

Development Application

SP#

Planned Development: Minor	Minimal	Major
Conceptual	Preliminary	Final
Site Plan: Minor	Major	Conceptual
Subdivision: Sketch	Preliminary	Final
Variance:		Conditional Use:

Property description (address) for application 8 Railroad Street, Essex Junction, VT, 05452

General Information

Applicant Franklin South LLC Day Phone#

Address 124 College Parkway, Colchester, VT, 05446

Owner of Record (attach affidavit if not applicant)

Name Franklin South LLC Day Phone#

Address 124 College Parkway, Colchester, VT, 05446

Applicant's agents

Name O'Leary-Burke Civil Associates Day Phone# (802) 878-9990

Address 13 Corporate Drive, Essex, VT, 05452

Property information

Zoning District Village Current Use Mixed-Use Tax Map# 29 Lot# 49 Lot size sf 21,400 sf

Other Information Center

Street frontage (public or private) 66 feet Proposed number of stories & height 3 stories - 34.5'

Estimated completion date Late 24/Earl 25 Landscape cost TBD

Proposed Parking Spaces 34 Required spaces 76*

Lot coverage (include all structures and impervious surface)

Existing (sq ft.) 12,000 plus proposed (sq ft.) 5,400 equals 17,400 total sq ft. divided by 21,400 lot s.f. equals 81.3 percent lot coverage

Submit two (2) full size copies, a PDF copy, GIS and supportive documentation required by the Code and the appropriate completed checklist for initial review by Staff. After Staff determines the application is complete attach two (2) full size copies and eight (8) 18" x 24" copies of your proposal, forty-five (45) days prior to a scheduled meeting. Applications that are not complete cannot be accepted for review.

Briefly describe your proposal (attach separate sheet if necessary)

Describe all waiver requests (if applicable) * A parking waiver for 1 space / residential unit is requested. Please see supporting documentation for this request.

I certify that the information on this application is true and correct. I agree to abide by all the rules and regulations as specified in the land development code and any conditions placed upon approval of this application. In accordance with the Essex Junction City Council Policy for Funding Engineer Plan Review and Inspections, the applicant by signing this form agrees to pay for the actual cost of engineering plan review and construction inspections by the City Engineer.

Applicant

Date 6-30-23

Land Owner (if different)

Date



O'Leary-Burke Civil Associates, PLC

CIVIL ENGINEERING | REGULATORY AND PERMIT PREPARATION | LAND SURVEYING | CONSTRUCTION SERVICES | LAND USE PLANNING

June 30, 2023

Chris Yuen
Community Development Director
City of Essex Junction
2 Lincoln Street

RE: Conceptual Plan Application – Franklin South, LLC
8 Railroad Street
Essex Junction, VT

Dear Chris:

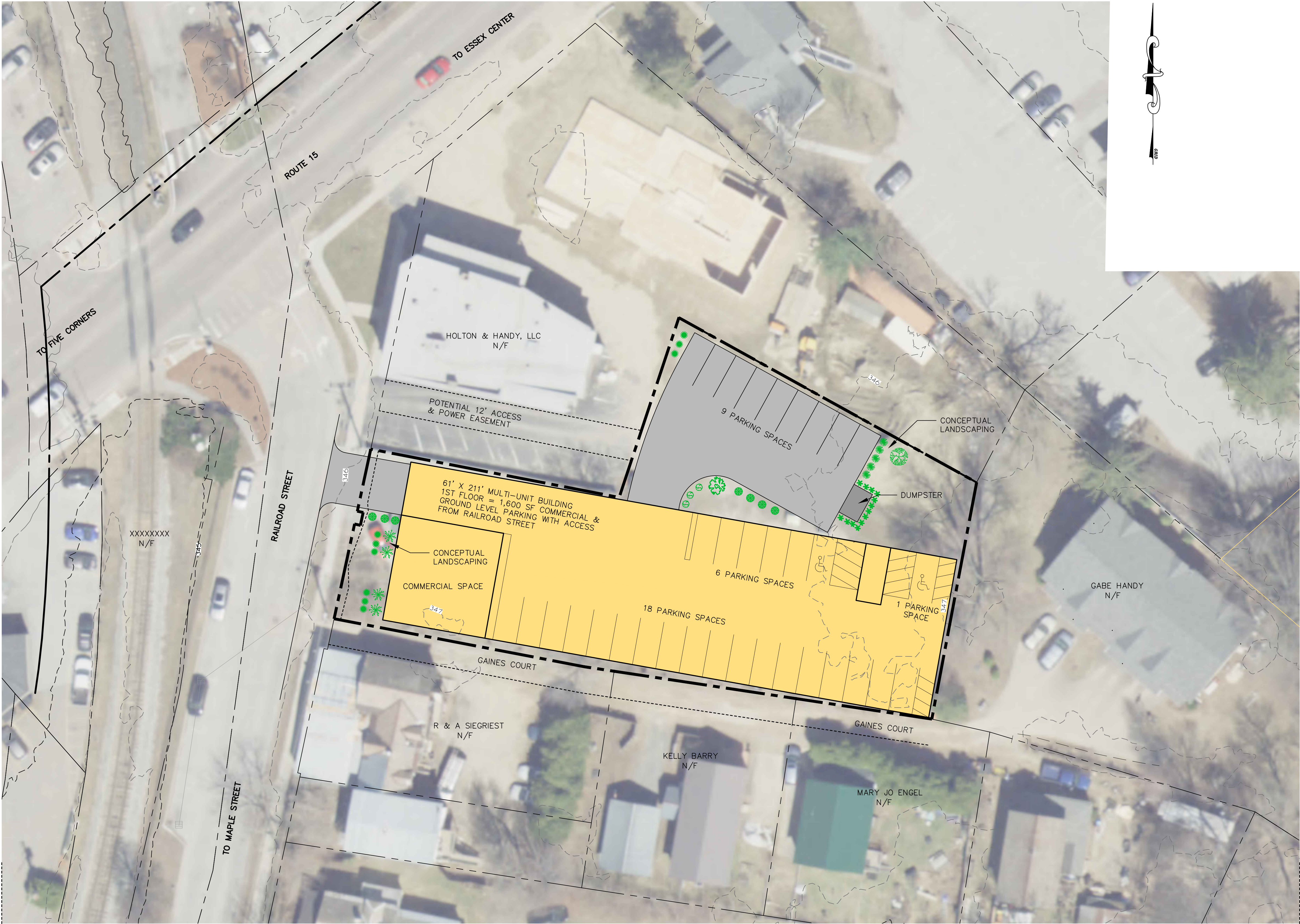
We are writing on behalf of Franklin South, LLC c/o Gabriel Handy as a follow up to our previously reviewed conceptual plan of a proposed 3 story mixed-use building at 8 Railroad Street in the City of Essex Junction. We are submitting a second conceptual application for the review of the updated architectural drawings, which are included with the submittal.

