



Application for **SPECIAL USE PERMIT**

Department of Planning and Development Review
Land Use Administration Division
900 E. Broad Street, Room 511
Richmond, Virginia 23219
(804) 646-6304
<http://www.richmondgov.com/>

Application is hereby submitted for: (check one)

- special use permit, new**
- special use permit, plan amendment**
- special use permit, text only amendment**

Project Name/Location

Property Address: 1121 N. 20th Street Date: Aug. 8 2019
 Tax Map #: E0000514026 Fee: 300
 Total area of affected site in acres: 0.175

(See **page 6** for fee schedule, please make check payable to the "City of Richmond")

Zoning

Current Zoning: R-6

Existing Use: outbuilding

Proposed Use

(Please include a detailed description of the proposed use in the required applicant's report)
Five (5) Single family attached dwelling units

Existing Use: outbuilding

Is this property subject to any previous land use cases?

Yes No If Yes, please list the Ordinance Number: _____

Applicant/Contact Person: Mark Baker, Charlie Wilson

Company: Baker Development Resources
 Mailing Address: 1519 Summit Avenue, Suite 102
 City: Richmond State: VA Zip Code: 23230
 Telephone: (804) 874-6275 Fax: ()
 Email: markbaker@bakerdevelopmentresources.com

Property Owner: OGBURN BUILDING & DEV. LLC DAVID G. OGBURN President
 If Business Entity, name and title of authorized signee: [Signature]

(The person or persons executing or attesting the execution of this Application on behalf of the Company certifies that he or she has or have been duly authorized and empowered to so execute or attest.)

Mailing Address: 32 Cobblestone Circle
 City: Henrico State: VA Zip Code: 23238
 Telephone: (804) 909-4779 Fax: ()
 Email: OGBURN.DAVID@GMAIL.COM

Property Owner Signature: [Signature]

The names, addresses, telephone numbers and signatures of all owners of the property are required. Please attach additional sheets as needed. If a legal representative signs for a property owner, please attach an executed power of attorney. **Faxed or photocopied signatures will not be accepted.**

NOTE: Please attach the required plans, checklist, and a check for the application fee (see Filing Procedures for special use permits)

APPLICANT'S REPORT

August 8th, 2019

*Special Use Permit Request
1121 N 20th Street, Richmond, Virginia
Map Reference Number: E-000-0514/026*

Submitted to: **City of Richmond**
Department of Planning and Development Review
Land Use Administration
900 East Broad Street, Suite 511
Richmond, Virginia 23219

Submitted by: **Center Creek Homes**
11 S. 12th Street, Suite 108
Richmond, Virginia 23219

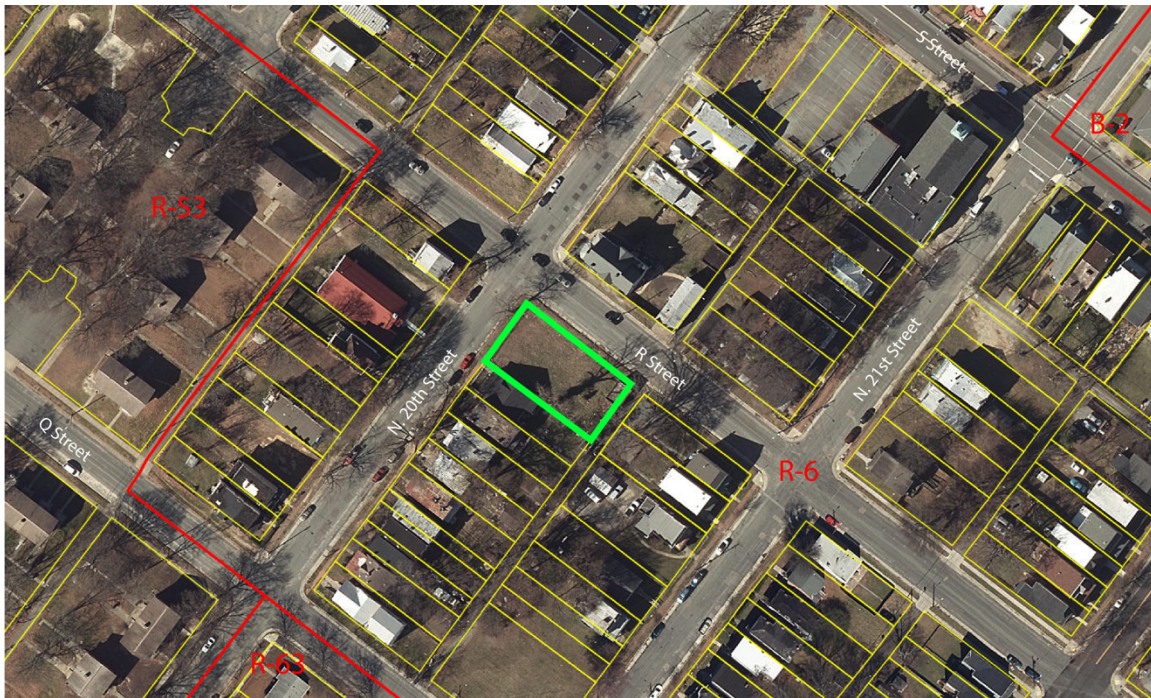
Introduction

Center Creek Homes is requesting a special use permit for 1121 N 20th Street (“the Property”). The special use permit (“the SUP”) would authorize the construction of five (5) single-family attached dwellings, some of the features of which do not conform to the underlying R-6 zoning requirements applicable to the Property.

