

PUP-2026-100022

Spy Rock Real Estate Group

Report Drafted May 1, 2026



This report is prepared by the Henrico County Planning Staff to provide information to the Planning Commission and the Board of Supervisors to assist them in making a decision on this application. It may also be useful to others interested in this land use matter.

<p>Upcoming Public Hearing: Board of Supervisors (May 12, 2026)</p>
<p>Planning Commission Recommendation: (Approval April 9, 2026)</p>
<p>Planning Staff Position: Support</p>
<p>Magisterial District: Brookland</p>
<p>Site Acreage & Location: 1.86 acres at the southeast intersection of Westmoreland Street and Jacque Street</p>
<p>Parcel GPIN(s): 776-736-7233</p>
<p>Applicant (Representative): Spy Rock Real Estate Group (Brian Prater)</p>



<p>Proposed Use/Request: A mixed-use development with Multifamily residential</p>
<p>Existing Zoning:</p> <ul style="list-style-type: none"> • M-1 Light Industrial District • Westwood Redevelopment Overlay District
<p>2026 Future Land Use Designation(s):</p> <ul style="list-style-type: none"> • Heavy Industry (HI)

I. Executive Summary

This is a request for a provisional use permit (PUP) to allow a mixed-use development with multi-family residential. The nearly 2-acre site is zoned M-1 Light Industrial District. It is located on the east line of Westmoreland Street at its intersection with Jacque Street. The site currently contains offices, which would be removed during development of the proposed uses.

Generally consistent with the Westwood Redevelopment Overlay District, the applicant has provided an illustrative master plan including elevations, street sections, greenspace concepts, a conceptual plan and an additional layout plan. Additionally, the applicant has submitted a parking study outlining the parking needs of the proposed development. These items generally fulfill the requirements of the overlay district. The contents show how this request would be consistent with other recently approved and constructed developments in the area. For these reasons, staff supports this request.

II. Proposal Details

The site consists of 1.86 acres improved with two one-story office/warehouse buildings built in the 1960s. Surface parking surrounds the building with little street improvements except for grassed areas along Jacque Street, most notably where it intersects Westmoreland Street. An existing rail line easement is located along the property's eastern side and would remain at this time.

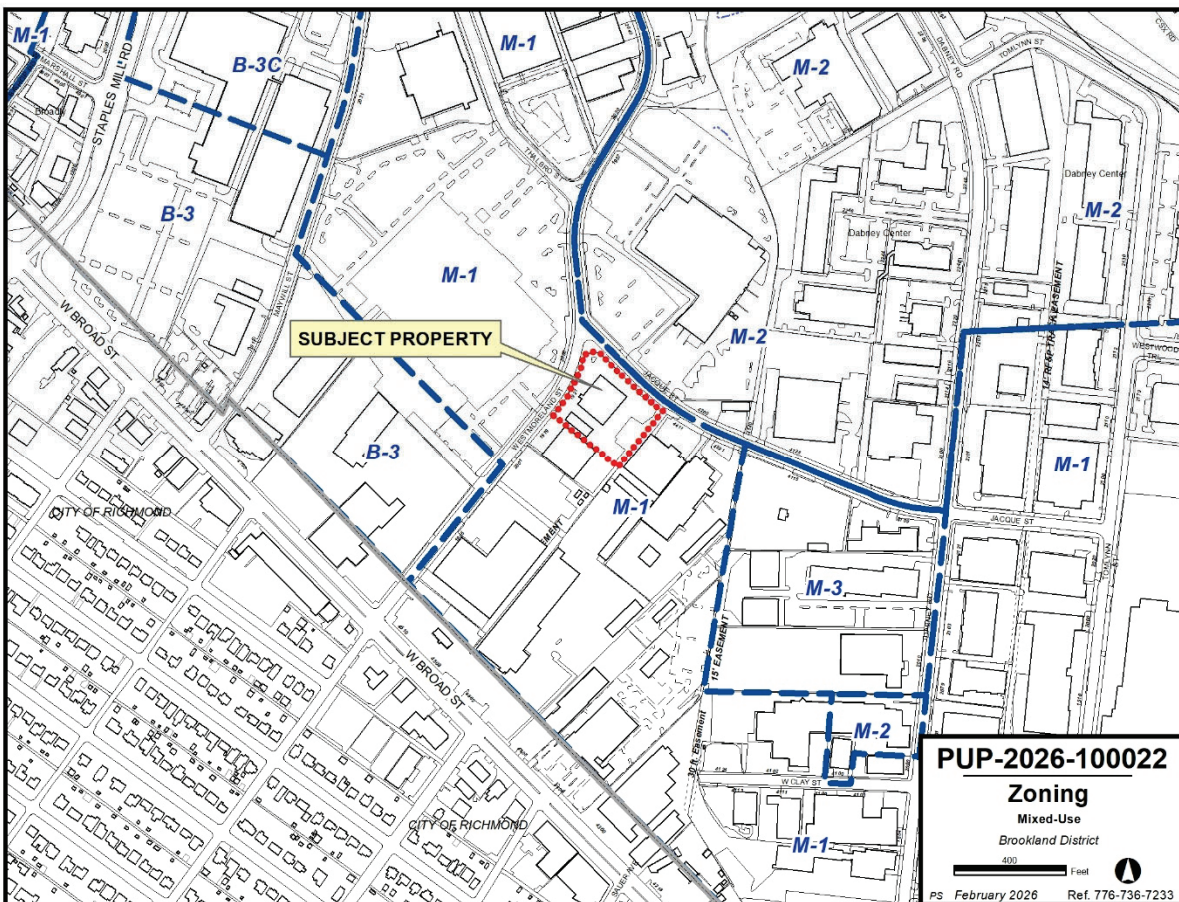
The applicant proposes to raze the existing buildings and construct a mixed-use development on the 1.86-acre parcel. According to the layout plan, the proposed 7-story building would include 224 residential units and approximately 2,500 sq. ft. of commercial space at the southwest corner of the building fronting Westmoreland Street. A 6-story parking deck with 303 spaces would be integrated on the eastern side of the building with a single vehicular access to Jacques Street. The deck would be interior to the site with the other uses wrapping the structure along the two facades facing roadways. In addition to the interior resident courtyard, amenities would be located along Jacques Street along with the leasing office and the entrance to the parking deck.

The applicant has provided additional components of a master plan including illustrative elevations and street sections showing a 5' wide sidewalk with a 4' wide utility strip along both road frontages, with parallel parking proposed along Jacque Street and a parking study. Illustrative elevation images and greenspace examples were included in the Master Plan denoting the prominent corner as a focal point for landscaping and amenities.