Please find the following information attached. If you have any questions or need additional information, please let us know.

- 1) Conceptual Plan Review Fee: \$165;
 - a. Concept Plan = \$150
 - b. \$15 recording fee
- 2) Two (2) full size sets of plans;
 - a. Two (2) full size and eight (8) 18"x24" copies will be provided once the application is deemed complete
- 3) Signed Planning and Zoning Application.

Sincerely,

Shawn Cunningham, EI



Location Map

Scale: 1" = 500'

ZONING INFORMATION

PARCEL ID: 1029049000 (0.53 ACRES±);
SPAN ID: 207-066-10891
ZONED: VILLAGE CENTER

DIMENSIONAL REQUIREMENTS
MINIMUM LOT AREA: 5,000 S.F. CONVENTIONAL
MINIMUM LOT FRONTAGE: N/A
MAXIMUM ALLOWED COVERAGE: N/A

SETBACKS:
FRONT: N/A
SIDE: N/A
REAR: N/A

PARKING COMPUTATIONS

TOTAL PARKING PROPOSED: 34 SPACES
(INCLUDES 2 HANDICAP SPACES)

NOTES:

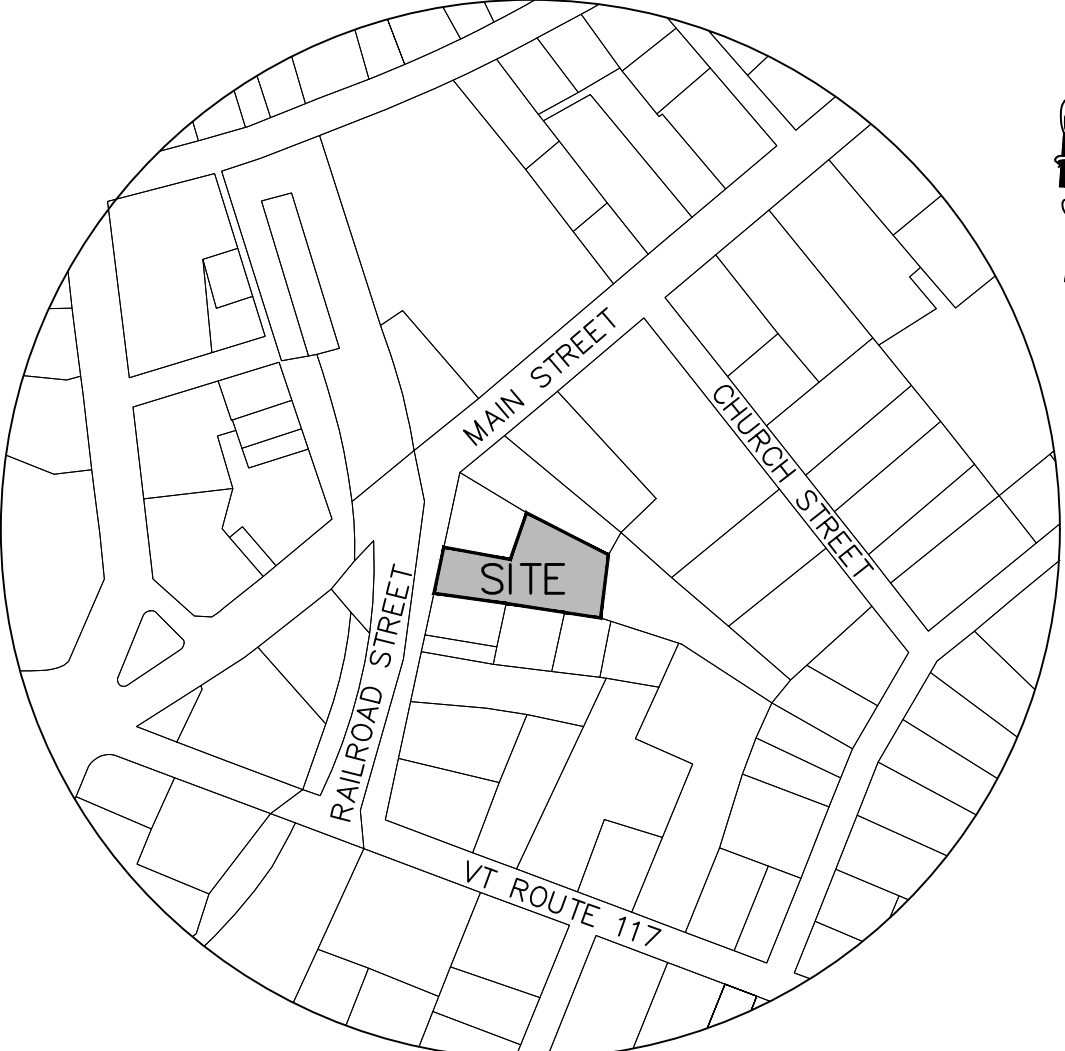
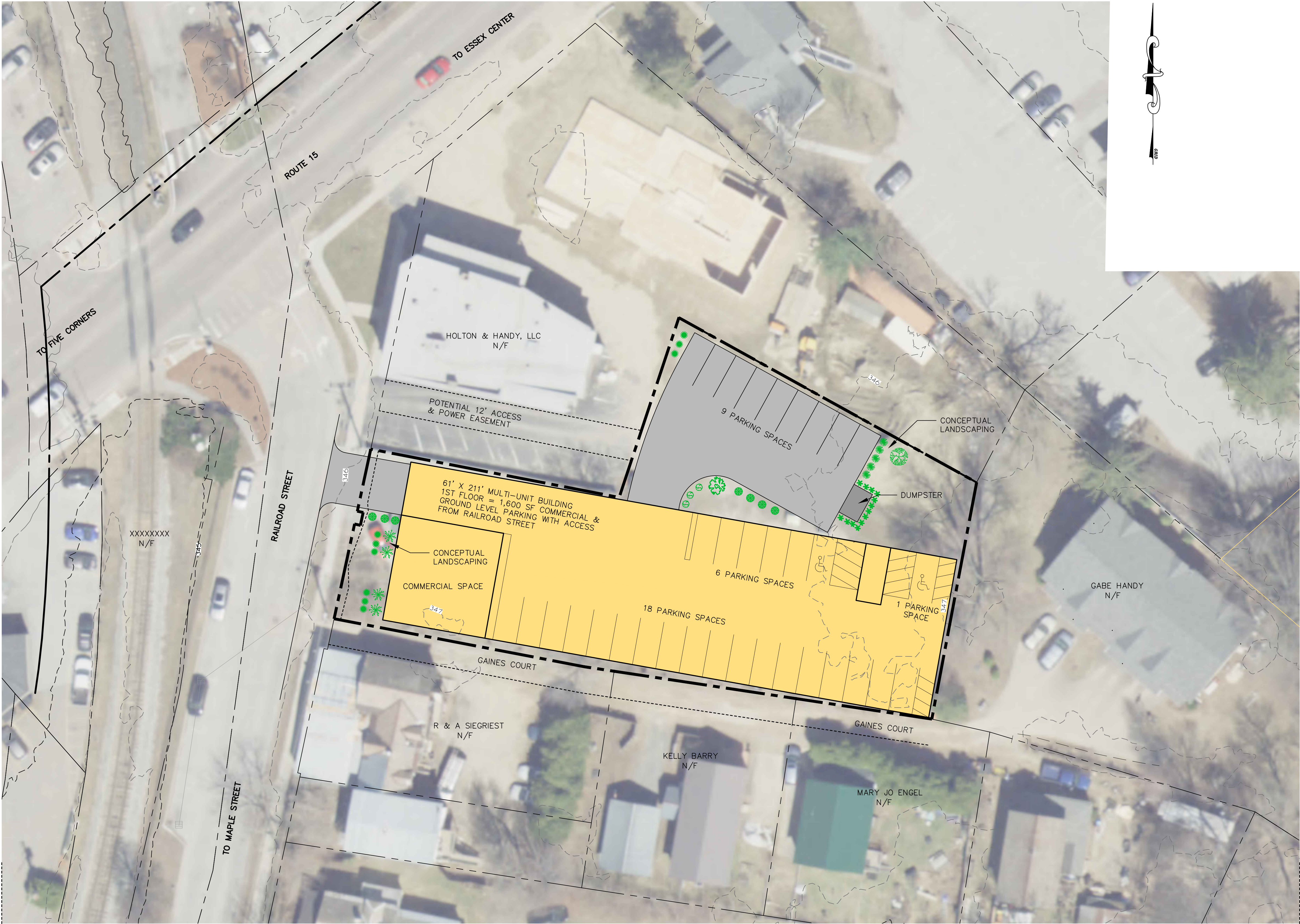
- 1) THIS PLAN IS NOT TO BE USED FOR PROPERTY CONVEYANCE PURPOSES.
SEE PROPERTY PLAT FOR PROPERTY CONVEYANCE PURPOSES.

