00	360	Total:
						Single-Use Required:	565

OPTIMIZED Peak Hour Percentage Factors

		_								Total Hourly
TIME	% of peak	demand ^D	pm only	% of peak	demand	% of peak	demand	% of peak	demand	Sums
6:00 AM	0%	0	0	3%	2	0%	0	100%	360.0	362
7:00 AM	8%	0	0	20%	11	8%	12	87%	313.2	337
8:00 AM	18%	0	0	63%	35	18%	27	79%	284.4	347
9:00 AM	42%	0	0	93%	52	42%	63	73%	262.8	378
10:00 AM	68%	0	0	100%	55	68%	102	68%	244.8	402
11:00 AM	80%	0	0	100%	55	80%	120	59%	212.4	388
12:00 PM	90%	0	0	90%	50	90%	135	60%	216.0	401
1:00 PM	90%	0	0	90%	50	90%	135	59%	212.4	398
2:00 PM	85%	0	0	97%	54	85%	128	60%	216.0	398
3:00 PM	80%	0	0	93%	52	80%	120	61%	219.6	392
4:00 PM	85%	0	0	77%	43	85%	128	66%	237.6	409
5:00 PM	79%	0	0	47%	26	79%	119	77%	277.2	423
6:00 PM	82%	0	0	23%	13	82%	123	85%	306.0	442
7:00 PM	89%	0	0	7%	4	89%	134	94%	338.4	477
8:00 PM	87%	0	0	7%	4	87%	131	96%	345.6	481
9:00 PM		0	0	3%	2	61%	92	98%	352.8	447
10:00 PM		0	0	3%	2	32%	48	99%	356.4	407
11:00 PM		0	0	0%	0	13%	20	100%	360.0	380
12:00 AM	0%	0	0	0%	0	0%	0	100%	360.0	360



Assumptions:

Conclusion:

Parking requirements were calculated based upon the Town of Rolesville's Town Center Parking requirements. The Town Center parking criteria requires two spaces per dwelling unit for mixed-use residential and 3 spaces for each 1,000 square fee of gross floor area. The total number of parking spaces required based upon single use is 565 spaces.

The shared parking study concludes that based upon optimized peak hour percentage factors, the peak hour demand is 481 parking spaces during the 8:00 p.m. hour. The lowest parking demand calculated is 337 parking spaces during the 7:00 a.m. hour. The required number of spaces based on the shared parking analysis is substantially less than the number of spaces based upon the single use calculation.

The total number of on-site parking spaces is 457 spaces. 24 spaces are available on-street for a total number of 481 parking spaces proposed.

Based upon parking analysis peak hour demand of 481 spaces, the number of parking spaces proposed show to provide adequate parking for the number of residential units and the retail and civic space proposed.