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To Lewis Booker, District Department of Transportation

Cc Gregory Auger, 819D, LLC
Chris Collins, Holland & Knight

From Jami L. Milanovich, P E
Jason J. Shetler, E I.T

Date February 18, 2014

Re Preliminary Parking Assessment (BZA Case #18724)
819 D Street, NE (Square 916, Lots 74, 811, and 818)
Washington, DC

OVERVIEW

819D, LLC (referenced herein as the Applicant) proposes to redevelop the property located at 819 D Street in northeast Washington, DC. The subject site is located on Square 916 (Lots 74, 811, and 818) in Ward 6, as shown on Figure 1. The site is zoned R-4 and is located in the Capitol Hill Historic District. The site currently is occupied by the Way of the Cross Church of Christ. The Applicant proposes to renovate the church and two adjacent church-owned townhouse buildings into 30 residential dwelling units (26 in the church building and two in each of the two townhouses), with the first floor plans shown on Figure 2 and full plans included in Attachment A.

In addition, the proposed development will provide six off-street parking spaces (4 standard, 2 tandem). Access to the parking will be provided via the alley on the southwest corner of the subject site. Access to the alley is provided via 8th Street and 9th Street.

According to Title 11, §2120 of the District of Columbia Municipal Regulations (DCMR), "a historic resource and any additions thereto are exempt from the requirement of § 2100.4 to provide additional parking as a result of a change of use and from the requirement of § 2100.6 to provide additional parking as a result of an increase of intensity of use, except that parking shall be required for any addition where:

- (a) The gross floor area of the historic resource is being increased by 50% or more, and
- (b) The parking requirement attributable to the increase in gross floor area is at least four (4) spaces "

Transportation Consultants
INNOVATION + SOLUTIONS
Board of Zoning Adjustment
District of Columbia
CASE NO.18724
EXHIBIT NO.231



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MEMORANDUM

Since the subject site is in the Capitol Hill Historic District and the gross floor area is not proposed to be increased by 50 percent or more, no additional parking, beyond what is currently provided, is required.

This memo summarizes: (1) an inventory of non-auto transportation options in the site vicinity, (2) the proposed Transportation Demand Management (TDM) Plan, (3) the anticipated trip generation for the proposed development, (4) and a parking assessment. A formal scoping process was undertaken with the District Department of Transportation (DDOT) at the outset of the project to determine the scope and proposed methodologies of the study. The agreed upon scoping document is included in Attachment B.

NON-AUTO MODES OF TRANSPORTATION

Metrorail Service/Facilities

The Union Station Metro Station is located less than a mile from the site, as shown on Figure 3. The Union Station Metro Station is located at 40 Massachusetts Avenue, NE, which is 0.8 miles from the site (or approximately a 14-minute walk).

The Union Station Metro Station provides service to Metro's Red Line, which provides direct service to the Gallery Place - Chinatown and Metro Center Stations and to stations in Montgomery County. Red Line passengers can transfer to the Green and Yellow Lines at the Gallery Place - Chinatown Station and to the Blue and Orange Lines at Metro Center Station.

Bus Service/Facilities

The Washington Metropolitan Area Transit Authority (WMATA) and DC Circulator currently provide extensive public bus service in the site vicinity. The Sibley Hospital - Stadium-Armory Line (Route D6), Maryland Avenue Line (Route X8), and U Street-Garfield Line (Routes 90, 92, and 93) provide service and each have stops within two blocks of the site.

The site is served by the Union Station - Navy Yard Metro Circulator Line. The nearest Circulator stop is located at the intersection of Massachusetts Avenue and 2nd Street NE, which is 0.5 miles from the site (or approximately a 9-minute walk).

Figure 3 displays the bus routes that service the area surrounding the site and Table 1 presents the minimum, maximum, and average headways for Metrobus and DC Circulator routes in the site vicinity.

