



May 21, 2026

Via: VIA ELECTRONIC SUBMITTAL

**Atten: Roger Clark, Zoning**

**Reference: 25-74SP – FAMILY PROMISE PARKSIDE - PHASE 1 AND FUTURE PHASE 2 – APP per COV Subpart B, Ch 87- Section 3.6.4**

Dear Roger,

Family Promise SSC is an affiliate of a national organization with over 200 affiliates across the country. The mission of Family Promise is to provide housing support to children and their families in South Sarasota County as well as provide comprehensive services to ensure children and their families achieve lasting self-sufficiency.

As the cost of living increases dramatically, along with the cost of housing, and the cost of construction, the funding required to support new construction and new developments to serve the needs of the community continue to increase. At this time, the Parkside Village is contemplated to be constructed in phases, of which the first phase is anticipated to be completed as approximately 50% of the parking of the “master plan” as shown on the site plan.

The intent of the master plan as provided, is to design and construct infrastructure that can be utilized by future phases as well as this initial phase 1, therefore reducing the per unit cost as each phase is able to be funded. We are limited by the amount of funds that can be raised by donation.

At this time, we have analyzed the site for the most efficient use of the land, and the linear parking and turnaround as well as linear layout for the buildings is the most efficient and effective use of the land. The intention of phase 1 is a total of 10 units, and phase 2 will consist of a Multi Family Dwelling containing a minimum of 20 units.

**PROPOSED USE:**

- PHASE 1 - RESIDENTIAL (SINGLE FAMILY ATTACHED/PAIRED VILLA) - TOTAL DWELLING UNITS - 10
- PHASE 2 - RESIDENTIAL (MF, SINGLE FAMILY ATTACHED/PAIRED VILLA) - TOTAL DWELLING UNITS - TBD (MINIMUM 20))

**1-excerpt- site plan cover**

Per table 3.6.1, the minimum and maximum parking ratios are as follows:

Table 3.6.1. Parking Requirements by Use

CITY OF VENICE—PARKING REQUIREMENTS BY USE			
	MINIMUM REQUIRED	MAXIMUM ALLOWED	ADDITIONAL STANDARDS
<b>RESIDENTIAL USE CLASSIFICATION</b>			
Single-Family Dwelling	1.0/Dwelling Unit	None	Exclusive of garage or parking structure, which shall not be included in minimum and maximum.  Except for parking lots and residential driveways, parking in front yards, including on grass areas, shall be prohibited.
Two-Family Dwelling/Duplex	1.0/Dwelling Unit	1.5/Dwelling Unit	Guest parking at a maximum of 10% of total parking count may be permitted.
Multi-family Dwelling	1.0/Dwelling Unit	2.0/Dwelling Unit	
Manufactured Home Dwelling	1.0/Dwelling Unit	2.0/Dwelling Unit	

**Reference: 25-74SP – FAMILY PROMISE PARKSIDE - PHASE 1 AND FUTURE PHASE 2**

Phase 1: 10 MF Units; Table 3.6.1 table would indicate a range from 1.1 x 10 = 11 spaces (min) or 21 (max).

Phase 2: 20 MF units; Table 3.6.1 table would indicate a range from 1.1 x 20 = 22 spaces (min) or 42 (max).

Therefore, Phase 1 plus future Phase 2 range of parking spaces are: 33 to 63 parking spaces. As currently conceptualized, the total count of parking spaces contemplated is 50 to service both phase 1 and phase 2, which falls within the range.

If we are to analyze phase 1 on its own, Phase 1, would allow only 21 parking spaces, and the current site plan reflects a total of 25 parking spaces. An excess of 4 parking spaces above the code range per table 3.6.1 (if only analyzing phase 1 on its own).

At this time, we feel the analysis of Phase 1 as a “stand alone” phase when reviewing the site as a whole, does not apply, since the infrastructure proposed is contemplated to serve future phases. For example, the driveway being constructed from Substation Rd will eventually serve the future Phase 2 but is being constructed now to also serve phase 1.

Also, please see the additional reference material provided comparing the City Code section 3.6.1 to the ITE parking code by land uses. Considering the size of the phase 1 and phase 2 build out development, we feel the proposed parking spaces under “phase 1 construction” is in line with the anticipated need for the proposed Phase 1 units.

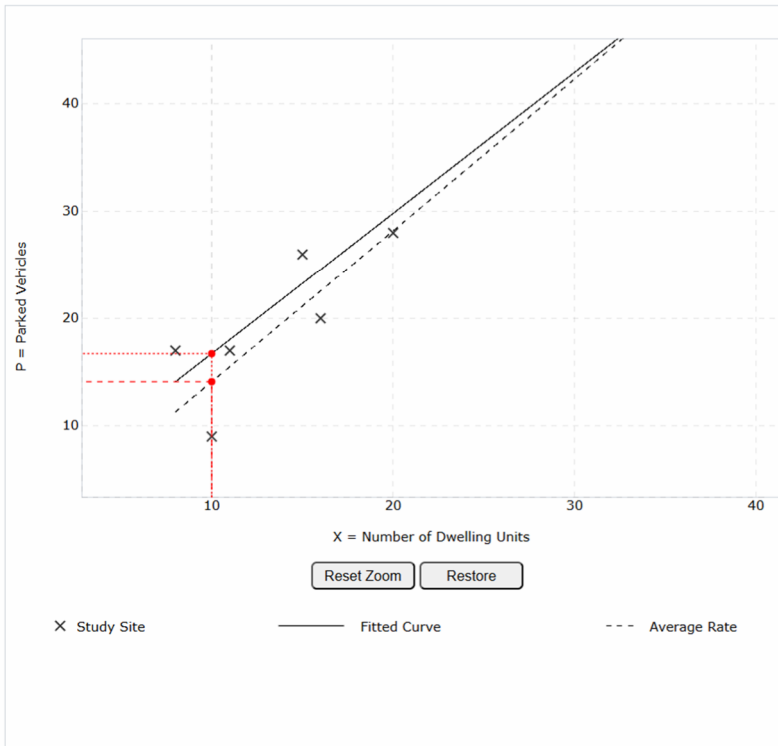
<b>ITE Compared to LDR</b>			
<b>Source/Use Type</b>	<b>Parking Gen Rate</b>	<b>Range</b>	<b>Notes</b>
<b>Venice LDR</b>			
<i>PHASE 1--Duplex</i>	<i>1/1000 GSF</i>	<i>11 to 17</i>	
<i>PHASE 2--MF Building</i>	<i>1.1 to 2.1 per Unit</i>	<i>22 to 42</i>	
		<b>33 to 59</b>	
<b>ITE</b>			
Phase 1 --215--Single Family Attached	<i>Fitted curve to 85<sup>th</sup> percentile</i>	17 - 23	R2 value is 0.94, avg # dwellings =36; standard deviation of 28%
<i>Phase 2--220 – MF Housing 2+BR(low rise)</i>	<i>Fitted curve to 85<sup>th</sup> percentile</i>	25- 32	
		<b>42 to 55</b>	
Phase 1 and Phase 2 – LUC 215--Single Family Attached	<i>Fitted curve to 85<sup>th</sup> percentile</i>	<b>43 - 68</b>	Assume all 30 units in this LUC
<i>Phase 1 and Phase 2 – LUC 220 – MF Housing 2+BR(low rise)</i>	<i>Fitted curve to 85<sup>th</sup> percentile</i>	<b>38-48</b>	Assume all 30 units in this LUC

In summary, the data from the ITE parking code recommends a range of parking spaces, and even up to 18 more than currently proposed. Therefore, we feel our proposed count of 25 for phase 1 and 25 for future phase 2 is well supported by the available data.

Reference: 25-74SP – FAMILY PROMISE PARKSIDE - PHASE 1 AND FUTURE PHASE 2

Excerpts from the ITE Parking Generation Manual provided for reference:

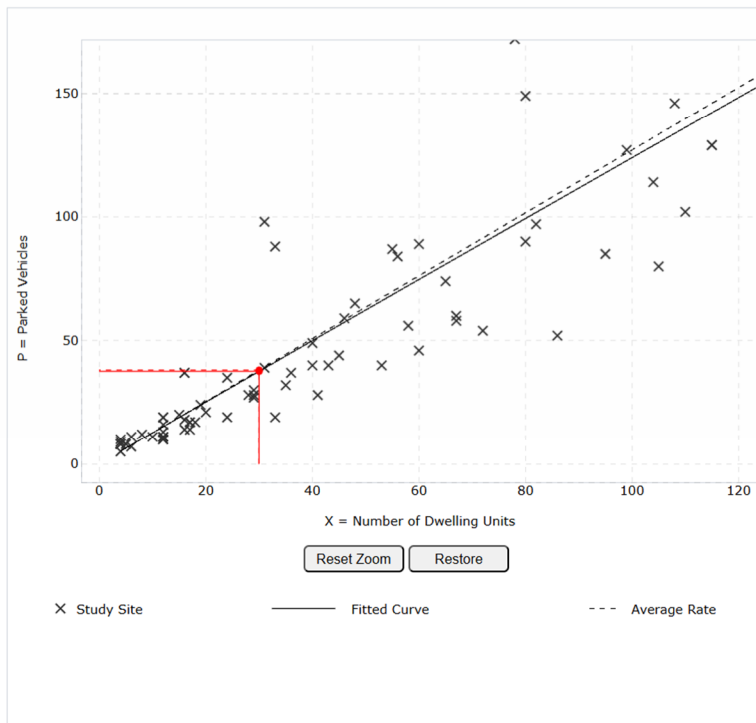
Data Plot and Equation



DATA STATISTICS

<b>Land Use:</b>	Single-Family Attached Housing - Not Close to Rail Transit (215) <a href="#">Click for Description and Data Plots</a>
<b>Independent Variable:</b>	Dwelling Units
<b>Time Period:</b>	Weekday (Monday - Friday)
<b>Setting/Location:</b>	General Urban/Suburban
<b>Number of Studies:</b>	10
<b>Avg. Num. of Dwelling Units:</b>	36
<b>Average Rate:</b>	1.41
<b>Range of Rates:</b>	0.90 - 2.55
<b>33rd / 85th Percentile:</b>	1.26 / 2.27
<b>95% Confidence Interval:</b>	***
<b>Standard Deviation:</b>	0.39
<b>Coefficient of Variation:</b>	28%
<b>Fitted Curve Equation:</b>	$P = 1.31(X) + 3.62$
<b>R<sup>2</sup>:</b>	0.94
<b>Calculated Parking Demand:</b>	Weighted Average: 14 Fitted Curve: 17 85 <sup>th</sup> Percentile: 23

Data Plot and Equation



DATA STATISTICS

<b>Land Use:</b>	Multifamily Housing - 2+ BR (Low-Rise) - Not Close to Rail Transit (220) <a href="#">Click for Description and Data Plots</a>
<b>Independent Variable:</b>	Dwelling Units
<b>Time Period:</b>	Weekday (Monday - Friday)
<b>Setting/Location:</b>	General Urban/Suburban
<b>Number of Studies:</b>	143
<b>Avg. Num. of Dwelling Units:</b>	154
<b>Average Rate:</b>	1.27
<b>Range of Rates:</b>	0.58 - 3.16
<b>33rd / 85th Percentile:</b>	1.07 / 1.59
<b>95% Confidence Interval:</b>	1.22 - 1.32
<b>Standard Deviation:</b>	0.29
<b>Coefficient of Variation:</b>	23%
<b>Fitted Curve Equation:</b>	$\ln(P) = 0.99 \ln(X) + 0.26$
<b>R<sup>2</sup>:</b>	0.95
<b>Calculated Parking Demand:</b>	Weighted Average: 38 Fitted Curve: 38 85 <sup>th</sup> Percentile: 48

**Reference: 25-74SP – FAMILY PROMISE PARKSIDE - PHASE 1 AND FUTURE PHASE 2**

In summary and considering all the mitigating factors of the data and statistics provided as well as the site constraints, (ie, dead-end), we feel the need for ample parking and maneuverability far exceeds the concern of the possibility that a few of the parking spaces may or may not be underutilized until phase 2 is constructed. We feel the development with the intention to support the future Phase 2 residential development further justifies the need for efficient and effective parking to be constructed, especially with the fact that funding sources are limited and every dollar supporting our mission be spent wisely and with the express intention to support our families.