Existing Conditions

SITE DESCRIPTION AND EXISTING LAND USE

The Property is located at the southeastern corner of the intersection of R Street and N 20th Street. The Property is referenced by the City Assessor as one parcel (E-000-0514/026). The Property is 125’ wide by 61’ deep, contains approximately 7,625 square feet of lot area, and is generally by a small outbuilding abutting the alley. See the attached survey titled “Plat Showing Improvements on the No. 1121 North 20th Street, in the City of Richmond, Virginia,” completed by McKnight & Associates, P.C. on April 1, 2019 (“Exhibit A”) for greater detail.



Excluding the Property, the properties on the eastern line of N 20th Street in this block are all developed with single-family homes except 1101 N 20th Street, which is institutional. Many of these homes were constructed prior to the implementation of side-yard setback requirements. As a result, these dwellings typically have side-yard setbacks that are less than the 3’ required. Along the western line of N 20th Street in this block are a mix of single-family, commercial, institutional, and undeveloped properties. Within a one-block radius of the Property lies the Mosby Court

multifamily dwelling complex, as well as a number of other properties developed as two-family and multifamily dwellings.

EXISTING ZONING

The Property and the surrounding properties to the east, north, and west in the vicinity are zoned R-6 Single-Family Attached Residential, which generally permits single-family detached, single-family attached, two-family detached, and two-family attached dwellings subject to certain feature requirements. The Property also lies within a block of properties zoned R-53 and R-63.

MASTER PLAN DESIGNATION

The Master Plan recommends "Single-Family (medium density)" for the Property. The Master Plan describes this land use category as follows: "Primary uses are single-family and two-family dwellings, both detached and attached, at densities of 8 to 20 units per acre...Typical zoning classifications that may accommodate this land use category: R-5A, R-6 and R-7." There are also a variety of general housing goals contained in the Master Plan Neighborhoods and Housing chapter that are applicable to the request. These goals include, among other things, recognition of the need for the continued creation of market rate housing and a desire for neighborhoods to provide a variety of housing choices while remaining culturally and economically diverse.

Proposal

PURPOSE OF REQUEST

The Property consists of a lot that is exceptionally large for the vicinity. Respective to its R Street frontage, the lot has a width of over 125', a depth of 61', and a lot area of 7,625 square feet. At that size, the Property, were it vacant, would be large enough to accommodate either two (2) single-family attached dwellings, one (1) single-family detached dwelling, or one (1) two-family detached dwelling by-right according to the applicable R-6 district feature requirements. The owner would like to build five (5) single-family attached dwellings configured as one series of three (3) attached dwellings and one attached pair. In order to do so, relief is needed from several R-6 district feature requirements.

In order to accomplish the proposed development, the Property would be subdivided into five (5) separate lots in order to accommodate five (5) single-family attached dwellings. As proposed, the minimum lot area on all lots would not be met, as well as the coverage requirement for the middle unit in the series of three. One of the side yard requirements would also not be met for the westernmost unit in that same series. In addition, the lot at the corner of R and N 20th Streets would technically require two front yards, one of which, along N 20th Street, would not be met. Overall, the all five (5) units front onto R Street; the proposed front yard setback of 8' may also be less than what is required, which would ultimately be based on the street side-yard setback of 1122 N 21st Street. Two parking spaces are proposed on-site. Because some of the parking and feature requirements would not be met, a special use permit is required.

In exchange for the SUP, the intent of this request is to ensure a thoughtful infill development of the atypically large vacant lot. The overall project would be appropriately dense and efficient while meeting most aspects of the underlying zoning. The single-family attached use is compatible with the area, and would be consistent with the neighborhood's residential character. While the proposal is at a higher density than its immediate surroundings, the goal is to accommodate additional

density over what may otherwise be developed by right for the purpose of providing for increased affordability. Finally, the quality assurances conditioned through the SUP would guarantee a higher quality development than might otherwise be developed by right.

AFFORDABILITY

As previously stated, this request stems from the desire to keep home prices down and allow for increased homeownership opportunity in an increasingly competitive housing market. If the SUP were not granted, and the Property were to be developed by-right, two single-family homes would likely have to sell in the upper \$300,000s to absorb land acquisition and hard and soft development costs. Instead, Center Creek Homes sees an opportunity to provide for five (5) more modest single-family attached homes that reasonably intensify land use while remaining consistent with the residential character of the neighborhood. In doing so, the five (5) new homes would be affordable to families of four making at least 80% of the Area Median Income (AMI) as determined by HUD.

PROJECT DETAILS/DESIGN

The five (5) proposed single-family attached dwellings would be two stories in height. Four (4) of those dwellings would contain approximately 1,380 square feet of floor area, while one (1) would contain approximately 1,394 square feet of floor area. Each dwelling would consist of three (3) bedrooms and two-and-one-half (2 ½) bathrooms.

The proposed floor plans include modern and open living spaces. The first floor is largely “open concept,” in an effort to add flexibility in the use of the ground floor. The kitchen is defined through the use of an island counter arrangements with bar seating. Each unit would include a master bedroom suite on the second floor, complete with en suite master bath, and walk-in closet. Second and third bedrooms would also be located on the second floor.

The proposed elevations would be of a traditional rowhouse design and would feature full-width front porches. The color of the elevations would vary slightly between the series of three dwellings and the attached pair. All elevations have tall windows on the first floor, varying front door colors, and modest, yet classical front porch designs to add visual interest and functionality. Each unit would have its own private, fenced-in back yard. Front yards would be improved as lawn area and foundation landscape beds.

