WILLIAMS MULLEN

Direct Dial: 434.951.5709
vlong@williamsmullen.com

April 29, 2025
Revised July 24, 2025
Revised October 3, 2025
Revised October 17, 2025

Planning Division
Albemarle County
Department of Community Development
401 McIntire Road
Charlottesville, VA 22902

Re: Attain on 5th Phase 2- Parking Reduction Special Exception Request for ZMA 2025-004

Planning Staff,

We respectfully submit this special exception request for a parking reduction to the requirements in Zoning Ordinance Section 4.12.6 in accordance with Zoning Ordinance Section 8.2(b) for the Attain on 5th Phase 2 rezoning (ZMA 2025-004). The reduction request is for a ratio of 1.49 spaces per unit for the combined existing Phase 1 and proposed Phase 2 multi-family units.

The Applicant owns and manages a number of similar multi-family communities around the state and country, and has determined that the optimal number of parking spaces actually required for their communities does not align with the County Zoning Ordinance's outdated parking regulations. This requested parking reduction is supported by:

- the Applicant's vast experience with multi-family communities in similar markets with comparable locations
- current planning and zoning practice, and market realities
- parking reduction requests approved by the County for similar projects in recent years
- Comprehensive Plan goals that development area land be efficiently and effectively utilized (and not wasted on unused parking areas)
- Climate Action Plan strategies supporting
    - the reduction in the amount of land dedicated to parking by prioritizing alternative transportation modes over single-occupancy vehicles in commercial and residential developers
    - updates to parking requirements in the zoning ordinance
    - incentivizing denser development patterns in the Development Areas, including infill redevelopment within existing low-density areas
    - increasing affordable housing options in areas served by a variety of transportation options
- Storm Water Management policies and regulations to
    - limit unnecessary impervious surface

- reduce vehicle miles traveled
- County budget practices for transit funding – to fund transit improvements following the construction of new residential units, not prior to construction

Below is information as it relates to parking needs for this development.

Proposed Unit Type Yield Rate with Required and Proposed Parking Spaces

The following chart represents a possible mixture for the existing Phase 1 units both as originally built for student suites, and as renovated for traditional multi-family units, and for the proposed Phase 2 units.

PHASE 1- EXISTING PARKING REQUIRED PER BEDROOM (SDP 2001-129) STUDENT HOUSING: 144 UNITS			
Unit Type	**Total Bedrooms**	**Required Spaces/Bedroom**	**Required Parking Spaces**
3- Bedroom Student Housing	144	1.25	180
4- Bedroom Student Housing	384	1.25	480
Total Bedrooms:	**528**	**Total Existing Parking:**	**660**
PHASE 1- REQUIRED PARKING PER ORDINANCE: RECONFIGURED RENOVATED UNITS			
Unit Type	**Total Units**	**Required Spaces/Unit**	**Required Parking Spaces**
2-3 Bedroom Unit	144	2	288
Total Units:	**144**	**Total Required Parking:**	**288**
PROPOSED PHASE 2 UNITS ONLY- REQUIRED PARKING PER ORDINANCE			
Unit Type	**Total Units**	**Required Spaces/Unit**	**Required Parking Spaces**
1- Bedroom Unit	80	1.5	120
2-3 Bedroom Unit	85	2	170
Total Units:	**165**	**Total Required Parking:**	**290**
PHASE 1 AND 2 COMBINED UNITS- REQUIRED PARKING PER ORDINANCE			
Unit Type	**Total Units**	**Required Spaces/Unit**	**Required Parking Spaces**
1- Bedroom Unit	80	1.5	120
2-3 Bedroom Unit	229	2	458
Total Units:	**309**	**Total Required Parking:**	**578**
PHASE 1 AND 2- PROPOSED PARKING RATIO			
Unit Type	**Total Units**	**Proposed Spaces/Unit**	**Proposed Required Parking Spaces**
Multi-Family Apartment	309	1.49	460
		Total Proposed Parking:	**460**
		Total Existing Spaces:	**660**
		Total Existing Spaces Removed for Phase 2:	**200**
		Total Spaces Required for Phase 1 and 2:	**578**
		Total Spaces Proposed for Phase 1 and 2:	**460**
		Total Requested Reduction in Spaces for Phase 1 and 2:	**118**
		Percent Reduction:	**20.4%**

1.) Industry Standard Total Spaces Required (Source: ITE Parking Generation Manual)

The Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition provides nationwide data on parking demand for various land uses, including multi-family dwelling units classified as Low-Rise (Land Use Code 220) and Mid-Rise (Land Use Code 221) in a General Urban/Suburban Location not served by rail transit. Low-Rise applies to apartments, townhomes, and condominiums with three stories or fewer, while Mid-Rise applies to those with four to ten stories.