III. Surrounding Properties & Comprehensive Plan

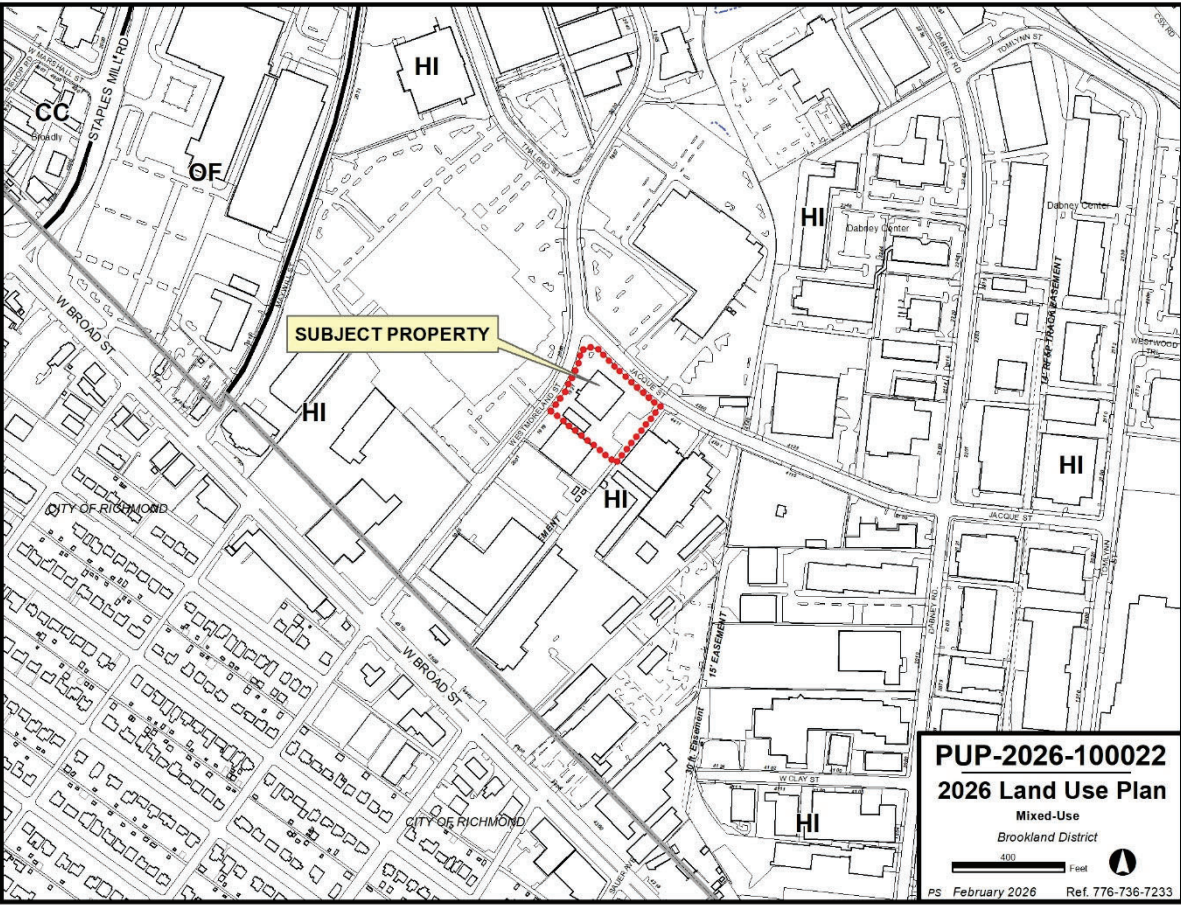
Surrounding Properties		
	Existing Land Use	Zoning
North	Office	M-2*
South	Office/Warehouse	M-1*
East	Office/Warehouse	M-1*
West	Bakery, Office/Warehouse	M-1*

* Westwood Redevelopment Overlay District



Existing Zoning Districts of the Subject Site and Surrounding Areas

Recommended Future Land Use(s) of Subject Site	
Heavy Industry (HI)	Heavy Industry is applied to areas intended to accommodate manufacturing and fabricating establishments which are generally characterized as producing noise, vibration, heavy truck traffic, fumes and other impacts, which may be objectionable to adjacent uses.
Westwood Special Focus Area	Vision: The Westwood Area will be revitalized by utilizing its prime location to create an environment that welcomes a diverse economic base. A wider variety of uses will be located here, which will continue to encourage new development to occur and existing businesses to remain. Upgraded pedestrian-scaled environment, circulation improvements, and encouraged use of public transit will result in a more complete multimodal transportation network.



Future Land Use Designations of of the Subject Site and Surrounding Areas

IV. Consistency with Comprehensive Plan & Evaluation of the Request

Topic	Open Issue(s)
Consistency with Comprehensive Plan	No
Site Design & Compatibility	No
Transportation Infrastructure	No
Schools	Yes, Over capacity at High School Level
Natural Resources & Environment (Water, Soil, Vegetation, Wildlife, Sustainability)	No
Recreation & Cultural / Historic Resources	No
Public Safety (Police & Fire)	No
Public Utilities (Water & Sewer)	No
Community Revitalization	No
Libraries	No

Consistency with Comprehensive Plan

The Comprehensive Plan recommends Heavy Industry. A residential use is not generally consistent with this designation; however, this property is located within the Westwood Special Focus Area, which was adopted by the Board of Supervisors December 11, 2018. That special focus area recommends the allowance of residential uses properly designed to minimize conflicts between existing businesses and new nonresidential and residential uses through the use of design features such as buffering and sound suppression. The proposed mixed-use development would be consistent with the recommendations of the Westwood Special Focus Area.

The proposal meets the following goals of the Westwood Special Focus Area:

- Goal 1: Promote redevelopment within the study area while protecting existing businesses from associated negative impacts.
- Goal 2: Address existing and potential parking conflicts

Site Design & Compatibility

The submitted master plan details many positive features intended to create the desired urban development pattern. Located at the intersection of Westmoreland and Jacques Street the site has an opportunity to provide a focal point for the redevelopment occurring in this portion of the County. The master plan shows that this corner will serve as a focal point based on the landscape and hardscape treatment examples provided by the applicant. The examples show how it could be integrated as an outdoor amenity space.

The site is located with the ½ mile walking distance from West Broad Street and GRTC bus stops at Westmoreland. In lieu of compliance with the parking requirements of Sec. 24-5110, Minimum Number of Off-Street Parking Spaces, a development or redevelopment in the Westwood Redevelopment Overlay District may provide a parking study in conjunction with the master plan. The applicant's parking study has been completed by the Timmons Group and is based on Institute of transportation Engineer standards. It shows the development would have 303 off-street parking spaces, an equivalent of 1.35 spaces/dwelling unit, which would exceed peak demands on weekdays by 17 spaces and on weekends by 21 spaces. This level of parking is generally consistent with other developments approved and built in the area.

Transportation Infrastructure (Car / Pedestrian / Bicycle)

The Department of Public Works states:

- County code requires a minimum of two separate permanent points of access onto public roads for a new multi-family development with more than 82 multi-family units. An additional permanent point of access along Westmoreland Street.
- During Plan of Development provide an intersection study for the intersection of Westmoreland Street and Jacques Street. Include AutoTURN (or equivalent) exhibits for delivery trucks, fire apparatus, moving vans, and service vehicles using FHWA vehicle classes. Additionally, include turning movement analysis for the proposed curb return radii at each driveway and confirm that turning movements can be accommodated without encroaching into opposing travel lanes.
- The proposed mixed-use development of 224 multi-family housing units and 3,500 sq ft retail plaza is expected to generate approximately 1,193 total average weekday trips (596 entering, 597 exiting). Please provide AM and PM peak-hour trip generation, distribution, and assignment as part of the future traffic impact analysis.