THE CONTRACTOR SHALL NOTIFY "DIGSAFE" AT
1-888-DIG-SAFE PRIOR TO ANY EXCAVATION.

GRAPHIC SCALE



DATE	REVISION	BY
SURVEY OBICA	<input type="checkbox"/> RECORD DRAWING <input type="checkbox"/> PRELIMINARY	DATE 4/19/23
DESIGN OBICA	<input type="checkbox"/> FINAL <input checked="" type="checkbox"/> SKETCH/CONCEPT	JOB# 2022-48
DRAWN NKP/DWB	O'LEARY-BURKE CIVIL ASSOCIATES, PLC	FILE 2022-48-S2
CHECKED DWB	13 CORPORATE DRIVE ESSEX, VT PHONE: 878-9889 FAX: 878-9889 E-MAIL: polary@olearyburke.com	PLAN SHEET # 1
SCALE 1" = 20'		
	FRANKLIN SOUTH, LLC.	
	8 RAILROAD STREET ESSEX JUNCTION, VT	
	CONCEPT PLAN	



Location Map

Scale: 1" = 500'

ZONING INFORMATION

PARCEL ID: 1029049000 (0.53 ACRES±);
SPAN ID: 207-066-10891
ZONED: VILLAGE CENTER

DIMENSIONAL REQUIREMENTS
MINIMUM LOT AREA: 5,000 S.F. CONVENTIONAL
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SETBACKS:
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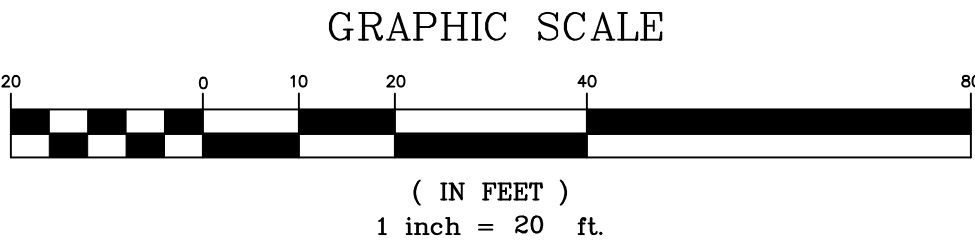
PARKING COMPUTATIONS

TOTAL PARKING PROPOSED: 34 SPACES
(INCLUDES 2 HANDICAP SPACES)

