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MEMORANDUM

DATE: April 28, 2005

TO: Mid-City Urban, LLC
Attn: Brendan S. Barr, Development Manager

FROM: Cullen E. Elias

RE: Capper Carrollsburg Second Stage PUD - Parking

INTRODUCTION

Further to your request, we have reviewed the Traffic Impact Analysis report dated March 21, 2003 and the Zoning Commission Order No. 03-12/03-13 for the approved Capper Carrollsburg Preliminary (First Stage) and Consolidated Planned Unit Development (PUD). We have also reviewed the Applicant's Statement in support of the Second Stage review and approval for portions of the First Stage PUD. This application requests adjustments/reductions in the number of parking spaces approved for the townhouse uses within Squares 797, 798, 799, 800, 824, 825 and S-825; and for those approved for the commercial (office) uses within Square 882. The purpose of this memorandum is to evaluate the adequacy and impacts of the proposed parking changes, from the perspective of the requirements of the District of Columbia Municipal Regulations - Title II (Zoning) and the projected parking demand. The remainder of this memorandum presents the results of that assessment.

PARKING ANALYSIS

The requested parking reductions pertain to 130 market rate and affordable units and 496,000 gross square feet (GSF) office space. [A total of 208 market rate townhouses and 111 public housing units are included in the subject PUD application.] The preliminary plans, approved through the First Stage PUD application, proposed an average of two (2) off-street parking spaces for the market rate townhouses. No off-street parking spaces were proposed for the public housing units, which would be provided with adequate on-street parking.

The Applicant wishes to provide prospective purchasers of the 14-foot and 16-foot wide market rate units (i.e., 130 of the 208 units) with the option of replacing one of the two garages with a first floor recreation room or den. Based on their experience with other residential developments, the Applicant projects that approximately fifty percent (50%) of the prospective buyers would likely select the single-garage/den option.

The City's Municipal Regulations require the provision of one (1) off-street parking space for single-family residential units within the R-5-B Zoning District. The off-street requirements for office buildings are approximately 0.55 spaces per 1,000 square feet. Based on these ratios, the off-street parking requirements for the Second Stage PUD land uses are shown in Table 1.

ZONING COMMISSION
District of Columbia
CASE NO.03-12A/03-13A
EXHIBIT NO.4E

TABLE 1

REQUIRED OFF-STREET PARKING PROVISION – PUD LAND USES

Land Use	Required Ratio	Required Supply
• 208 Market Rate Townhouses	1.0	208
• 111 Public Housing Units	-	-
• 496,000 GSF Office Space	0.55	273

* No off-street spaces are required.

Source: DCMR Title 11 - Zoning and O. R. George & Associates.

The proposed development would consist of a mix of single-garage townhouses, two-garage townhouses, public housing units and commercial uses. Our research indicates that no national or local survey data is available for projecting the parking demand for that land use mix. The parking demand was therefore developed based on consideration of the following:

a) **Market Experience**: The Developer, Eakin/Youngentob Associates (EYA), has indicated that based on their experience, buyers of 14-foot wide and 16-foot wide townhomes located in proximity to public transportation, tend to have an average of one (1) personal vehicle. The purchasers of these units, which are the smallest market rate units in the development and range from 1,100 – 1,500 square feet, are typically a one- or two-person household that relies on both automobile and public transportation. Purchasers that select the single garage parking space/den option over the two-car garage standard, are even more likely to have one or less personal or no personal vehicle.

The Developers have cited the Harrison Square residential development as a comparable project. This development is located on V and 13th Streets, N.W., in proximity to the U Street/Cardozo Metrorail Station. Seventy (70) or 97.2% of the 72 persons, who bought the 16-foot wide townhouses, selected the single-garage option. It was also noted that the greater proportion of those single-garage townhouse owners had one (1) vehicle and the remainder had either zero or two vehicles. [*Unlike Harrison Square, the prospective Capper Carrollsburg townhouse purchasers will have the option of adding a fourth floor loft/bedroom and roof terrace. The Developers therefore project that a lower number of purchasers (approximately 50%) would opt for the single-garage townhouse, as additional living space in an attractive location could be purchased while keeping the two-car garage.*]