Findings of Fact

The following are factors included in Section 17.11 of the Charter and Section 30-1050.1 of the Zoning Ordinance relative to the approval of special use permits by City Council. The proposed special use permit will not:

- ***Be detrimental to the safety, health, morals and general welfare of the community involved.***

The proposed SUP will not impact the safety, health, morals and general welfare of the nearby neighborhoods. The proposed development is compatible with existing development in the vicinity. The request would simply permit the reconfiguration of the

Property in order to develop 5 single-family attached homes that are compatible with the surrounding development. The redevelopment of this underutilized property in conjunction with the high quality/benefits provided by the SUP will provide positive impacts in terms of health, welfare, etc.

- ***Tend to create congestion in streets, roads, alleys and other public ways and places in the area involved.***

The proposed SUP will not result in significant traffic impacts to nearby residential neighborhoods. There is ample, underutilized on-street parking available on R Street and N 20th Street. Two (2) on-site parking spaces are also being provided. As such, the SUP will not create congestion on streets, roads, alleys or any other public right of way.

- ***Create hazards from fire, panic or other dangers.***

The property will be developed in a manner consistent with the requirements of the building code and in accordance with the requirements of Fire and Emergency Services. The City's codes applicable to this development are designed to eliminate such hazards.

- ***Tend to overcrowding of land and cause an undue concentration of population.***

The proposed SUP will not tend to over crowd the land or create an undue concentration of population. The request represents a density that is appropriate within the traditional urban development pattern in the vicinity.

- ***Adversely affect or interfere with public or private schools, parks, playgrounds, water supplies, sewage disposal, transportation or other public requirements, conveniences and improvements.***

The special use permit amendment would not adversely affect the above referenced City services. To the contrary, the proposal would provide positive fiscal (tax) benefits that would enhance the City's ability to provide these services to the proposed development.

- ***Interfere with adequate light and air.***

The light and air available to the subject and adjacent properties will not be affected. Proposed side and rear yard setbacks along property lines shared with abutting parcels will meet or exceed those which are commonly found in the area. The majority of the proposed dwellings are well under the R-6 maximum lot coverage requirement, with only one (1) dwelling being only marginally above that ratio.

Summary

Center Creek Homes is enthusiastically seeking approval for the construction of five (5) single-family attached dwellings on the Property. This proposal represents an ideal, small-scale urban infill development for this location. The request would allow for the efficient development of the Property while meeting multiple Master Plan goals relating to housing and addressing concerns related to affordability. In exchange for the special approval, the quality assurances conditioned

through the SUP would guarantee new development that is of higher quality than might otherwise be developed by right.



October 7, 2019

Mr. Matthew Ebinger
City of Richmond
Department of Planning and Development Review
Land Use Administration Division, Room 511
City Hall, 900 East Broad Street
Richmond, Virginia 23219

RE: Parking Study, 1121 N. 20th Street, Richmond Virginia

Baker Development Resources has conducted a parking study for the proposed Special Use Permit (“the SUP”), which would authorize 5 single-family attached dwellings at 1121 N. 20th Street, Richmond, Virginia (“the Property”). The purpose of the study was to assess the adequacy of available on-street parking. This would include observation of the existing parking demand within the parking shed of the Property as well as an evaluation of the future parking demand related to the proposed development of the site.

Study Methodology

The methodology utilized for this study includes: (1) identification and evaluation of the parking shed and available on-street parking in the vicinity of the Property; (2) determination of existing parking demand within the parking shed; and (3) comparison of the available on-street parking spaces and the expected future parking demand for the proposed use of the Property.

Parking Shed/Available On-Street Parking

The parking shed identified for the purpose of the study includes on-street parking spaces located on: R St (between N. 20th and N. 21st Streets); R Street (between 19th and 20th Streets); N. 20th Street (between Q and R Streets); and N. 20th Street (between R Street and Fairmount Avenue). The parking shed was evaluated according to the Zoning Ordinance, Sec. 30-710.3:1, relating to dimension of parking spaces and Chapter 27 Traffic and Vehicles, Sec 27-197, relating to the prohibition on parking in certain specified areas. Where parking is permitted, dimensions of 22 feet in length (captive stalls) and 17.5 feet in length (end stalls) were utilized to determine the available on-street parking spaces. Based on this analysis there are 98 existing on-street parking spaces available within the parking shed (Figure 1, next page).