Recommendation:

- The applicant is providing for a permanent fire lane on the southern portion of the property in conjunction with the adjacent property owner. Additional access and road requirements will be dealt with during Plan of Development.

Schools

HCPS comments:

This case proposes an apartment building with a density of up to 224 apartment units. A specified breakdown of unit types is not provided, so the student yield impacts utilize a 10/40/50 ratio for studio, 1-bedroom, and 2-bedroom units.

School Level	School Name	2025 Membership	Functional Capacity	Studio/1-Bed Student Yields	2/3-Bed Student Yields	Total Student Yields
Elementary	Johnson	405	546	13.3	22.2	35.5
Middle	Tuckahoe	1,214	1,348	5.4	10.4	15.4
High	Tucker	2,038	1,990	5.2	11.9	17.2
<i>* At Development Buildout</i>		Total Students:				68.1

Based on September 30, 2025, membership and capacity figures shown above, Johnson Elementary is currently at 74.2% capacity. The analysis shown above indicates the proposed development would potentially yield an additional 35.5 elementary students once the development has reached complete build out. Johnson Elementary has fluctuated in enrollment in recent years. With this proposed development and others in the Brookland magisterial district, enrollment at Johnson Elementary should be monitored and programmatic changes considered.

Tuckahoe Middle is currently at 90.1% capacity. The analysis shown above indicates the proposed development would potentially yield 15.4 additional middle school students. Tuckahoe Middle has historically fluctuated between 90 – 95% functional capacity and increasing enrollment within the specialty center. This school will be monitored for enrollment impacts as this development and others in the Brookland, Three Chopt, and Tuckahoe magisterial districts reach build-out.

Tucker High is currently at 102.4% capacity. The analysis shown above indicates the proposed development would potentially yield an additional 17.2 high school students. Tucker High has

recently been impacted by approved boundary adjustments, which is intended to produce a steady decrease in enrollment over the next three school years. Monitoring will occur due to the nature of the boundary changes, along with the scale of this proposed development and others occurring in the Brookland, Three Chopt, and Tuckahoe magisterial districts.

Previously Approved Development

In addition to this specific request there have been a significant number of additional units approved in the Westwood Redevelopment Overlay District and the larger West Broad Street corridor between the County/City line and Interstate 64. Across 14 additional developments 8,512 additional units have had a rezoning, provisional use permit or plan of development approved or submitted. Additional schools the students from those developments would currently attend include Crestview, Lakeside, and Skipwith elementary schools, Brookland, Moody, and Quioccasin middle schools, and Freeman and Hermitage high schools.

Recommendation:

- While it is recognized the entirety of the approved development will happen over an extended period of time, it is recommended additional school facilities or other methods of accommodating new students start to be examined.

Natural Resources & Environment

Water & Soil

Public Works (Design Division) provided the following comments on this case:

- All proposed improvements must comply with all applicable Public Works plan of development requirements.
- Land disturbance greater than 2,500 sq. ft. will require an Environmental Compliance Plan.
- The site is located within 50/10 detention area and must comply with applicable regulations.
- The site must comply with applicable stormwater quality and quantity requirements.
- Analyze and provide solutions to minimize drainage impacts on downstream properties.

Vegetation & Wildlife

The site is currently development with limited landscaping, which would be removed with this proposal. A landscape plan is required as part of the plan of development process.

Recommendations:

- Encourage green infrastructure practices such as rain gardens, bioswales, and permeable pavements to manage stormwater runoff and enhance water quality where practical given the constraints of the site. These practices will also provide additional habitat for wildlife and support the overall resilience of the ecosystem.

Sustainability & Resilience

The proposed design may benefit from additional sustainability and resilience measures to better address environmental changes and support long-term ecological health.

Recommendations:

- EV Readiness: Reserve and stripe EV-ready spaces in common areas and install an initial number of chargers, with conduit sized for future expansion.
- Lighting & Heat-island: Specify full-cutoff fixtures and increase shade tree coverage to reduce pavement temperatures.
- Provide additional bicycle parking and storage.

- Utilize environmentally friendly design incentives as listed in Division 9 of the Henrico Zoning Ordinance.

Recreation & Cultural / Historic Resources

No park or recreation facilities, historical, archeological or battlefield impact. An office building and storage warehouse that is located on the property, built ca. 1966, is not architecturally or historically significant.

Public Safety

Division of Police – After review the Division of Police does not have any comments for this request at this time.

Division of Fire – In accordance with the Virginia Statewide Fire Prevention Code section 503.2.2, the fire access road will be required to be a minimum of 24 feet in width. Alternatively, if the parking deck is to be protected with automatic sprinklers, the road fire access road can be reduced to 20 feet in width.

Recommendations:

- The provision of sprinkling the deck is addressed in the recommended conditions and final width will be addressed at Plan of Development.
- An agreement acknowledging the shared width of the fire lane with the adjacent land owner should be submitted during the Plan of Development.

Public Utilities (Water & Sewer)

Water: There is an existing 12" waterline in Westmoreland Street.

Sewer: Redevelopment within the Westwood Overlay District will require routing the sewer to the north and connecting to the county sewer system; the city sewer system does not have adequate capacity to handle the increased flows. This project will need to extend sewer from the intersection of Thalbro Street and Maywill Street.

- Note: There is currently a sewer replacement project under design from the existing 12-inch sewer at the intersection of Thalbro Street and Maywill Street to the 27-inch sewer in Jordans Branch south of Waller Road. A second option is to connect to the existing 8-inch sewer in Westmoreland Street; however, an analysis of the downstream sewer system will be required to determine if upgrades to the existing sewer are needed. The developer will be required to make any needed improvements.

Recommendation:

- While none of the needed sewer improvements would affect the current recommendation of staff, the applicant should be aware of these requirements prior to moving forward with the proposed development.

Community Revitalization

No comments.

Libraries

This request falls within the service area of the Libbie Mill Library that was part of the 2005 bond referendum. Presently this 40,000 sq. ft. facility, opened in October 2015, offers expanded meeting, study, and conference room space; digital media lab; enhanced children's and teens' space plus drive up pickup/drop off services. As these types of developments continue to be built and the population in the area continues to grow, Libbie Mill Library can meet the increased service demands.

V. Provisional Use Permit Decision Standards

The advisability of a provisional use permit is a matter committed to the legislative discretion of the Board of Supervisors. In determining whether to adopt or disapprove a provisional use permit, the Board of Supervisors may consider many factors consistent with the Code of Virginia, including what conditions the request will be subject to:

Factor for Consideration	Proposal Meets
Is consistent with the purposes, goals and policies of the comprehensive plan and other applicable County-adopted plans;	Yes
Complies with:	
	all applicable zoning district-specific standards in Article 3: Zoning Districts,
	all applicable use-specific standards in Article 4: Use Regulations,
	all applicable development and design standards in Article 5: Development Standards, and
	all relevant subdivision and infrastructure standards in the County Code;
Is appropriate for its location and is compatible with the general character of surrounding lands and the types, scale, and intensity of uses allowed in the zoning district where proposed	Yes
Will not adversely affect the public health, safety, and general welfare.	Yes

A provisional use permit approved within the Westwood Redevelopment Overlay District must include a master plan showing the location and height of all existing and proposed structures, public and private streets, parking spaces, the developer's architectural. At this time, the applicant has submitted materials that generally meet these requirements.