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Table 1
Metrobus and DC Circulator Headways (in minutes)

HEADWAY	NORTHBOUND/WESTBOUND			SOUTHBOUND/EASTBOUND		
	AM Peak Period	Midday Period	PM Peak Period	AM Peak Period	Midday Period	PM Peak Period
	7:00 AM to 10:00 AM	10:00 AM to 4:00 PM	4:00 PM to 7:00 PM	7:00 AM to 10:00 AM	10:00 AM to 4:00 PM	4:00 PM to 7:00 PM
SIBLEY HOSPITAL-STADIUM ARMORY LINE (METROBUS ROUTE D6)						
Min	0:07	0:21	0:22	0:04	0:10	0:08
Max	0:21	0:22	0:30	0:28	0:26	0:12
Avg	0:12	0:21	0:25	0:18	0:20	0:11
MARYLAND AVENUE LINE (METROBUS ROUTE X8)						
Min	0:13	0:20	0:20	0:14	0:20	0:19
Max	0:20	0:40	0:20	0:20	0:40	0:20
Avg	0:16	0:37	0:20	0:17	0:35	0:20
U STREET-GARFIELD LINE (METROBUS ROUTES 90, 92, AND 93)						
Min	0:07	0:07	0:07	0:07	0:07	0:07
Max	0:08	0:08	0:10	0:08	0:08	0:10
Avg	^	^	^	^	^	^
DC CIRCULATOR UNION STATION - NAVY YARD METRO LINE						
Avg	0:10	0:10	0:10	0:10	0:10	0:10
^ Specific stop times for this route/time period are not given in WMATA's timetable; however, the timetable notes that managers schedule departures per the minimum and maximum departure times cited in Table 1. Since specific stop times are not provided, an average could not be calculated.						

Additionally, Table 2 shows the approximate minimum, maximum, and average travel times for each bus route between the subject site and the major employment area for that particular route. Table 2 also indicates the origin and destination of each bus route.



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Table 2

Metrobus and DC Circulator Travel Times (in minutes)

TRAVEL TIME*	NORTHBOUND/WESTBOUND		SOUTHBOUND/EASTBOUND	
	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
	7:00 AM to 10:00 AM	4:00 PM to 7:00 PM	7:00 AM to 10:00 AM	4:00 PM to 7:00 PM
SIBLEY HOSPITAL-STADIUM ARMORY LINE TO UNION STATION METRO (METROBUS ROUTE D6)				
C/D Streets & 8th Street NE to E & North Capitol Streets NE (Union Station)				
Average	0:06	0:05	0:07	0:08
MARYLAND AVENUE LINE TO UNION STATION METRO (METROBUS ROUTE X8)				
Maryland Ave & 8th Street NE to Massachusetts Ave & 1st Streets NE (Union Station)				
Average	0:05	0:06	0:05	0:06
* Specific stop times for the U Street – Garfield Line (Routes 90, 92, and 93) are not given in WMATA's timetable for the nearest bus stop; therefore, travel times could not be determined. Route 90 runs between Anacostia Station and Duke Ellington Bridge and Routes 90 and 92 run between Congress Heights Station and Duke Ellington Bridge via 8th Street NE. * Specific travel times for DC Circulator could not be determined. DC Circulator does not have a published schedule. Routes operate on 10 minute headways.				

Streetcar Service/Facilities

DDOT, in partnership with WMATA, has developed a plan for a 37-mile streetcar network throughout the region. Currently, the H/Benning Road Line is under construction and is anticipated to begin operation in mid-2014. The nearest Streetcar stop will be located at the 8th Street/H Street intersection, which is 0.4 miles from the site (or approximately a 7-minute walk).

The H/Benning Road Line provides direct service to Union Station to the west, which provides service to Metro's Red Line. Direct service to the east provides access to the current Streetcar line terminus at Benning Road/Oklahoma Avenue. Ultimately, the H/Benning Road Line will be just one piece of the overall One City Line that will traverse the city east to west from beyond the Anacostia to the Georgetown waterfront.