Attain on 5th will include a mix of Low-Rise and Mid-Rise dwellings across the existing Phase 1 buildings and proposed Phase 2 buildings. The ITE Manual states the average parking ratio for each as follows:

- **Mid-Rise**: 1.23 spaces/unit (weekday), 1.04 spaces/unit (weekend)
- **Low-Rise**: 1.27 spaces/unit (weekday), 1.18 spaces/unit (weekend)

The proposed parking ratio of **1.49 spaces per unit** exceeds the ITE standard, which ranges from 1.04 – 1.27 spaces per unit, providing further support that the community will have a sufficient parking supply. In addition, if the community followed the highest applicable ITE standard of 1.27 spaces per unit (Low-Rise buildings on weekdays), that would require 392 parking spaces (309 x 1.27 = 392). That is 68 fewer spaces than the 460 spaces the Owner proposes.

2.) Multi-modal Transportation Infrastructure, Improvements, and Opportunities

Multi-modal opportunities already exist at the property, are proposed to be improvement, and the Applicant is proposing to improve them further, as follows:

- the existing Route 3 CAT bus service located right at the "front door" of Attain on 5th at the Wahoo Way/5th Street intersection is proposed to be expanded to allow more frequent service (from every hour to every half hour). Increased population and units in this area will further support funding for this more frequent service

- The Applicant is proposing to upgrade the existing CAT bus stop at Wahoo Way/5th Street with a shelter and a bench

- the Applicant proposes to construct a shared-use path along the frontage of the property to improve the 5th Street pedestrian infrastructure and connect to other segments of the path that are in design by VDOT and will connect to a system of planned paths that will lead to Biscuit Run Park, Azalea Park, and eventually across the interstate to 5th St. Station

- The County is working on a new sidewalk improvement project on Old Lynchburg road involving a new sidewalk under the Interstate toward the City and University. This project will improve the walkability of the entire area, including Attain on 5th.

- the Applicant proposes to construct a new sidewalk from the western edge of Attain on 5th across Old Lynchburg Road. In addition to generally improving the walkability and pedestrian connectivity of the community, the Applicant's new sidewalk will integrate and connect to the County's planned sidewalk on Old Lynchburg Road under the Interstate toward the City and University.

3.) The Applicant's Similar Communities with Comparable Parking Ratios :
The Applicant oversees a portfolio of multifamily developments that consistently fall below Albemarle County's parking requirements. These projects are situated in centrally located neighborhoods throughout Virginia and North Carolina. Bonaventure's current developments, many of which lack nearby transit options, offer an average parking ratio of 1.4 spaces per unit. A representative example is Acclaim at Cary Pointe, located in Cary, North Carolina (see attached maps), where the parking ratio is 1.25 spaces per unit. This site shares similar locational characteristics with Attain on 5th, yet it operates without any access to public transit, much less the direct "front-door" access that Attain on 5th enjoys with a bus stop at the entrance to the community. Attain on 5th itself is a redevelopment of an older multifamily complex that was originally built with excessive parking based on outdated standards and has direct access to transit. The proposed redevelopment embraces more contemporary parking ratios and aligns with current market standards.

Summary and Conclusion:
Based on this analysis, the request for a parking ratio of 1.49 spaces per unit for Attain on 5th Phase 2 is well supported. This conclusion reflects the most current data from the ITE Parking Generation Manual, which we contend should take precedence over outdated zoning ordinance regulations that are inconsistent with the County's Comprehensive Plan and other policies. The conclusion also factors in the planned multi-modal improvements along 5th Street and Old Lynchburg Road, the County's Stormwater Management and Climate Action objectives to reduce impervious surface and vehicle miles traveled, as well as the applicant's demonstrated success with lower parking ratios in similar developments.

Thank you for your consideration on the above request. Please do not hesitate to contact me with any comments or concerns.