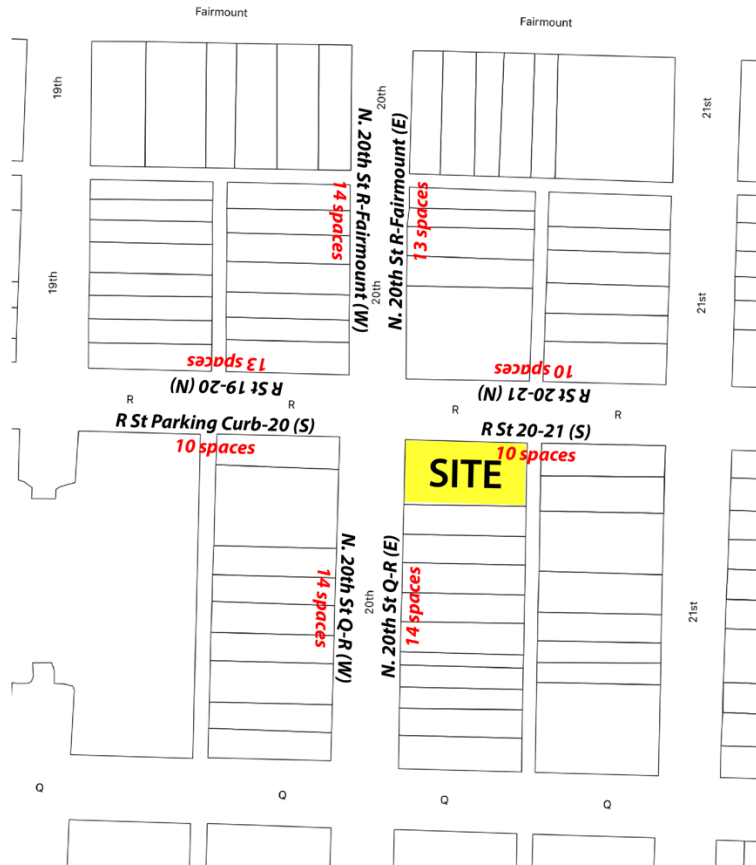


Figure 1

Existing Parking Demand

The existing parking demand was determined by conducting parking counts during times of higher parking demand. This included before and after the typical working day when most residential uses would exhibit a higher demand as well as Sunday morning when a church within the parking shed further contributed to the demand. The counts were conducted on: Monday, August 19th, 2019 at 7:45 P.M. (Day 1); Wednesday, August 21st, 2019 at 7:50 P.M. (Day 2); Friday, August 23rd, 2019 at 7:00 A.M. (Day 3); Sunday, August 25th, at 10:30 A.M. (Day 4); Wednesday, August 28th, 2019 at 7:45 P.M. (Day 5); Friday, August 30th, 2019 at 7:00 A.M. (Day 6); and Wednesday, September 4th, 2019 at 7:00 A.M. (Day 7). During these times of higher parking demand, an average of 24.4 vehicles were parked on-street within the parking shed leading to an average parking supply of 73.6 unutilized on-street parking spaces (Figure 2, below). The counts for individual days and frontages are included in the attached addendum.

	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Cumulative Average
Cars Parked	19	22	22	30	24	30	24	24.4
Spaces Available	79	76	76	68	74	68	74	73.6
% occupied	19%	22%	22%	31%	24%	31%	24%	24.93%

Figure 2

Proposed Development/Future Parking Demand

The SUP would authorize the development of the Property with 5 single-family attached dwellings. Future parking demand for the Property was determined by utilizing the ITE Parking Generation, 4th Edition, publication (“the ITE Manual”). The ITE Manual provides peak parking demand rates for

various land uses based on empirical nationwide studies. It provides an average peak parking demand rate for each land use, in this case on a per dwelling units basis. For the proposed 5 single-family attached dwellings (townhomes) the ITE Manual suggests that, on average, the 5 dwellings would generate a peak parking demand of 1.38 parking spaces per unit or a total of 6.9 parking spaces (7 spaces, rounding up). It is worth noting that the ITE database did not utilize the lone urban sample in its database (at a lower 0.85 spaces per dwelling unit) in arriving at the average of 1.38 parking spaces per unit. As a result, the ITE average is skewed toward development with suburban characteristics where parking demand is typically higher based on a lack of access to public transportation and a lack of pedestrian or bicycle infrastructure. Nevertheless, we evaluated the future parking demand with a conservative range of 7 (the ITE Manual average) to 10 parking spaces (2 spaces per dwelling unit). Based on that analysis, the total on-street spaces conservatively required to satisfy future demand for the proposed site is 5 to 8 spaces when including the proposed 2 off-street spaces.

Conclusions/Recommendations

The development of the Property with 5 single-family attached dwellings will conservatively require 5 to 8 on-street parking spaces in order to satisfy future parking demand. Based on existing conditions, it has been determined that an average of 73.6 and minimum of 68 on-street parking spaces are available within the parking shed during times of higher parking demand. Therefore, the supply of available on-street parking spaces will be more than adequate for the future parking demand related to the Property.

Should you have any questions or comments after reviewing this study, please feel free to call me directly at 874-6275 or email me at markbaker@bakerdevelopmentresources.com.

Respectfully Yours,



Mark R. Baker

Enclosure: Parking Study Addendum



1121 N. 20th Street

Parking Study Addendum
SUP for 5 Single-Family Attached Dwellings
Baker Development Resources
DATE