Car-Sharing Services

Zipcar is an automated car rental or car-sharing system in the Washington, DC area. Zipcar users must pay a \$25 application fee and complete an application online. They then will receive a Zipcard, which enables them to reserve Zipcars at any of the available locations. Three plans are available: \$60 per year (pay as you go based on the standard hourly or daily rate), \$6 per month (pay as you go based on the standard hourly or daily rate), or \$50 per month (pay as you go based on a discounted hourly or daily rate). Cars must be returned to the same designated parking space at which it was picked up. The nearest Zipcar facility,



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located at 816 E Street NW, is one block north of the site and is equipped with four vehicles

In addition to Zipcar, Car2Go, Hertz 24/7, and Enterprise CarShare also have begun operating car-sharing services in the District. Car2Go requires a one-time \$35 application fee. Once registered, a member card is issued which enables members to access any available car. No reservation is required and car usage is charged by the minute, with hourly and daily maximum fees. Unlike Zipcar, a Car2Go vehicle does not have to be returned to its original location, a Car2Go vehicle can be parked in any unrestricted curbside parking space, in any metered/paystation curbside parking space (without paying meter/paystation fees), or in any residential permit parking space. Car2Go currently has 300 vehicles in the District.

Hertz 24/7 has no annual fee and Enterprise CarShare has a \$40 annual membership fee. Cars can be reserved for both services by the hour or day (hourly and daily fees are charged per usage). In the District, cars must be returned to their original location.

Car-sharing locations are shown on Figure 3. An additional car-sharing space is to be located in the area as a condition of approval of the redevelopment of the Edmonds School (BZA Order No. 18463, issued December 21, 2012), which is located directly across 9th Street from the subject site.)

Capital BikeShare

Capital BikeShare, an automated bicycle rental or bicycle sharing system in the Washington, DC area, also is available near the proposed redevelopment. The closest BikeShare station is located at the D Street/Maryland Avenue intersection which contains 22 docks, as shown on Figure 3.

In addition, the developers of the Edmonds School also agreed to make a contribution toward a future BikeShare station in the area. As yet, the exact location of the BikeShare station has not been identified.

Bicycle Facilities

Several dedicated bicycle lanes exist in the vicinity of the subject site. D Street has a dedicated bicycle lane on the south side of the roadway for eastbound bicycle traffic (D Street is one-way eastbound), C Street has a dedicated bicycle lane on the north side of the roadway for westbound bicycle traffic (C Street is one-way westbound), 6th Street has a dedicated bicycle lane on the east side of the roadway for northbound bicycle traffic (6th Street is one-way northbound), and 4th Street has a dedicated bicycle lane on the west side of the roadway for southbound bicycle traffic (4th Street is one-way southbound).



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Pedestrian Facilities

Sidewalks are present along the perimeter of the block in which the site is located and along all roadways that would connect the site's pedestrian traffic to desirable locations (i.e., shops, parks, bus stops, Metrorail stations, etc.) Crosswalks are present at the 9th Street/D Street unsignalized intersection directly adjacent to the site

Walk, Transit, and Bike Scores

The proposed redevelopment site is considered to be "very walkable," has "excellent transit," and is a "biker's paradise" according to the Walk Score website (www.walkscore.com). The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks are to the site. The transit score considers how close rail and bus services are to the site. The bike score measures whether a location is good for biking based on availability of on- or off-street bicycle lanes/paths, topography, destinations and road connectivity, and the bicycle commuting mode share. The scales utilized by Walk Score are shown in Table 3

The 819 D Street NE site scores an 82 out of a possible 100 on the walk score scale, a 72 out of a possible 100 on the transit score scale, and a 95 out of a possible 100 on the bike score scale. As such, residents of the proposed development are likely to use non-auto modes of transportation for daily commuting and leisure activities