Sincerely,

*Melanie Smith, PE*  
Owner, Mel-Haven Engineering, LLC

# Land Use: 215 Single-Family Attached Housing

## Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

## Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less. There are no study sites in the current database for the “close to rail transit” subcategory.

## Time-of-Day Distribution for Parking Demand

The following table presents a Time-of-Day distribution of parking demand on a weekday for five study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00-4:00 a.m.	100
5:00 a.m.	98
6:00 a.m.	97
7:00 a.m.	85
8:00 a.m.	78
9:00 a.m.	70
10:00 a.m.	70
11:00 a.m.	63
12:00 p.m.	64
1:00 p.m.	64
2:00 p.m.	59
3:00 p.m.	60
4:00 p.m.	66
5:00 p.m.	70
6:00 p.m.	81
7:00 p.m.	84
8:00 p.m.	92
9:00 p.m.	96
10:00 p.m.	97
11:00 p.m.	99

## **Additional Data**

The average parking supply ratio for the seven study sites in a general urban/suburban setting and with parking supply information is 1.7 spaces per dwelling unit. The average peak parking occupancy at these seven sites is 73 percent. None of the seven sites is located close to rail transit service.

The sites were surveyed in the 2010s and the 2020s in Alberta (CAN), California, Maine, Ontario (CAN), and Oregon.

## **Source Numbers**

604, 610, 611, 617, 620, 631

# Single-Family Attached Housing Not Close to Rail Transit (215)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

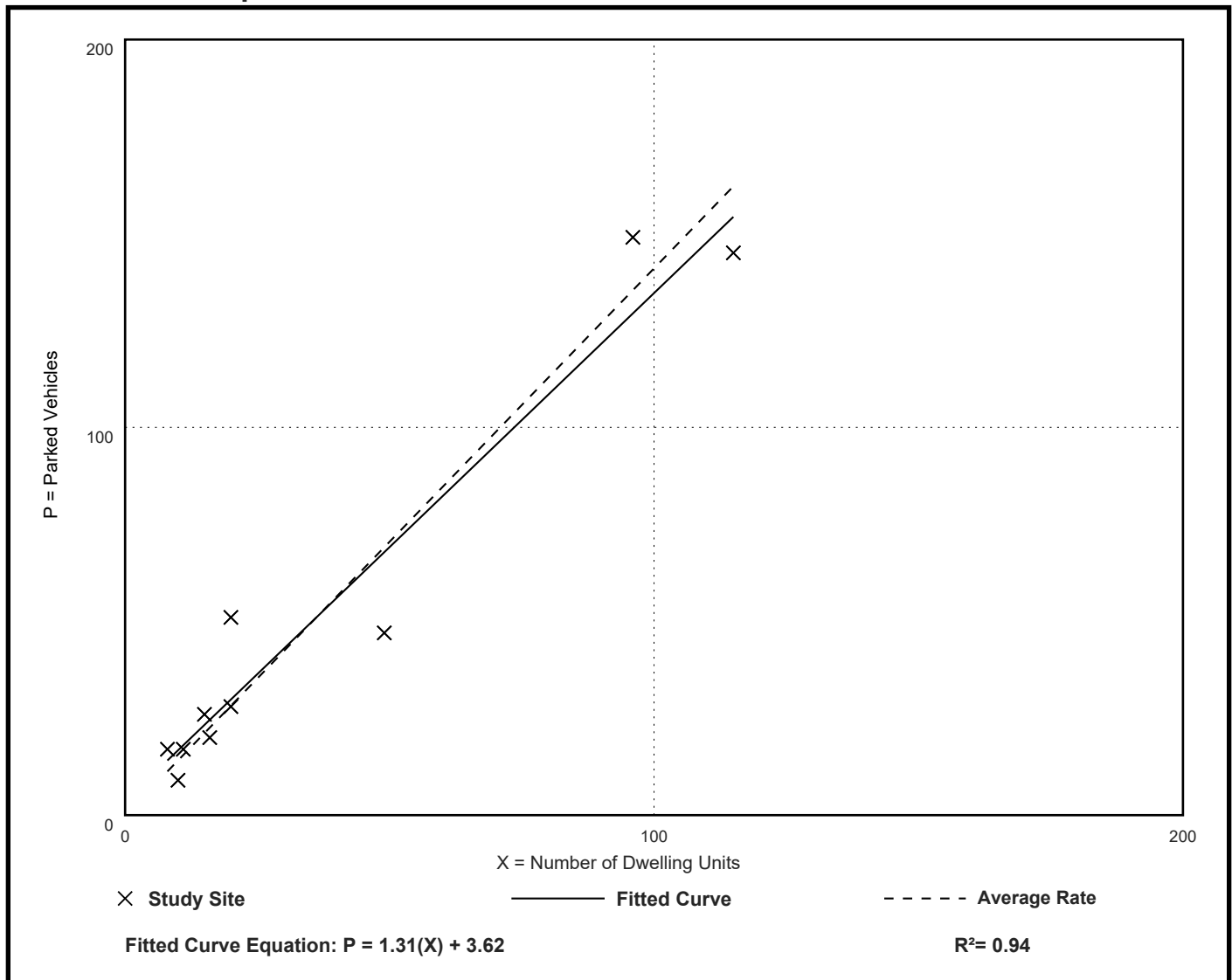
Number of Studies: 10

Avg. Num. of Dwelling Units: 36

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.41	0.90 - 2.55	1.26 / 2.27	***	0.39 ( 28% )

## Data Plot and Equation



# Single-Family Attached Housing Not Close to Rail Transit (215)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 2

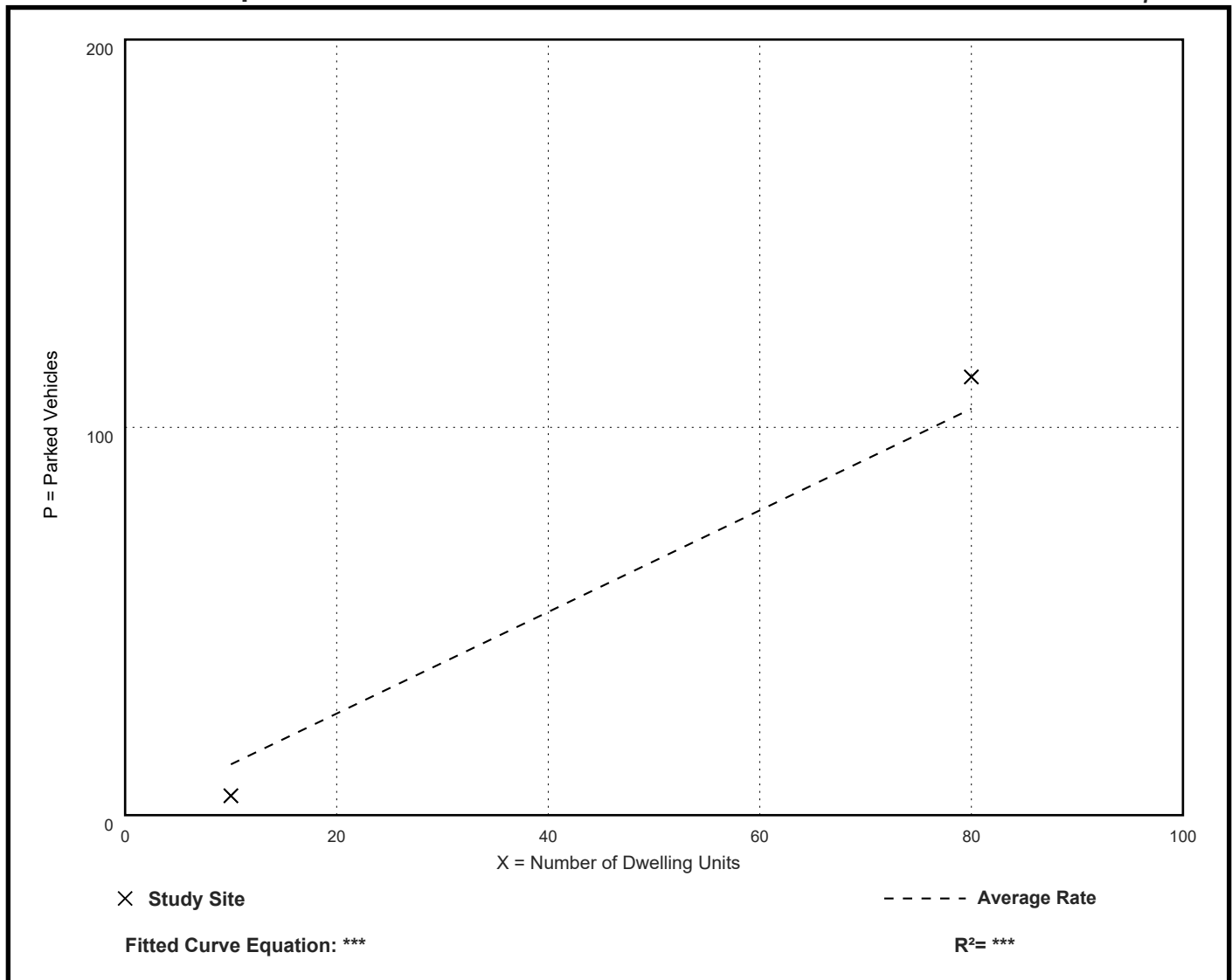
Avg. Num. of Dwelling Units: 45

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	0.50 - 1.41	*** / ***	***	*** (*** )