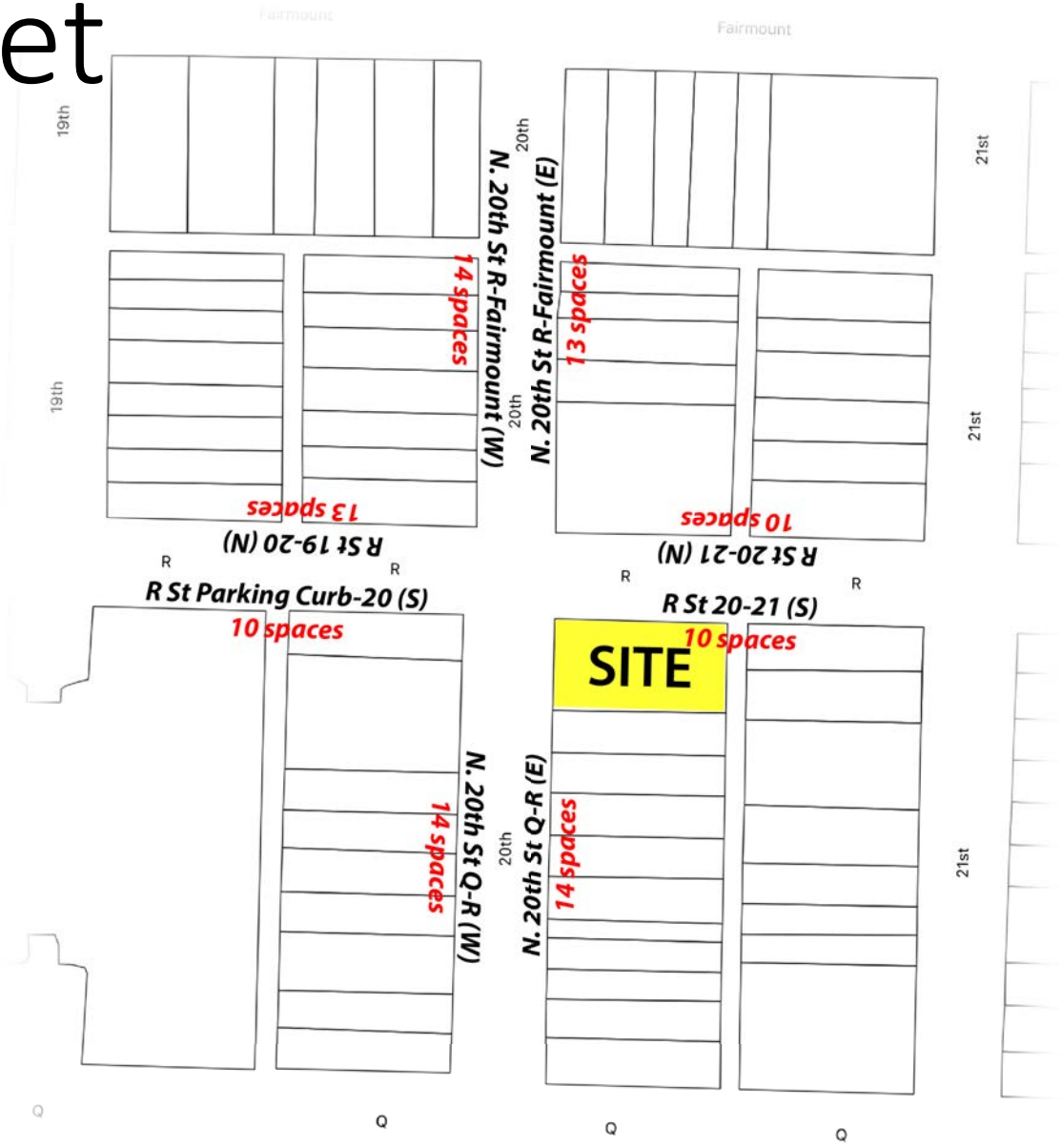


1121 N. 20th Street

Parking Shed and Existing On-Street Parking Capacity:

The parking shed was evaluated according to the Zoning Ordinance, Sec. 30-710.3:1, relating to dimension of parking spaces and Chapter 27 Traffic and Vehicles, Sec 27-197, relating to the prohibition on on-street parking in certain specified areas.

- Parking Space Dimensions:
- End Stall: 17.5'
- Captive Stall: 22'
- Overall Total: 98 spaces



1121 N. 20th Street

Day 1: Monday 8/19/2019, 7:45 P.M.

Day	Time	Block	Cars Parked	Legal Spaces	Spaces Available	% occupied
8/19/19	19:45	N. 20th St Q-R (E)	7	14	7	50.00%
8/19/19	19:45	R St 20-21 (S)	0	10	10	0.00%
8/19/19	19:45	R St 20-21 (N)	1	10	9	10.00%
8/19/19	19:45	N. 20th St Q-R (W)	5	14	9	35.71%
8/19/19	19:45	R St Parking Curb-20 (S)	2	10	8	20.00%
8/19/19	19:45	R St 19-20 (N)	0	13	13	0.00%
8/19/19	19:45	N. 20th St R-Fairmount (W)	3	14	11	21.43%
8/19/19	19:45	N. 20th St R-Fairmount (E)	1	13	12	7.69%
8/19/19	19:45	Totals	19	98	79	19.39%

19.39% of the available on-street parking spaces were utilized.

A surplus of **79 on-street parking spaces were available (80.61%)** in the parking shed.

1121 N. 20th Street

Day 1: Monday 8/19/2019, 7:45 P.M.



N. 20th St Q-R (E). 7 cars.



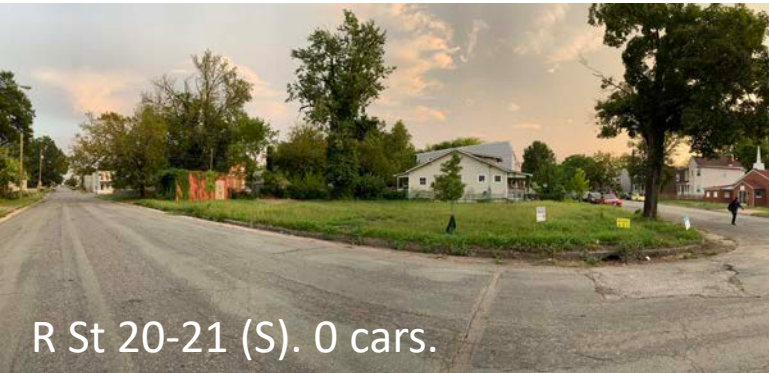
R St 20-21 (N). 1 car.



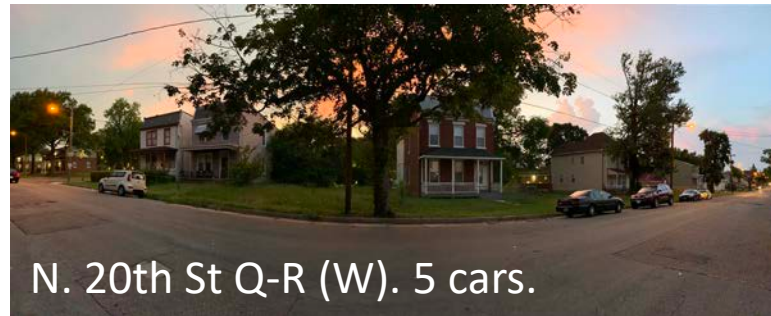
R St 19-20 (N). 0 cars.