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Table 3

Walk, Transit, and Bike Score Scales

WALK SCORE	DESCRIPTION
90-100	Walker's Paradise — Daily errands do not require a car.
70-89	Very Walkable — Most errands can be accomplished on foot.
50-69	Somewhat Walkable — Some amenities within walking distance.
25-49	Car-Dependent — A few amenities within walking distance.
0-24	Car-Dependent — Almost all errands require a car.
TRANSIT SCORE	DESCRIPTION
90-100	Rider's Paradise — World-class public transportation.
70-89	Excellent Transit — Transit is convenient for most trips.
50-69	Good Transit — Many nearby public transportation options.
25-49	Some Transit — A few nearby public transportation options.
0-24	Minimal Transit — It is possible to get on a bus.
BIKE SCORE	DESCRIPTION
90-100	Biker's Paradise — Daily errands can be accomplished on bike.
70-89	Very Bikeable — Biking is convenient for most trips.
50-69	Bikeable — Some bike infrastructure.
0-49	Somewhat Bikeable — Minimal bike infrastructure.



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TRANSPORTATION DEMAND MANAGEMENT PLAN

While the location of the proposed redevelopment is expected to naturally encourage the use of non-auto modes of transportation, the Applicant also has identified several other strategies to limit the number of vehicle trips generated by the proposed redevelopment. Specifically, the TDM plan would include

- 1) The following information will be provided in new resident information packages at the time of initial sales
 - Capital Bikeshare,
 - Car-sharing services,
 - Commuter Connections Rideshare Program,¹
 - Commuter Connections Guaranteed Ride Home,² and
 - Commuter Connections Pools Program.³
- 2) In a common, shared space, the Applicant proposes to provide informational boards that would provide public transit information such as nearby Metrorail stations, Metrobus stops, car-sharing locations, and Capital BikeShare locations as well as information about WMATA and car-sharing smartphone applications. Information will also be provided via a Homeowners Association (HOA) listserv.
- 3) For each new resident at the time of initial sale, the Applicant will pay for either a one year Capital BikeShare membership or the registration fee for Car2Go, which would give each resident a lifetime membership to Car2Go since it does not have an annual membership fee
- 4) The Applicant has agreed to limit the number of residents in the project who could get Residential Permit Parking (RPP) stickers to a maximum of six.
- 5) Convenient and covered secure bike parking facilities will be provided. A bicycle storage room will be provided on the cellar floor of the church building with storage for a minimum of 12 bicycles. Bicycle parking spaces also will be provided for the units in the two townhouses, thereby providing an additional four spaces.

¹ Commuter Connections provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters.

² Guaranteed Ride Home provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency.

³ Pool Rewards is a program administered by Commuter Connections, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.



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SITE EVALUATION

Site Trip Generation

The total number of trips generated by the proposed redevelopment would be comprised of vehicular trips and non-auto trips (i.e., walk, bike, transit, etc.).

Based on rates/equations contained within the Institute of Transportation Engineers' (ITE) Trip Generation (9th Edition) Land Use Code (LUC) 230 (Condominium), the proposed redevelopment is anticipated to generate 20 total AM peak hour trips (all modes) and 22 total PM peak hour trips (all modes). However, due to the site's proximity to transit facilities and amenities within walking/biking distance coupled with the proposed TDM plan, a significant portion of the trips generated by the proposed redevelopment would be made via non-auto modes of transportation.

To determine the non-auto mode split for the residential use, journey-to-work Census data for the surrounding area was examined. The Census data indicates that approximately 61 percent of residents in the vicinity of the site currently commute via non-auto modes of transportation. A 61 percent non-auto mode split was applied to the residential land use.

As shown in Table 4, after the non-auto reductions were applied, the proposed redevelopment is anticipated to generate eight new AM peak hour vehicle trips and nine new PM peak hour vehicle trips. As such, it is expected that the minimal number of new vehicle trips anticipated to be generated by the proposed redevelopment would not have a significant impact on the operation of intersections in the site vicinity.