Staff recommends approval of this request subject to the following conditions:

1. **Master Plan.** The master plan for the property shall consist of all layouts, architectural, streetscape, landscaping, and design guidelines documents submitted as part of this request. All development on the property must be in general conformance with the Master Plan, dated April 6, 2026, unless otherwise approved at the time of Plan of Development review.
2. **Setbacks:** Setbacks may be reduced from those otherwise required by Zoning Ordinance standards, but in no case shall they be less than shown in the Master Plan documents, dated April 6, 2026.
3. **Height Limitations.** Buildings must not exceed 100' in height.
4. **Architectural Treatment.** Any building on the property must be designed in general conformance with the architectural themes displayed in the Master Plan, dated April 6, 2026, unless otherwise approved at the time of Plan of Development review.

5. **Materials.** Any building on the property must be a combination of any of the following: masonry, stone, architectural metal, architectural concrete, glass, EIFS, and cementitious siding. No vinyl siding shall be used. Alternate materials may be allowed if requested by Owner and specifically approved by the Director of Planning upon a finding that such materials are of equivalent quality, function, or manufacture to those specifically enumerated above.
6. **Sidewalks and Street Lights.** Sidewalks must be provided along all public street frontages in addition to those areas indicated on the master plan in a manner determined at the time of POD review. Streetlights shall be provided along adjacent public streets and sidewalks in a manner determined at the time of lighting plan review.
7. **POD Supplementary Submittal Requirements.** With any Plan of Development application for the Property, the Owner must prepare and submit to the Director of Planning the following (the "POD Supplements"):
 - a. Streetscape & Landscape Plan, which must include, as applicable, all hardscaping, vegetative screening, streetscape plantings, foundation plantings, and any other landscape elements required by the Director of Planning;
 - b. Lighting Plan; and
 - c. Pedestrian Connection Plan, which must include all improvements designed to facilitate pedestrian circulation and connectivity.

Each of the POD Supplements must be reviewed for general conformance with the Master Plan, dated April 6, 2026. Deviations may be approved by the Director of Planning in connection with any subsequent Plan of Development, subdivision approval, or any other variation permitted by the Director upon a finding that the variations are generally in keeping with the spirit and concept of the Master Plan, dated April 6, 2026.

8. **Emergency Communication Systems.** The owner must install a fire command center and emergency radio communication equipment within any new building exceeding 60 feet in height to allow for adequate public safety and radio coverage within and between the buildings. A communications consultant must certify such equipment as compatible with the County's emergency communication system within 90 days of the owner or tenant obtaining a Certificate of Occupancy for any such building. The County must be permitted to perform communications testing within the buildings at any time.
9. **Fire Protection.** All structures, including parking structures, other than open, standalone parking garages, must be fully sprinkled for fire protection. A 3" standpipe for fire protection shall be provided within all structured parking at approximately 200' intervals. The exact location of these improvements in structure parking will be determined by the Division of Fire during Plan of Development review.
10. **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 must implement mutually agreed upon security recommendations.
11. **Parking Plan.** Parking may be reduced in accordance with the parking plan analysis titled 1925 Westmoreland Crossing Parking Analysis dated January 23, 2026 but must in no case be less than the provided spaces for any proposed uses as shown in Table 1 of the reference document. Any plan of development submitted for the property must 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, must be provided with each plan of development or as requested by the Director of Planning. Each plan of development submitted must identify the location and means of creating additional parking that could accommodate the difference between the reduced parking standard approved by this permit and the standards contained in the Henrico County Code.

12. **Amenities.** Amenities consistent with the Master Plan, dated April 6, 2026, must be provided on the property in a manner determined at the time of plan of development review.
13. **Residential Density and Unit Size.** There will be no more than 224 dwelling units, of which no more than ten percent of dwelling units can have 3 bedrooms.
14. **Residential Recycling Facilities.** Recycling must be provided for the multi-family development for so long as the County either provides or sponsors some form of recycling. Outside recycling and refuse collection area(s) provided shall comply with the requirements set forth in Section 24-4427 of the Zoning Ordinance.
15. **Prohibited Uses.** The following uses are prohibited as part of the master-planned development:
 - a. Adult uses
 - b. Crematory or funeral home
 - c. Shooting range, indoor
 - d. Alternative lending institutions
 - e. Auction house
16. **Traffic Analysis.** When requested by the County at the time of any Plan of Development, a traffic analysis will be completed. Necessary road improvements must be made by the applicant as required at the time of the Plan of Development.
17. **Existing Uses.** This Provisional Use Permit applies to new residential and mixed-use development. Expansion of the existing facilities and approved M-1 uses is exempt from the provisions of this Provisional Use Permit.

VI. Case Chronology

Event	Date	Notes
Planning Commission Hearing	April 9, 2026	Recommended for Approval
Board or Supervisors	May 12, 2026	Pending

Master Plan

PUP-2026-100022

1921, 1925, and 1927 Westmoreland Street

April 6, 2026



1. Concept Plan





1925 WESTMORELAND

CONCEPT PLAN - JANUARY 13th, 2026

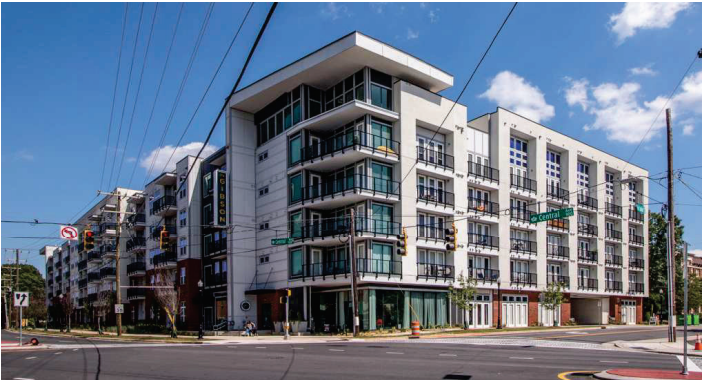


SCALE 1"=50'
0' 50' 100'

