

MEMORANDUM

OHR AVNER SYNAGOGUE PARKING STUDY

ROXANN HAYES CONSULTING, LLC

TO: WAYNE ANDERSON, AIA

FROM: ROXANN HAYES, P.E.
JANUARY 23, 2022

SUBJECT: OHR AVNER SYNAGOGUE
1199 S KINGSTON ST, AURORA, CO 80012
PARKING STUDY AND PARKING NEEDS ANALYSIS

Roxann Hayes Consulting, LLC is pleased to provide the following Parking Study and Parking Needs Analysis to Wayne Anderson for a proposed Synagogue at 1199 S. Kingston St. in Aurora, Colorado ("Project").

CONCLUSIONS

The following are the findings and conclusions for the Project. These items are discussed in more detail in later sections of this memorandum:

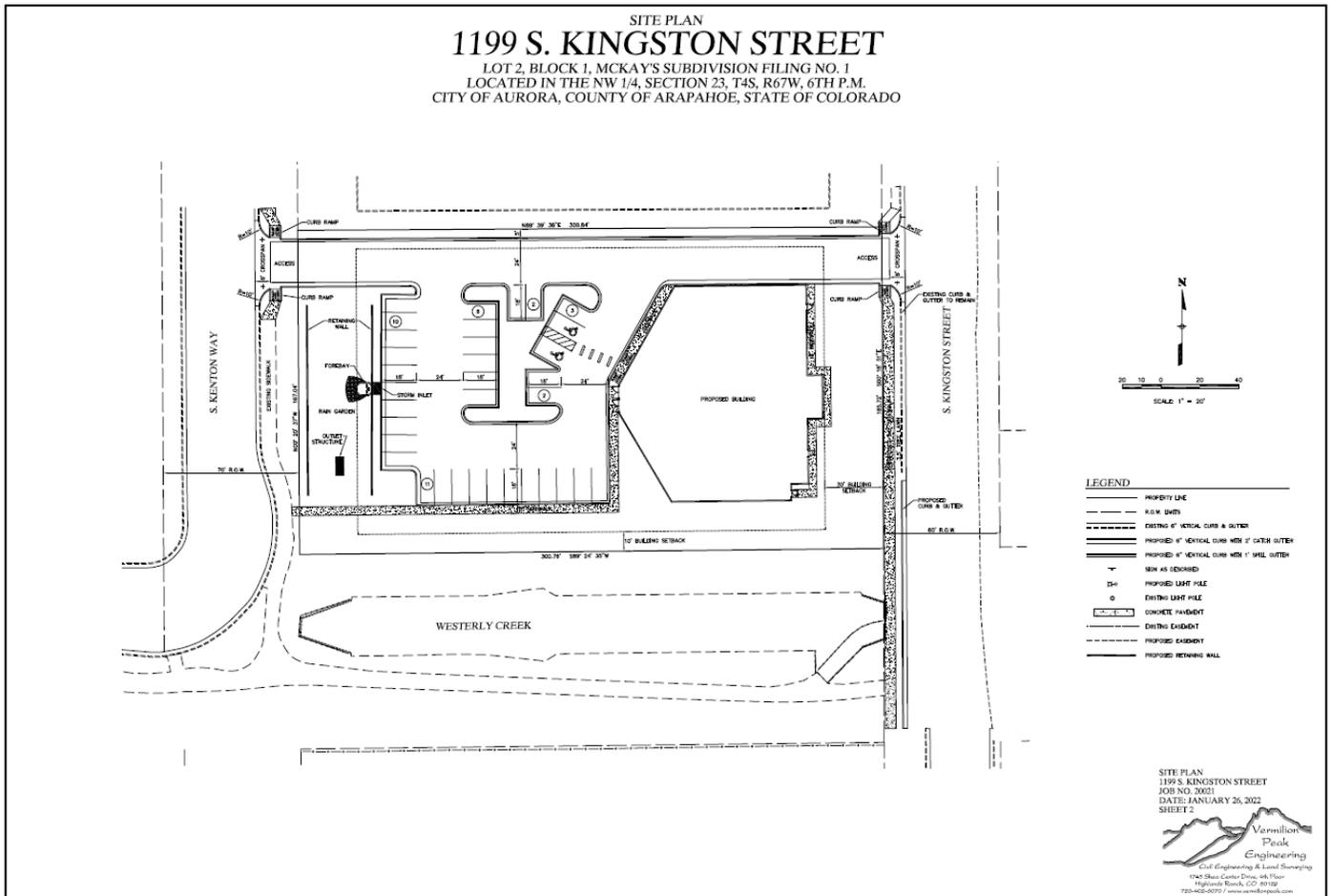
- City code requires the site include 138 total parking spaces with a 9,900 square foot building footprint.
 - The site is currently showing a total of 34 parking spaces.
- Based on market analysis, and actual site requirements, it is recommended that the developer provide a minimum of 30 parking spaces; support for this number follows.
- This parking study requests a reduction to the required parking, with documentation of reduced parking demand.
- This study demonstrates that the reduction will not create significant adverse impacts on surrounding properties.
- The development team may want to consider implementing a few other best practices including provided spaces for car share or bike share programs as a site amenity.