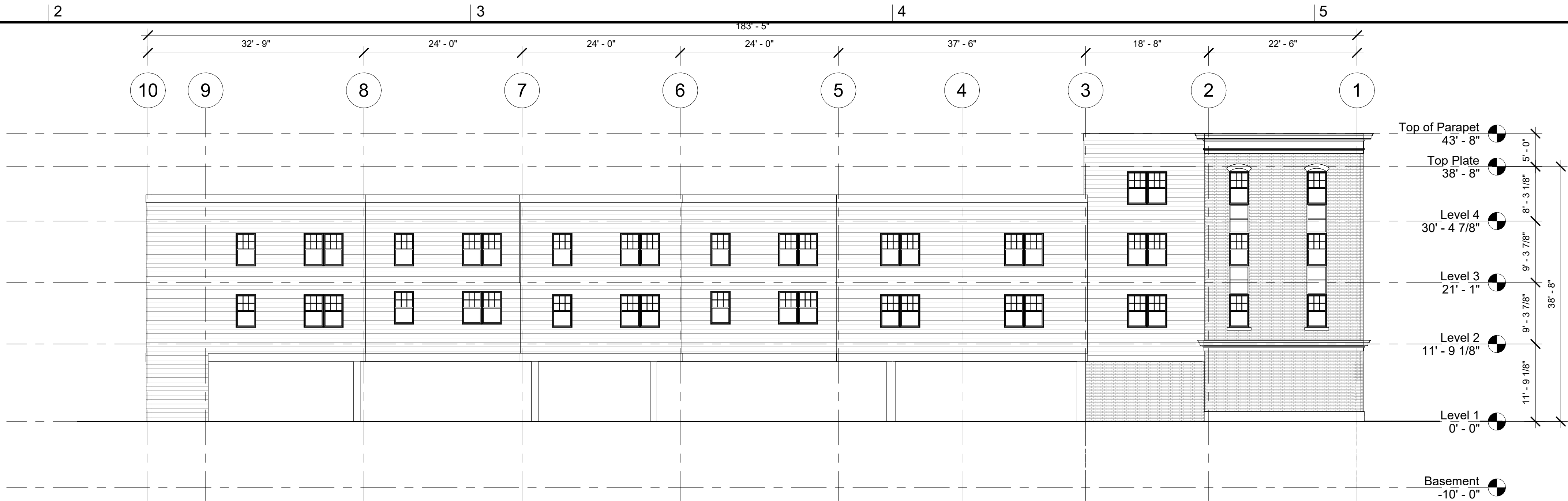
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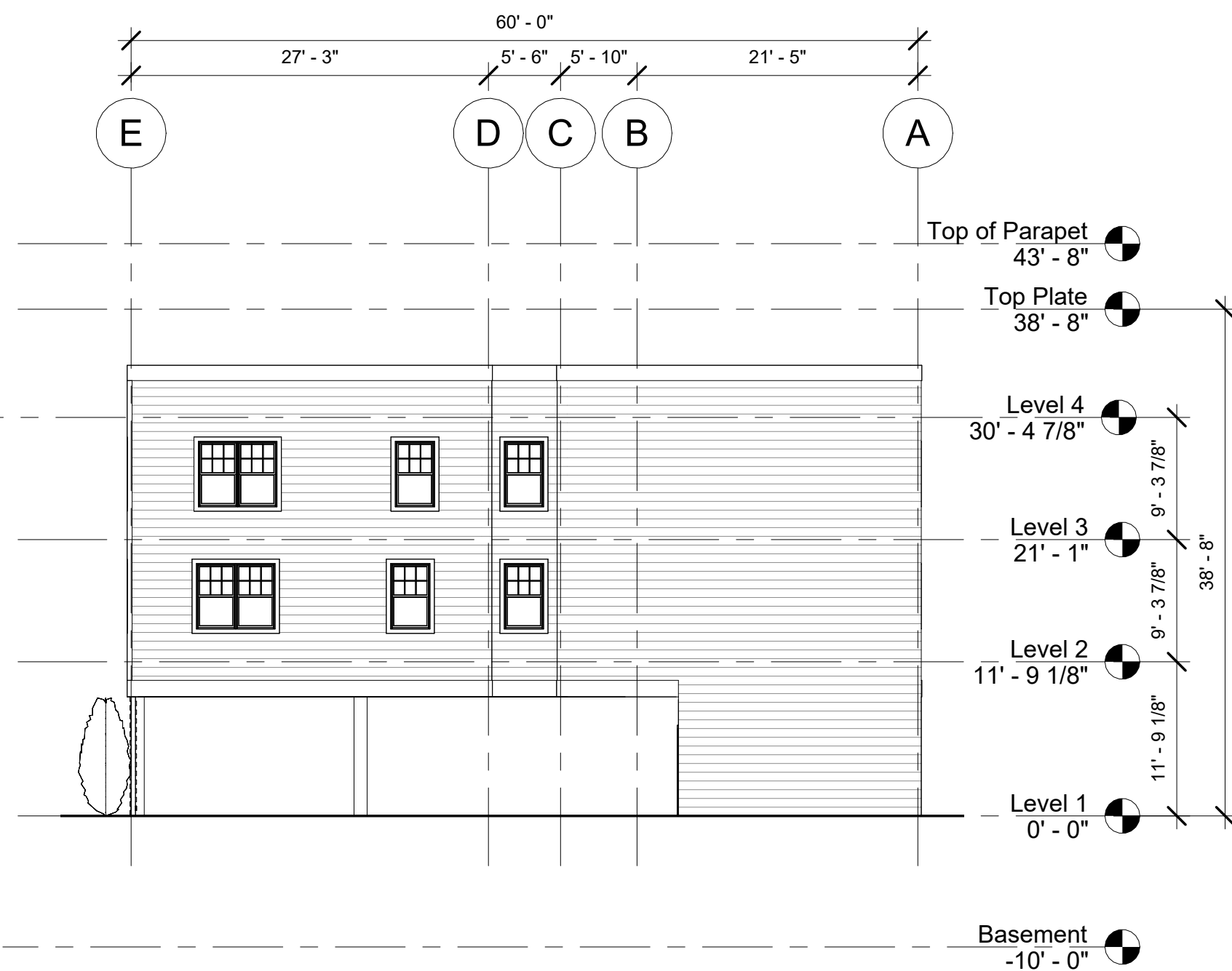
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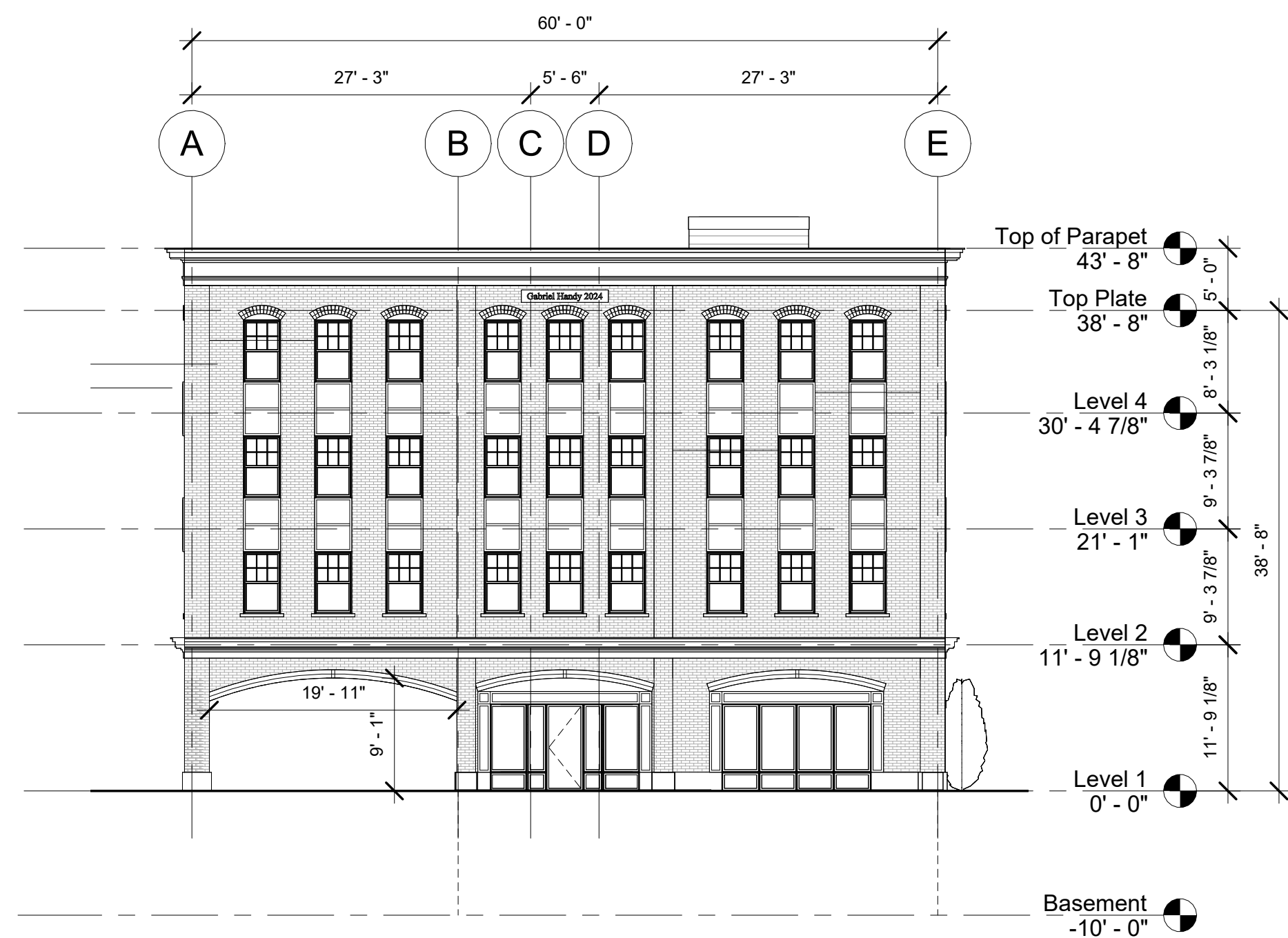
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DRAWN NKP/DWB	O'LEARY-BURKE CIVIL ASSOCIATES, PLC	FILE 2022-48-S2
CHECKED DWB	13 CORPORATE DRIVE ESSEX, VT 05730-9989 PHONE: 878-9989 FAX: 878-9989 E-MAIL: polary@olearyburke.com	PLAN SHEET # 1
SCALE 1" = 20'	FRANKLIN SOUTH, LLC. 8 RAILROAD STREET ESSEX JUNCTION, VT	
	CONCEPT PLAN	