2. Inspirational Imagery



5-Story Apartments



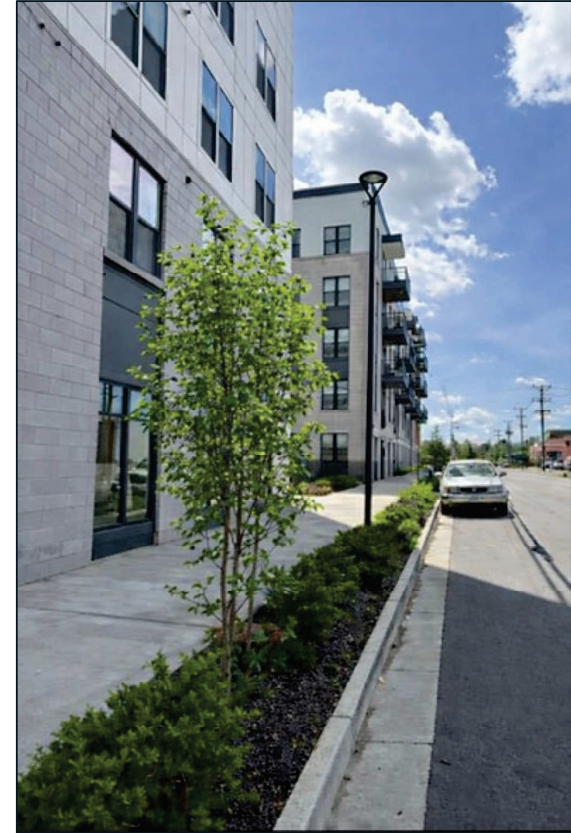
FOR ILLUSTRATIVE PURPOSES ONLY

Poole and Poole Architecture

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Prior Experience In Westwood: The Alder

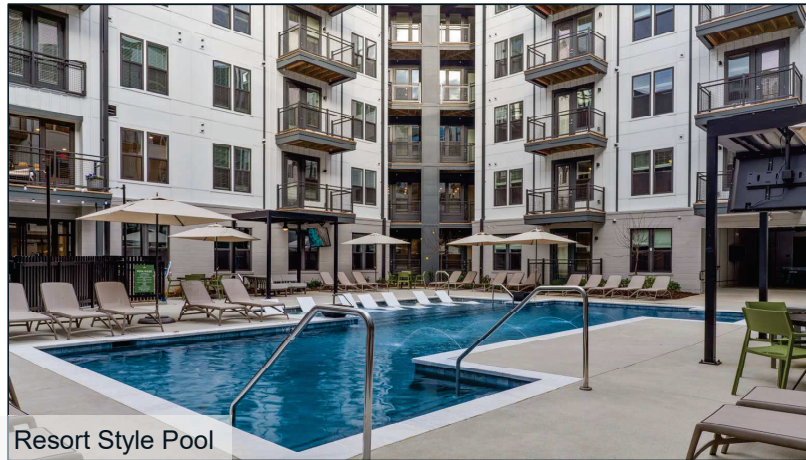


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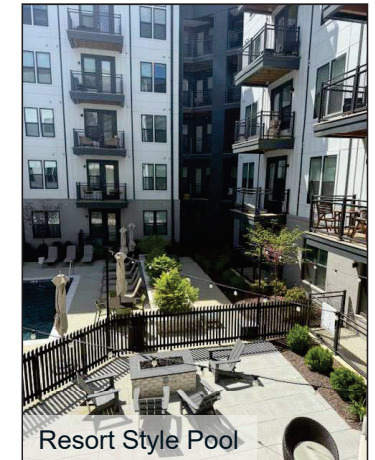
Prior Experience In Westwood: The Alder



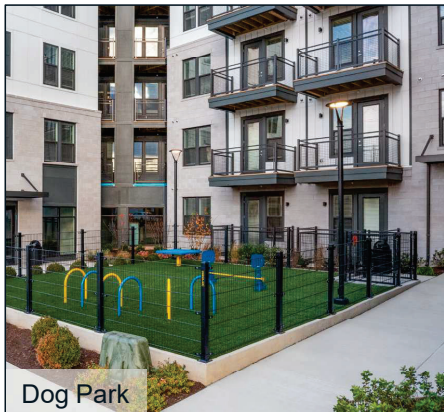
Clubroom



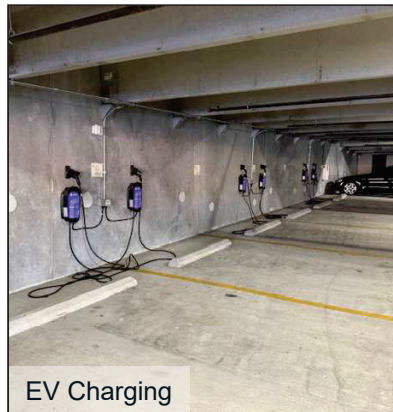
Resort Style Pool



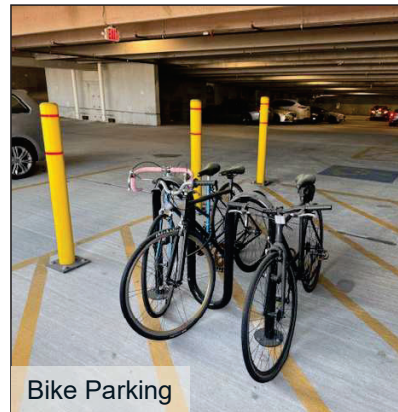
Resort Style Pool



Dog Park



EV Charging



Bike Parking



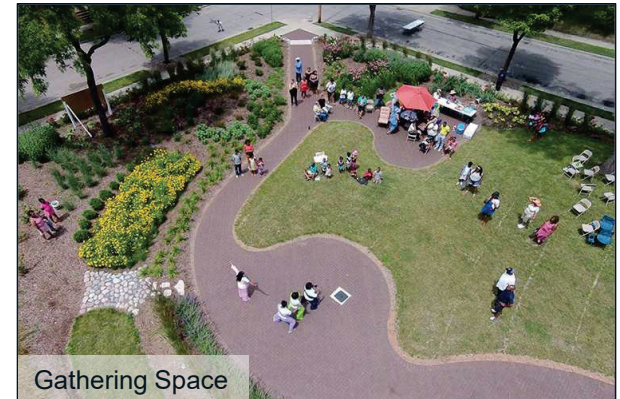
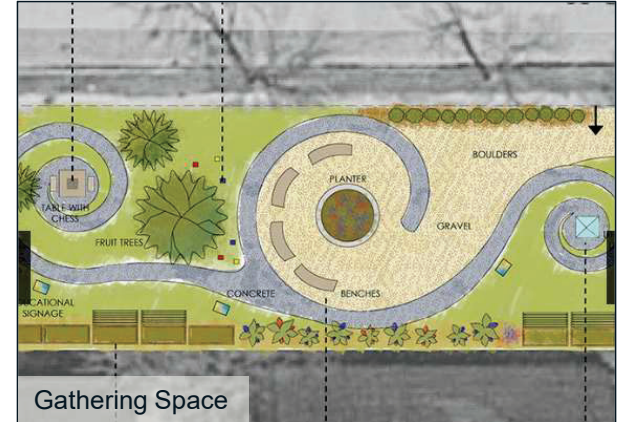
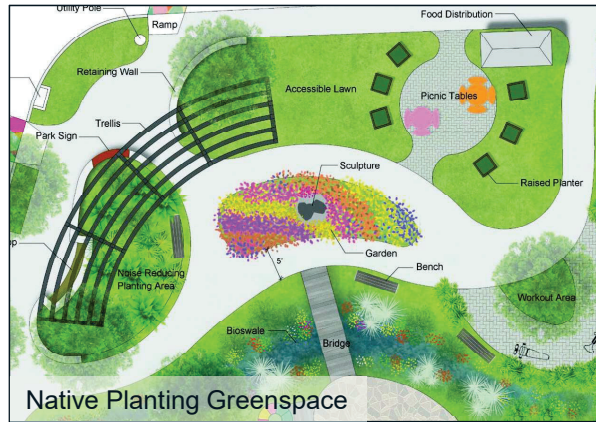
Clubroom