Table 4
Site Trip Generation Summary

LAND USE TRIP TYPE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
CONDOMINIUMS - LUC 230 (30 DU)						
Total Trips ¹	3	17	20	15	7	22
Non-Auto Reduction ²	2	10	12	9	4	13
New Vehicle Trips	1	7	8	6	3	9
¹ Trips generated using Institute of Transportation Engineers (ITE) <u>Trip Generation</u> , Ninth Edition. ² Non-Auto Mode Split is based on Census data as well as numerous Metro bus stops, Capital Bikeshare stations, and car-sharing services. Additionally, limited on-site parking is proposed with the redevelopment. For the residential use, the journey-to-work Census data shows approximately 61 percent of residents travel to/from work via non-auto modes of transportation.						



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Site Parking Characteristics

The proposed residential building will be attractive to young professionals seeking an urban living environment. Many of the residents are expected to be singles and couples, with some families, since over half of the unit sizes are small and the unit mix is weighted toward studio, one bedroom, and one bedroom with den units. In fact 16 of the 30 units are planned as studio, one bedroom, and one bedroom with den units. There will also be 13 two-bedroom units (including two units with dens) and one three-bedroom unit.

Additionally, a recent study⁴ conducted to determine the changing characteristics of the transportation systems in America presents several indications of a decrease in vehicle usage in recent years. The information further substantiates the notion that fewer trips will be made via personal vehicles, car ownership will be lower, and that the recent trends indicate an increase in alternative transportation modes (i.e. public transit, bicycling, etc.) The statistics include.

- From 2001 to 2009, the annual number of vehicle-miles traveled by 16 to 34 year-olds decreased from 10,300 miles to 7,900 miles per capita, or a drop of 23 percent.
- Among people between 30 and 34 years of age in 2009, per-capita driving fell by 17 percent relative to drivers of a similar age in 2001.
- In 2011, the percentage of 16 to 24 year-olds with a driver's license dropped to 67 percent, the lowest percentage since 1963.
- In 2009, 16 to 34 year-olds as a whole took 24 percent more total bike trips than they took in 2001, despite the age group shrinking in size by two percent.
- From 2001 to 2009, the number of passenger-miles traveled per capita by 16 to 34 year-olds on public transit increased by 40 percent.
- In 2011, nearly ten percent more trips were made via public transportation than had been made in 2005. This growth continued into 2012, despite reduced services and increased fares in many locations.
- The number of bicycle commuters increased by 39 percent between 2005 and 2011.
- Between 2005 and 2009, the number of people making their commute on foot increased by 20 percent.
- Advancements in technology have broadened the appeal of non-auto travel options, provided new transportation options (car-sharing, bike sharing, taxi booking services, etc.), and have provided substitutes for driving such as teleworking, shopping online, online education, and teleconferencing.

⁴ A New Direction. Our Changing Relationship with Driving and the Implications for America's Future U.S. PIRG Education Fund and Frontier Group, Spring 2013



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While those statistics reflect national trends, another recent study evaluated changing travel patterns in urbanized areas in the United States. The study found that in the Washington, DC area, driving has decreased and non-auto travel has increased. Specifically,

- The percentage of workers commuting to work by private vehicle decreased by 4.7 percent from 2000 to 2007-2011 in the Washington, DC urban area,
- The number of vehicle miles traveled per capita decreased by 4.9 percent in the Washington, DC urban area between 2006 and 2011, and
- The percent increase in passenger miles traveled on transit per capita increased by 7.0 percent in the Washington, DC urban area between 2005 and 2010.⁵

Additionally, according to a recent study conducted by the University of Michigan, 37.9 percent of households in Washington, DC did not have a car in 2012, an increase of 2.4 percent since 2007.⁶

Arlington County recently published its Residential Building Performance Monitoring Study,⁷ which identifies trends in the Washington, DC metropolitan area. The study is a compilation of 16 performance monitoring studies conducted to gather information about travel and parking behaviors in residential buildings where transportation demand management services are provided by Arlington County Commuter Services. While some of the underlying conditions in the study differ from those in the District, it does illustrate some general trends relating to auto ownership. For example

- Auto ownership for apartments and condos in Metro corridors were substantially lower than in non-metro corridors,
- Vehicle ownership decreased as the Transit Score increased,
- Vehicle ownership decreased as the number of spaces provided decreased,
- Vehicle ownership decreased as the cost of parking increased, and
- The percentage of residents who walked and biked increased when information on walking and biking was provided and when bicycle parking was provided.

