

To: Madi Ford (Audeo Partners)
From: Steve Schmidt, PE, PTOE, AICP
RE: The Tinsley Transportation Assessment
Date: July 20, 2026
Copy: Amelia Wehunt, PE (TG)

Introduction

As part of the Tinsley at the Virginia Home Building redevelopment, Timmons Group completed a review of existing conditions and comparison of proposed and existing conditions, including existing intersections and entrances, crash analysis, and trip generation. The proposed redevelopment will consist of 131 units of multifamily apartments with a total of 165 bedrooms. The development will replace the existing nursing home. The site location can be found in Figure 1 and the site layout found in Figure 2.

The proposed development will provide 66 dedicated off-street parking spaces and 49 on street parking spaces for a total of 115 parking spaces.

Existing Conditions

Meadow Street is a two lane, undivided non VDOT classified roadway with a posted speed limit of 25 mph. According to 2025 VDOT AADT data, Meadow Street services 4,279 vehicles per day. The travel way on Meadow Street is 26' typically with vehicles parked on both sides of the street.

Hampton Street is a two lane, undivided, non VDOT classified roadway with a posted speed limit of 25 mph. There is no VDOT AADT data available for Hampton Street. The travel way on Hampton Street is 33' typically with vehicles parked on both sides of the street adjacent to site.

Appomattox Street is a two lane, undivided, non VDOT classified roadway with a posted speed limit of 25 mph. There is no VDOT AADT data available for Appomattox Street. The travel way on Appomattox Street is 18' typically with vehicles parked on one side of the street adjacent to the site.

Powhatan Street is a two lane, undivided, non VDOT classified roadway with a posted speed limit of 25 mph. There is no VDOT AADT data available for Powhatan Street. The travel way on Powhatan Street is 24' typically with vehicles parked on one side of the street.

The existing pedestrian infrastructure adjacent to the site can be found in Figure 3 and the existing intersection geometry can be found in Figure 4.

Access Management

The location of the existing site access and their spacing to the adjacent intersections can be found in Figure 5.

No changes are being made to the access points with the redevelopment.

Crash Analysis

In the past five (5) years there has been a total of three (3) reportable crashes adjacent to the proposed site, two (2) angle crashes and one (1) sideswipe-same direction crashes. Two (2) crashes resulted in property damage only and one (1) crash resulted in non-visible injury. Crash maps based on type and severity can be found in Figure 6 and 7, respectively.

The crash history does not indicate any geometric or traffic volume concerns that need to be addressed on the surrounding roadway network.

Parking Analysis

The existing assisted living operates on a three shift basis, one day shift with 100 employees, one evening shift with 30 employees, and one night shift with 15 employees. There are typically three (3) volunteers that park on site on a daily basis. For the purposes of this analysis, it was assumed that the maximum number of parked vehicles occurs during the 15 to 30 minute overlap between the day and evening shift with three (3) volunteers. At this time, 133 parking spaces are utilized.

The Institute of Transportation Engineers (ITE) Parking Generation, 6th Edition, contains data on parking demands for specific uses based on studies nationwide, including for multi-family dwelling units (land use code 220). The average peak parking rates contained in the Parking Generation report (general urban/suburban designation) were used to calculate the proposed parking demand for the proposed development as shown in Table 1. The number of bedrooms was utilized as the independent variable for the proposed use.

As shown in Table 1, the proposed redevelopment will reduce the parking need for the site and surrounding roadway network with 20 fewer spaces needed during the weekday and 1 fewer space needed during the weekend.

Table 1: Required Parking Rates

Land Use	Size	Units	ITE Code	Weekday Avg. Rate	Required Parking Demand per ITE ⁽¹⁾		
					Weekday Spaces	Saturday Average Rate	Saturday Spaces
<i>Existing</i> Assisted Living ⁽²⁾	133	Vehicles			133		133
<i>Proposed</i> Multi-Family Dwelling Units	165	Beds	220	0.68 spaces/bedroom	113	0.8 spaces/bedroom ⁽³⁾	132
Difference					(20)		(1)

Notes:

1. Source: ITE Parking Generation, 6th Edition. General Urban/Suburban (no nearby rail transit) setting utilized.
2. Based on data provided by existing user. Peak parking occurs when day shift (100 employees and 3 volunteers) and evening shift (30 employees) overlap.
3. For all uses, Sunday parking rates are lower than Saturday.

Trip Generation

As part of the existing assisted living, there are multiple large vehicle deliveries throughout the week, four (4) food deliveries per week, four (4) medical deliveries per week, and two (2) pharmacy deliveries per day. These deliveries will not occur with the proposed redevelopment to multifamily housing.

The trips that are generated by the existing assisted living use and proposed multifamily housing use is shown in Table 2 below. The existing trips were developed based on the existing user data with the AM peak hour occurring in the overlap between the night shift and day shift. The PM peak hour occurs in the overlap between the day shift and evening shift.

Trips for the proposed use were generated using the 12th edition of the Institute of Transportation Engineer's *Trip Generation Manual*.

Table 2: Trip Generation

	ITE CODE	A MOUNT	UNITS	WEEKDAY					
				A M PEAK HOUR			P M PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Existing</i>									
Assisted Living ⁽¹⁾		260	Employees	103	15	118	30	103	133
<i>Proposed</i>									
Multifamily Housing (Low-Rise) ⁽²⁾	220	131	D.U.	14	45	59	44	27	70
Comparison				(89)	30	(59)	14	(76)	(63)

Notes:

1. Based on data provided by the existing user. AM peak hour occurs when night shift (15 employees) and day shift (100 employees, 3 volunteers) changeover. PM peak hour occurs when day shift (100 employees, 3 volunteers) and evening shift (30 employees) changeover.
2. Based on the Institute of Transportation Engineer's *Trip Generation Manual*, 12th edition

The proposed redevelopment will generate 59 fewer AM peak hour trips and 63 fewer PM peak hour trips. The decrease in peak hour traffic and delivery traffic will reduce the overall traffic demand on the surrounding roadway network.

Conclusions

- The existing spacing between adjacent intersections and the site access points sufficiently meet access management spacing.
- The proposed redevelopment will require less parking than the existing use.
- The proposed redevelopment will decrease the large vehicle delivery to the site and will reduce the overall traffic demand on the surrounding roadways or intersections.

Should you have any questions or comments, please contact met at 804-200-6502 or steve.schmidt@timmons.com.



Surrounding Roadway Network and Site Location
The Tinsley at the Virginia Home Building
City of Richmond, Virginia



UNIT TYPE SUMMARY - QUANTITY	
UNIT TYPE	QTY
1 Bed/1 Bath	73
2 Bed/2 Bath	14
2 Bed/2 Bath Loft	8
2 Bed/2 Bath w/Den	2
Studio	28
	135



in Street
London, 20200

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SUMMARIES

A.1



TIMMONS GROUP
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Site Layout

The Tinsley at the Virginia Home Building

City of Richmond, Virginia

Figure
2









