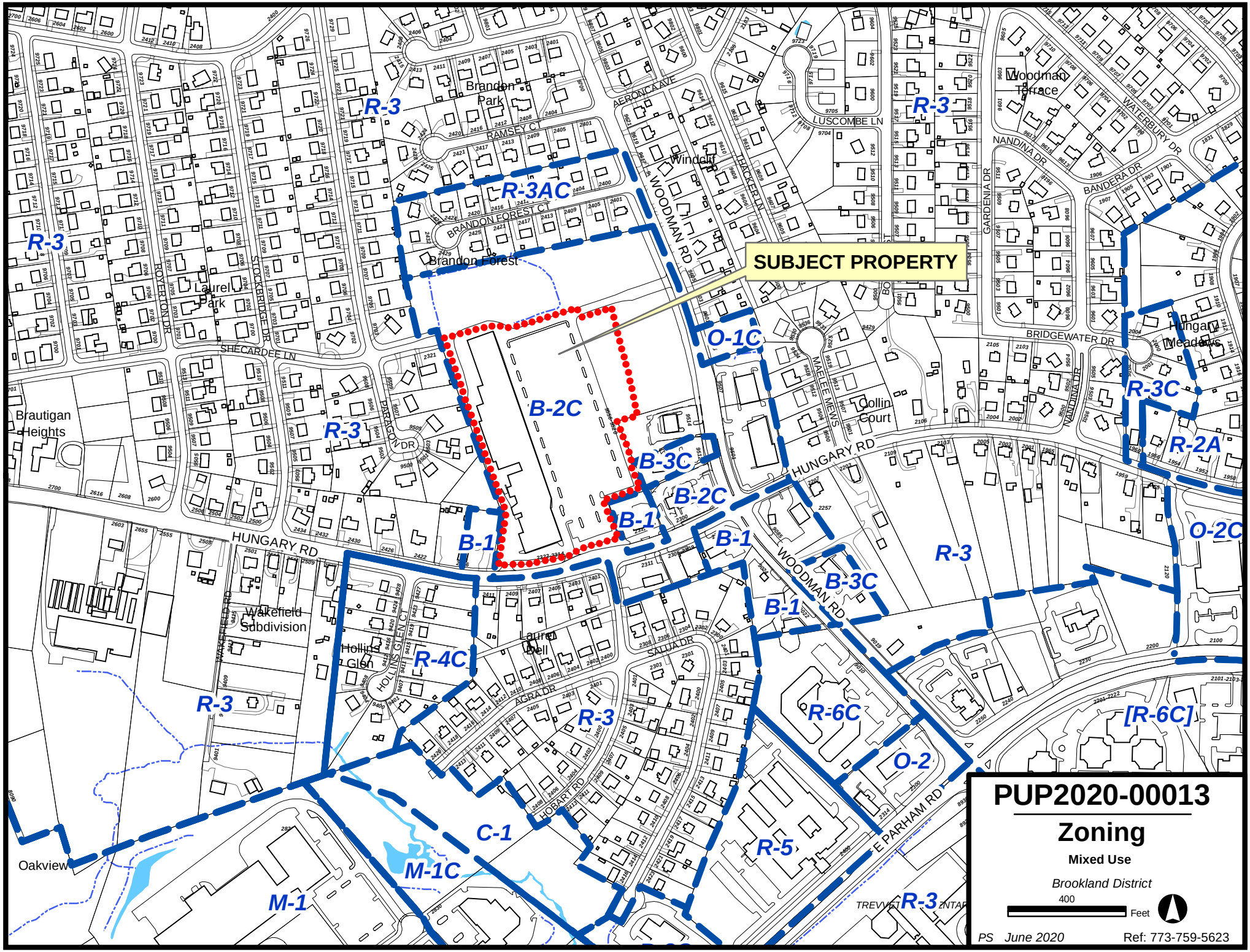

PUP2020-00013

Zoning

Mixed Use

Brookland District

400 Feet

PS June 2020

Ref: 773-759-5623

COMMONWEALTH OF VIRGINIA

COUNTY OF HENRICO

John A. Vithoulkas
County Manager

November 18, 2020

Millspring Commons Apartments LLC
85 Broad Street, 17th Floor
New York, NY 10004

Re: Provisional Use Permit PUP2020-00013

Dear Mr. Malhotra:

The Board of Supervisors at its meeting on November 11, 2020, approved your request for a Provisional Use Permit under Sections 24-36.1(b), 24-120 and 24-122.1 of Chapter 24 of the County Code to allow a mixed-use community on part of Parcel 773-759-5623 located at the northwest intersection of Woodman and Hungary Roads subject to the following conditions:

1. **Master Plan.** All development on the property shall be in general conformance with the Master Plan titled "Laurel Park" by 2PA (see case file), unless otherwise approved at the time of Plan of Development review.

2. **Architectural Design.** Any new buildings shall be constructed in general conformance with the rendered views titled "Laurel Park" by 2PA (see case file), unless otherwise approved at the time of Plan of Development Review.