The target demographic, nearby amenities including numerous restaurants, schools, parks/playgrounds, pharmacies, and food markets, and the prevalent non-auto transportation modes in the site vicinity allow for the decreased use of personal automobiles by making travel outside of the immediate area more accessible by non-auto modes of transportation and by eliminating the need to leave the immediate area for certain trips.

⁵ Transportation in Transition. A Look at Changing Travel Patterns in America's Biggest Cities. U.S. PIRG Education Fund and Frontier Group, December 2013.

⁶ Has Motorization in the U.S. Peaked? Part 4. Households without a Light-Duty Vehicle, Michael Sivak, University of Transportation Research Institute, January 2014.

⁷ Residential Building Performance Monitoring Study, Arlington County Commuter Services, September 2013.



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PARKING ASSESSMENT

On-Site Parking

The subject site is located in Capitol Hill Historic District, which sets the site within the guidelines of 11 DCMR §2120, which states, “a historic resource and any additions thereto are exempt from the requirement of § 2100 4 to provide additional parking as a result of a change of use and from the requirement of § 2100 6 to provide additional parking as a result of an increase of intensity of use, except that parking shall be required for any addition where:

- (a) The gross floor area of the historic resource is being increased by 50% or more, and
- (b) The parking requirement attributable to the increase in gross floor area is at least four (4) spaces.”

The redevelopment will not increase the gross floor area by 50 percent or more; therefore, no additional parking, beyond what is currently provided, is required. Although no parking spaces are formally striped on the gravel area at the rear of the site, the site can currently accommodate approximately three parking spaces. The redevelopment plans include six spaces (four standard spaces, two tandem spaces) thereby exceeding the requirement. Access to the parking will be provided via the alley on the southwest corner of the subject site. Access to the alley is provided via three curb cuts on 8th Street and one curb cut on 9th Street. Site circulation to the site parking is shown in Figure 4 Proposed site parking is shown on the redevelopment plans in Figure 2

Although the DCMR does not require bicycle parking for residential buildings, District law requires that one bicycle parking space be provided for every three residential dwelling units.⁸ Therefore, the proposed redevelopment would require ten bicycle parking spaces. A bicycle storage room will be located on the cellar floor and will provide storage for a minimum of 12 bicycles.

On-Street Parking Inventory

To assess the available on-street parking capacity near the site, Wells + Associates performed a detailed parking inventory near the subject site. Specifically, the area selected for the on-street parking assessment roughly included the area within an approximate two-block radius of the site. The area studied extends north to south from and including Maryland Avenue NE to and including C Street and from east to west between 11th Street NE to 7th Street NE. Figure 5 shows the on-street parking restrictions on each block and the number of on-street parking spaces on each road segment. Note that a portion of the parking spaces on Segments K (approximately four spaces) and S (approximately two spaces) currently are unavailable due

⁸ D.C. Code § 50-1641.05(b)(1)



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to construction at the Edmonds School site. These six spaces were not included in the inventory.

Currently, the five to six on-street parking spaces on D Street and the five to six on-street parking spaces on 9th Street along the site frontages are not designated as RPP spaces, they are unrestricted. In conjunction with the approval of the proposed redevelopment, the Applicant proposes to ask DDOT to return those spaces to the RPP supply, which would increase the parking available to the residents of the neighborhood by 10 to 12 spaces. It is anticipated that if the church remains at the site, the adjacent parking spaces would need to remain unrestricted.