## Data Plot and Equation

Caution – Small Sample Size



# Single-Family Attached Housing Not Close to Rail Transit (215)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

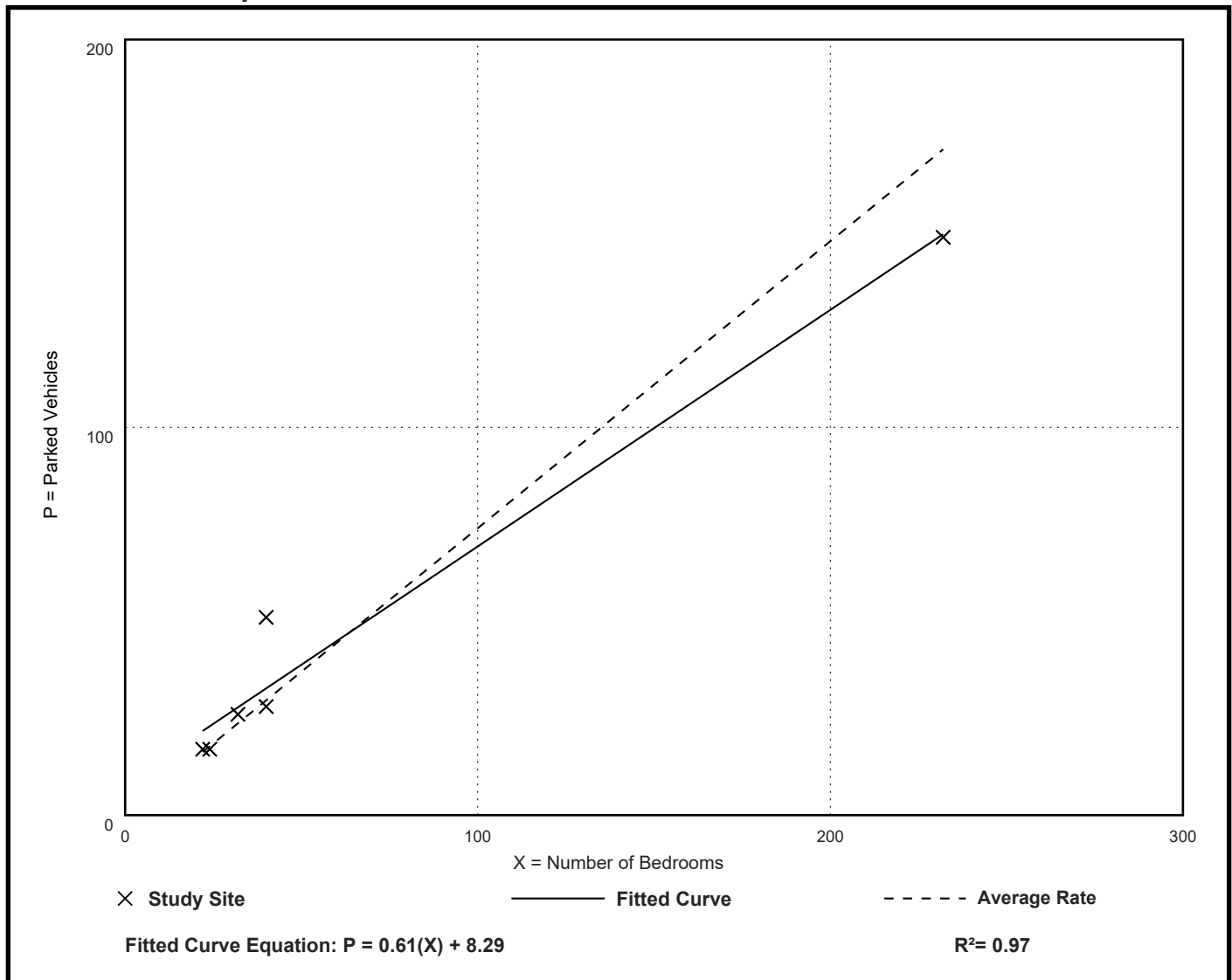
Number of Studies: 6

Avg. Num. of Bedrooms: 65

## Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.74	0.64 - 1.28	0.70 / 1.25	***	0.21 ( 28% )

## Data Plot and Equation



# Land Use: 220 Multifamily Housing— 2+ BR (Low-Rise)

## Description

Low-rise multifamily housing with two-or-more bedrooms is a residential building with two or three floors (levels) of residence that contain at least one dwelling unit with two or more bedrooms.

Various configurations can fit this description, including the following:

- Walkup apartment or multiplex-access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway
- Mansion apartment-several dwelling units within what appears from the outside to be a single-family dwelling unit
- Stacked townhouse-designed to match the external appearance of a townhouse, but which have dwelling units that share both floors and walls and with access through a central entry and stairway

## Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

## Time-of-Day Distribution for Parking Demand

The following table presents a Time-of-Day distribution of parking demand (1) on a weekday (13 study sites) and a Saturday (eight study sites) in a general urban/suburban setting and (2) on a weekday (three study sites) and a Saturday (three study sites) in a dense multi-use urban setting.

Hour Beginning	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
	Weekday	Saturday	Weekday	Saturday
12:00-4:00 a.m.	97	92	89	100
5:00 a.m.	100	100	100	92
6:00 a.m.	96	99	97	92
7:00 a.m.	85	97	84	84
8:00 a.m.	67	92	58	76
9:00 a.m.	54	83	55	81
10:00 a.m.	48	79	47	78
11:00 a.m.	45	71	55	86
12:00 p.m.	45	68	55	81
1:00 p.m.	42	65	55	73
2:00 p.m.	42	62	42	70
3:00 p.m.	47	66	45	49
4:00 p.m.	49	66	47	51
5:00 p.m.	56	67	50	46
6:00 p.m.	64	70	68	43
7:00 p.m.	72	78	58	49
8:00 p.m.	77	77	58	59
9:00 p.m.	85	80	61	62
10:00 p.m.	92	82	74	76
11:00 p.m.	95	88	84	86

## Additional Data

The average parking supply ratios and average peak parking occupancy for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Per Dwelling Unit	Average Peak Parking Occupancy
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (21 sites)	73%
	Not within ½ mile of rail transit	1.3 (18 sites)	70%
General Urban/Suburban	Within ½ mile of rail transit	1.6 (31 sites)	72%
	Not within ½ mile of rail transit	1.7 (114 sites)	72%

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, California, Colorado, District of Columbia, Maine, Maryland, Massachusetts, New Jersey, Ontario (CAN), Oregon, Pennsylvania, Tennessee, Virginia, Washington, and Wisconsin.

## Source Numbers

209, 218, 219, 247, 255, 277, 314, 402, 414, 419, 432, 437, 505, 512, 533, 535, 536, 537, 538, 544, 545, 577, 578, 579, 580, 584, 585, 587, 603, 604, 610, 611, 617, 620, 631