N. 20th St R-Fairmount (E). 1 car.



R St 20-21 (S). 0 cars.



N. 20th St Q-R (W). 5 cars.



N. 20th St R-Fairmount (W). 3 cars.



R St Parking Curb-20 (S). 2 cars.

1121 N. 20th Street

Day 2: Wednesday 8/21/2019, 7:50 P.M.

Day	Time	Block	Cars Parked	Legal Spaces	Spaces Available	% occupied
8/21/19	19:50	N. 20th St Q-R (E)	10	14	4	71.43%
8/21/19	19:50	R St 20-21 (S)	0	10	10	0.00%
8/21/19	19:50	R St 20-21 (N)	0	10	10	0.00%
8/21/19	19:50	N. 20th St Q-R (W)	5	14	9	35.71%
8/21/19	19:50	R St Parking Curb-20 (S)	0	10	10	0.00%
8/21/19	19:50	R St 19-20 (N)	0	13	13	0.00%
8/21/19	19:50	N. 20th St R-Fairmount (W)	5	14	9	35.71%
8/21/19	19:50	N. 20th St R-Fairmount (E)	2	13	11	15.38%
8/21/19	19:50	Totals	22	98	76	22.45%

22.45% of the available on-street parking spaces were utilized.

A surplus of **76 on-street parking spaces were available (77.55%)** in the parking shed.

1121 N. 20th Street

Day 2: Wednesday 8/21/2019, 7:50 P.M.



1121 N, 20th Street

Day 3: Friday 8/23/2019, 7:00 A.M.

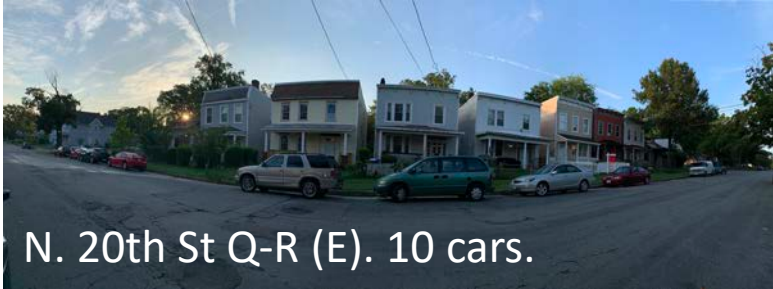
Day	Time	Block	Cars Parked	Legal Spaces	Spaces Available	% occupied
8/23/19	7:00N.	20th St Q-R (E)	10	14	4	71.43%
8/23/19	7:00R	St 20-21 (S)	0	10	10	0.00%
8/23/19	7:00R	St 20-21 (N)	1	10	9	10.00%
8/23/19	7:00N.	20th St Q-R (W)	5	14	9	35.71%
8/23/19	7:00R	St Parking Curb-20 (S)	0	10	10	0.00%
8/23/19	7:00R	St 19-20 (N)	0	13	13	0.00%
8/23/19	7:00N.	20th St R-Fairmount (W)	5	14	9	35.71%
8/23/19	7:00N.	20th St R-Fairmount (E)	1	13	12	7.69%
8/23/19	7:00	Totals	22	98	76	22.45%

22.45% of the available on-street parking spaces were utilized.

A surplus of **76 on-street parking spaces (77.55%)** were available in the parking shed.

1121 N. 20th Street

Day 3: Friday 8/23/2019, 7:00 A.M.



1121 N. 20th Street

Day 4: Sunday 8/25/2019, 10:30 A.M.

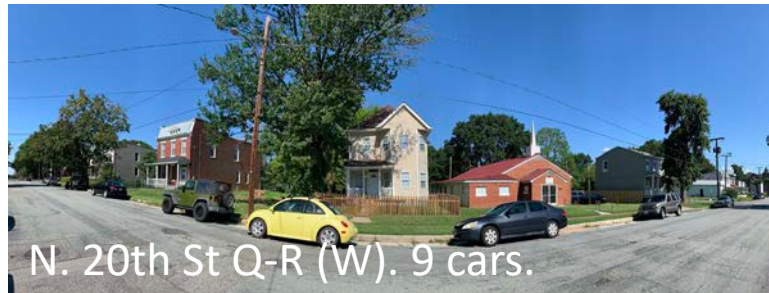
Day	Time	Block	Cars Parked	Legal Spaces	Spaces Available	% occupied
8/25/19	10:30	N. 20th St Q-R (E)	9	14	5	64.29%
8/25/19	10:30	R St 20-21 (S)	0	10	10	0.00%
8/25/19	10:30	R St 20-21 (N)	1	10	9	10.00%
8/25/19	10:30	N. 20th St Q-R (W)	9	14	5	64.29%
8/25/19	10:30	R St Parking Curb-20 (S)	0	10	10	0.00%
8/25/19	10:30	R St 19-20 (N)	0	13	13	0.00%
8/25/19	10:30	N. 20th St R-Fairmount (W)	8	14	6	57.14%
8/25/19	10:30	N. 20th St R-Fairmount (E)	3	13	10	23.08%
8/25/19	10:30	Totals	30	98	68	30.61%

30.61% of the available on-street parking spaces were utilized.

A surplus of **68 on-street parking spaces (69.31%)** were available in the parking shed.

1121 N. 20th Street

Day 4: Sunday 8/25/2019, 10:30 A.M.



1121 N. 20th Street

Day 5: Wednesday 8/28/2019, 7:45 P.M.