Sincerely,

Valerie W. Long

Valerie W. Long
Williams Mullen

Attachments:

1. ITE Parking Land Use Code: 220 Multi-family Housing (Low Rise) and 221 Multi-family Housing (Mid-Rise)Average Parking Rates Not Close to Rail Transit in a General Urban/Suburban Location

2. Location Map of Similar Applicant Project in Cary, North Carolina

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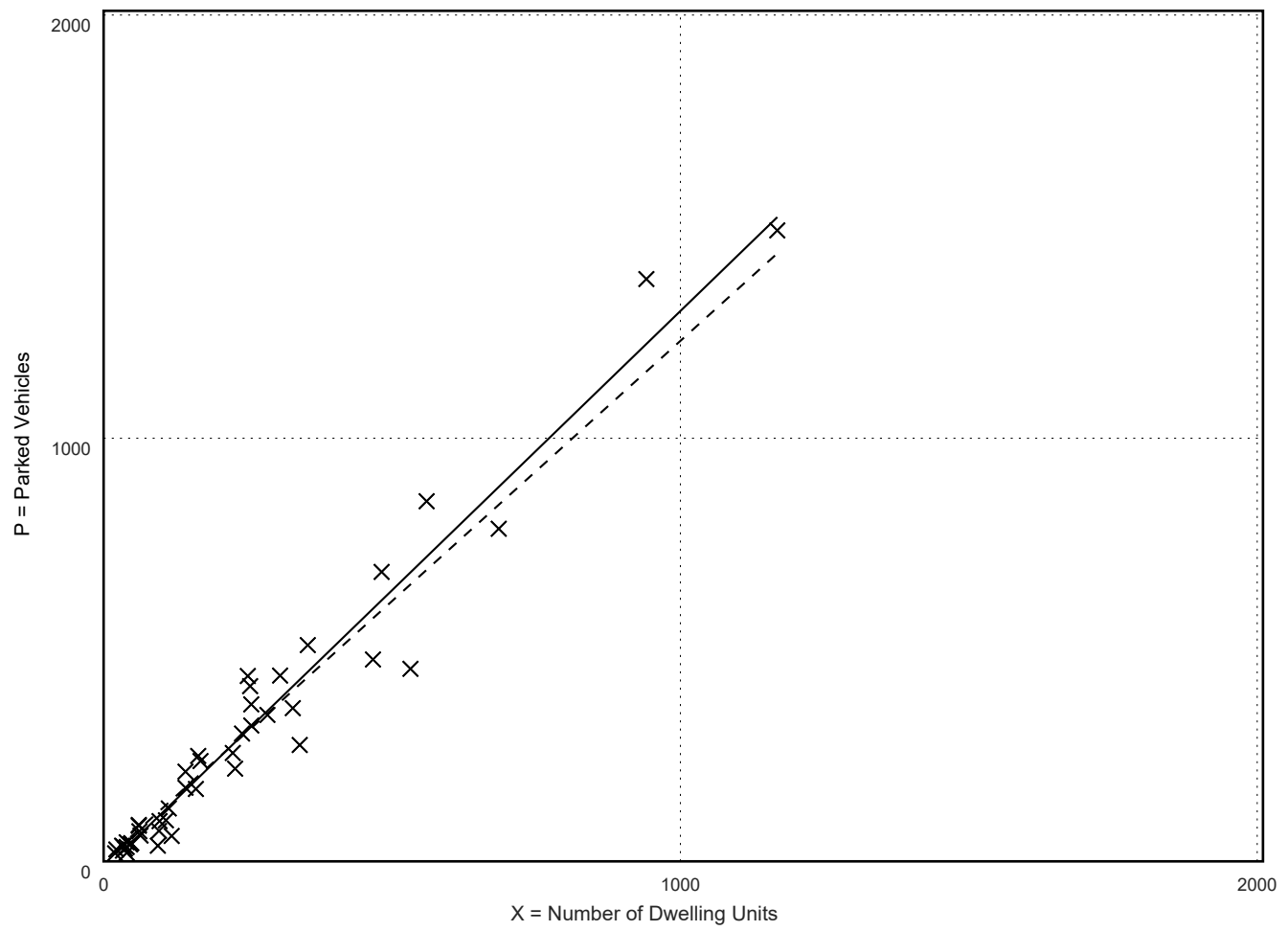
Multifamily Housing - 2+ BR (Mid-Rise)
Not Close to Rail Transit (221)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. Num. of Dwelling Units: 231

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.23	0.39 - 1.75	0.98 / 1.45	1.15 - 1.31	0.27 (22%)

Data Plot and Equation



Fitted Curve Equation: P = 1.32(X) - 19.46

R^2= 0.96

Multifamily Housing - 2+ BR (Mid-Rise)
Not Close to Rail Transit (221)