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3. Greenspace Concepts



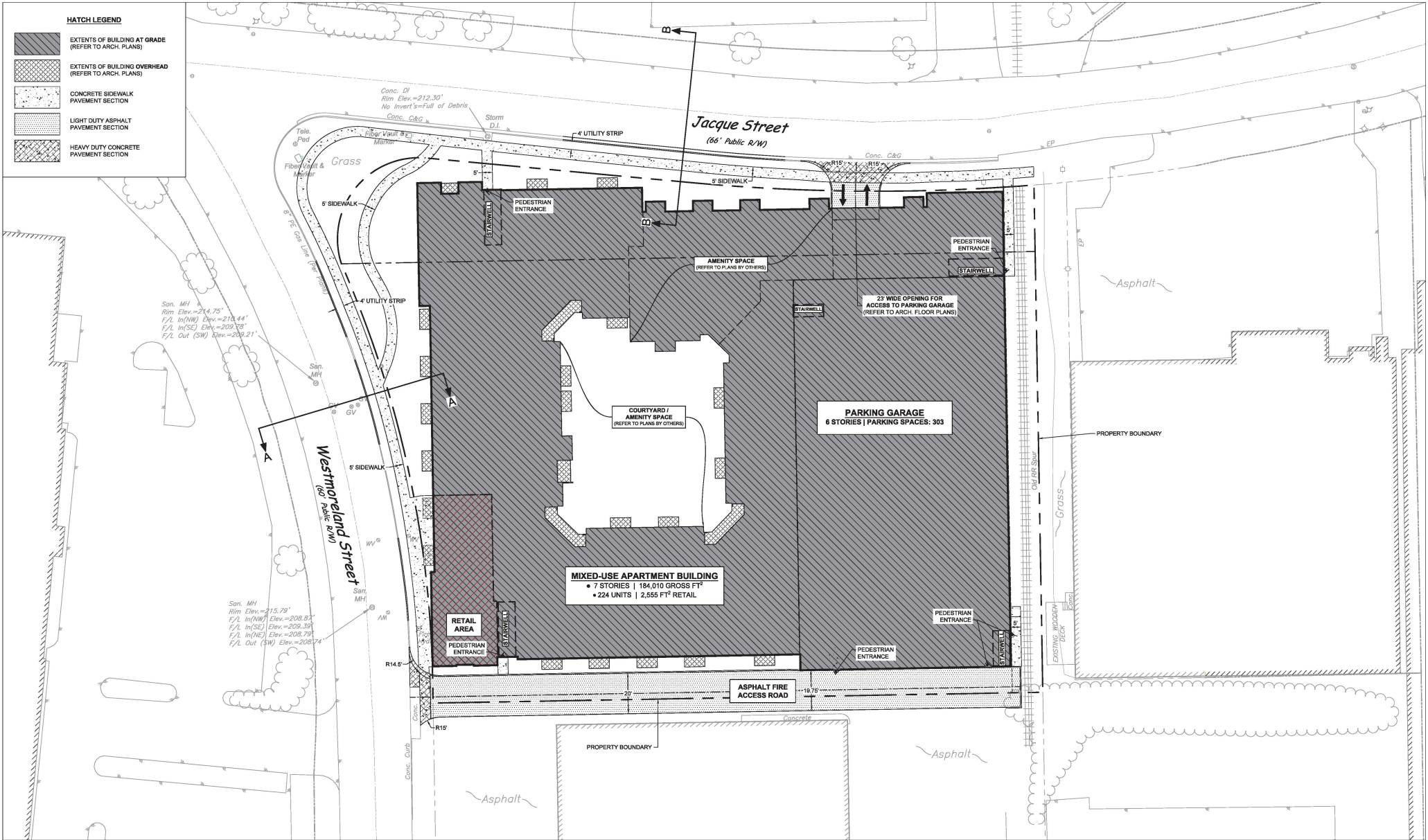
Greenspace Concepts



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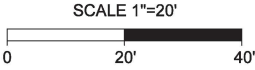
4. Layout Plan & Street Cross Section





LAYOUT PLAN

1925 WESTMORELAND - MARCH 23, 2026



8/04/2021-1925_Westmoreland_BROWNSHED-ENR0220-03-20 Site Layout/TAI-CA-05-01E LAYOUT.dwg | Printed on 3/23/2026 9:27 AM by Collin Strain

To: Jake Bloom, Spy Rock Real Estate Group
From: Steve Schmidt, PE, PTOE, AICP
RE: 1925 Westmoreland Street Parking Analysis
Date: January 23, 2026
Copy: Amelia Wehunt, PE (TG)

Introduction

Timmons Group completed a parking analysis for the proposed 1925 Westmoreland Street development located in the Westwood Redevelopment Overlay District in Henrico County, Virginia. The proposed development will consist of a mixed-use apartment building with 224 units of multifamily housing and 3,500 S.F. of commercial (retail) space.

The proposed development will provide 303 dedicated off-street parking spaces which equates to 1.35 spaces/dwelling unit.

The following analysis was completed to determine if the proposed parking spaces will adequately provide for the facilities' parking needs.

Parking Analysis

Required Parking per the Henrico County Zoning Ordinance

The Henrico County Zoning Ordinance (Ordinance) sets the number of required spaces for each land use. The Ordinance was adopted on June 22, 2021 with an effective date of September 1, 2021 and last revised on December 16, 2025.

In accordance with Section 24-3708.D of the Ordinance (excerpt below), within the Westwood Redevelopment Overlay District, in lieu of complying with the Ordinance parking rates detailed in Section 24-5110, a development may provide a parking study showing the proposed number of parking spaces adequately accommodates the parking needs of the site.

D. Parking

In lieu of compliance with the parking requirements of Sec. 24-5110, Minimum Number of Off-Street Parking Spaces, a development or redevelopment may provide parking in compliance with the following requirements:

- 1.** A parking study submitted with a master plan containing the information for master plans in subsection C must show that the parking allocation for the development is not likely to conflict on a regular basis with the parking allocation for other properties within the overlay district, based on the manner and time of parking for other properties. The parking study must be prepared by a licensed engineer and must show the number of parking spaces required and provided for the proposed development. The parking study may consider the use of on-street parking and the use of shared parking under shared parking agreements. Such agreements must be included with the parking study.
- 2.** Each parking space allocated to the property must be located within 1,000 feet of the main entrance of the building to which it is allocated, measured along an accessible walking path.

ITE Parking Generation

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 221) and retail (land use code 822). The average peak parking rates contained in the Parking Generation report (general urban/suburban designation) were used to calculate the parking demand for the proposed development as shown in Table 1.

The number of dwelling units was utilized as the independent variable.

As shown in Table 1, according to ITE, the average residential peak parking demand is 1.23 parking spaces per dwelling unit on a weekday and 1.04 parking spaces per unit on a Saturday. The average retail peak parking demand is 2.79 spaces/1,000 S.F. on a weekday and 2.77 spaces/1,000 S.F. on a Saturday.