① North
3/32" = 1'-0"



③ East
3/32" = 1'-0"



② West
3/32" = 1'-0"



④ South
3/32" = 1'-0"

No.	Description	Date
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Gabe Handy

Railroad St

Elevations

Project number :	2022002
Date :	27 June 2023
Drawn by :	DLG
Checked by :	DLG
Project Phase :	Zoning Permit

A200

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



③ Perspective West Elevation



② View to Southwest



① View to Northeast



④ Perspective South Elevation

No.	Description	Date
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Gabe Handy

Railroad St

3D Views

Project number :	2022002
Date :	27 June 2023
Drawn by :	DLG
Checked by :	DLG
Project Phase :	Zoning Permit

A500

Scale :

8 Railroad Street

34-Unit Multi-Use Building

4/26/2023

Design Water & Sewer Flows

27 One-Bedroom Units

(140 GPD * 27 Bedrooms)

= 3,780 GPD WW & WS

7 Two-Bedroom Units

7 * (210 GPD WW & 280 GPD WS)

= 1,470 GPD WW & 1,960 WS

1,600 SF Commercial Space

1,600 (4 GPD/100 SF)

= 64 GPD WW & WS

= 5,314 GPD WW & 5,804 GPD WS

8 Railroad Street Parking Waiver Information

The proposed building includes 34 Units with 27 being 1 bedroom and/or Studio Apartments and 7 being 2 bedroom units. The proposed building will also have 1,600 s.f. of Commercial space.

Per the Land Development Code, Chapter 7, Section 703: Parking and Loading (C) Off-Street Parking Requirements (Attachment #1), the proposal requires the following parking spaces:

- 1,600 sf Commercial (Retail): $1,600 \text{ sf} \times 2.5 \text{ sp/sfgfa} = 4 \text{ spaces}$
- 34 Apartments: $(34 \text{ Apts.} \times 2 \text{ sp/Apt.}) + (34 \text{ sp} / 10 \text{ sp} \times 1 \text{ sp}/10 \text{ Units}) = 72 \text{ spaces}$
- Total: 76 spaces

On August 24, 2022, we met with Terry Hass and Jeff Kershner to have an initial discussion regarding the re-development of the 8 Railroad Street property. In regard to parking, it was acknowledged that our office received parking waiver to 1 space per Multi-Family Unit for 245 Pearl Street and 197 Pearl Street. As the supporting parking count, performed at 235 / 241 Pearl Street for those waivers was performed in 2012 it was suggested that a new parking count would need to be performed to determine actual usage.

Per the Land Development Code, Chapter 7, Section 703: Parking & Loading, (K) 16. Waivers, "The Commission may waive some or all parking requirements and may place conditions on a waiver as necessary to guarantee adequate parking. The Commission may require any change in use on any property where a waiver has been granted to be reviewed for parking impacts, and the change shall be prohibited if it is deemed to generate a parking deficiency. The Commission shall determine that one or more of the following standards are met at a specific location prior to granting a waiver" (underlined for emphasis):

- (a) The proposed uses have staggered business hours with minimal overlap in business hours which allow for shared use of parking spaces:

It is anticipated that the small "Retail" component will be walk up customers and /or customers who utilize off-lot available parking. However, per Attachment #2, Google images of 235/241 Pearl Street parking from 5/15, 6/18, 6/21 and 9/21 show that daytime use is generally 30% or less of the available parking. The two buildings have a total of 65 Units and the daytime parking use is roughly 0.3 – 0.6 spaces per Unit.