3. **Density.** No more than 350 new residential units shall be constructed on the property, consistent with the approved Master Plan.

4. **Unit Type.** No more than seven (7) three-bedroom units shall be permitted within the Provisional Use Permit area.

5. **Commercial Development.** Commercial uses shall only be located on the site in a manner consistent with the approved Master Plan. The following uses shall not be permitted:

    a. automotive filling and service stations including towing service;
    b. billiard, bagatelle, video game or a bingo parlor, unless accessory to a permitted use;
    c. flea markets or antique auctions;
    d. billboards;
    e. recycling facilities;
    f. funeral homes, mortuaries, crematories and/or undertaking establishments;
    g. dance halls;

h. truck stops;
i. gun shop, sales and repair;
j. sign painting shops;
k. communication towers, not to include small cells;
l. general hospitals, sanitoriums and charitable institutions for human care;
m. adult businesses as defined by Section 24-3 of the Henrico County Code;
n. establishments whose primary business is check cashing and/or the making of payday loans as defined and regulated by Sections 6.1-432 et seq. and 6.1-444 et seq. of the Code of Virginia (the foregoing shall not preclude banks, savings and loans or similar financial institutions that are not regulated by the foregoing Virginia Code sections);
o. car title loan operations;
p. fuel pumps associated with permitted uses;
q. any use utilizing a drive-thru service window; and,
r. motels or motor lodges.

6. **Sidewalks.** Sidewalks shall be provided along all public street frontages, and internal pedestrian connections from new development areas shall be provided to such sidewalk. Sidewalks shall be provided along all internal streets and drives in the manner shown on the concept plan.

7. **Pedestrian Lighting.** Site lighting shall be designed to provide lighting for pedestrians along adjacent public roadways and internal project areas in a manner approved at the time of lighting plan review. Pedestrian-scaled lighting shall be consistent with the urban nature of the development and shall include streetlights along internal project roadways.

8. **Crime Prevention.** Prior to occupancy of any structure containing commercial or office uses, the applicant and the Crime Prevention Unit of the Division of Police shall conduct a security survey of the property. The applicant shall implement mutually agreed upon security recommendations.

9. **Parking Plan.** Parking may be reduced in accordance with the plan titled "Laurel Park Shared Parking Analysis" by Kimley-Horn (see case file). Any plan of development submitted for the property shall include a tabulation of all parking required per a licensed engineer's determination. Shared parking information, including updates to the parking calculations demonstrating the parking rate is meeting the needs of approved development on the property, shall be provided with each plan of development or as requested by the Director of Planning.

10. **Outside Dining.** The following shall apply to outside dining on the property:

a. The outdoor, dining area(s) shall not be in operation between the hours of 11:00 p.m. and 7:00 a.m.

b. Prior to the construction of the outdoor dining area(s), the applicant shall submit an administrative site plan of the outdoor dining area(s) and obtain approval from the Planning Department. The site plan shall show the

design and layout of the outdoor dining area(s). Proffered conditions of rezoning case REZ2020-00018 shall apply. Such site plan shall show required and provided parking on the property.

c. The operator shall not permit food preparation outside the enclosed building(s).

d. The outdoor dining enclosure(s) shall be limited in height to 48".

e. Access to the outdoor dining area(s) shall be available only through the interior of the restaurant(s), except during an emergency when a patio fence exit gate may be utilized.

f. Unless otherwise approved by the Planning Commission at the time of Plan of Development approval, a clear, continuous and unobstructed pedestrian path not less than five feet (5') in width shall be required for pedestrian circulation outside any outdoor dining area.

g. Trash receptacles shall be provided and properly serviced to control litter generated by this use.

h. Outdoor dining furniture, fencing, and/or canopies shall be of durable material and complementary to exterior features of the building(s).

i. Any outside speakers or sound system shall comply with the following standards:
    i. Sound systems shall be equipped with controls permitting full volume adjustment.
    ii. Sound from the system shall not be audible beyond the property lines of the development.
    iii. Sound systems may be used only when outside dining is permitted.

j. Unless otherwise approved by the Planning Commission at the time of Plan of Development approval, televisions and other video display devices shall not be visible from adjacent drive aisles and parking areas.

k. If a fire pit or other outdoor heating element is installed at a future time, details of its design and use shall be submitted to the Director of Planning and approved by the Fire Marshal and Planning Director to ensure safety features are in place.

11. **Proffers.** All proffers accepted with rezoning case REZ2020-00028 shall be made a part of this Provisional Use Permit.

The Planning Department has been advised of the action of the Board of Supervisors and requested to revise its records.

Sincerely,

John A. Vithoulkas
County Manager

pc: Andrew M. Condlin
Director, Real Estate Assessment
Police, Special Services

POJECT DATA

Building 1:
3 Story Residential:
163 Units
(avg. unit = 995 S.F.)

Building 2:
3 Story Residential:
115 Units
(avg. unit = 952 S.F.)

Townhome-Style Apartments:
72 Units
(avg. unit = 1,305 S.F.)

Retail: 12,000 S.F.