# 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

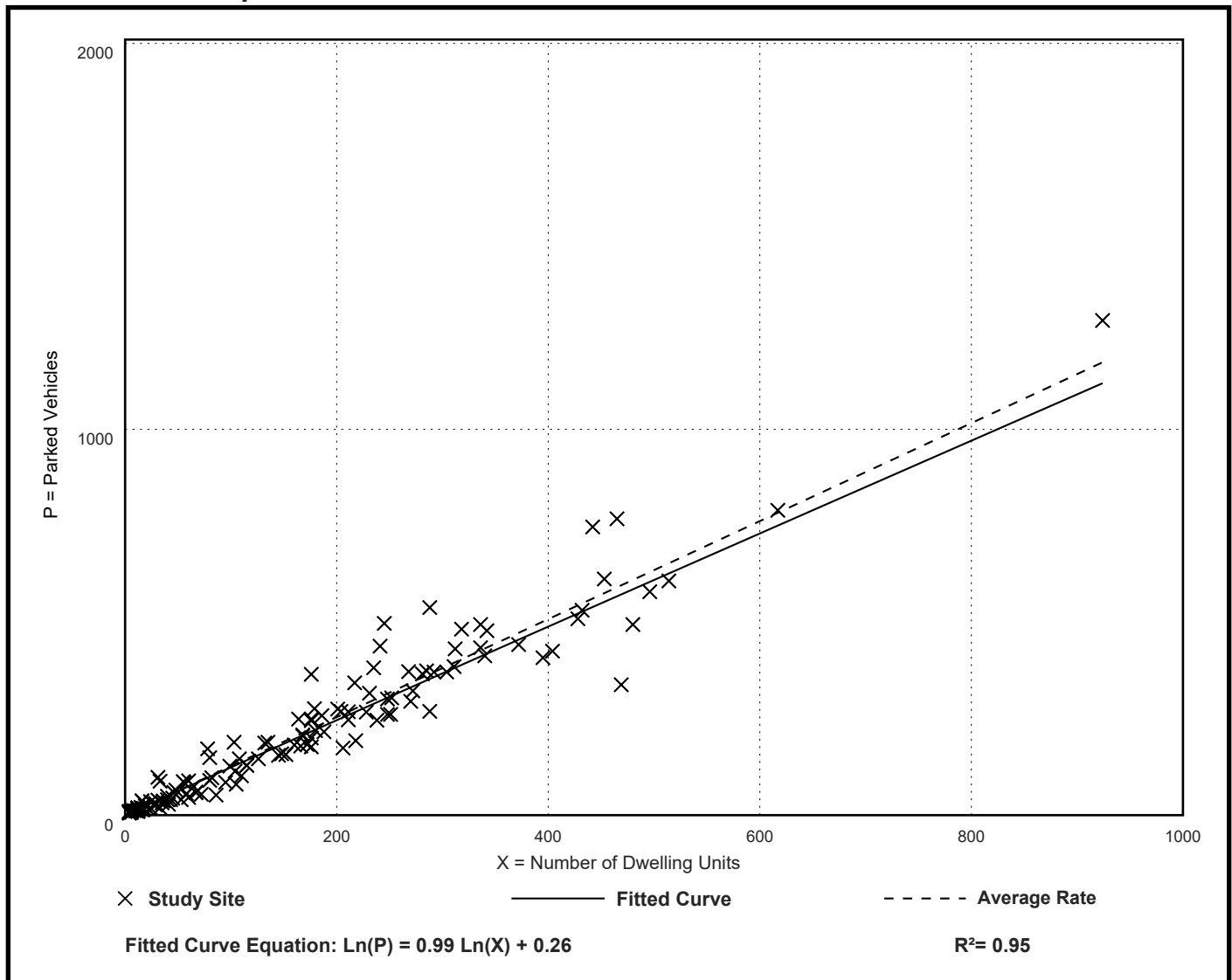
Number of Studies: 143

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



# 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

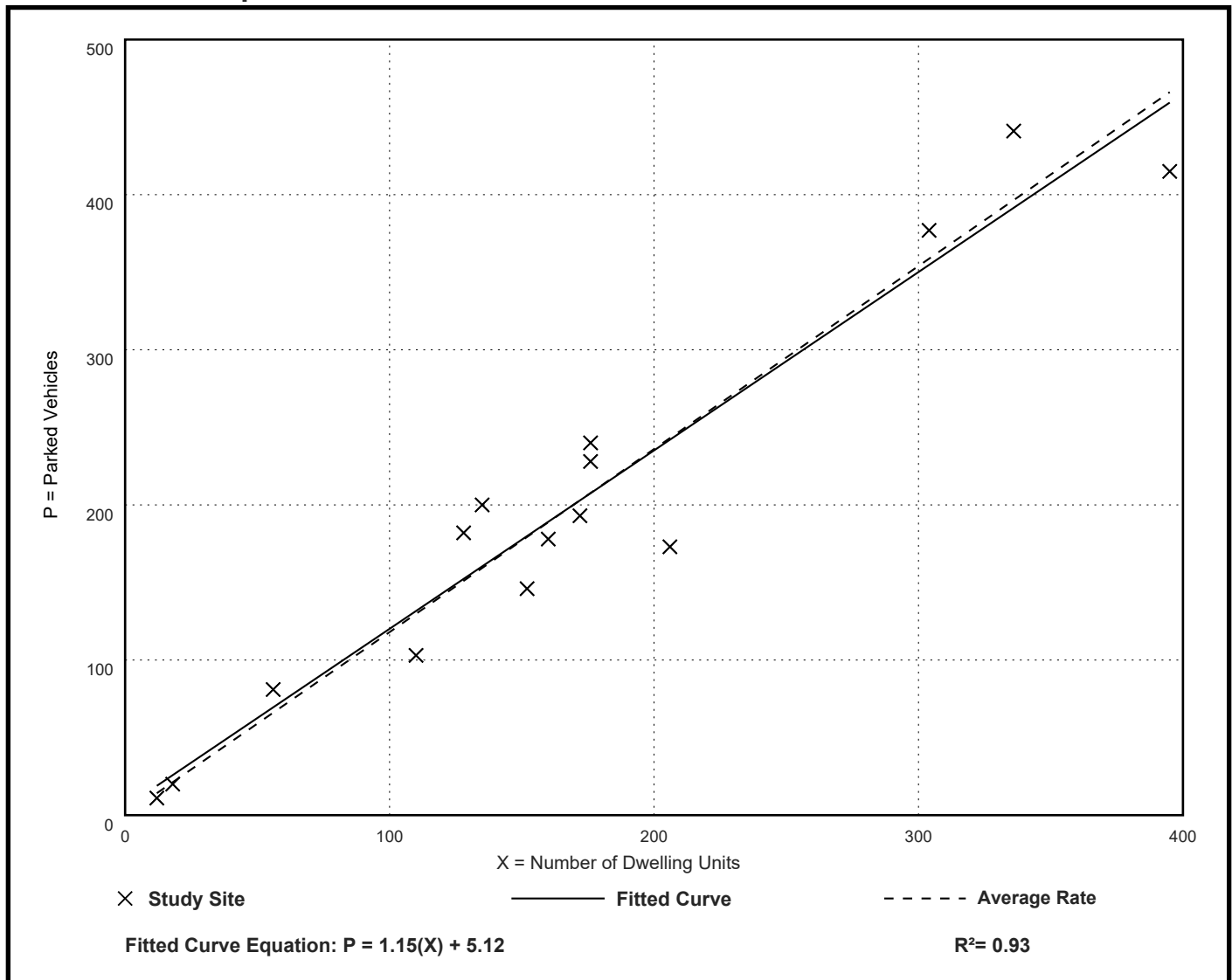
Number of Studies: 15

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



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

Peak Period Parking Demand vs: Dwelling Units

On a: Sunday

Setting/Location: General Urban/Suburban

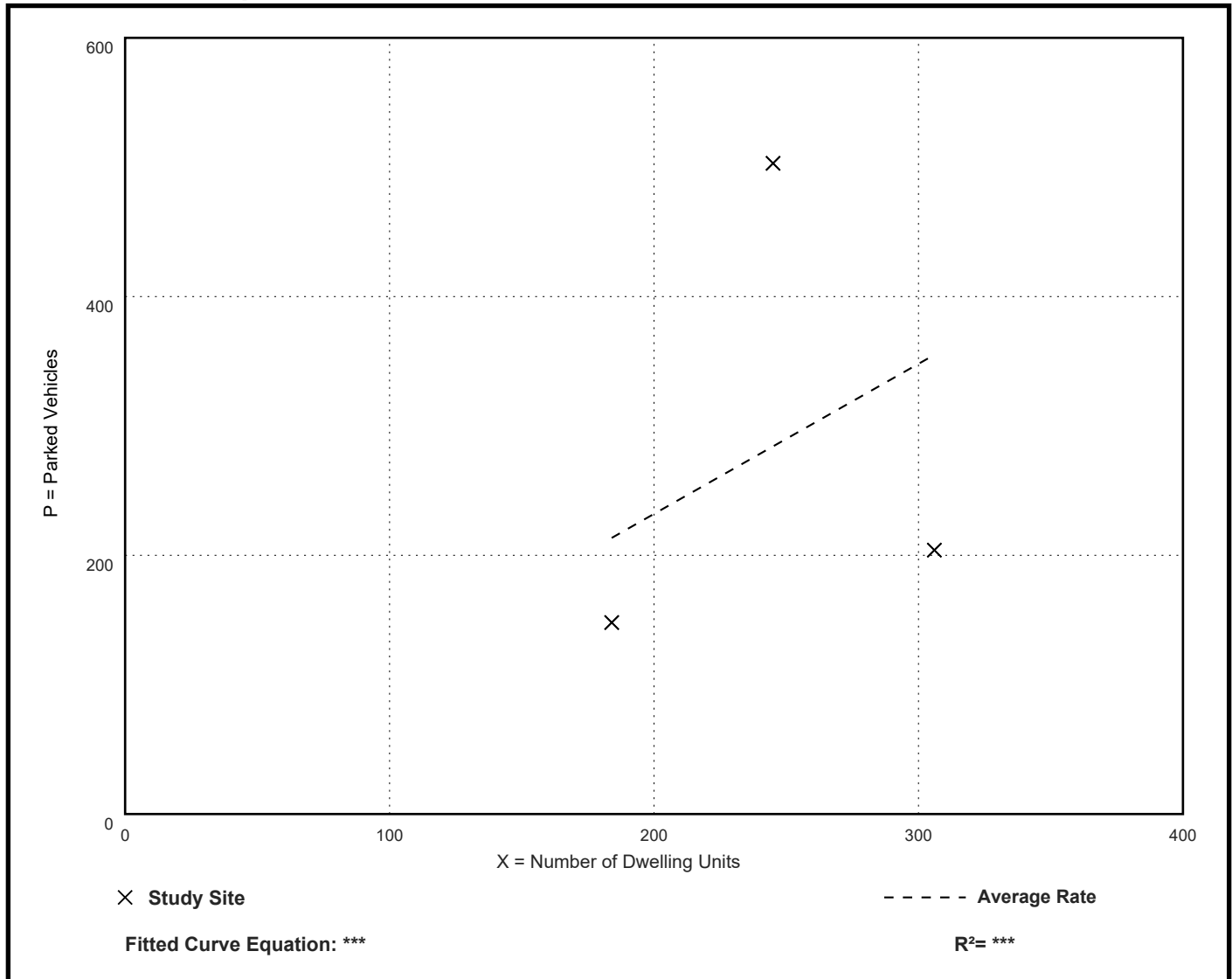
Number of Studies: 3

Avg. Num. of Dwelling Units: 245

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.16	0.67 - 2.05	0.71 / 2.05	***	0.77 ( 66% )

## Data Plot and Equation



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

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

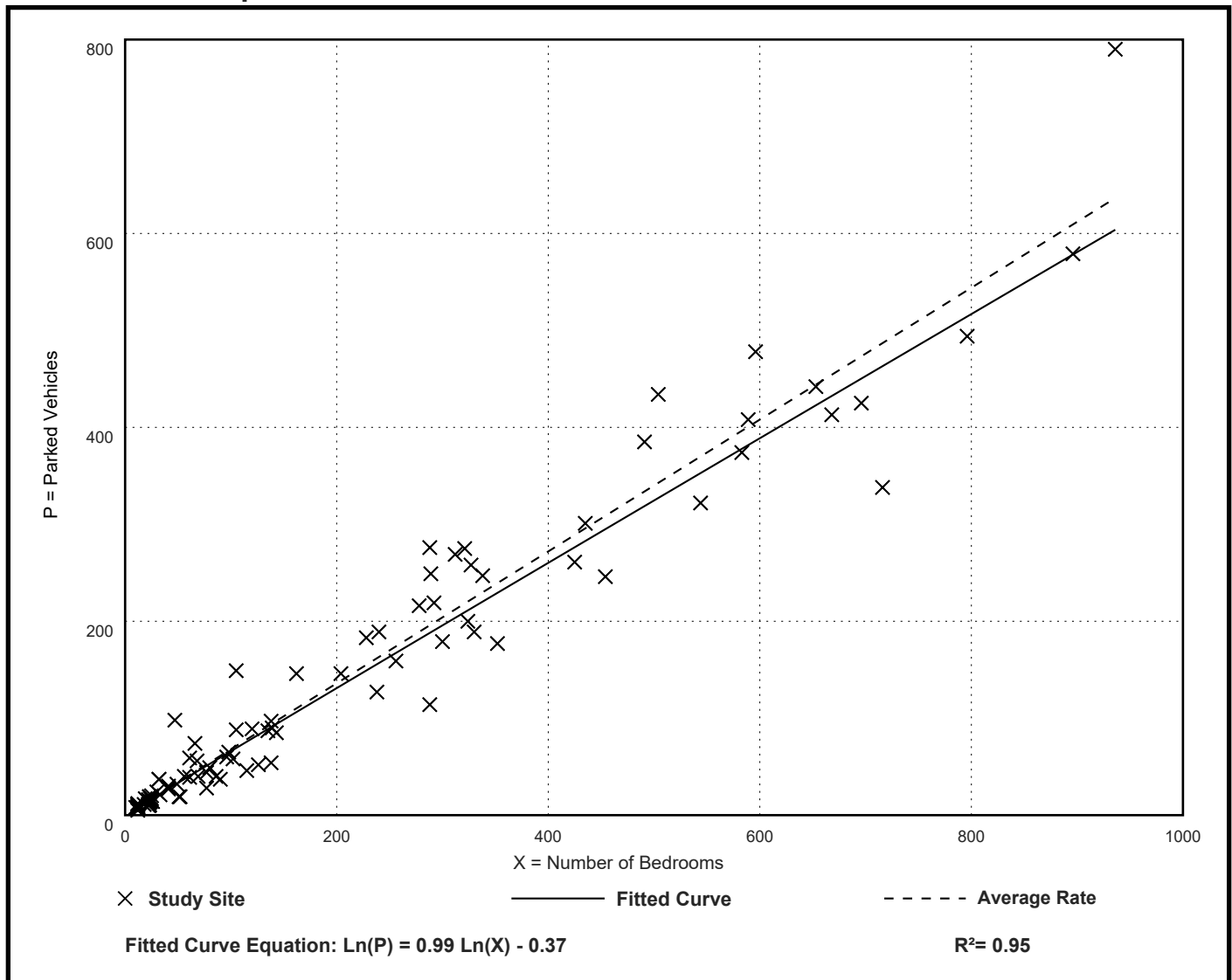
Number of Studies: 97

Avg. Num. of Bedrooms: 192

## Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.68	0.36 - 2.09	0.61 / 0.86	0.65 - 0.71	0.16 ( 24% )