ITE data indicates Sunday parking demands for both residential and retail uses are lower than weekday and Saturday demand.

According to the average peak rates, the proposed development will require 286 parking spaces on a weekday and 282 parking spaces on a weekend.

When compared with the ITE data, the 1.35 spaces per dwelling unit proposed by the subject development will be adequate to accommodate the weekday, Saturday, and Sunday parking demands for the residential and retail portions of the development. The provided 303 parking spaces exceeds the ITE peak parking demand during both the weekday and weekend peak parking periods.

Table 1: Required Parking Rates

Land Use	Size	Units	ITE Code	Weekday Avg. Rate	Weekday Spaces	Saturday Avg. Rate ²	Saturday Spaces
Multi-Family Dwelling Units	224	Units	221	1.23 spaces/unit	276	1.04 spaces/unit	272
Retail	3,500	S.F.	822	2.79 spaces/ 1,000 S.F.	<u>10</u>	2.77 spaces/ 1,000 S.F.	<u>10</u>
Total Required Spaces					286		282
Provided Spaces					<u>303</u>		<u>303</u>
Surplus Spaces					17		21

Notes:

1. Source: ITE Parking Generation, 6th Edition. General Urban/Suburban (no nearby rail transit setting utilized).

2. For all uses, Sunday parking rates are lower than Saturday.

Shared Parking

It is important to note that required spaces shown in Table 1 show the peak parking needs for each use and are cumulative. For example, the required weekday spaces (286) show the required number of spaces to meet the peak residential need (276) and the peak retail need (10).

Based on the nature of the uses, the individual peak parking demands will occur at different times during the day and therefore the required spaces will be lower than those calculated in Table 1. According to ITE data, residential parking needs peak between 12:00 AM and 4:00 AM whereas retail parking needs peak between 12:00 PM and 3:00 PM.

The required number of spaces for the development will be lower than those shown in Table 1 and further proves the provided 303 parking spaces will adequately accommodate the parking requirements of the site.

Distance to Main Entrance

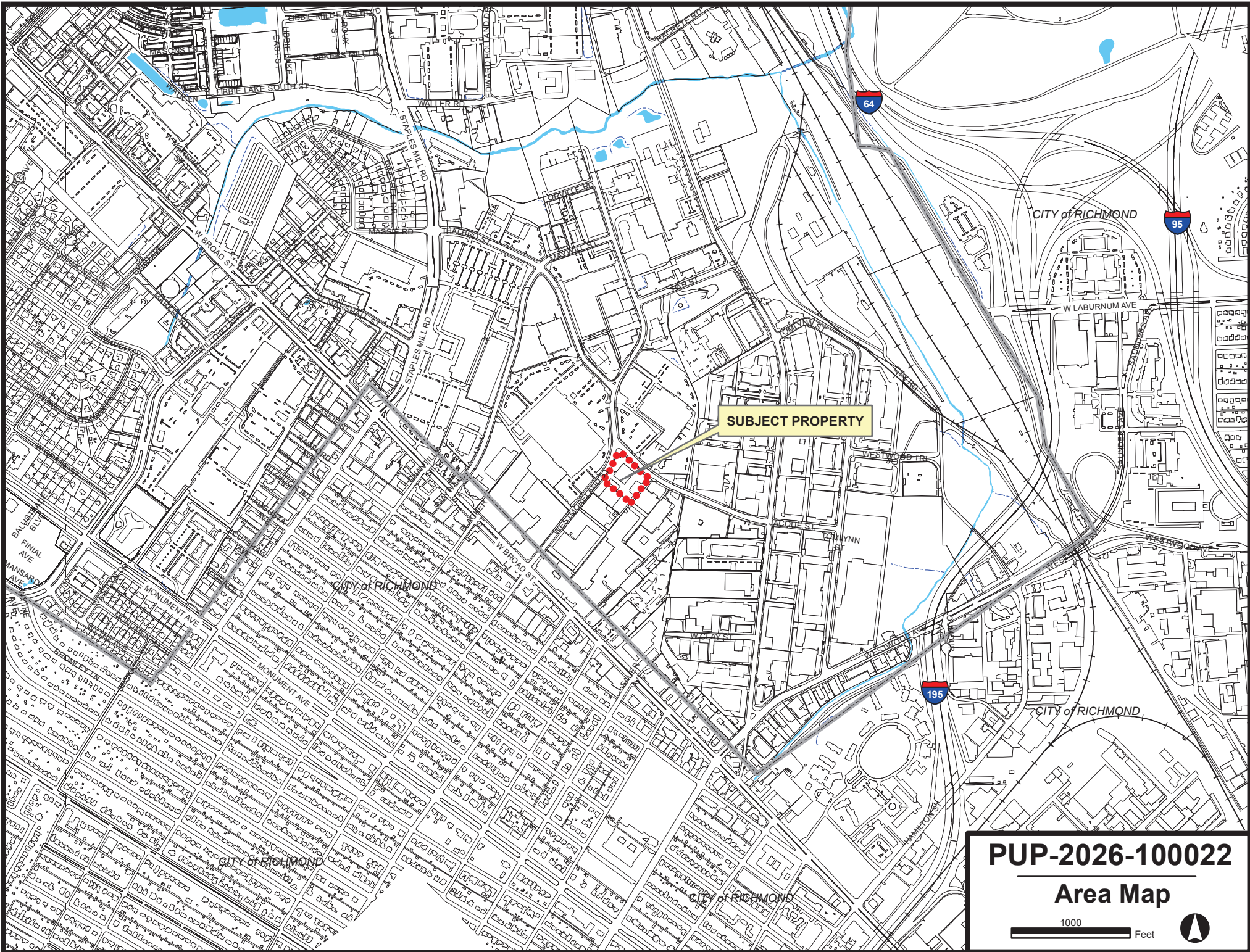
As shown on the conceptual plan, all spaces will be located within 1,000 feet of the main entrance to the building.

Conclusions

As a result of the analysis the following conclusion is offered:

- The proposed parking for the 1925 Westmoreland Street development meets the Ordinance requirements for the Westwood Redevelopment Overlay District based on the following:
 - The proposed 303 parking spaces will exceed the individual peak parking demands of the uses determined by ITE data.
 - The nature of the uses (residential and retail) allow for sharing of spaces as the need for parking peaks at different times of the day.
 - All parking spaces will be located within 1,000 feet of the main entrance to the building.