Parking:
415 provided

TOTAL UNITS: 350

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PUP2020-00013

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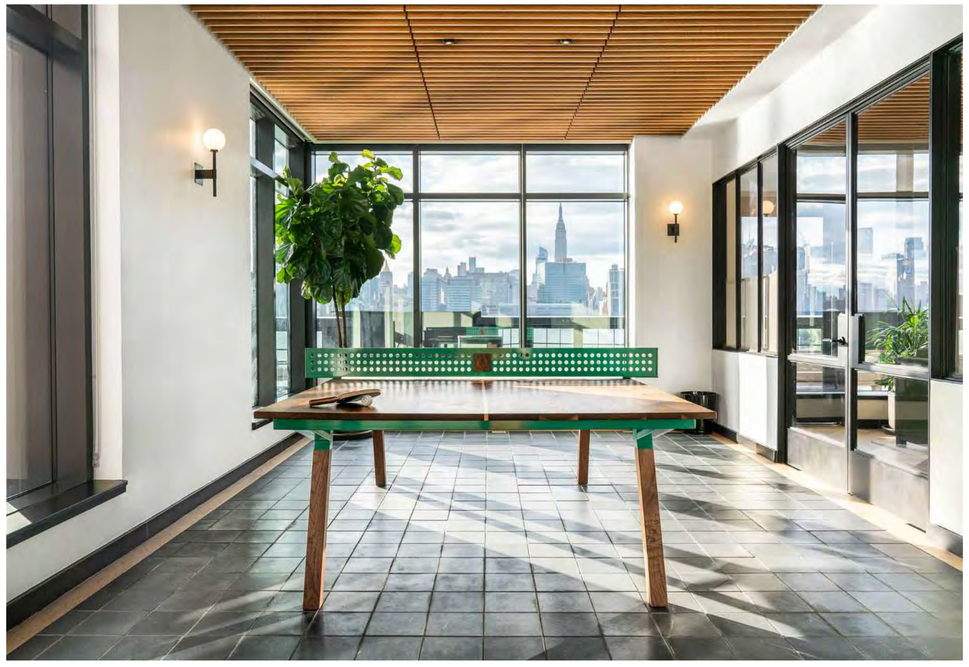