- (b) The applicant presents evidence that the parking requirements are excessive based upon new parking studies, traffic engineering data, or obvious and apparent parking demands:

As we did in 2012 in order to obtain the maximum parking demands early morning and late-night parking counts were performed on Monday 9/12/22 through Wednesday 9/14/22 with the following results:

Day	Date	Time	235/241 Pearl Street	245 Pearl Street
Monday	9/12	6:25 AM	58 sp. or 0.89 sp/Unit	14 sp. or 0.82 sp/Unit
Monday	9/12	9:15 PM	62 sp. or 0.95 sp/Unit	14 sp. or 0.82 sp/Unit
Tuesday	9/13	6:20 AM	59 sp. or 0.91 sp/Unit	14 sp. or 0.82 sp/Unit
Tuesday	9/13	9:30 PM	54 sp. or 0.83 sp/Unit	16 sp. or 0.94 sp/Unit
Wednesday	9/14	6:22 AM	61 sp. or 0.94 sp/Unit	16 sp. or 0.94 sp/Unit
Wednesday	9/14	9:20 PM	51 spaces or 0.78 sp/Unit	15 sp. or 0.88 sp/Unit

The average spaces per Unit (all Units rented) was approximately 0.88 and the highest use was 0.95 spaces per Unit. This information supports the previous waiver to 1 space per Unit total.

First and foremost, it is important to note that the “Multi-Family” parking requirements do not factor the number of bedrooms per Unit. A four-plex or more containing 3 or more bedrooms per Unit has the same parking requirement (per unit) as this 34 Unit proposal, mostly comprised of 1 bedroom and/or Studio Apartments. Factors applicable to 235, 241 and 245 Pearl Street, include the following:

- On Bus Route;
- Within walking distance of workplaces, retail and commercial establishments.

An important additional factor specific to 8 Railroad Street is the on-street parking and the nearby “Handy” parking lot which provide a buffer for additional nighttime parking, even though not anticipated to be required.

It is anticipated that the small “Retail” component will be walk up customers and /or customers who utilize off-lot available parking. With the 34 Units proposed and the 34 on-site parking spaces available / proposed, 1 space per Unit are proposed for Waiver consideration as supported by the 0.95 highest parking count.

- (c) The applicant demonstrates that the demand for parking is reduced because the type of business proposed generates substantial pedestrian traffic:

It is anticipated that the small "Retail" component will be walk up customers and /or customers who utilize off-lot available parking. Both on-street parking and the nearby "Handy" parking lot is available.

- (d) The applicant demonstrates that the demand for parking is available at other locations within two hundred (200) feet which are, or have been approved by the Commission:

Based on the above information, the demand for parking at 1 spaces per Unit will be met on site, Regardless, both on-street parking and the nearby "Handy" parking lot is available.

- (e) The use of mass transit, or other alternate transportation reduces parking demand:

The location is on the CCTA Bus Route with several nearby pick-up / drop locations. In addition, the location is walkable and/or conducive to biking to work or nearby retail and commercial establishments.

- (f) Joint parking facilities with abutting businesses are sufficient to meeting parking demand:

N/A

- (g) The latest edition of the ITE Parking Manual, or other professional source, provides data which demonstrates that the parking demand for a proposed use is less than the standards specified in this Code.

Attachment #1

CHAPTER 7: GENERAL DEVELOPMENT STANDARDS

SECTION 701: PURPOSE. The purpose of this Chapter is to provide development standards related to specific land uses and/or development standards for any use permitted by any provision of this Code. The regulations as established by this Chapter supplement and do not supersede other requirements of this Code.

SECTION 702: APPLICABILITY. The regulations and standards of this Chapter shall apply to all applications for development approval as required by this Code.

SECTION 703: PARKING AND LOADING

A. **Purpose of Parking and Loading Provisions.** To ensure the adequate provision of parking and loading facilities for all development within the Village.

B. **Loading Requirements.** All uses shall provide off-street loading spaces except residential uses or other uses specifically waived by the Commission in accordance with Subsection 7 below.

1. **Location.** All loading spaces shall be located on the same lot as the principal use. Loading spaces shall minimize circulation conflicts on the lot. Loading areas shall not be calculated to include required off-street parking spaces.
2. **Size.** All loading spaces shall be of sufficient size to allow necessary maneuvering for deliveries without encroaching upon the public right-of-way, parking spaces, or internal parking lot circulation unless a specific waiver is approved by the Commission. Loading spaces shall be fifteen (15) feet wide by twenty-five (25) feet in length. The Commission may require greater dimensions if deemed necessary to handle projected truck traffic volumes.
3. **Surfaces.** All loading areas shall be hard-surfaced and clearly marked with painting to designate the loading area. This requirement may be waived by Staff or the Planning Commission.
4. **Combination of uses.** Loading spaces may be designed to serve one or more businesses located in the same building or on the same lot. The Commission may approve joint usage on adjacent lots provided a written agreement is submitted and filed with a deed.
5. **Ratios.** One (1) space for the first five thousand (5000) square feet of gross floor area. One (1) additional space for each additional thirty thousand (30000) square feet of gross floor area.
6. **Other standards.** Loading areas shall meet screening, landscaping, lighting, and other development standards as specified herein.
7. **Waivers.** All waiver requests shall be submitted in writing. Staff may approve a waiver request for a change in use which does not increase loading requirements or any building expansion which does not exceed five hundred (500) square feet of gross floor area. The Commission may approve waiver requests under the following circumstances.
 - (a) The proposed use will require minimal deliveries which will not interfere with the traffic circulation on the lot.
 - (b) Deliveries are made during non-business hours.
 - (c) Existing development makes it impossible to meet loading standards.

The Commission may require that waivers be filed with Town Land records and that a statement be attached that any change in use may require the construction of loading facilities.



C. Off-Street Parking Requirements.

1. All required parking spaces, with the exception of parallel parking spaces, shall have a minimum width of nine (9) feet and a minimum length of eighteen (18) feet. Parallel parking spaces shall have a minimum width of eight (8) feet and minimum length of twenty-two (22) feet.
2. Parking lot aisles shall meet the following minimum dimensional standards:

PARKING PATTERN	MINIMUM ONE-WAY AISLE WIDTH	MINIMUM TWO-WAY AISLE WIDTH
90° PERPENDICULAR	TWENTY'	TWENTY- FOUR
60° ANGLE	EIGHTEEN'	TWENTY- FOUR
45° ANGLE	SIXTEEN'	TWENTY- FOUR
30° ANGLE	FOURTEEN'	TWENTY- FOUR
PARALLEL	TWELVE'	TWENTY- FOUR

The following is a list of parking requirements. Based on the calculations below, fractions of a space shall be rounded up when the fraction of a space is one half (0.5) or above and rounded down when the fraction is below one half (0.5). The required number of off-street parking spaces shall be as follows:

LAND USE\BUILDING TYPE	REQUIRED PARKING SPACES
AUTO REPAIR\PAINTING	2.0 PER 1,000 SFGFA*
BANK	3.3 PER 1,000 SFGFA*
BANK WITH DRIVE-THROUGH TELLER	3.0 PER 1,000 SFGFA*
BOWLING ALLEY	4.5 PER LANE
CHURCH\SYNAGOGUE	.5 PER SEAT OR 22 LINEAR INCHES OF BENCH
CLEANERS	1.5 PER 1,000 SFGFA
CONSTRUCTION SERVICES ESTABLISHMENT	2.5 PER 1,000 SFGFA*
CONVENIENCE STORE	7.5 PER 1,000 SFGFA*
DEPARTMENT/DISCOUNT STORE	4.5 PER 1,000 SFGFA*
DRIVE-THROUGH FACILITY	3 SPACES PER DRIVE-THROUGH WINDOW
EATING AND DRINKING ESTABLISHMENT	1 PER 100 SQUARE FEET OF CUSTOMER SERVICE AREA

LAND USE\BUILDING TYPE	REQUIRED PARKING SPACES
FAST FOOD RESTAURANT	MINIMUM – 6 SPACES PER 1,000 SQUARE FEET OF CUSTOMER AREA MAXIMUM – 10 SPACES PER 1,000 SQUARE FEET OF CUSTOMER AREA
FUNERAL HOME	MINIMUM – 1 PER 150 SFGFA* MAXIMUM – 1 PER 75 SFGFA*
FURNITURE STORE	2 PER 1,000 SFGFA*
HARDWARE STORE	3 PER 1,000 SFGFA*
HOSPITAL/CLINIC	1.5 PER BED
HOTEL/MOTEL EXTENDED STAY	1 PER ROOM
INDUSTRIAL PARK	1.6 PER 1,000 SFGFA**
LANDSCAPE SERVICE	1.5 PER 2 EMPLOYEES + 1 PER BUSINESS VEHICLE
LAUNDROMAT	5.0 PER 1,000 SFGFA
MANUFACTURING (LIGHT AND HEAVY	1 PER 1,000 SFGFA *UP TO 20,000 SQUARE FEET 1 PER 2,000 SFGFA ABOVE 20,000 SQUARE FEET
MEDICAL CLINIC	3.5 PER 1,000 SFGFA*
MEDICAL AND DENTAL LAB	1.5 PER EMPLOYEE
MUSEUM/CULTURAL FACILITY	3.3 PER 1,000 SFGFA**
NURSING HOME	.33 PER ROOM
PERSONAL SERVICES ESTABLISHMENT	2.0 PER 1,000 SFGFA +1 PER CUSTOMER SERVICE STATION
PRINT/COPY SHOP	2.5 PER 1,000 SFGFA*
PROFESSIONAL OFFICE	3.5 PER 1,000 SFGFA*
RECREATION CENTER	4 PER 1,000 SFGFA*
RESIDENTIAL: ACCESSORY APARTMENT BED AND BREAKFAST BOARDING HOUSE DORMITORY DUPLEX ELDERLY HOUSING FRATERNITY/SORORITY GROUP HOME * MULTI-FAMILY SINGLE FAMILY TRIPLEX	1 PER UNIT 1 PER SLEEPING ROOM +2 PER DWELLING 1 PER ROOM 1 PER ROOM 2 PER DWELLING UNIT .5 PER DWELLING UNIT 1.5 PER 1,000 SFGFA* .3 PER SLEEPING ROOM * 2 PER DWELLING UNIT PLUS 1 GUEST SPACE FOR EACH 10 UNITS 2 PER DWELLING UNIT 2 PER DWELLING UNIT
* RETAIL SALES ESTABLISHMENT	* 2.5 PER 1,000 SFGFA*
SERVICE STATION	5.5 PER 1,000 SFGFA*

LAND USE\BUILDING TYPE	REQUIRED PARKING SPACES
SHOPPING CENTER	PARKING REQUIREMENT SHALL BE BASED ON THE NET USES OF THE SHOPPING CENTER.
SPORTS CLUB/HEALTH SPA	5 per 1,000 SFGFA*
WAREHOUSE, MINI	.25 PER 1,000 SFGFA*
WAREHOUSE	.25 PER 1,000 SFGFA*
VETERINARY CLINIC	2.5 PER 1,000 SFGFA*
* SFGFA=Square feet of gross floor area. ** SFGRA=Square feet of retail floor area	

D. Drive-through Facilities.

1. Location. Drive-through facilities shall not utilize required parking spaces to meet stacking requirements. Facilities shall be designed to minimize conflicts with other on-site vehicular and pedestrian traffic.
2. Stacking requirements. A minimum of six (6) vehicles shall be accommodated in each stacking lane.

E. Parking or storage of junk vehicles. The parking or storage of any unregistered or junk vehicle is prohibited except as provided in a vehicle repair facility unless screened from view from the adjoining street and property line. No junk vehicle may be parked or stored within any required setback. No such vehicle parked, or stored on any lot shall decrease the required number of parking spaces. In no instance may junk vehicles be parked and stored in any Residential District except for one personally owned vehicle which is totally screened from view.

F. Parking of Commercial Vehicles in Residential Areas. The parking or storage of commercial vehicles shall not exceed one commercial automobile, pick-up or van at a residence.

G. Parking of Recreational Vehicles. Recreational vehicles shall meet the following requirements:

1. No more than one such vehicle may be parked in a driveway or front yard. Vehicle must be parked outside of the required setbacks.
2. No such vehicle, parked or stored, on any lot shall decrease the required number of parking spaces.
3. The parking of a recreation vehicle owned by visitors may be temporarily parked for a period of time not to exceed three (3) consecutive weeks.
4. Any recreational vehicle parked or stored on any residential lot for a period exceeding one (1) month shall be located in an enclosed garage, a carport, or a rear yard, except one (1) vehicle may be placed in a side yard to the rear of the front setback.

H. Parking of Recreational Vehicles on Public Property.

The Planning Commission may allow for the temporary off-site parking of recreational vehicles on public property provided it is reviewed and approved as part of a major event taking place within the Planned Exposition District. The Planning Commission may place conditions upon any approval in the following areas:

plans where possible. The Commission may waive this requirement due to unique characteristics of the lot such as small lots, underground parking or innovative alternative designs.

11. Bicycle access. Parking lots shall be designed to encourage bicycle access. Any parking lot which is required to have fifteen (15) or more parking spaces shall provide bicycle racks at a location convenient to the main entrance to the business. The Commission may waive this requirement if in their judgment the business will not generate bicycle traffic.