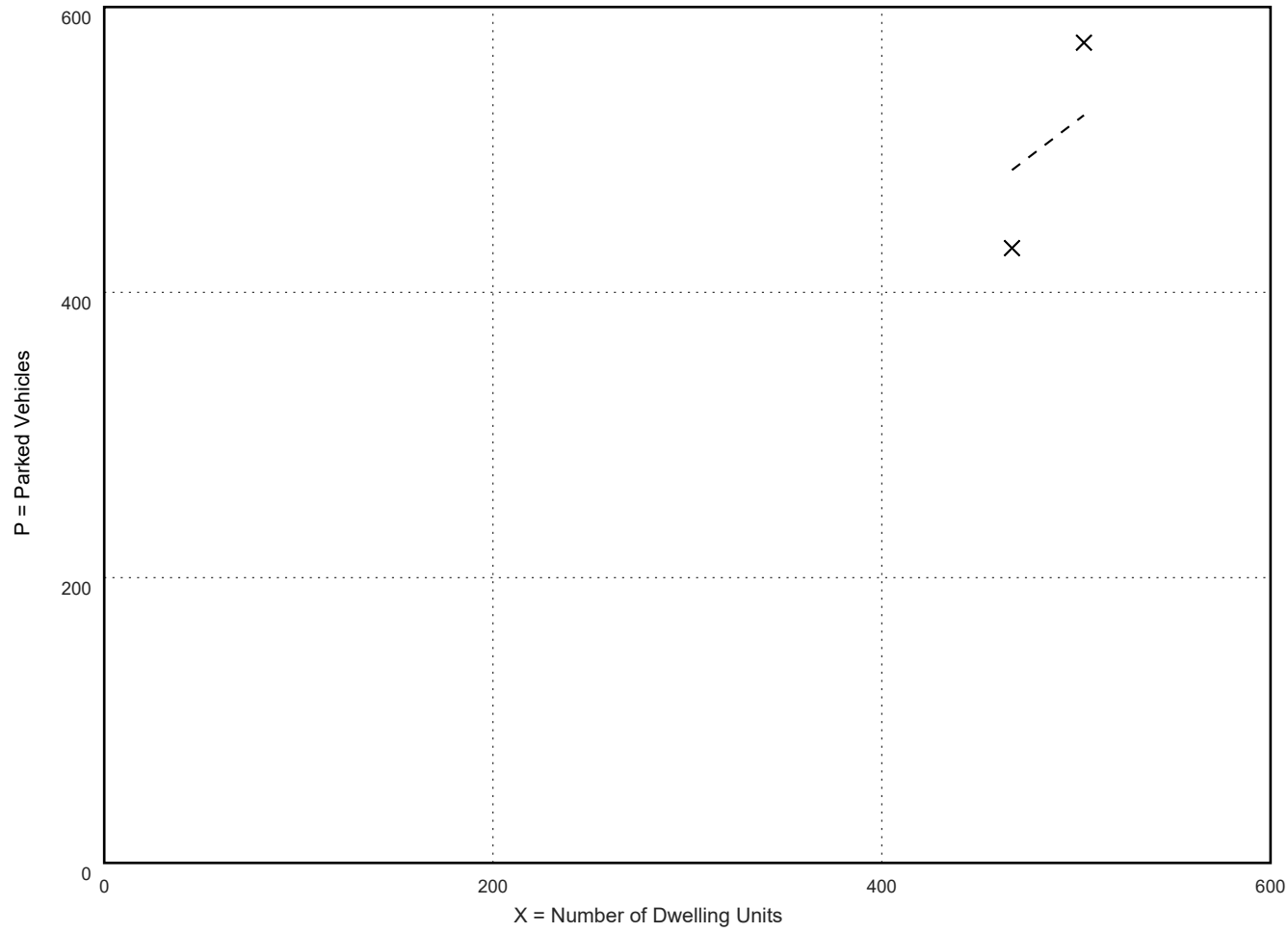
Peak Period Parking Demand vs: Dwelling Units
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 486

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.04	0.92 - 1.14	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: ***