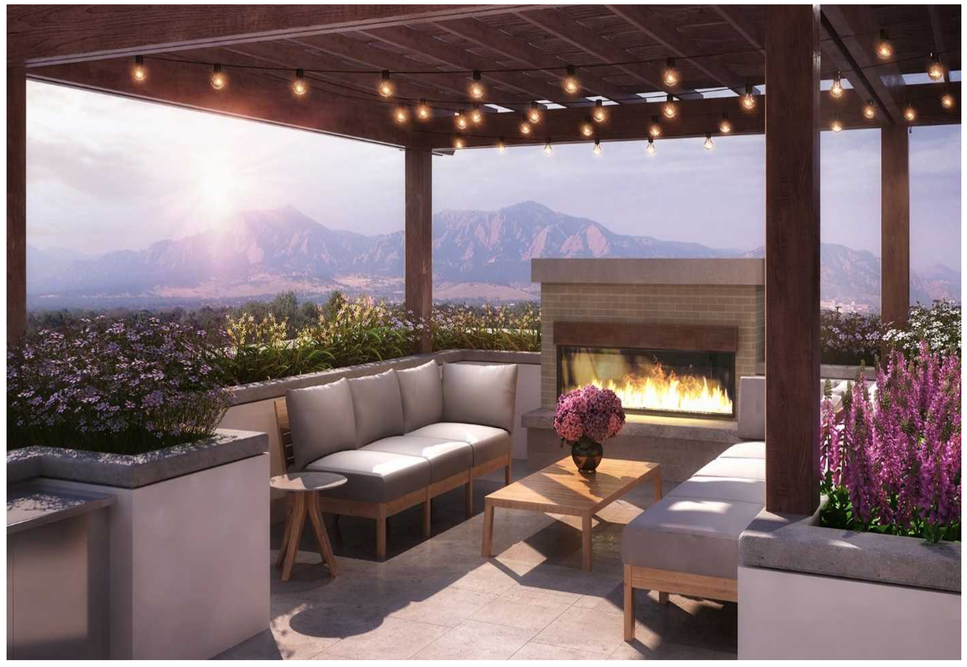

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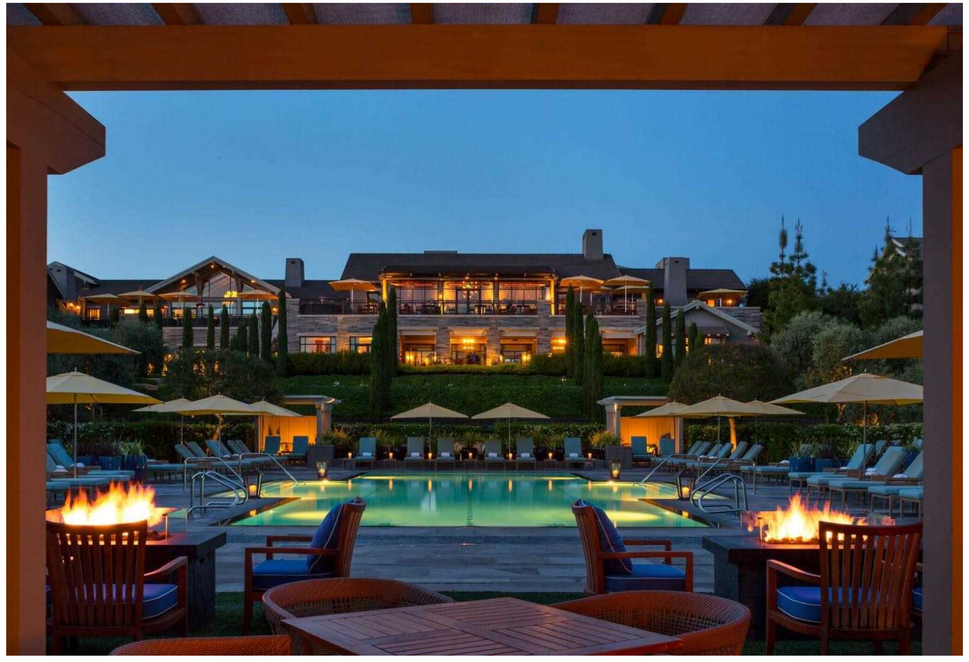

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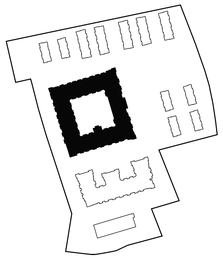

3 **Building 1 - Back Elevation**
Scale: 1/16" = 1'-0"
Elevation

2 **Building 1 - Left Elevation**
Scale: 1/16" = 1'-0"
Elevation

1 **Building 1 - Front Elevation**
Scale: 1/16" = 1'-0"
Elevation

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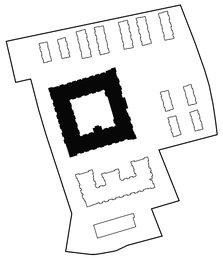

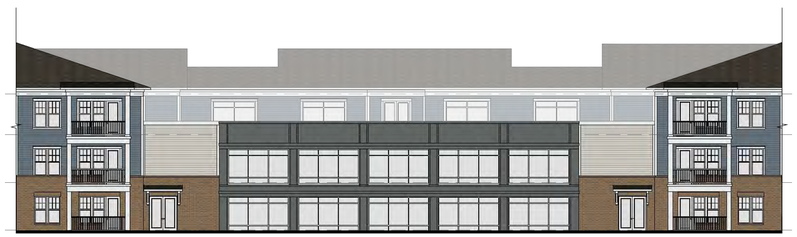

5 **Building 1 - Courtyard Elevation - Right**
Scale: 1/16" = 1'-0" Elevation

4 **Building 1 - Courtyard Elevation -Back**
Scale: 1/16" = 1'-0" Elevation

3 **Building 1 - Courtyard Elevation - Left**
Scale: 1/16" = 1'-0" Elevation

2 **Building 1 - Courtyard Elevation - Front**
Scale: 1/16" = 1'-0" Elevation

1 **Building 1 - Right Elevation**
Scale: 1/16" = 1'-0" Elevation

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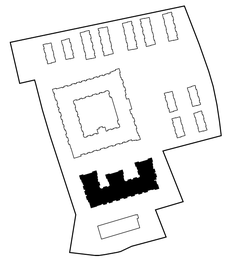

4 Building 2 - Back Elevation

Scale: 1/16" = 1'-0"

Elevation

3 Building 2 - Left Elevation

Scale: 1/16" = 1'-0"

Elevation

2 Building 2 - Right Elevation

Scale: 1/16" = 1'-0"

Elevation

1 Building 2 - Front Elevation

Scale: 1/16" = 1'-0"

Elevation

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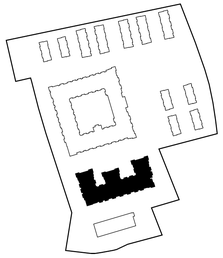

6 **Building 2 - Courtyard 2 Elevation - Left**
Scale: 1/16" = 1'-0" Elevation

5 **Building 2 - Courtyard 2 Elevation - Front**
Scale: 1/16" = 1'-0" Elevation

4 **Building 2 - Courtyard 2 Elevation - Right**
Scale: 1/16" = 1'-0" Elevation

3 **Building 2 - Courtyard 1 Elevation - Left**
Scale: 1/16" = 1'-0" Elevation

2 **Building 2 - Courtyard 1 Elevation - Front**
Scale: 1/16" = 1'-0" Elevation

1 **Building 2 - Courtyard 1 Elevation - Right**
Scale: 1/16" = 1'-0" Elevation

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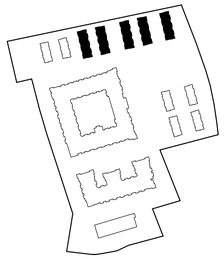