On-Street Parking Occupancy

In order to determine the existing parking demand in the neighborhood, parking occupancy counts were conducted on Thursday, January 9, 2014 at hourly intervals from 5:00 PM to 11:00 PM. The parking occupancy data are included in Attachment C and peak hour occupancies are summarized in Table 5. Figure 6 identifies the road segments in which the data was collected. The RPP parking spaces have two hour parking limits from 7:00 AM to 8:30 PM Monday to Friday. Since RPP restrictions end at 8:30 PM, any vehicle without an RPP sticker may legally park for the night at that space after 6:30 PM, and the vehicle must be removed no later than 9:00 AM (i.e., within two hours of the RPP restrictions going into effect).

When parking occupancy counts were conducted on Thursday, January 9, 2014, there was a church revival that was attended by approximately 50 people. The church estimates that this would have had a potentially high impact from approximately 7:00 PM to 9:00 PM. Therefore, the parking occupancy counts that were conducted during this time should be considered conservative since the parking demand associated with the church will be alleviated with the proposed conversion to residential.

The data indicate that from 5:00 PM to 10:00 PM, less than 90 percent of the on-street parking spaces in the neighborhood are occupied leaving at least 41 unoccupied, available spaces within an approximate two-block radius of the site. At 11:00 PM, parking in the neighborhood had a peak occupancy of 90 percent leaving 38 unoccupied, available spaces within an approximate three minute walk of the site. As shown in Tables 5 and 6, future resident parking can be accommodated by existing available on-street parking in the site vicinity.



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Table 5
On-Street Parking Occupancy Summary

LOT*	PARKED VEHICLES THURSDAY, JANUARY 9, 2014		
	11:00 PM		
	OCCUPIED SPACES	AVAILABLE SPACES	PERCENT OCCUPIED [#]
A	9	11	82%
B	8	10	80%
C	5	8	63%
D	9	9	100%
E	8	7	114%
F	12	12	100%
G	7	10	70%
H	11	14	79%
I	17	18	94%
J	15	16	94%
K	9	10	90%
L	14	16	88%
M	7	9	78%
N	8	12	67%
O	8	10	80%
P	9	13	69%
Q	11	12	92%
R	11	11	100%

* No parking is provided on road Segments AB or AH.

[#] It should be noted that there are a few locations where over 100 percent occupancy was observed during certain hours of the day. This is due to drivers parking illegally outside of the specified parking zones.

Table 5 (Continued)
On-Street Parking Occupancy Summary

LOT*	PARKED VEHICLES THURSDAY, JANUARY 9, 2014		
	11:00 PM		
	OCCUPIED SPACES	AVAILABLE SPACES	PERCENT OCCUPIED [#]
S	5	8	63%
T	9	10	90%
U	9	10	90%
V	11	12	92%
W	20	20	100%
X	19	18	106%
Y	12	15	80%
Z	12	12	100%
AA	1	3	33%
AB	-	-	-
AC	8	9	89%
AD	13	13	100%
AE	14	14	100%
AF	15	13	115%
AG	7	6	117%
AH	-	-	-
TOT	333	371	90%

* No parking is provided on road segments AB or AH.

[#] It should be noted that there are a few locations where over 100 percent occupancy was observed during certain hours of the day. This is due to drivers parking illegally outside of the specified parking zones.

