

Ebinger, Matthew J. - PDR

From: Brandon Kenney [kenney.brandon@gmail.com]
Sent: Monday, December 05, 2016 2:29 PM
To: Ebinger, Matthew J. - PDR
Subject: 3003 Parkwood

Hi Mathew,

It was nice speaking with you the other day and I appreciate the opportunity to share my views on how the proposed project might impact current homeowners and residents.

I am the owner the house across the street from the proposed redevelopment. I've prepared a written statement because unfortunately, I am unable to attend the meeting in person. I appreciate the opportunity the planning commission has afforded me to voice my opinion about this project. I like the Carytown area and I want to see it continue to thrive in a sustainable way.

In concept, I am generally supportive of the redevelopment into residences. However, I am concerned the quantity of units in the proposed development will have a substantial adverse impact the parking situation on the street. Compared to the present use, the proposed use will place much greater demands on street parking. I also don't feel the proposed project provides enough off street parking.

Many of the residents on Parkwood Ave typically park on the street in front of their home. The present use has a very minimal impact on street parking while the proposed use will result in significantly higher demand for on street parking. With 32 units and only 27 designated spaces, there will be significant overflow of both resident and guests parking on the street.

I think a proposal with fewer units would be a much better fit for the area. Perhaps 24 or 26 units with 27 parking spaces would be acceptable. That provides close to a 1:1 off street parking ratio with the street being available to accommodate guests and multi-tenant occupied units.

Designated night time permit parking for residents on the north side of the street could also be part of the solution.

On weekends, it is often impossible to find parking presently because many Carytown patrons park on our street to shop and visit restaurants. I love Carytown and it is great from a cultural standpoint - adding character to the area. If we can't park on weekends now, how will adding 32 units with less than 1:1 off street parking provided not adversely impact our ability to conveniently access our residences?

I would like to know more about specific studies which have been done to ensure our present availability of parking isn't adversely impacted by this project. How does the parking provided by this project compare with other recent developments?

I understand street frontage is contributing a substantial (10+) spaces to the project. While street frontage is a reasonable way to attribute parking to a project, I'm not sure it is as applicable for this project as others because of how much the Carytown patrons use Parkwood Avenue as a de facto parking lot. If it is typical to allow a certain street frontage as parking for a project, maybe perhaps 50% should be allocated here. I would like to understand what precedents exist here and what studies have been done to ensure that present parking availability will not be adversely affected.

I understand guests at the proposed development will be required to register for parking spaces on site. In reality, this will actually exacerbate street parking problems because unless the street is already full, it would be much easier to park on the street than deal with registering parking. Consequently, the street could become a primary parking for both guests and units with more than one occupant, such as a couple living together in a one bedroom unit.

In summary, I feel the use is qualitatively consistent with the area and the city master plan. However, there isn't enough off street parking provided in the proposal to ensure that the present parking challenges aren't exacerbated by this project.

I appreciate the opportunity and consideration given to how this project will impact the residences on Parkwood Avenue.

Sincerely,

Brandon Kenney