R^2= ***

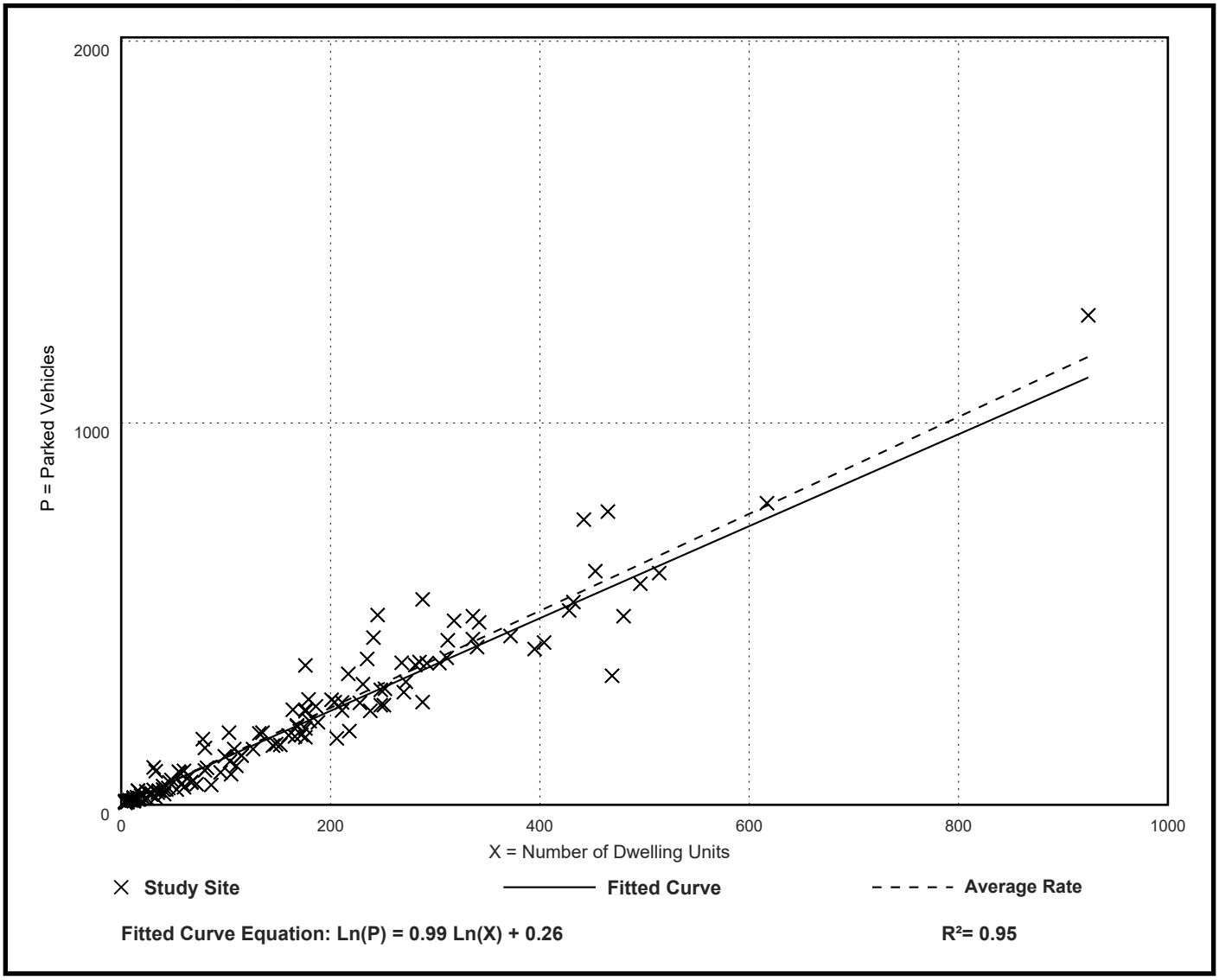
Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 143
Avg. Num. of Dwelling Units: 154

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.27	0.58 - 3.16	1.07 / 1.59	1.22 - 1.32	0.29 (23%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.99 Ln(X) + 0.26