4 Townhome-Style Apartments - Back Elevation

Scale: 3/32" = 1'-0" Elevation

3 Townhome-Style Apartments - Right Elevation

Scale: 3/32" = 1'-0" Elevation

2 Townhome-Style Apartments - Left Elevation

Scale: 3/32" = 1'-0" Elevation Elevation

1 Townhome-Style Apartments - Front Elevation

Scale: 3/32" = 1'-0" Elevation

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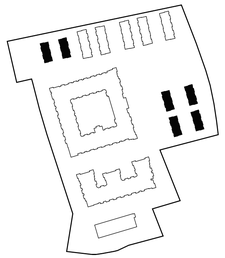
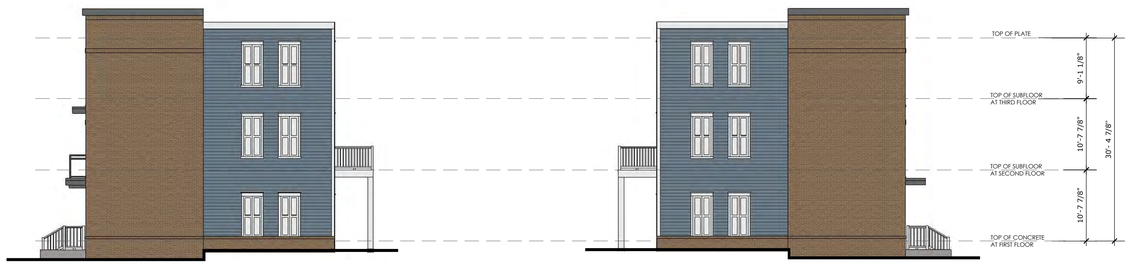


4 Townhome-Style Apartments - Back Elevation

Scale: 3/32" = 1'-0" Elevation



3 Townhome-Style Apartments - Right Elevation

Scale: 3/32" = 1'-0" Elevation

2 Townhome-Style Apartments - Left Elevation

Scale: 3/32" = 1'-0" Elevation

1 Townhome-Style Apartments - Front Elevation

Scale: 3/32" = 1'-0" Elevation

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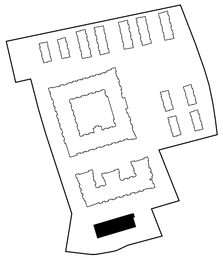
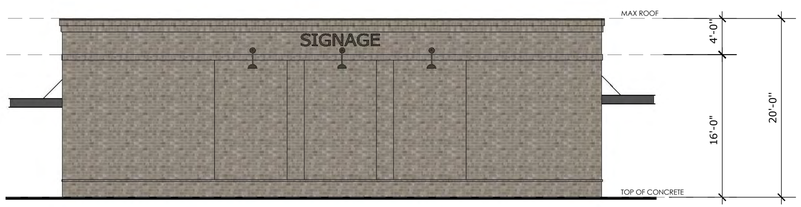


4 Building 5 - Back Elevation

Scale: 1/8" = 1'-0" Elevation

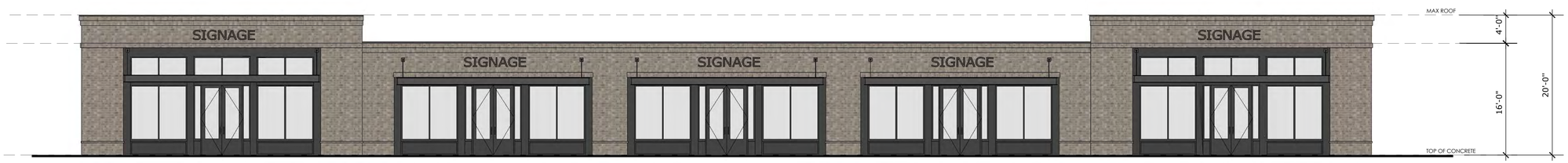


3 Building 5 - Right Elevation

Scale: 1/8" = 1'-0" Elevation

2 Building 5 - Left Elevation

Scale: 1/8" = 1'-0" Elevation



1 Building 5 - Front Elevation

Scale: 1/8" = 1'-0" Elevation

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1 **Perspective 1**
N.T.S.

Perspective

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1 **Perspective 2**
N.T.S.

Perspective

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1 **Perspective 3**
N.T.S.

Perspective

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1 **Perspective 4**
N.T.S.

Perspective

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1 **Perspective 5**
N.T.S.

Perspective

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PUP2020-00013

MEMORANDUM

To: Pavan Malhotra
Charlie Rimkus
Aurelie Capital

From: Jenna Simandl Boyd, P.E.
Jack Iffert, E.I.T.
David Ellington, P.E.
Kimley-Horn and Associates, Inc.

Date: July 29, 2020

Subject: Laurel Park Mixed-Use Development
Shared Parking Analysis

This memorandum has been prepared to summarize the results of a shared parking analysis for the Laurel Park mixed-use development located at the corner of Woodman Road and Hungary Road in Henrico County, Virginia. The purpose of this analysis is to utilize the Urban Land Institute (ULI) Shared Parking Model methodologies to estimate the parking demand for the mixed-use development, accounting for individual parking characteristics of each land use throughout the day, and to recommend the number of spaces needed to serve the development in lieu of the Henrico County parking requirements applied to each use.