Day	Time	Block	Cars Parked	Legal Spaces	Spaces Available	% occupied
8/28/19	19:45	N. 20th St Q-R (E)	9	14	5	64.29%
8/28/19	19:45	R St 20-21 (S)	1	10	9	10.00%
8/28/19	19:45	R St 20-21 (N)	1	10	9	10.00%
8/28/19	19:45	N. 20th St Q-R (W)	5	14	9	35.71%
8/28/19	19:45	R St Parking Curb-20 (S)	1	10	9	10.00%
8/28/19	19:45	R St 19-20 (N)	0	13	13	0.00%
8/28/19	19:45	N. 20th St R-Fairmount (W)	7	14	7	50.00%
8/28/19	19:45	N. 20th St R-Fairmount (E)	0	13	13	0.00%
8/28/19	19:45	Totals	24	98	74	24.49%

24.49% of the available on-street parking was being utilized.

A surplus of **74 spaces (75.51%)** were available in the parking shed.

1121 N. 20th Street

Day 5: Wednesday 8/28/2019, 7:45 P.M.



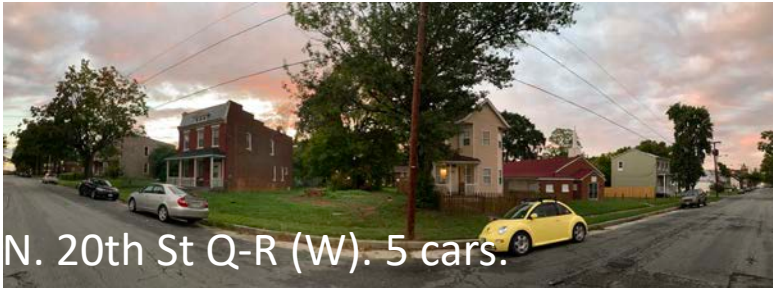
N. 20th St Q-R (E). 9 cars.



R St 20-21 (N). 1 car.



R St 20-21 (S). 1 car.



N. 20th St Q-R (W). 5 cars.



R St Parking Curb-20 (S). 1 car.



R St 19-20 (N). 0 cars.



N. 20th St R-Fairmount (E). 0 cars.



N. 20th St R-Fairmount (W). 7 cars.

1121 N. 20th Street

Day 6: Friday 8/30/2019, 7:00 A.M.

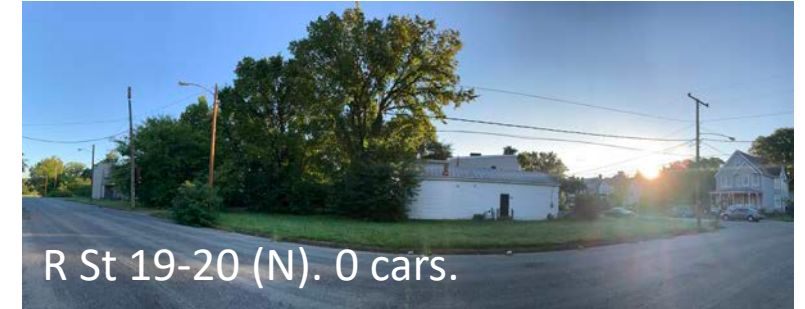
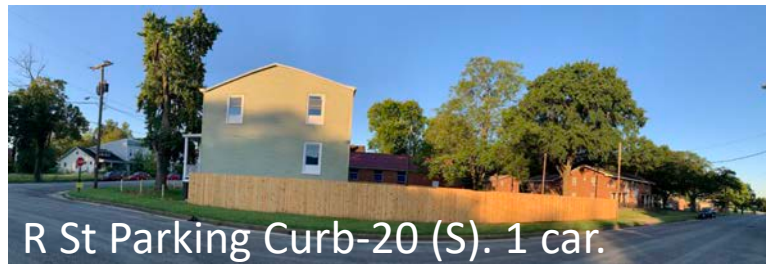
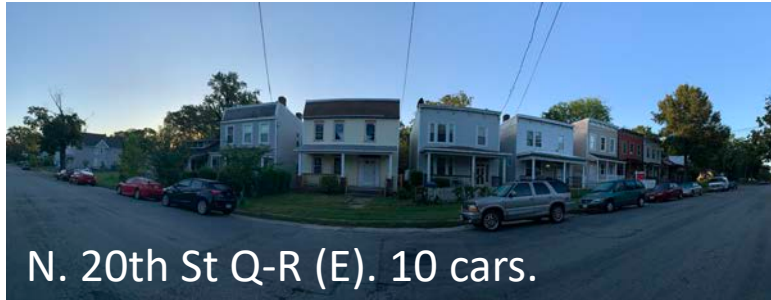
Day	Time	Block	Cars Parked	Legal Spaces	Spaces Available	% occupied
8/30/19	7:00N.	20th St Q-R (E)	10	14	4	71.43%
8/30/19	7:00R	St 20-21 (S)	1	10	9	10.00%
8/30/19	7:00R	St 20-21 (N)	1	10	9	10.00%
8/30/19	7:00N.	20th St Q-R (W)	9	14	5	64.29%
8/30/19	7:00R	St Parking Curb-20 (S)	1	10	9	10.00%
8/30/19	7:00R	St 19-20 (N)	0	13	13	0.00%
8/30/19	7:00N.	20th St R-Fairmount (W)	7	14	7	50.00%
8/30/19	7:00N.	20th St R-Fairmount (E)	1	13	12	7.69%
8/30/19	7:00	Totals	30	98	68	30.61%

30.61% of the available on-street parking spaces were utilized.

A surplus of **68 on-street parking spaces (69.39%)** were available in the parking shed.