R^2= 0.95

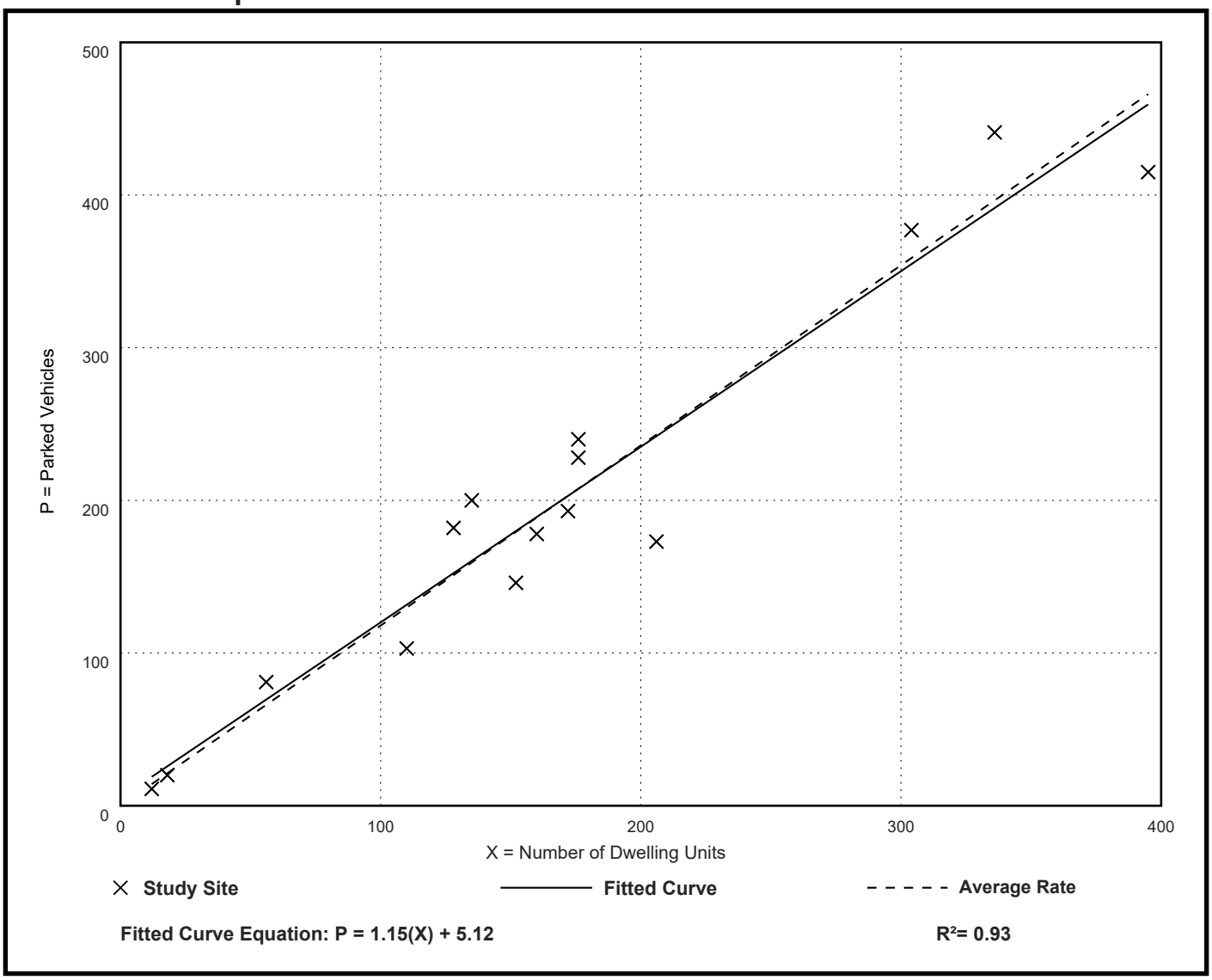
Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. Num. of Dwelling Units: 169

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.18	0.84 - 1.48	1.07 / 1.44	***	0.19 (16%)