## Data Plot and Equation



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

Peak Period Parking Demand vs: Bedrooms

On a: Saturday

Setting/Location: General Urban/Suburban

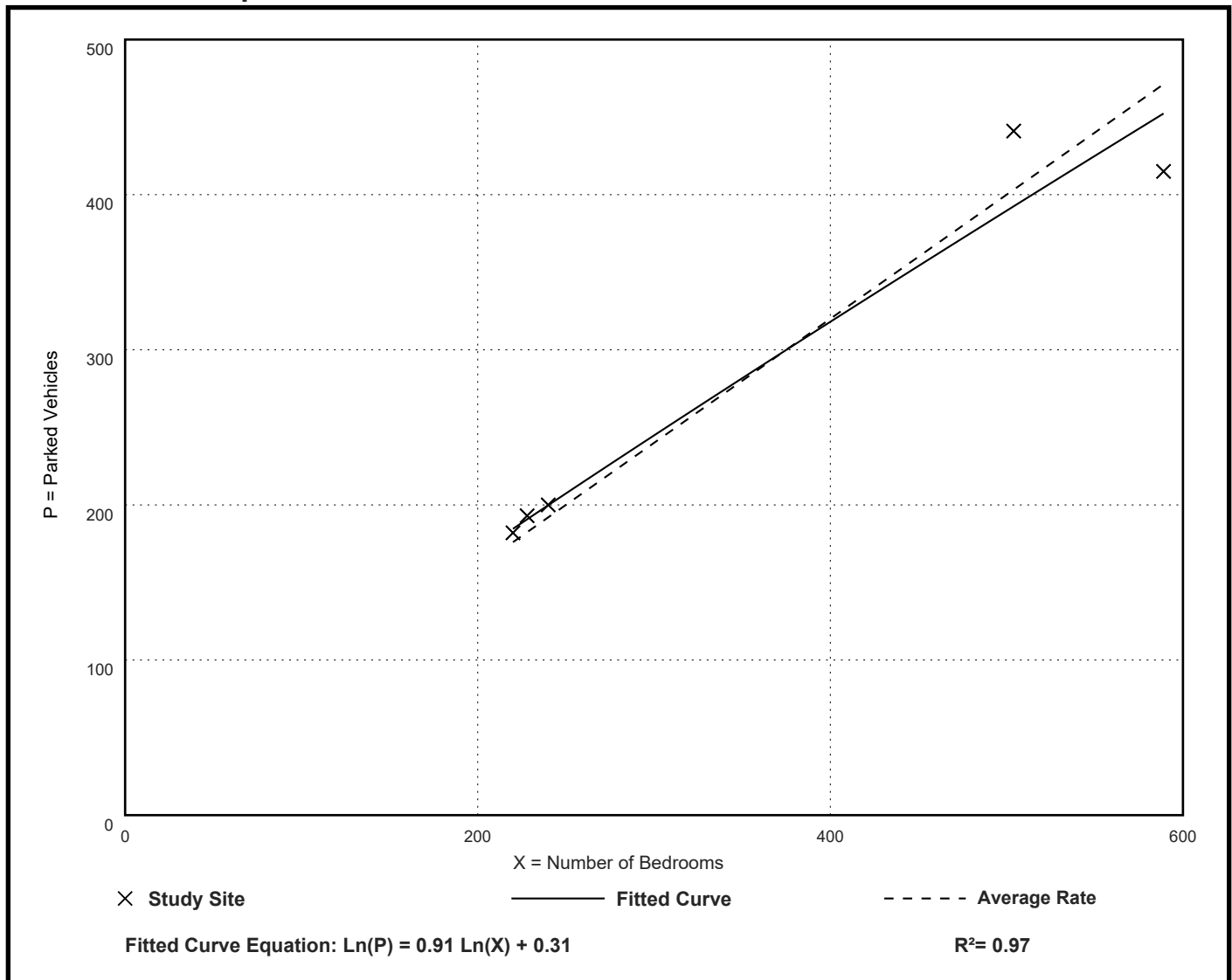
Number of Studies: 5

Avg. Num. of Bedrooms: 356

## Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.80	0.70 - 0.88	0.82 / 0.88	***	0.08 ( 10% )

## Data Plot and Equation



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

Peak Period Parking Demand vs: Bedrooms

On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 2

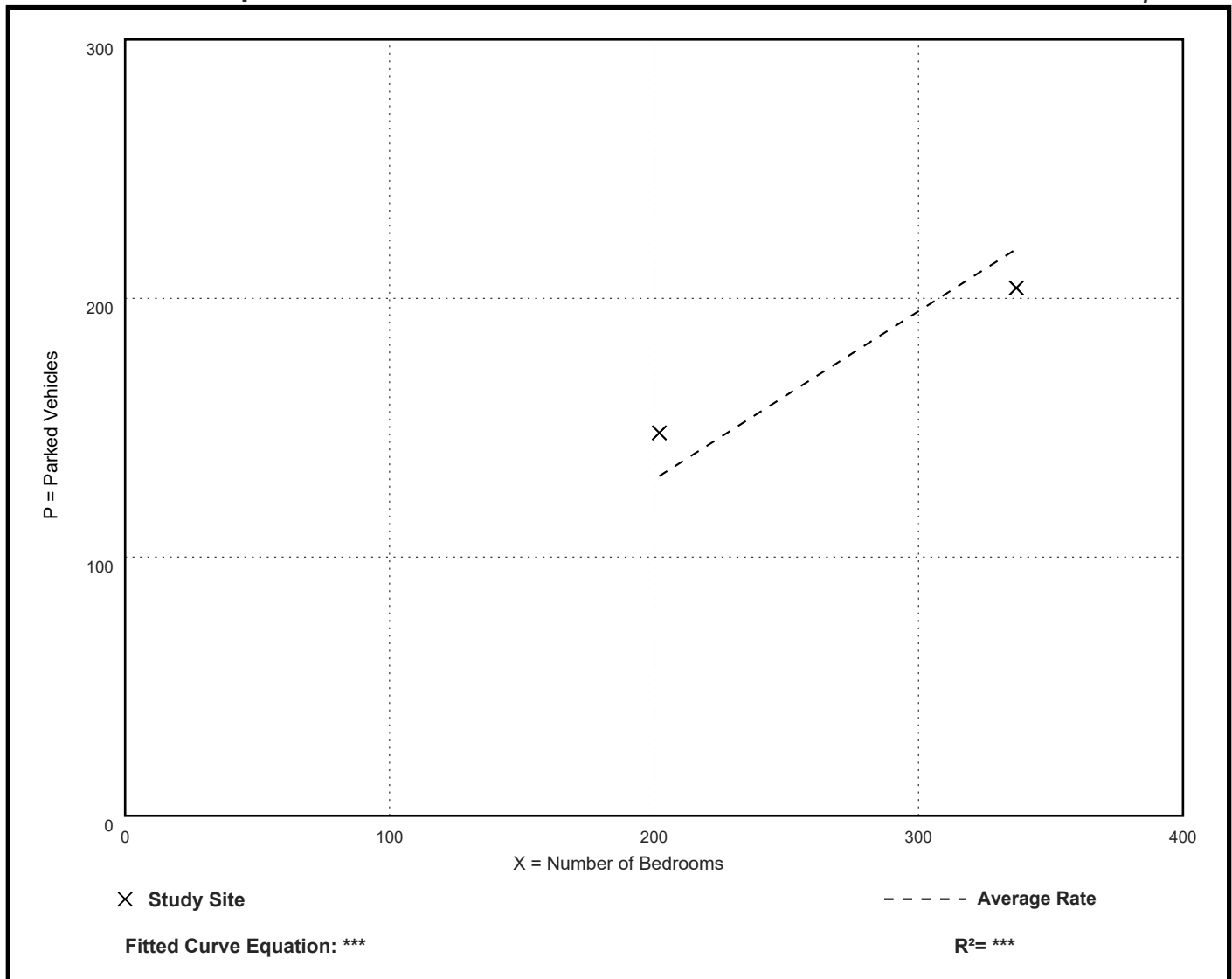
Avg. Num. of Bedrooms: 270

## Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.65	0.61 - 0.73	*** / ***	***	*** (*** )

## Data Plot and Equation

Caution – Small Sample Size



# 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: Dense Multi-Use Urban

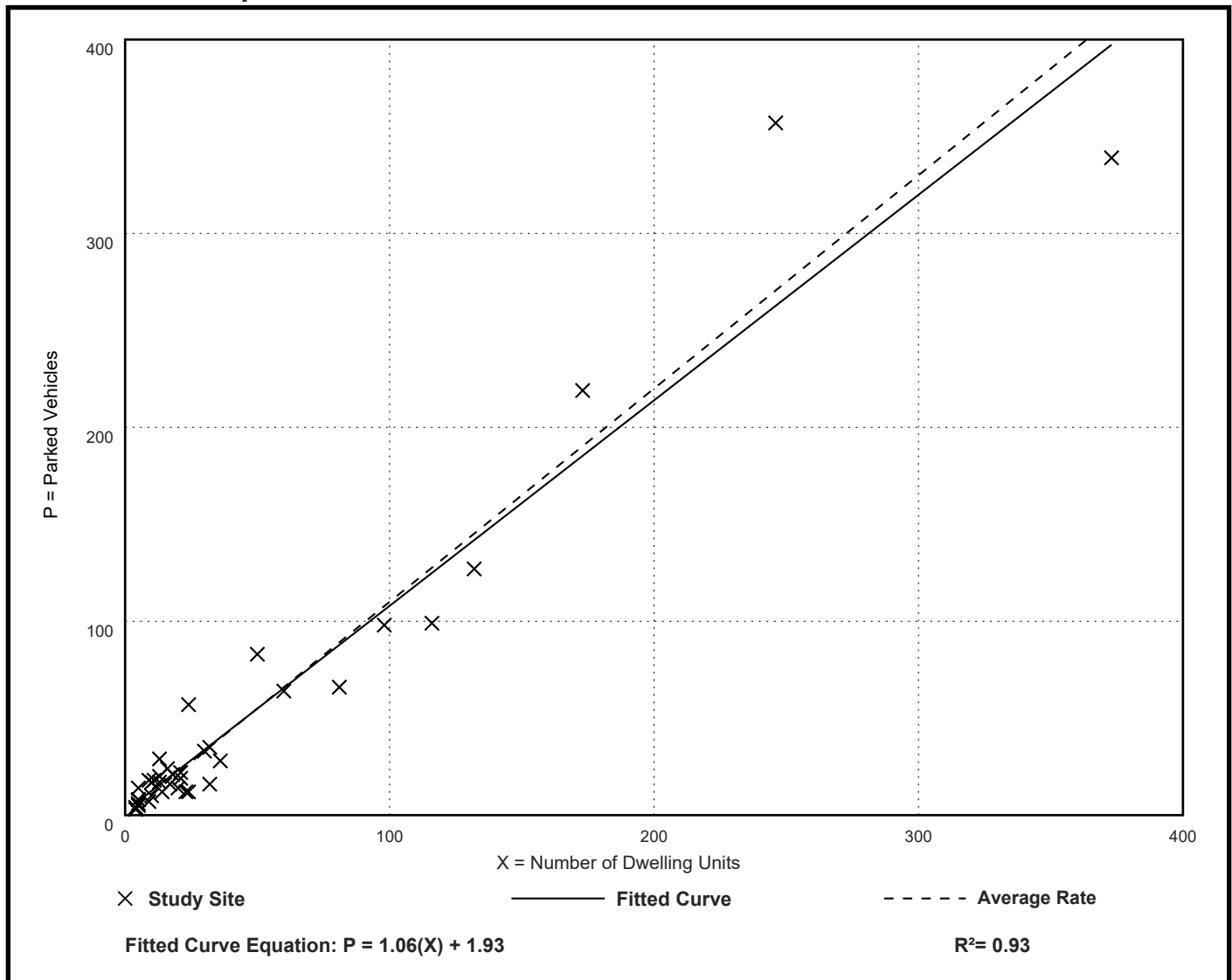
Number of Studies: 39

Avg. Num. of Dwelling Units: 46

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.10	0.50 - 2.80	0.95 / 1.66	0.99 - 1.21	0.35 ( 32% )