1121 N. 20th Street

Day 6: Friday 8/30/2019, 7:00 A.M.



1121 N. 20th Street

Day 7: Wednesday 9/04/2019, 7:00 A.M.

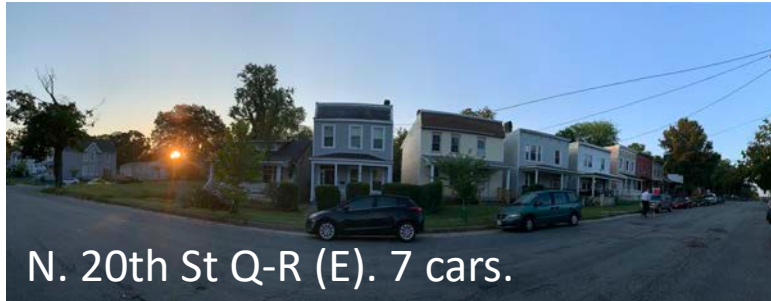
Day	Time	Block	Cars Parked	Legal Spaces	Spaces Available	% occupied
9/4/19	7:00N.	20th St Q-R (E)	7	14	7	50.00%
9/4/19	7:00R	St 20-21 (S)	3	10	7	30.00%
9/4/19	7:00R	St 20-21 (N)	1	10	9	10.00%
9/4/19	7:00N.	20th St Q-R (W)	5	14	9	35.71%
9/4/19	7:00R	St Parking Curb-20 (S)	1	10	9	10.00%
9/4/19	7:00R	St 19-20 (N)	0	13	13	0.00%
9/4/19	7:00N.	20th St R-Fairmount (W)	6	14	8	42.86%
9/4/19	7:00N.	20th St R-Fairmount (E)	1	13	12	7.69%
		Totals	24	98	74	24.49%

24.49% of the available on-street parking spaces were utilized.

A surplus of 74 on-street parking spaces (75.51%) were available in the parking shed.

1121 N. 20th Street

Day 7: Wednesday 9/04/2019, 7:00 A.M.



1121 N. 20th Street

	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Cumulative Average
Cars Parked	19	22	22	30	24	30	24	24.4
Spaces Available	79	76	76	68	74	68	74	73.6
% occupied	19%	22%	22%	31%	24%	31%	24%	24.93%

Findings:

The average number of surplus on-street parking spaces available in the parking shed was **73.6 spaces**.

This represents **75.07%** of the on-street parking spaces in the parking shed.

The average number of vehicles parked (on-street parking spaces occupied) in the parking shed was **24.4 cars**, or only **24.93%**.

The development of the Property with 5 single-family attached dwellings will conservatively require 7 to 10 parking spaces in order to satisfy future parking demand. With two spaces being provided off-street, the impact to on-street parking is estimated to be 5 to 8 on-street parking spaces. Based on existing conditions, an average of 73.6 and minimum of 68 on-street parking spaces are available within the parking shed during times of higher parking demand.

Adding the future on-street parking demand for the Property at 8 spaces with the average number of surplus spaces available and spaces occupied, **65.6 spaces would still be available on average** while only **32.4 of the 98 spaces within the parking shed would be occupied on average**.

1121 N. 20th Street

ITE 4th Edition Excerpt:

Land Use: 230 Residential Condominium/Townhouse

Description

Residential condominiums/townhouses are defined as *ownership* units that have at least one other owned unit within the same building structure. **Both condominiums and townhouses are included in this land use.** The studies in this land use did not identify whether the condominiums/townhouses were low-rise or high-rise.

Database Description

The database consisted of all suburban sites with the exception of one urban site. Parking demand at the urban site differed from the suburban sites and, therefore, the data were analyzed separately.

- Average parking supply ratio: 1.4 spaces per dwelling unit (five study sites).

One suburban site with 255 dwelling units was counted on both Saturday and a weekday. The Saturday peak parking demand ratio was 0.84 vehicles per dwelling unit, which was 19 percent less than the weekday peak parking demand at that site. Both ratios were based on single-hour counts between 5:00 and 6:00 a.m.

Another suburban site with 16 dwelling units was counted on a Sunday. The Sunday peak parking demand ratio was 1.30 vehicles per dwelling unit. This ratio was based on a single-hour observation between 11:00 a.m. and 12:00 p.m.

The urban site had 160 dwelling units and a Saturday peak parking demand ratio of 0.85 vehicles per dwelling unit between 12:00 and 5:00 a.m. The peak parking demand from this site was excluded from the data plot and analysis.

Most of the study sites provided only a single hourly observation of parking demand.

Study Sites/Years

Canada:
Brooks, AB (1998)

United States:
El Toro, CA (1981); Huntington Beach, CA (1981); Newport Beach, CA (1981); Santa Ana, CA (1981); Long Beach, CA (2000); Bernardsville, NJ (2001); Elizabeth, NJ (2001); Far Hills, NJ (2001); Fairfax County, VA (2004)

4th Edition Source Numbers

1102, 1114

1121 N. 20th Street

ITE 4th Edition Excerpt:

Land Use: 230
Residential Condominium/Townhouse

Average Peak Period Parking Demand vs. Dwelling Units
On a: Weekday
Location: Suburban

Statistic	Peak Period Demand
Peak Period	11:00 p.m.–6:00 a.m.
Number of Study Sites	12
Average Size of Study Sites	151 dwelling units
Average Peak Period Parking Demand	1.38 vehicles per dwelling unit
Standard Deviation	0.24
Coefficient of Variation	17%
Range	1.04–1.96 vehicles per dwelling unit
85th Percentile	1.52 vehicles per dwelling unit
33rd Percentile	1.28 vehicles per dwelling unit