Data Plot and Equation



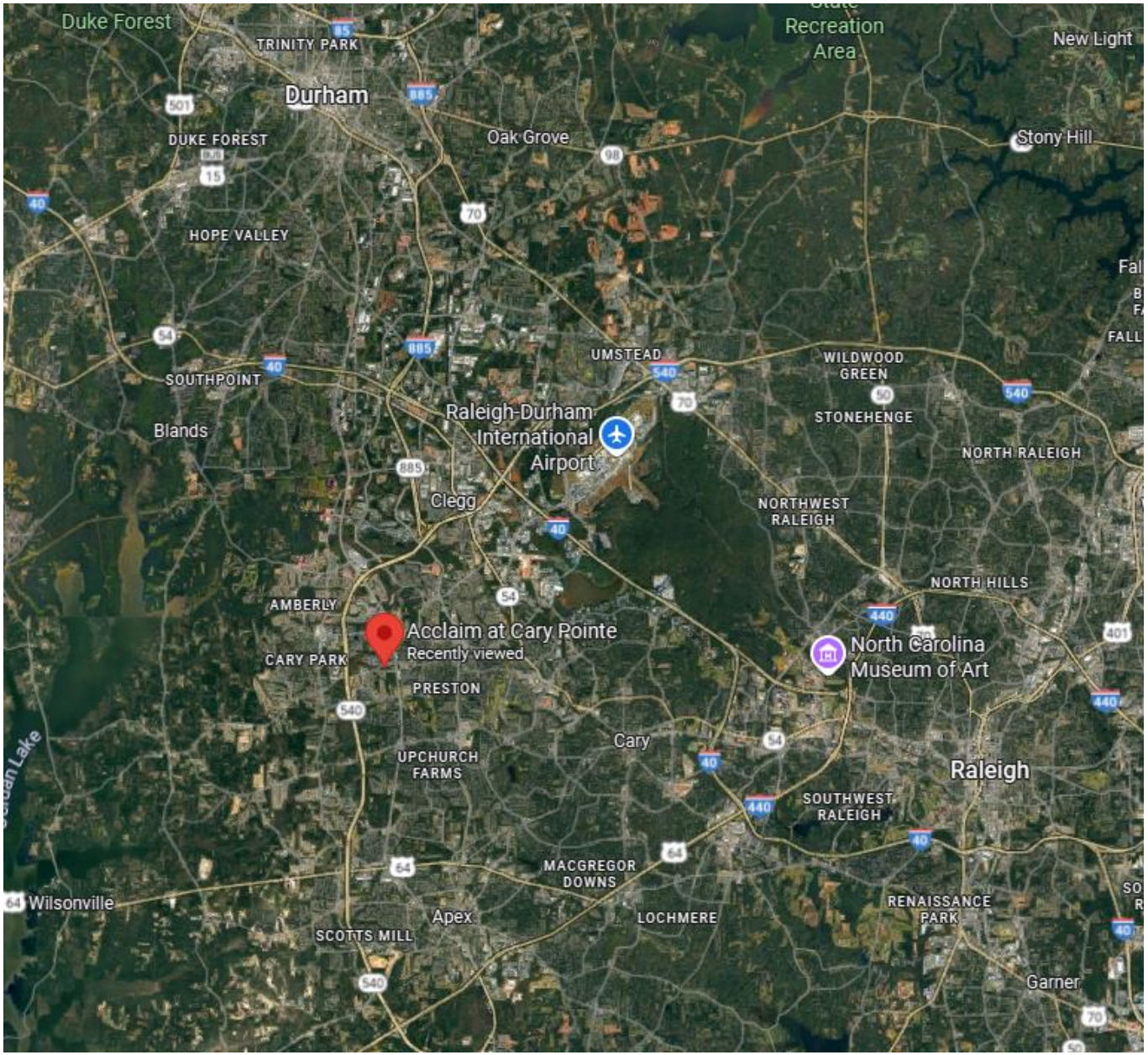
Fitted Curve Equation: P = 1.15(X) + 5.12