## Data Plot and Equation



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

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: Dense Multi-Use Urban

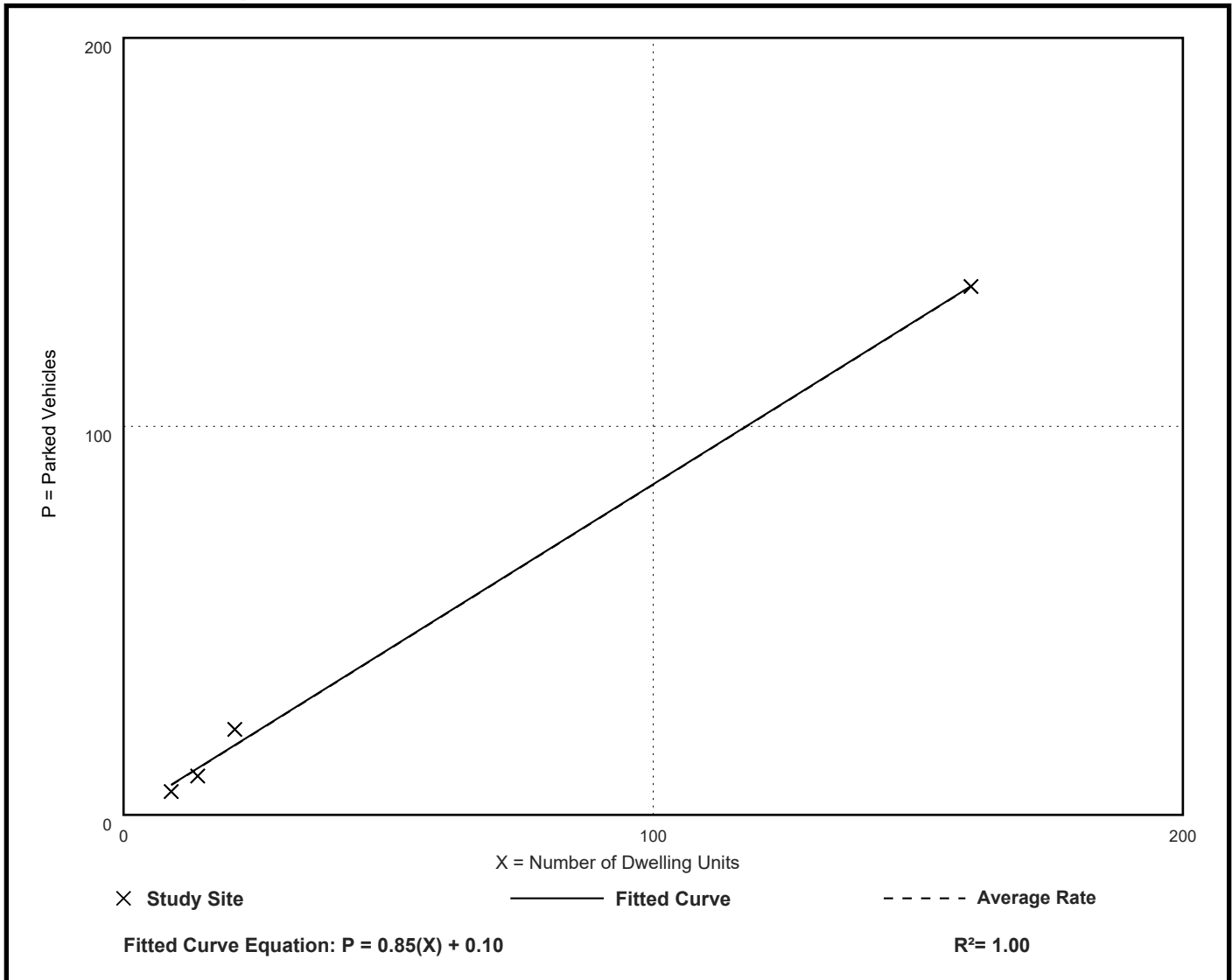
Number of Studies: 4

Avg. Num. of Dwelling Units: 51

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.85	0.67 - 1.05	0.70 / 1.05	***	0.09 ( 11% )

## Data Plot and Equation



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

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

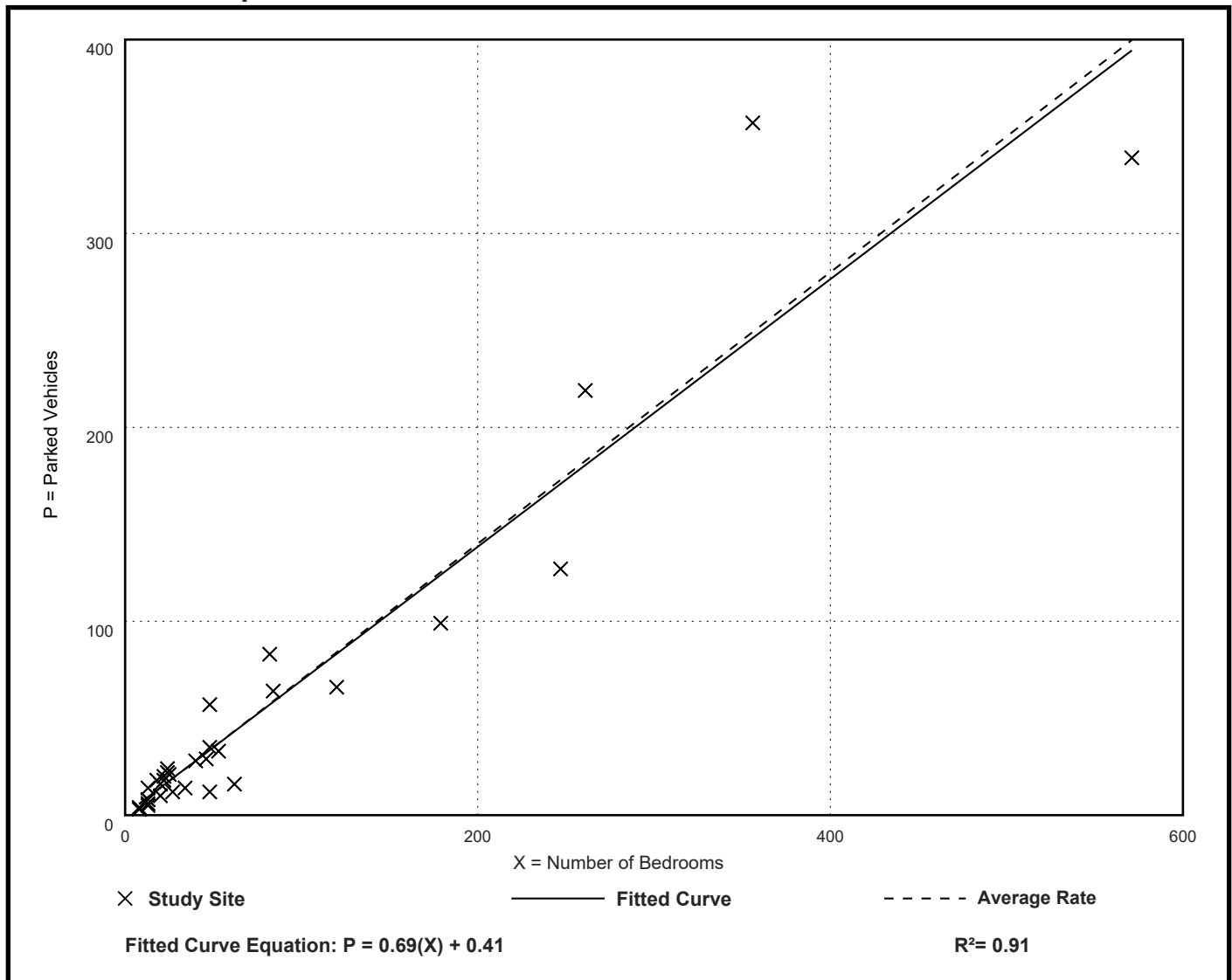
Number of Studies: 33

Avg. Num. of Bedrooms: 78

## Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.70	0.25 - 1.19	0.55 / 1.00	0.62 - 0.78	0.22 ( 31% )

## Data Plot and Equation



# Multifamily Housing - 2+ BR (Low-Rise) Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

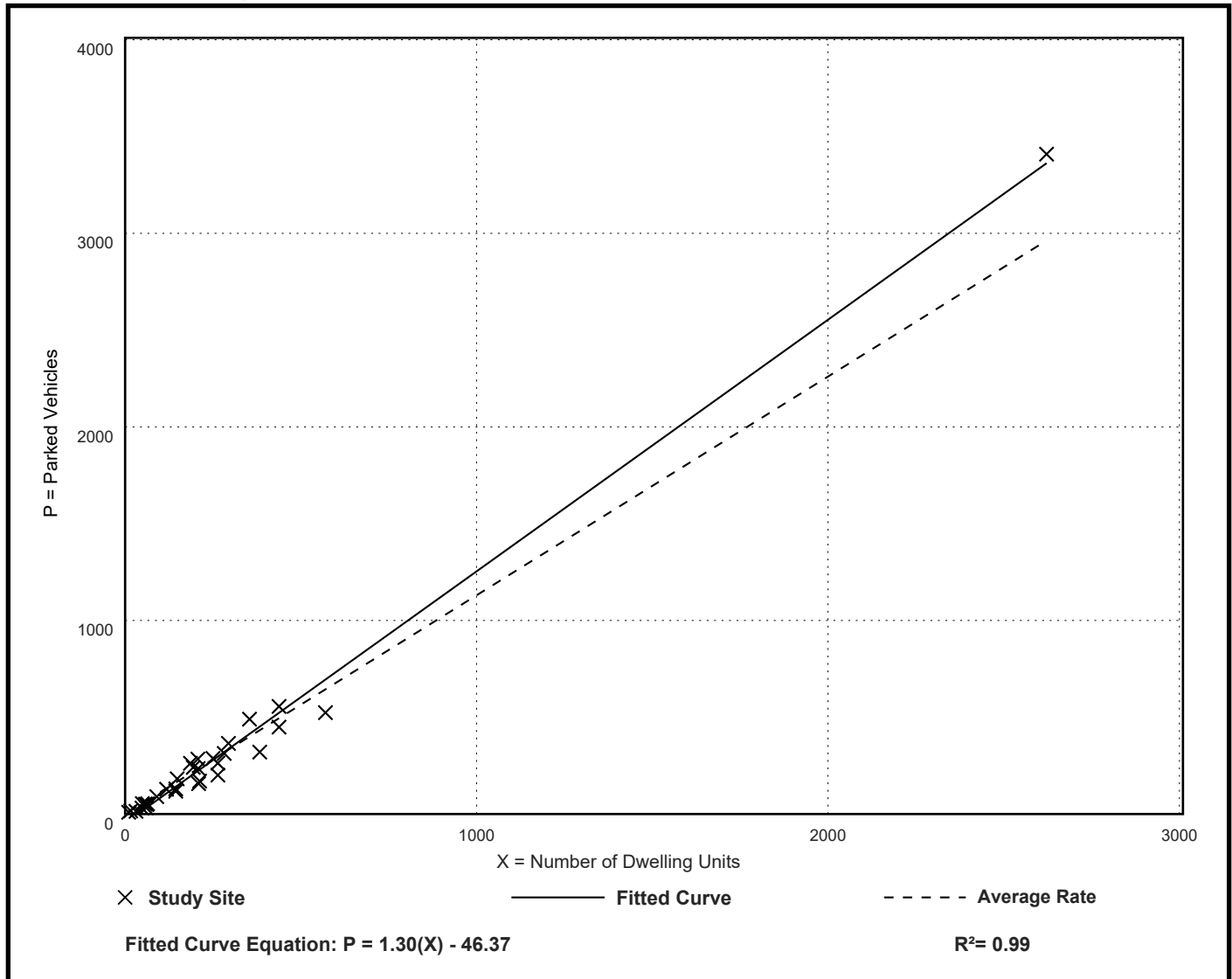
Number of Studies: 31

Avg. Num. of Dwelling Units: 272

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.13	0.45 - 1.41	0.86 / 1.28	1.05 - 1.21	0.22 ( 19% )