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

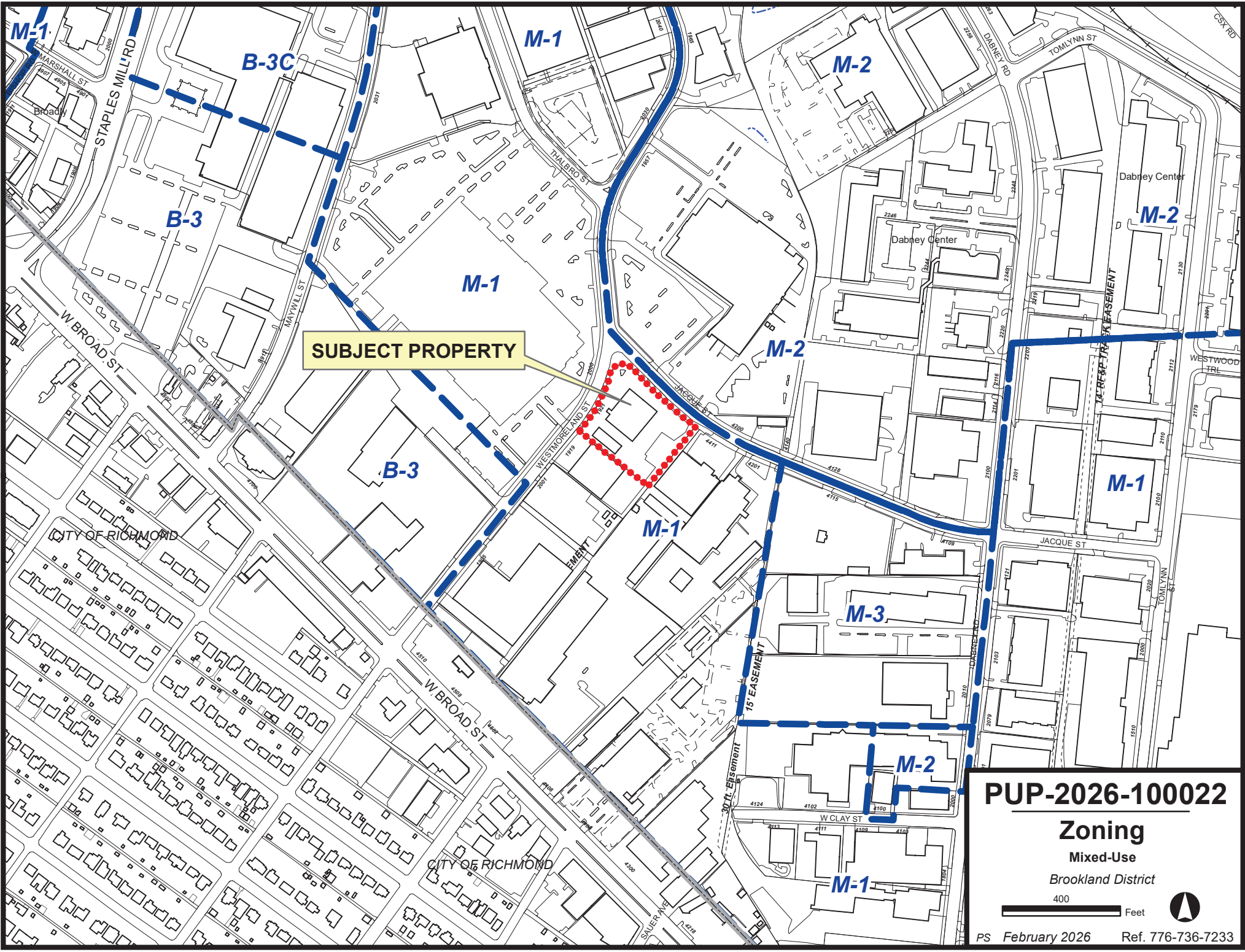


SUBJECT PROPERTY

PUP-2026-100022

Area Map



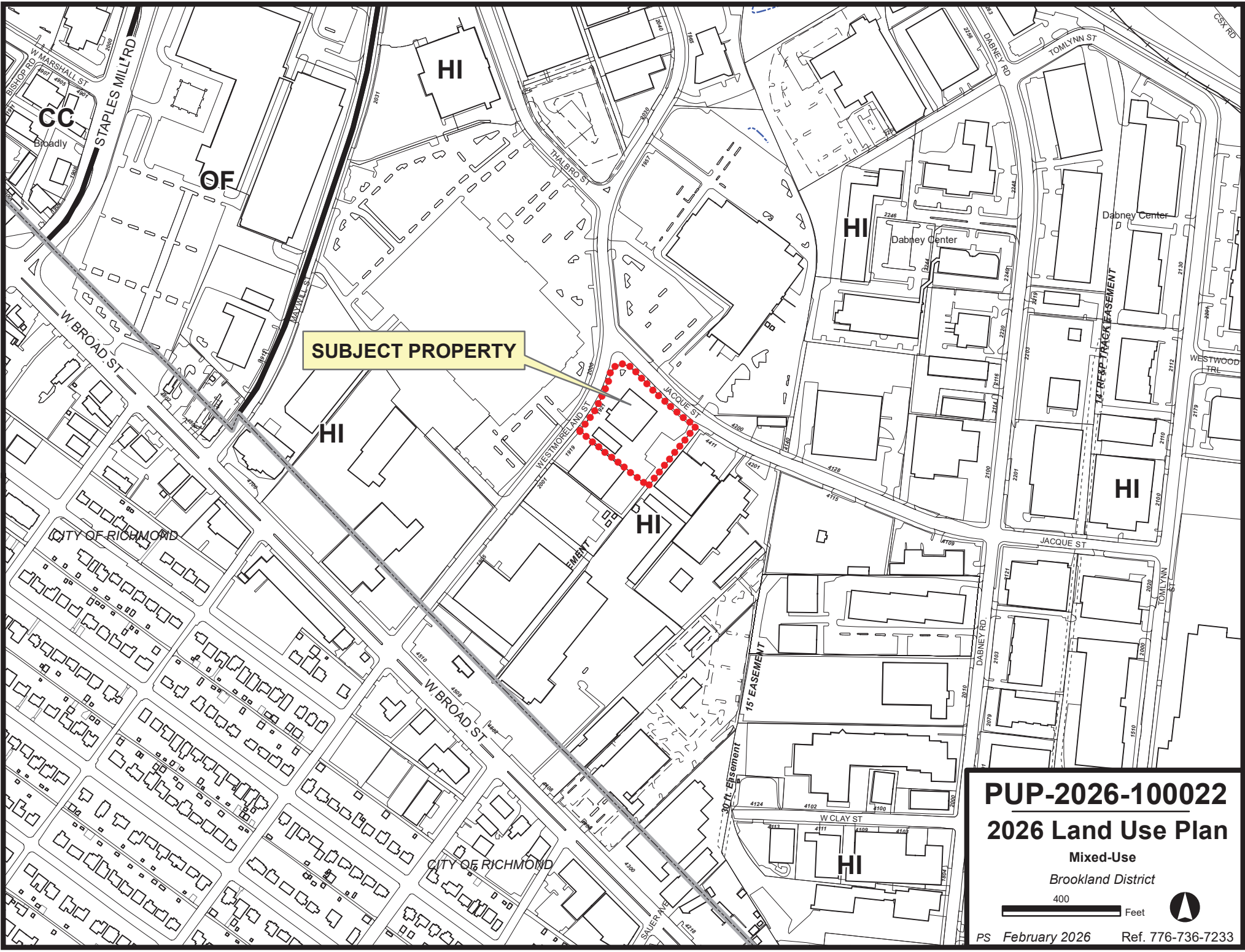


PUP-2026-10022

Zoning

Mixed-Use
Brookland District





SUBJECT PROPERTY

PUP-2026-10022
2026 Land Use Plan

Mixed-Use
Brookland District