Background

The Urban Land Institute (ULI) Shared Parking Model is a tool used to determine cumulative parking demand for developments with multiple land uses. The model considers that while each land use generates demand for a certain number of parking spaces, these parking demands fluctuate hour-by-hour, day-by-day, and month-by-month. Because individual land uses may not experience peak parking demand at the same time, the model considers the collective parking demand throughout the day to allow the sharing of parking between these land uses and minimizing of space and resources devoted to parking. Additionally, the ULI Shared Parking Model allows for alternative mode and non-captive ratio adjustments to be made for mixed-use developments, such as Laurel Park, to account for interactions between uses internal to the site and for those arriving to the site via carpooling, or non-auto modes such as walking, biking, and transit.

ULI shared parking methodologies were applied to the proposed Laurel Park mixed-use development land uses provided to Kimley-Horn on July 17, 2020, which are summarized in **Table 1**. ULI time-of-day, weekly, and monthly adjustments were applied to the ULI base parking rates for each proposed land use. The proposed land uses for the Laurel Park development include multi-family residential units including townhomes with two-car garages, a full-service restaurant, a brewery or similar use, a coffee shop/café, and a small footprint market. To conform with ULI shared parking land uses, the study team assumed the proposed brewery or similar use and coffee shop/café as Fast Casual Dining. Base parking rates for the commercial land uses were adjusted for noncaptive ratios. The base parking ratios

for the residential land uses were not adjusted for noncaptive ratios as these uses are primary parking generators. For example, someone shopping at a store or eating at a restaurant would not generate additional parking demand if they already live there or work in a store. However, people parking for the residential use are generally not already parked on site. The residential land uses were adjusted for alternative mode use consistent with commuting patterns and drive alone rates reported by the American Community Survey by the US Census Bureau for Henrico County, Virginia.

Table 1: Summary of Land Use Densities

Land Use	Density
Residential	350 units 85 1-Bed/1-Bath 186 2-Bed/2-Bath 7 3-Bed/2-Bath 25 2-Bed/2.5-Bath Townhome 47 3-Bed/3.5-Bath Townhome
Commercial (Supermarket/Grocery)	2,000 SF
Commercial (Fine/Casual Dining)	5,000 SF
Commercial (Fast Casual Dining)	5,000 SF

Projected Parking Demand

With no shared parking assumptions taken, the site would be expected to generate a peak demand of 757 parking spaces on a weekday and a demand of 788 spaces on a weekend day, representing a sum of each use's peak demand. Applying the shared parking methodology to this proposed mixed-use development, demand is expected to be 556 parking spaces during the weekday peak hour (10:00 PM to 11:00 PM), yielding a total reduction in weekday peak demand of 27% percent. During the weekend peak hour (8:00 PM to 9:00 PM), demand is expected to be 559 spaces, which is a reduction of 29% percent.

Accounting for the two-car parking garages reserved for the 72 townhome units (144 spaces), the ***surface parking demand during the weekday and weekend peak hours are 412 and 415 spaces, respectively***. **Table 2** summarizes the results of the shared parking model for this mixed-use development. Model outputs are attached to this memorandum. Supporting documentation from the ULI Shared Parking Model is provided in **Appendix A**.

Table 2: Shared Parking Model Results (Peak Hour)					
Land Use		**Unadjusted Peak Parking Demand**		**Estimated Shared Parking Demand**	
		Weekday	**Weekend**	**Weekday**	**Weekend**
Residential	Visitor	35	53	35	53
	Resident (1-Bedroom)	77	77	41	36
	Resident (2-Bedroom)	349	349	187	163
	Resident (3-Bedroom)	135	135	72	63
	Residential (Reserved)*	-	-	144	144
Commercial (Supermarket/Grocery)	Customer	8	8	1	-
	Employee	2	2	-	1
Commercial (Fine/Casual Dining)	Customer	67	77	56	67
	Employee	12	13	11	12
Commercial (Fast Casual Dining)	Customer	62	64	6	15
	Employee	10	10	3	5
Total Parking Demand	Visitor/Customer	172	202	98	135
	Resident/Employee	585	586	314	280
	Reserved	-	-	144	144
Total Parking Demand		**757**	**788**	**556**	**559**
Total Surface Parking Demand*		**-**	**-**	**412**	**415**
Total Shared Parking Reduction		**-**	**-**	**27%**	**29%**
*Each townhome is proposed to include a two-car garage. The parking spaces in the two-car garages were not considered as shared parking in the ULI model, and were considered reserved.					

