



July 28th, 2021

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, 109 E 17th Street, Richmond Virginia

Baker Development Resources has conducted a parking study for the proposed Special Use Permit (“the SUP”), which would authorize the construction of two, two-family attached dwellings at 109 E 17th Street, Richmond, Virginia (“the Property”). The purpose of the study was to assess the adequacy of available on-street parking to serve the proposed development. This would include observation of the existing parking demand within the parkingshed 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 parkingshed and available on-street parking in the vicinity of the Property; (2) determination of existing parking demand within the parkingshed; and (3) comparison of the available on-street parking spaces and the expected future parking demand for the proposed use of the Property.

Parkingshed/Available On-Street Parking

The parkingshed identified for the purpose of the study includes on-street parking spaces located on: 16th Street (between Decatur and Stockton Streets); the south side of 17th Street (between Decatur and Stockton Streets); the northside of 18th street (between Decatur and Stockton Streets); Decatur Street. (between 18th and 16th streets); and Stockton Street (Between 18th and 16th Streets). The parkingshed 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 122 existing on-street parking spaces available within the parkingshed (Figure 1, next page). Importantly, we chose not to include four handicap and two conditional spaces in this figure since there are restrictions related to their use. Furthermore, we discounted areas where there were curb cuts and no improved alleys, even though cars were parked in those spaces consistently.

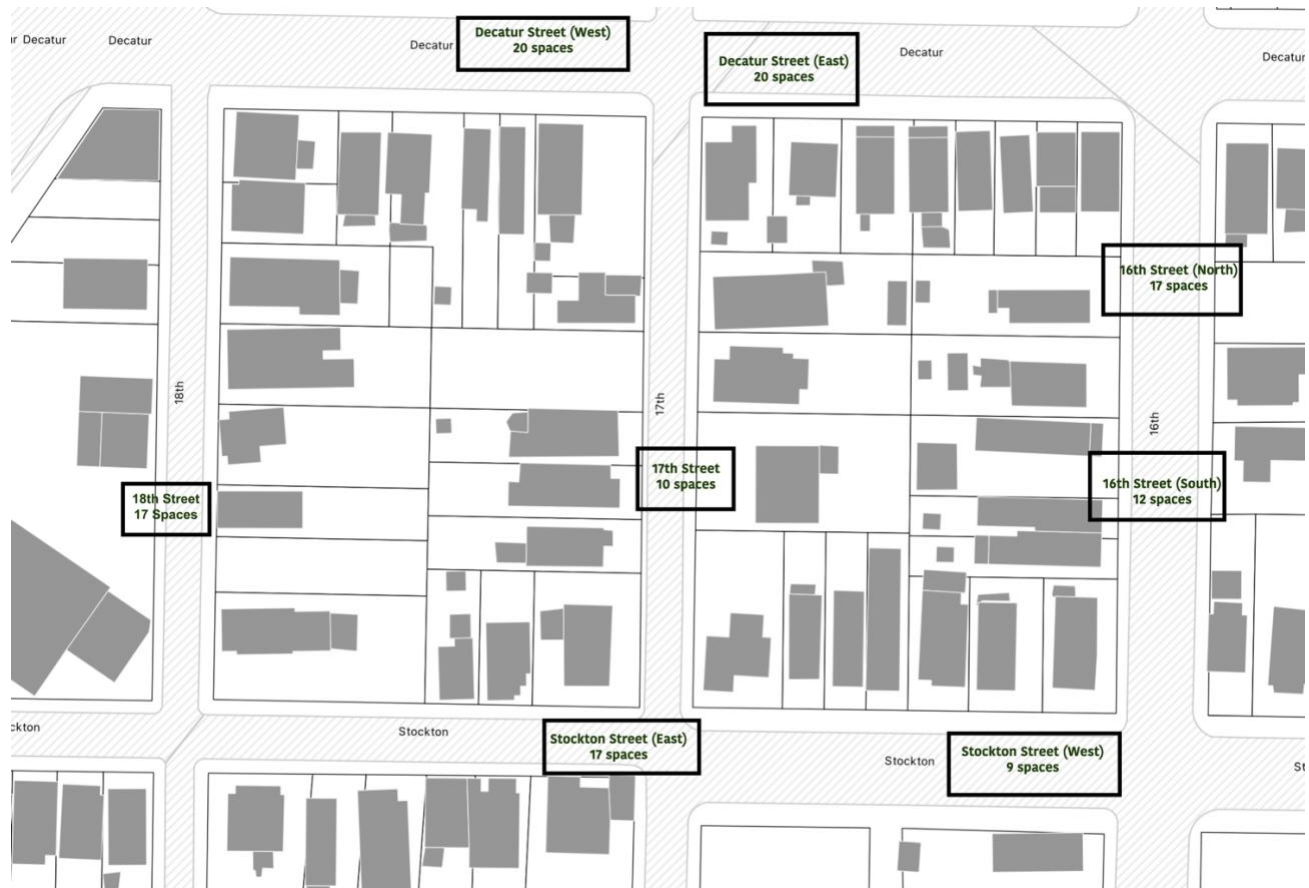


Figure 1

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. The counts were conducted on: Wednesday, June 29th 2022 at 7:30 A.M. (Day 1); Wednesday, June 29th at 6:15 P.M. (Day 2); Thursday, June 30th at 7:45 A.M. (Day 3); Thursday, June 30th at 7:30 P.M. (Day 4); Friday, July 1st at 7:30 A.M. (Day 5); and Friday, July 2nd at 6:40 P.M. (Day 6). During weekday counts at times of higher parking demand, an average of 68 vehicles were parked on-street within the parkingshed leading to an average parking supply of 53 unutilized on-street parking spaces (Figure 2, below). This equates with 44% of the available parking spaces being unoccupied on average. 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	Average
Cars Parked	73	64	73	67	71	62	68.33
Spaces Available	49	58	49	55	51	60	53.7
Percent Occupied	60%	52%	60%	55%	58%	51%	56%

Figure 2

Proposed Development/Future Parking Demand

The SUP would authorize the development of the Property with the construction of two, two-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 for low to mid-rise apartments because the proposed development contains four units. The average peak parking demand for this use is 1.20 vehicles per dwelling unit, requiring 4.8 parking spaces (5 spaces, when rounding up). This guidance is comparable to the normal zoning requirement under the current R-7 zoning classification of two spaces per two-family dwelling or 4 parking spaces. While 4 parking spaces is a reasonable assumption based on the ITE data, we do note that the ITE Manual utilized urban site data for projects which averaged 1.9 bedrooms per unit. The proposed development would include 2 bedrooms per unit. As a result, we have chosen to state the potential parking demand with a conservative range of 5 (the ITE Manual average) to 8 parking spaces (1 space per bedroom). Based on that analysis, the total spaces very conservatively required to satisfy future demand for the proposed site is 5 to 8 on-street parking spaces.

Conclusions/Recommendations

The development of the Property with the construction of two, two-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 53 and minimum of 49 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