## Data Plot and Equation



# Multifamily Housing - 2+ BR (Low-Rise) Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 1

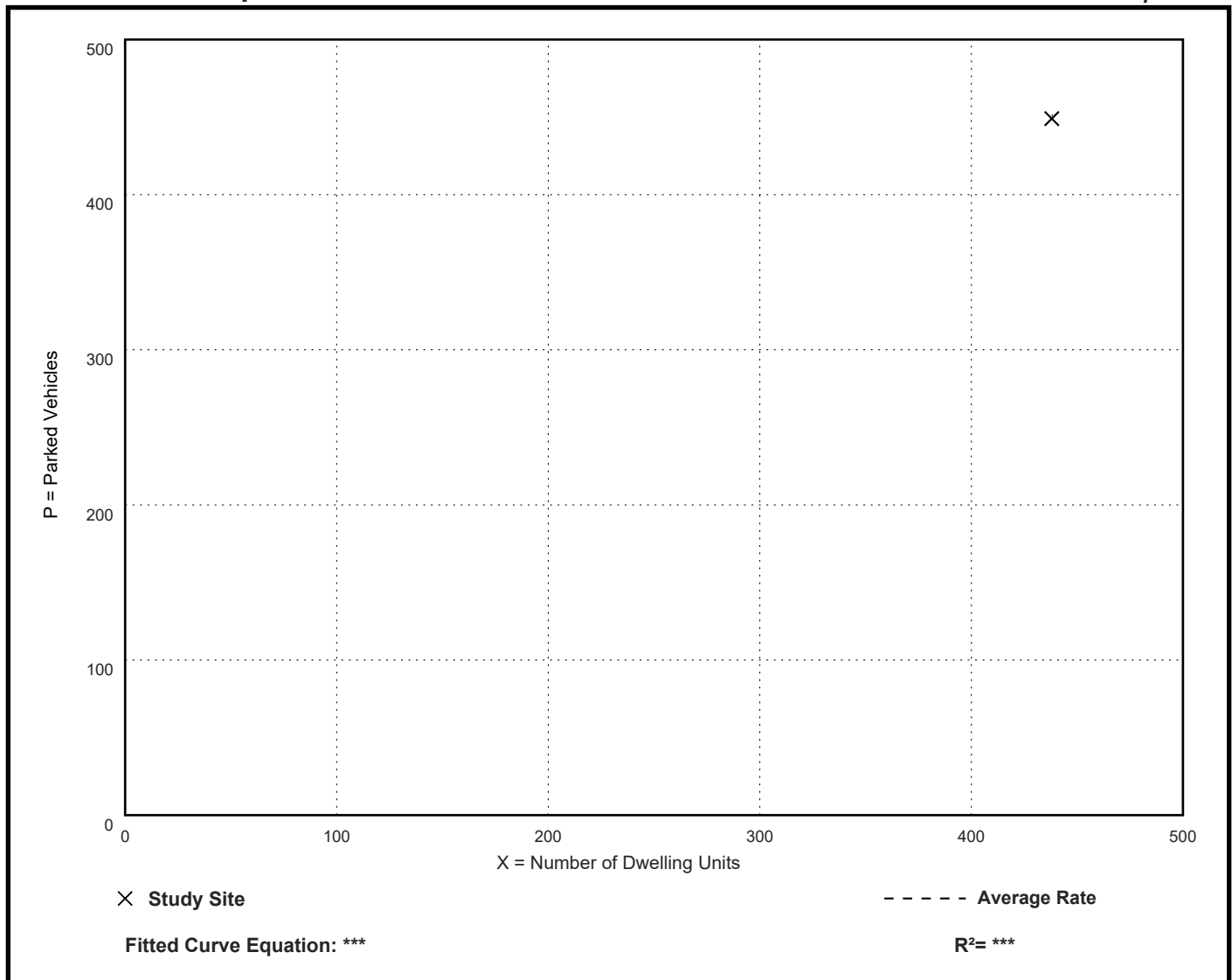
Avg. Num. of Dwelling Units: 438

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.03	1.03 - 1.03	*** / ***	***	*** (*** )

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing - 2+ BR (Low-Rise) Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

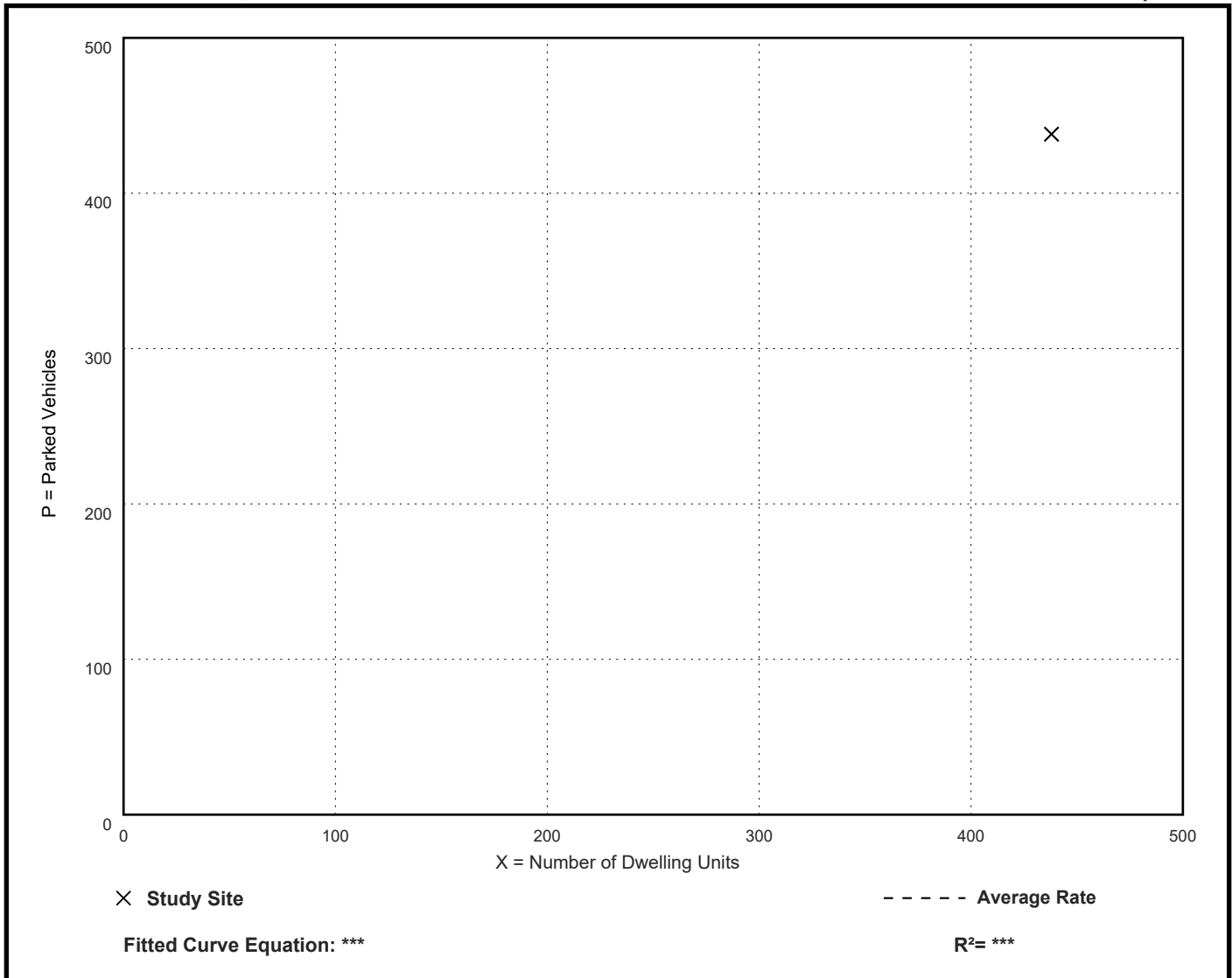
Avg. Num. of Dwelling Units: 438

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.00	1.00 - 1.00	*** / ***	***	*** (*** )

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing - 2+ BR (Low-Rise) Close to Rail Transit (220)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

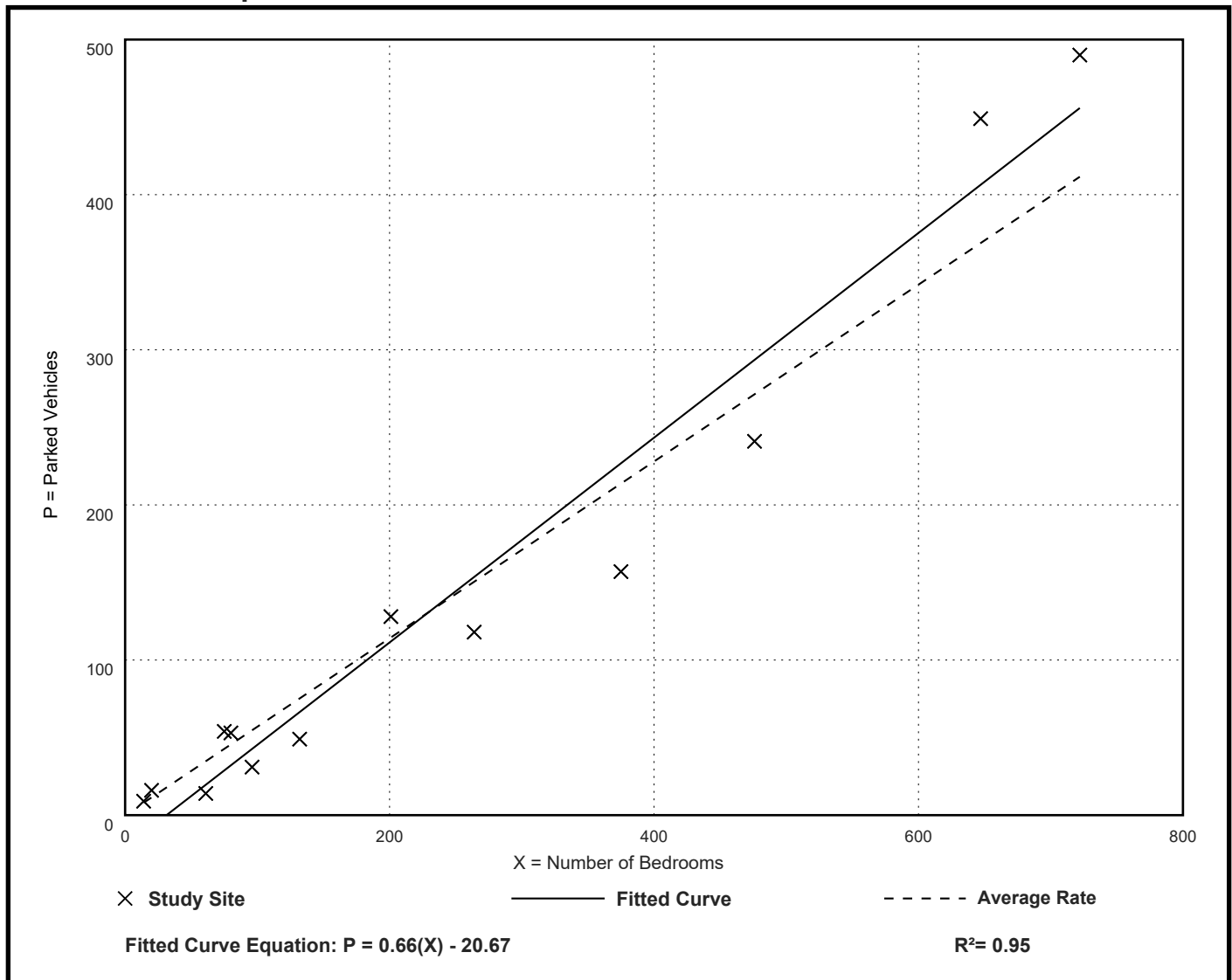
Number of Studies: 13

Avg. Num. of Bedrooms: 243

## Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.57	0.23 - 0.80	0.44 / 0.72	***	0.14 ( 25% )