PROJECT DESCRIPTION

The Project is a new Synagogue building in Aurora, CO. The Project will access S. Kingston St. south of E. Mississippi Ave. The building will be a 2 story with a walkout basement steel framed structure. Per the concept plans, parking for the project will be provided at the front of the building, adjacent to S. Kingston Way.

Figure 1 shows the current site plan.

Figure 1 : 1199 S. Kingston St.



Wayne Anderson is in the process of preparing project submittals to the City of Aurora for consideration. A pre-application meeting took place on May 6, 2021, and generated comments from City staff. Specifically, staff is requiring a parking analysis and operations plan required to analyze parking.

CITY CORRIDOR PLACETYPE

Staff notes this area is designated as a City Corridor Placetype by the Aurora Places Comprehensive Plan. City Corridors are centered along the city's major roadways, home to a wide range of uses, including commercial, retail, institutional, service and some residential. Recommended practices for City Corridors include accommodating pedestrians and promoting shared parking opportunities.

PARKING REDUCTION

Section 146-1504. (D) describes a possible reduction where an unusual classification situation exists such that an applicant believes the actual demand for parking spaces will be less than the totals required by Table 15.1 within the code. The requirements of this provision are found in code section 146-1505. Those allowances and provisions for allowances pertaining to the subject site are summarized below:

- A parking reduction report meeting the requirements of the section must be submitted to the planning director.
- Non-residential parking reductions of up to 10% may be approved by the planning director administratively; All other reduction waivers require approval by the planning commission.
- Approval of the waiver request is subject to whether the approving authority finds the parking needs of the use will be adequately served and at least one of the following:
 1. The character of the use lowers the anticipated need for off-street parking, and data from similar uses establishes that there is not a present need for the parking;
 2. A mix of residential uses with either office or retail uses is proposed, and the parking needs of all uses will be accommodated through shared parking;
 3. If joint use of common parking areas is proposed, varying time periods of use will accommodate proposed parking needs; or,
 4. The applicant provides an acceptable proposal for an alternate modes of transportation program, including a description of existing and proposed facilities and assurances that the use of alternate modes of transportation will continue to reduce the need for on-site parking on an ongoing basis.

CHARACTER OF THE USE

The site is a planned Jewish Orthodox Synagogue.

The use of internal combustion engines is prohibited on Sabbath. Orthodox Jews have to be within walking distance of a synagogue - they can't drive. This creates a geographic sense of community that is very different than what typical American suburbia developed.

As shown in the list (1) above, the character of this use lowers the anticipated need for parking on the site.

COMPARABLE SITES

Three Jewish Orthodox Synagogues were used for comparison with the proposed site.

- East Denver Orthodox Synagogue
- Chabad Bais Menachem
- Congregation Zera Abraham

Only one of the sites provided any off-street parking in a properly striped parking lot (ten spaces at Chabad Bais Menachem). The others only had limited street parking. See Figures 2 through 4 for satellite imagery of the three sites.

East Denver Orthodox Synagogue
198 S Holly St, Denver, CO 80246
No off-street parking. Limited street parking in front of building (10-12 spaces).

Figure 2 : East Denver Orthodox Synagogue



Chabad Bais Menachem
400 S Holly St, Denver, CO 80246
10 off-street spaces, some street parking.

Figure 3 : Chabad Bais Menachem



Congregation Zera Abraham
1560 Winona Ct, Denver, CO 80204
Limited on-site parking (four or five vehicles). Some street parking.

Figure 4 : Congregation Zera Abraham



CONCLUSION

Three Jewish Orthodox Synagogues were used for comparison with the proposed site. Only one of these sites provided parking in a proper parking lot, while on-street parking was available for all three sites.

The City of Aurora mandates that 138 parking spaces be provided for the proposed use. The site is currently showing a total of 34 spaces.

The Ohr Avner Synagogue is not a typical suburban development. Minimum parking standards have been built to account for an assumed demand for parking generated by the buildings' use. This use defies these minimum parking standards, as vehicles are not permitted to be driven during large events to/from the synagogue or on the Sabbath.

Based on the assumptions and comparisons made above, a minimum of thirty spaces is more than adequate for proposed site.