b) **Census Data – Vehicle Availability**: The subject development site consisted of 707 public housing units during the time of the 2000 Census. As such, the vehicle availability ratio for those units could be applied to the proposed 111 public housing units. That ratio was derived from the data compiled for Census Tract 72, which is bounded by the Southeast Freeway (to the north), 11th Street (to the east), Anacostia River (to the south) and South Capitol Street (to the west). The data indicates that approximately 86.0% of the 888 households in that census tract did not have a vehicle. The computed vehicle availability ratio was 0.21 per household. For the purposes of this study, a conservative ratio of 0.50 was considered.

Based on the above, the projected parking estimates were developed as follows:

- **130 Townhouse (with 50% Den Option)**
  [As per Item (a) above.]
  50% of 130 units @ 1 garage space each = 65 off-street spaces
  50% of 130 units @ 2 garage spaces each = 130 off-street spaces
  Total = 195 off-street spaces

- **78 Townhouses (without Den Option)**
  [As per First Stage PUD approval.]
  78 units @ 2 garage spaces each = 156 off-street spaces

- **111 Public Housing Units**
  [As per Item (b) above.]
  111 units @ 0.50 spaces per unit = 56 on-street spaces

- **496,000 GSF Office Space**
  The DCMR requires 1 space per additional 1,800 GSF, in excess of 2,00 GSF. This computes to 274 off-street spaces or a ratio of 0.55 spaces per 1,000 GSF. This ratio is in the range of those approved for recent office developments (IMF Headquarters II, etc.), which have similar locational characteristics with respect to rail and bus transit facilities. The projected demand could therefore be in the range of 300, i.e., 496,000 GSF @ 0.6 spaces per 1,000 GSF.

The projected parking demand for the subject PUD land uses is summarized in Table 2. The required parking (per the DCMR), as well as the initially and currently proposed spaces (off- and on-street) are also included in Table 2 to facilitate comparison.

TABLE 2

PROJECTED PARKING DEMAND – PUD LAND USES

Land Use/Density	Projected Demand *	Required	Initially Proposed	Currently Proposed
• 130 Market Rate Townhouses (With 50% Den Option) **	195	130	326	195
• 78 Market Rate Townhouses (Without Den Option) **	156	78	156	156
• 111 Public Housing Units ***	56	-	480	480
• 496,000 GSF Office **	300	273	421	330
Total	**707**	**481**	**1,383**	**1,161**

* The projected parking demand is likely to be lower due to the site's proximity to the Navy Yard Metrorail Station and Metrobus services along the study area arterial roadways.

** Refers to off-street spaces

*** Refers to on-street spaces.

Source: DCMR Title 11 – Zoning, U.S. Census Data, Eakin/Youngentob & Associates, and O. R. George & Associates.

Table 2 clearly shows that the currently proposed parking would represent a 16% reduction from the initial/approved parking. However, the current proposal would be more than adequate, considering the City's requirements and the projected parking demand. As noted earlier, a conservative (high side) parking ratio (0.5) was considered for the public housing units. Even if that ratio were increased by a factor of 1.5, a substantial number of on-street spaces (400±) would be available to serve potential overflow demand from the market rate townhouse and office use.

CONCLUSION

Based on the foregoing data, analysis and discussion, this study concludes that the current parking proposal would be quite adequate; and would more than satisfy the City's requirements. The requested parking adjustments would also not result in any objectionable traffic access, circulation and parking conditions within the proposed development and its environs. However, to ensure the availability of the on-street parking spaces for the proposed public and other residential uses, the Applicant should hold discussions with the DDOT Citywide Programs Support Division towards their inclusion of the area on-street parking within the City's Residential Parking Permit (RPP) Program.

We trust that the above will be useful in the application review process. Should you have any questions or comments, please let us know. Thank you!

CEE/tjd

cc: Kyrus Freeman, Esquire (Holland and Knight)
Aakash Thakkar, (Eakin Youngentob Associates)