Variations in Parking Demand

Based on the application of ULI shared parking methodologies, the mixed-use development is expected to generate a peak parking demand of 415 surface parking spaces during the weekend peak hour (8:00 PM to 9:00 PM). These parking demands fluctuate hour-by-hour, day-by-day, and month-by-month. Because individual land uses may not experience peak parking demand at the same time, the model considers the collective parking demand throughout the day. **Figure 1** and **Figure 2** illustrate the peak hourly weekday parking demand and weekend parking demand, respectively, for each of the land uses proposed as part of the mixed-use development. The bar charts show peak period demand for each land use while the line and labels show peak period demand for surface lot parking by accounting for the 144 reserved garage spaces.

For the Laurel Park mixed-use development, parking demands are generally higher on the weekend than during weekends. During the weekend, a supply of 415 surface parking spaces is required to serve the peak demand which lasts for approximately five hours (7:00 PM to 12:00 AM). Parking demand during other hours of a weekend day would be adequately served by 385 surface parking. The 385-space alternative satisfies peak parking demand during all but three hours during each weekday (9:00 PM to 11:00 PM).

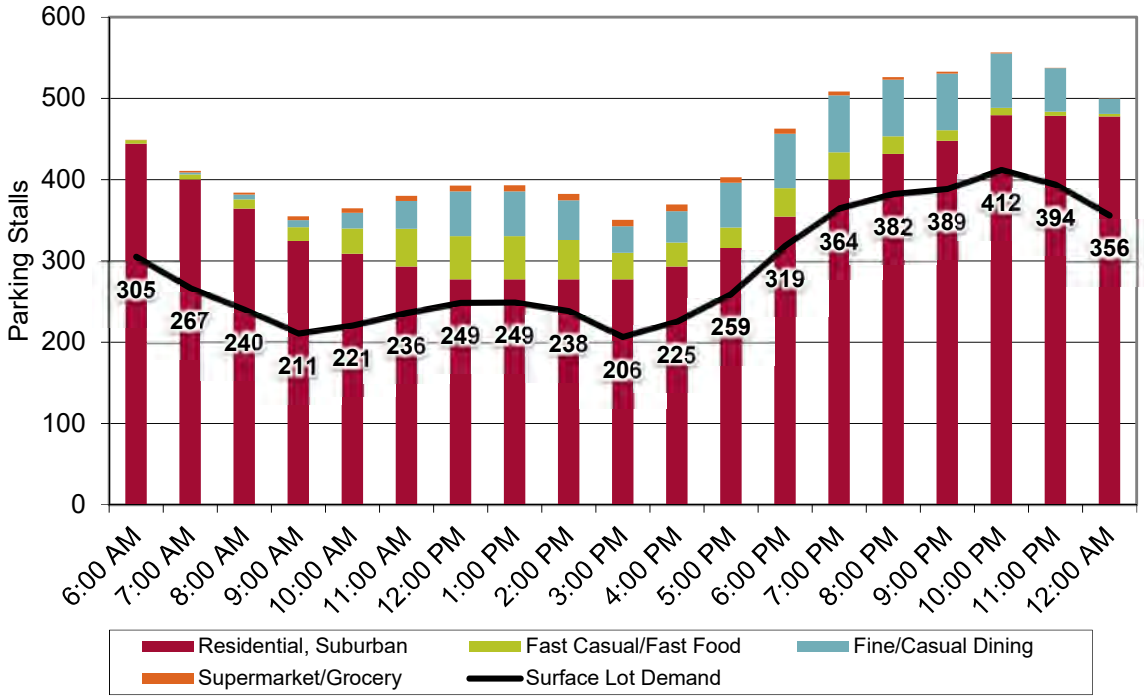

Figure 1: Weekday Parking Demand by Hour (Peak Month - ULI)

