

# Francisco Landing Holdings, LLC

3715 Belt Boulevard  
Richmond, VA 23234

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July 27, 2018

Tevya Williams Griffin, AICP  
Director  
Department of Development  
City of Hopewell, VA

## RE: Francisco Landing PUD – Desman Shared Parking Analysis

Dear Tevya,

Please find attached a copy of Desman’s shared parking analysis for the Francisco Landing PUD application. Overall the analysis tells us that parking adequacy is met until the last building in the phasing plan is constructed (Building F). Prior to Building F’s construction additional parking supply will need to be addressed for the project. I will address our plan to address this parking need in the conclusion at the end of this letter. For ease of review I have taken the liberty of summarizing the report below first and then will provide our conclusion on how to address the recommendation as it relates to parking need in the last phase of Francisco Landing’s construction.

In summary we observe the following from the analysis:

1. Desman uses 271 spaces as the available count for the project, which comes from the Francisco Landing PUD site parking plan (138), Appomattox Street parking (33) and the Gravel Lot (100). Although available nearby, the study does not utilize street parking on Library St., E. Cawson St. and the other small nearby surface lots in the available count.
2. Desman uses higher per unit parking assumptions than our site development plan used (1.15 (1BR) – 1.55 (2&3BR) per Desman vs. 1 per unit per our plan)
3. The Desman analysis reports parking adequacy for the construction of the project until building F is constructed, which is the last building proposed in our phasing plan. A summary table is below:

Buildings Constructed	Available Spaces	Peak Need Adjusted for presence	Surplus/ (Shortage)	Notes
E, G1-G2, I	271	215	56	Adequate:
+ J	271	276	(5)	Adequate: This 5-space deficit is for a 2-hour period on weekdays during the early Christmas shopping season. Per Desman, this shortage being small and remote in time is not deemed to jeopardize parking adequacy.
+ F	271	340	(69)	Inadequate: The study finds that additional parking supply will need to be introduced prior to starting construction of building F.

Our conclusions from the analysis are as follows:

1. Desman's analysis appears conservative but is acceptable to us because the objective is to provide adequate parking for the project. Although Desman's study assumes a significantly greater per unit parking need than we believe is necessary, we believe the study's assumptions can give us a high level of confidence in meeting satisfactory parking requirements for the project throughout its development.
2. Until Building F is built, additional nearby parking (as well as temporary additional spaces in the future footprint of the F Building) can accommodate minor and infrequent holiday spikes as needed
3. Prior to the construction of building F additional parking to meet adequacy will need to be provided.
4. Our proposal for the purposes of the PUD application is to voluntarily proffer that, prior to construction of Building F, additional parking will be addressed with the planning commission to its satisfaction. At this time, it is anticipated that parking supply will be resolved by that time as part of the comprehensive parking plan for Downtown Hopewell that is being developed with Desman to include: adequately sized structured parking on the gravel lot, traffic calming to bring nearby surface parking across RT10 into the equation, clearer definition on the true per unit parking demands, and other commercial efforts to secure nearby dedicated parking for the project.

Thank you for your consideration, and please let me know if I can answer any questions or address any concerns.

Best regards,



Charles R. Bowman  
Member