12. Striping. Hard surfaced parking spaces shall be clearly striped and maintained and shall meet standard parking dimensional requirements as specified in Section 703.

13. Traffic Control Signs. The Commission may require the use of uniform ingress and egress signs, traffic control signs, and other signs as necessary to direct the flow of traffic.

14. Lighting. Lighting shall be provided in all parking lots and related walkways as specified in Section 704 of this Code.

15. Joint Parking Facilities. Joint parking arrangements may be approved by the Commission, provided that the applicant has submitted legal documentation to guarantee continued long-term availability of said parking. Within any shopping center or other areas where joint parking has been established, the Commission may not approve any site plan and site plan amendments or other use changes which would increase parking needs, or any waivers of parking requirements, until the applicant has submitted proof of notice to all tenants or shared parking participants of the proposed change.


* 16. Waivers. The Commission may waive some or all parking requirements and may place conditions on a waiver as necessary to guarantee adequate parking. The Commission may require any change in use on any property where a waiver has been granted to be reviewed for parking impacts, and the change shall be prohibited if it is deemed to generate a parking deficiency. The Commission shall determine that one or more of the following standards are met at a specific location prior to granting a waiver:


- (a) The proposed uses have staggered business hours with minimal overlap in business hours which allow for shared use of parking spaces.
- (b) The applicant presents evidence that the parking requirements are excessive based upon new parking studies, traffic engineering data, or obvious and apparent existing parking demands.
- (c) The applicant demonstrates that the demand for parking is reduced because the type of business proposed generates substantial pedestrian traffic.
- (d) The applicant demonstrates that sufficient off-street parking is available at other locations within two hundred (200) feet which are, or have been approved by the Commission.
- (e) The use of mass transit; or other alternate transportation reduces parking demand.
- (f) Joint parking facilities with abutting businesses are sufficient to meet parking demand.
- (g) The latest edition of the ITE Parking Manual, or other professional source, provides data which demonstrates that the parking demand for a proposed use is less than the standards specified in this Code.

Attachment #2

6/21 daytime Parking Use #235/241 pearl Street

Write a description for your map.

- Legend**
-  235 Pearl St

 Feature 1



5/15 daytime Parking Use #235/241 Pearl Street

Write a description for your map.

Legend

- 241 Pearl St
- Feature 1



6/18 daytime Parking Use #235/241 pearl Street

Write a description for your map.

Legend

 235 Pearl St

 Feature 1



Google Earth

Image © 2022 Maxar Technologies



15

100 ft



9/21 daytime Parking Use #235/241 pearl Street

Write a description for your map.

- Legend**
-  235 Pearl St
 -  Feature 1



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

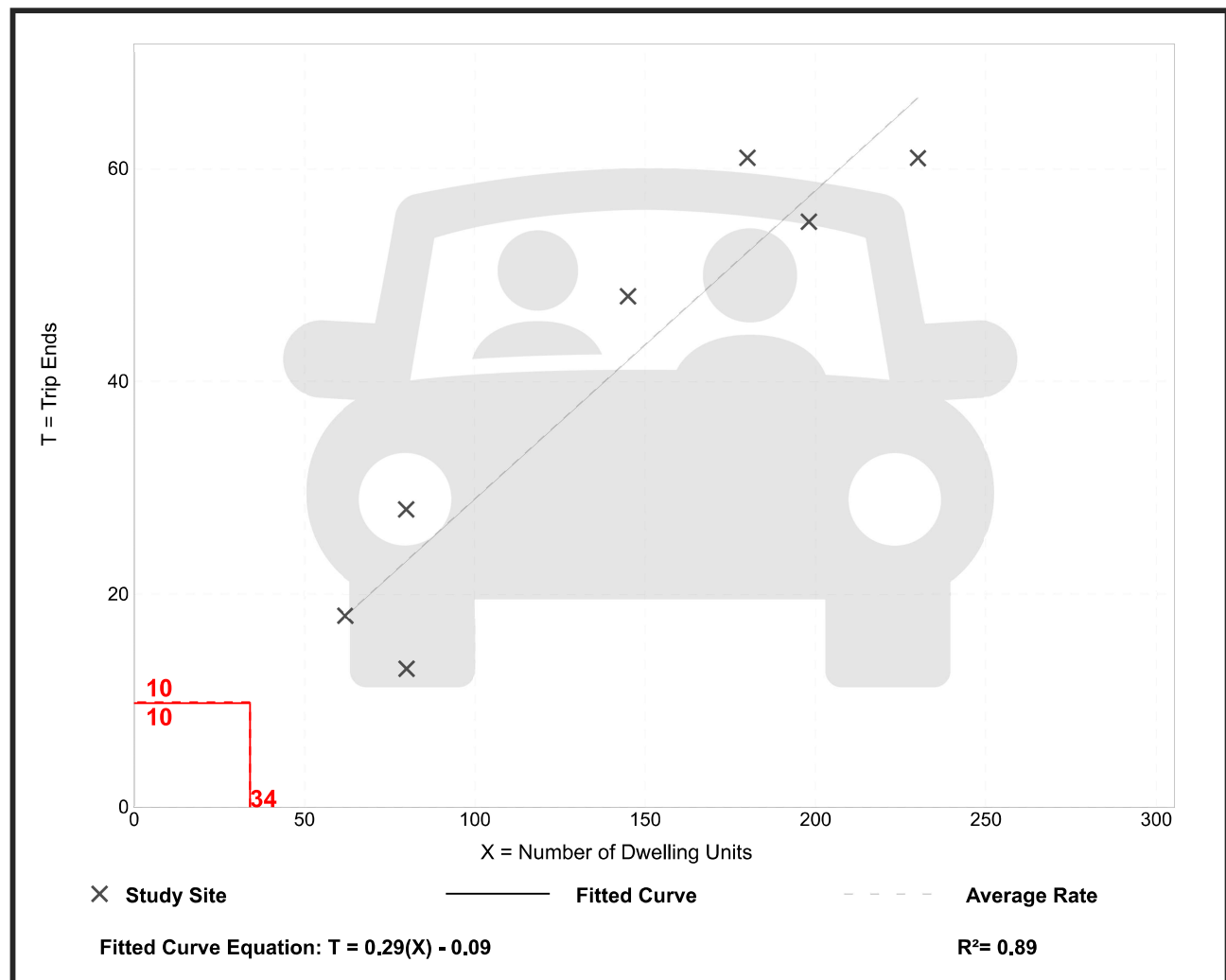
Avg. Num. of Dwelling Units: 139

Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.16 - 0.35	0.05

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 232

Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation