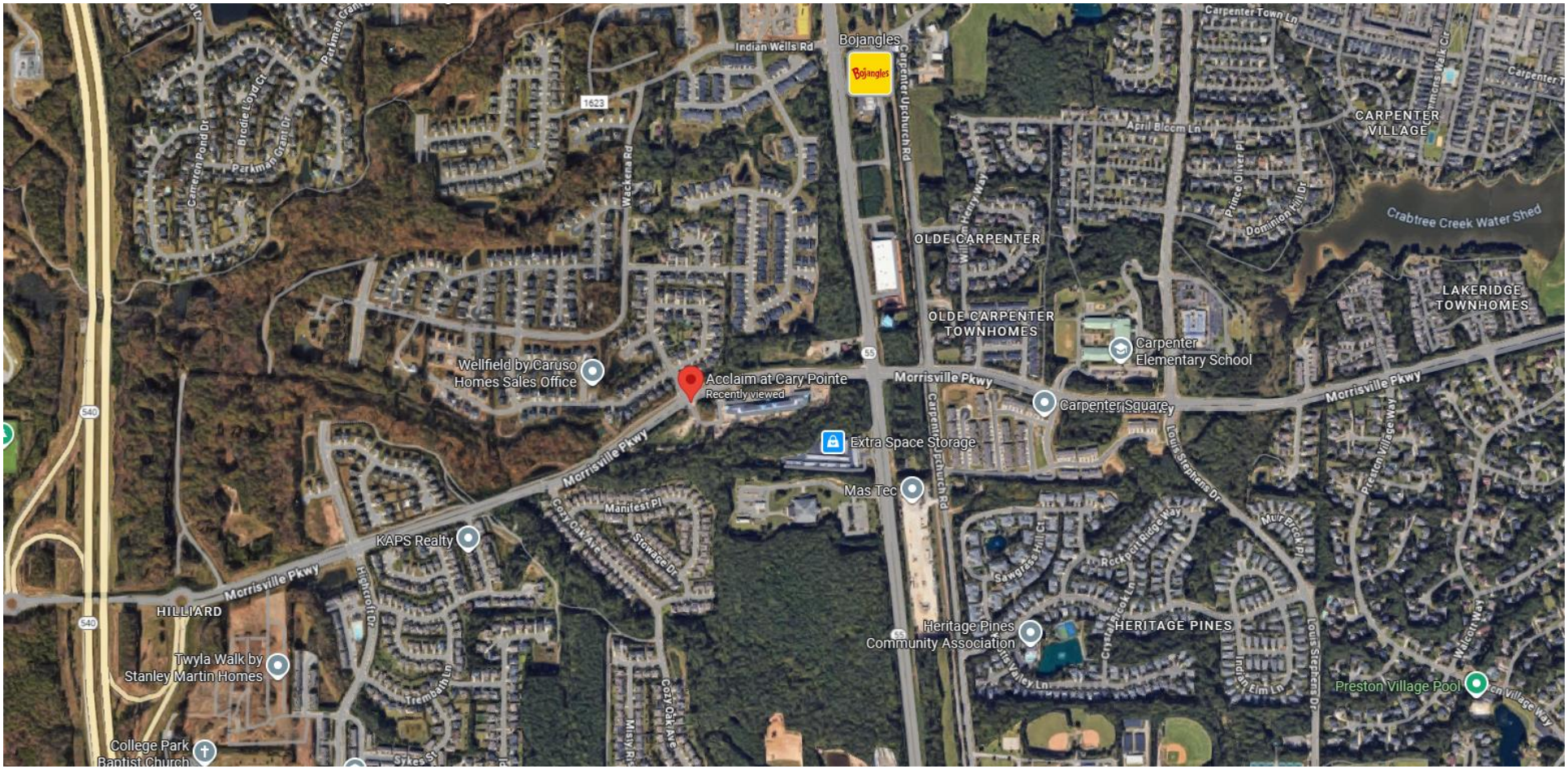
R^2= 0.93

Acclaim at Cary Pointe: Cary, North Carolina

Parking Ratio Provided: 1.25 spaces/unit

Mid-rise Apartments: 138 units




Bojangles
Indian Wells Rd
Carpenter Town Ln
CARPENTER VILLAGE
April Bloom Ln
Crabtree Creek Water Shed
OLDE CARPENTER
OLDE CARPENTER TOWNHOMES
LAKERIDGE TOWNHOMES
Carpenter Elementary School
Wellfield by Caruso Homes Sales Office
Acclaim at Cary Pointe
Recently viewed
Morrisville Pkwy
Carpenter Square
Extra Space Storage
Mas Tec
KAPS Realty
HILLIARD
Twyla Walk by Stanley Martin Homes
College Park Baptist Church
Heritage Pines Community Association
HERITAGE PINES
Preston Village Pool
Wackena Rd
Carpenter Upchurch Rd
Manitesi Pl
Stowage Dr
Coxy Oak Ave
Highcroft Dr
Trembath Ln
Sawgrass Hill Ct
Rockpelt Ridge Way
Louis Stephens Dr
Preston Village Way
Walcott Way
Indian Elm Ln
Cameron Pond Dr
Brodie Loyd Ct
Perkman Grant Dr
1623
540
55


Newmore Pl
Wackena Rd
Sedgefield Park Ln
Belmont View Loop
Wellfield by Caruso Homes Sales Office
Acclaim at Cary Pointe
Recently viewed
Morrisville Pkwy
Morrisville Pkwy
Morrisville Pkwy
Banks Knoll Dr
Morrisville Parkway Street-Side Trl
Morrisville Pkwy
Morrisville Pkwy
Extra Space Storage
Special Rates & 1st Month Free
Manifest Pl
Manifest Pl
US Army Reserve Center
55
55
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