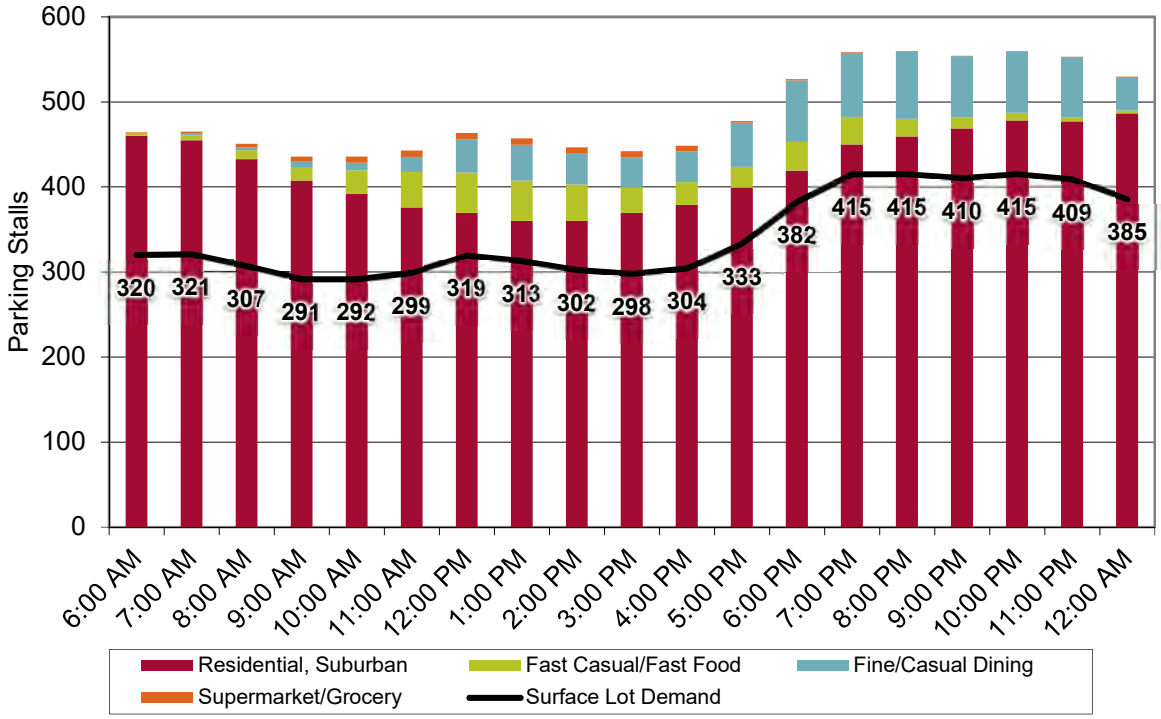

Figure 2: Weekend Parking Demand by Hour (Peak Month - ULI)

Parking Requirement Conclusion

In accordance with County Code Section 24-36.1(b)(5), the shared parking analysis for the Laurel Park mixed-use development utilized methodologies contained in the Urban Land Institute (ULI) Shared Parking Model 3rd Edition to determine the site parking demand to recommend the number of spaces needed to serve the development. The analysis considered projected parking demand for multi-family residential units including townhomes with two-car garages, a full-service restaurant, a brewery or similar use, a coffee shop/café, and a small footprint market.

In accordance with County Code Section 24-34(m), the number of parking spaces required for a two or more bedroom townhome unit is 1.5 parking spaces. Each townhome will include a two-car garage. The townhome units and the two-car parking garages to be provided for each unit will be utilized towards site parking requirements and were therefore omitted from the surface parking demand calculations.

The mixed-use development is expected to generate a peak parking demand of 415 surface parking spaces during the weekend peak hour (8:00 PM to 9:00 PM). While there is variation in peak demand, the peak parking demand of 415 spaces is steady for approximately five hours (7:00 PM to 12:00 AM). As such, it is recommended that 415 surface parking spaces be provided to serve the mixed-use development.

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Project: Laurel Park
Description: Mixed-Use Residential Retail Development at Woodman and Hungary Rd

Shared Parking Demand Summary
Peak Month: DECEMBER -- Peak Period: 8 PM, WEEKEND

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 PM	Peak Mo Adj December	Estimated Parking Demand	Peak Hr Adj 8 PM	Peak Mo Adj December	Estimated Parking Demand
Retail																		
Supermarket/Grocery	2,000	sf GLA	4.00	100%	78%	3.12	ksf GLA	4.00	100%	10%	0.40	ksf GLA	20%	100%	1	25%	100%	-
Employee			0.75	100%	95%	0.71		0.75	100%	90%	0.68		20%	100%	-	30%	100%	1
Food and Beverage																		
Fine/Casual Dining	5,000	sf GLA	13.25	100%	89%	11.82	ksf GLA	15.25	100%	87%	13.34	ksf GLA	95%	100%	56	100%	100%	67
Employee			2.25	100%	95%	2.14		2.50	100%	90%	2.25		100%	100%	11	100%	100%	12
Fast Casual/Fast Food	5,000	sf GLA	12.40	100%	73%	9.08	ksf GLA	12.70	100%	49%	6.27	ksf GLA	20%	96%	6	50%	96%	15
Employee			2.00	100%	95%	1.90		2.00	100%	90%	1.80		30%	100%	3	60%	100%	5
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Suburban																0%		
Studio Efficiency		units	0.58	82%	100%	0.48	unit	0.58	82%	100%	0.48	unit	95%	100%	-	83%	100%	-
1 Bedroom	85	units	0.62	82%	100%	0.51	unit	0.62	82%	100%	0.51	unit	95%	100%	41	83%	100%	36
2 Bedrooms	211	units	1.13	82%	100%	0.93	unit	1.13	82%	100%	0.93	unit	95%	100%	187	83%	100%	163
3+ Bedrooms	54	units	1.72	82%	100%	1.41	unit	1.72	82%	100%	1.41	unit	95%	100%	72	83%	100%	63
Reserved	31%	res spaces	0.50	82%	100%	0.41	unit	0.50	82%	100%	0.41	unit	100%	100%	144	100%	100%	144
Visitor	350	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	100%	100%	35	100%	100%	53
Office																		
Additional Land Uses																		

Commercial Demand	77	Commercial Demand	100
Residential Demand	479	Residential Demand	459
Weekday Peak Demand	556	Weekend Peak Demand	559
Residential (Reserved)	144	Residential (Reserved)	144
Total Surface Spaces	412	Total Surface Spaces	415
Shared Parking Reduction	27%		29%