## Data Plot and Equation



# Multifamily Housing - 2+ BR (Low-Rise) Close to Rail Transit (220)

Peak Period Parking Demand vs: Bedrooms

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 1

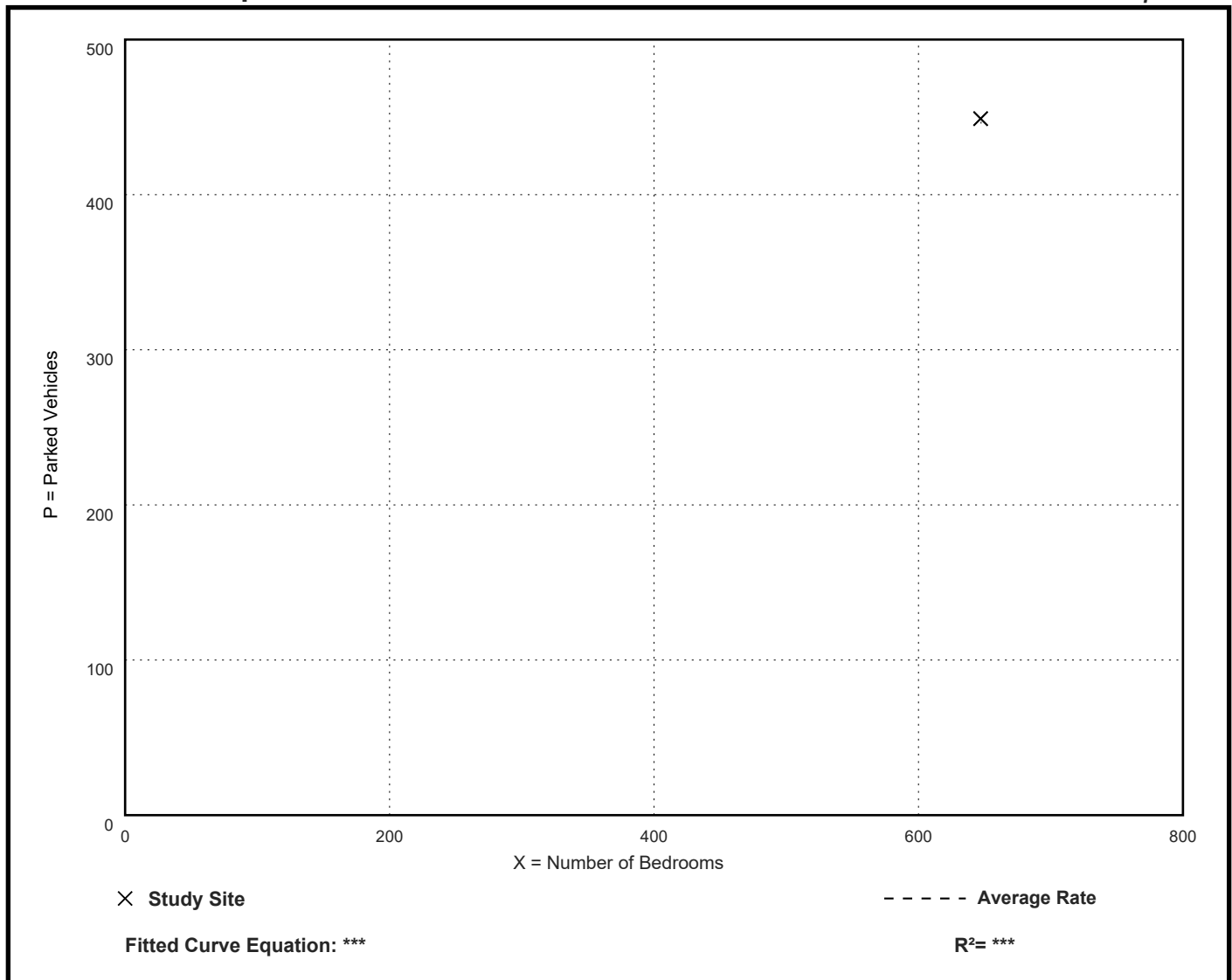
Avg. Num. of Bedrooms: 647

## Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.69	0.69 - 0.69	*** / ***	***	*** (*** )

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing - 2+ BR (Low-Rise) Close to Rail Transit (220)

Peak Period Parking Demand vs: Bedrooms

On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

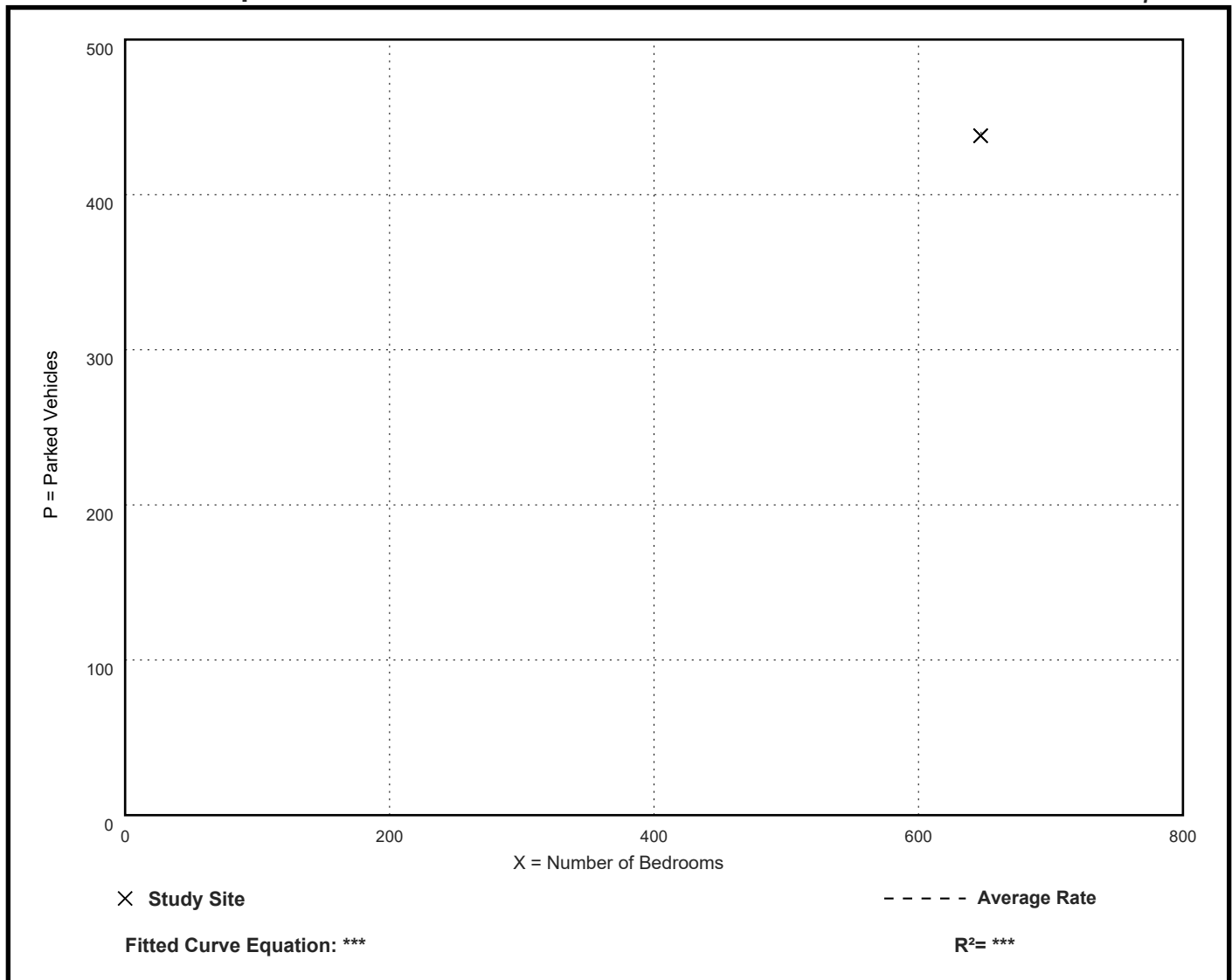
Avg. Num. of Bedrooms: 647

## Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.68	0.68 - 0.68	*** / ***	***	*** (***)

## Data Plot and Equation

Caution – Small Sample Size



# Multifamily Housing - 2+ BR (Low-Rise) Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

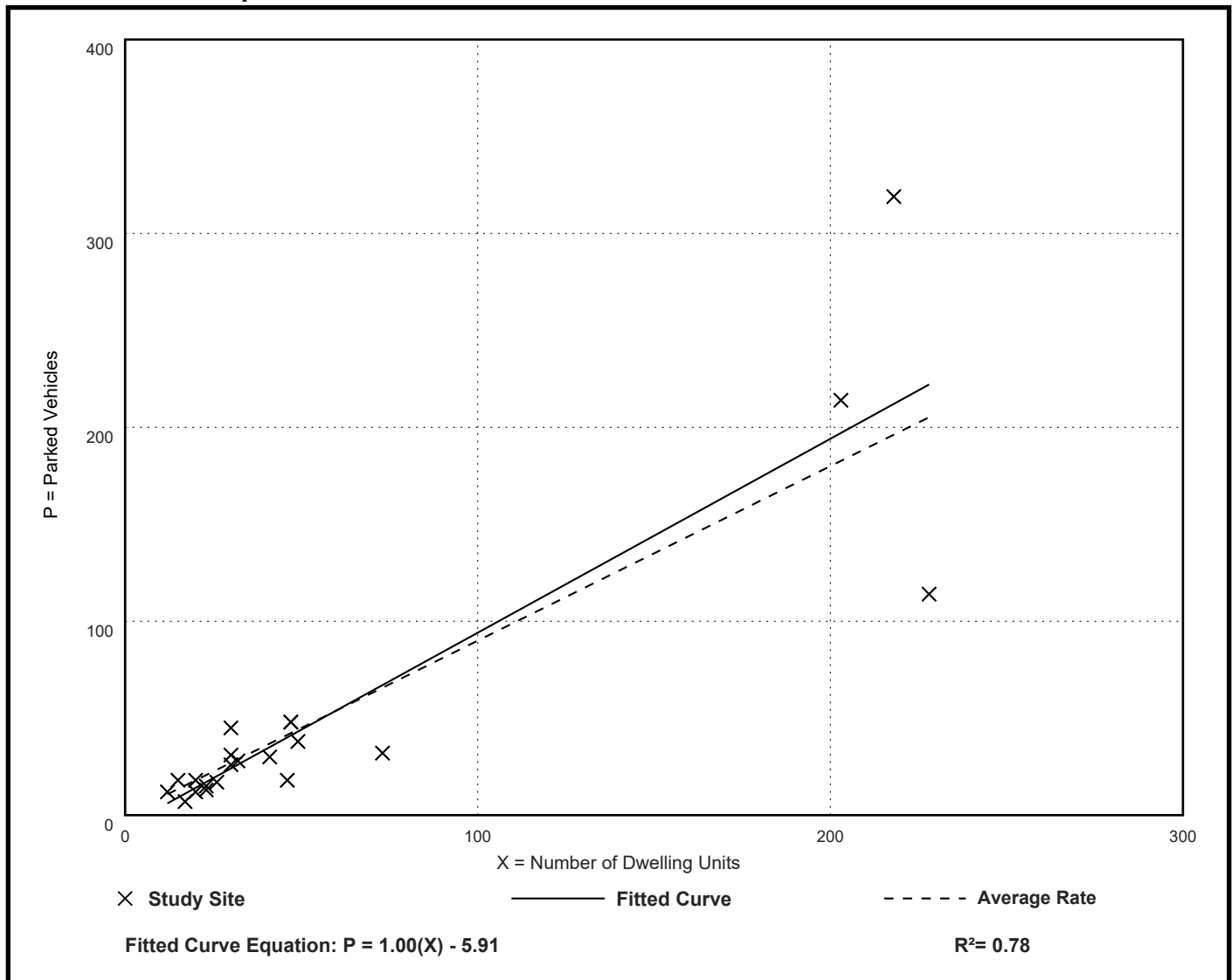
Number of Studies: 21

Avg. Num. of Dwelling Units: 59

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.90	0.39 - 1.50	0.65 / 1.16	0.74 - 1.06	0.38 ( 42% )

## Data Plot and Equation



# Multifamily Housing - 2+ BR (Low-Rise) Close to Rail Transit (220)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

Number of Studies: 19

Avg. Num. of Bedrooms: 94

## Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.59	0.22 - 0.96	0.38 / 0.80	***	0.25 ( 42% )

## Data Plot and Equation