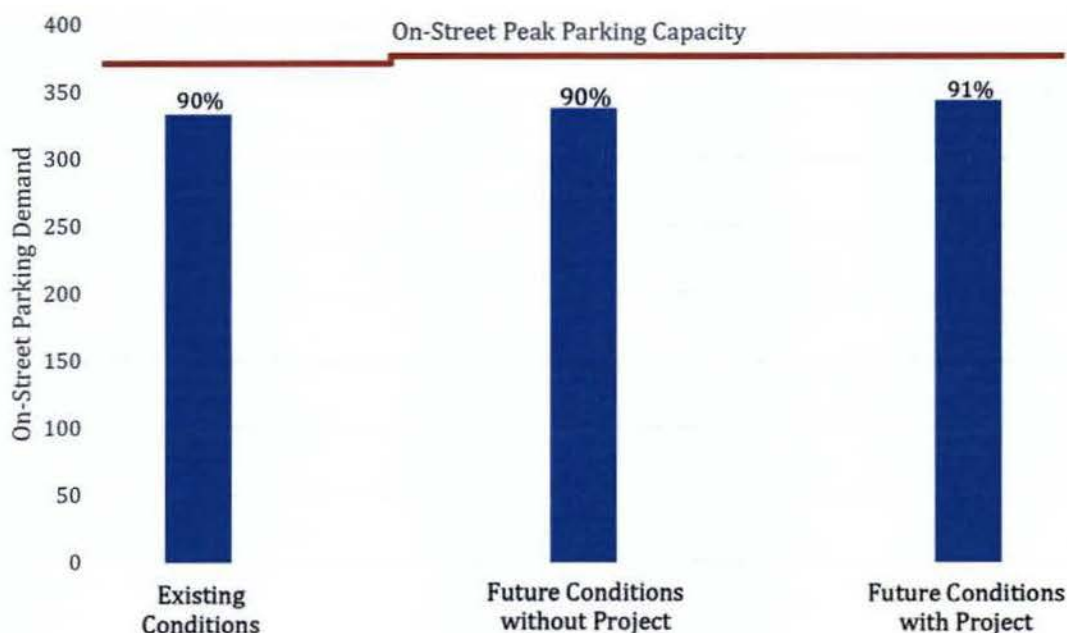


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In order to account for the impact of the opening of the Edmond School condominiums and the subject residential development, the peak parking occupancy was examined in more detail. To establish future peak parking conditions without the redevelopment of the subject site, the existing parking demand was adjusted to include the peak parking demand for the redevelopment of the Edmonds School site. As shown in Exhibit 1, the anticipated future peak parking demand with the Edmonds School redevelopment is projected to remain at 90 percent (note that this includes the incorporation of the six parking spaces adjacent to the Edmonds School that are currently unavailable due to construction activities). Future peak parking demand with the redevelopment of the site (including parking demand associated with the Edmond School condominiums) is projected to be 91 percent.

Exhibit 1
Existing vs. Future Peak Parking Demand⁹



Based on this evaluation, the additional on-street parking generated by the proposed development could be accommodated within the available capacity and would not have a significant impact on the surrounding neighborhood.

⁹ Edmonds School on-street parking demand was estimated assuming an auto ownership of 0.74 vehicles per unit (based on Census data for the area) less the number of on-site parking spaces provided.



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CONCLUSIONS

The 819 D Street NE site is well served by non-auto modes of transportation, providing future residents of the proposed redevelopment a variety of transportation alternatives. Specifically, the proposed redevelopment will be located within a 14-minute walk of Union Station and will be served by five bus routes within a two block radius. There are numerous other transportation options in the site vicinity including four Zipcars located one block north of the site and a Capital BikeShare station located approximately two blocks from the site. On-site bicycle parking and excellent pedestrian and bicycle facilities will naturally encourage residents to walk and bike, rather than drive to/from the site. Finally, the proposed TDM plan will further encourage residents to utilize non-auto modes of transportation.

The surrounding area provides sufficient capacity to accommodate minor spillover parking based on the following:

- The Applicant has agreed to limit the number of RPP stickers for the building to a maximum of six.
- The parking inventory and occupancy data shows that at peak occupancy, on-street parking within an approximate two block radius of the site is 90 percent occupied, leaving 38 spaces unoccupied.
- The redevelopment of the church to a residential use provides the opportunity to designate 10 to 12 currently unrestricted parking spaces adjacent to the church as RPP spaces.

Considering all of the transportation related elements discussed herein, the parking impact of the proposed redevelopment on the surrounding roadway network is anticipated to be minimal. We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed redevelopment. Should you require any additional information, please do not hesitate to contact us at 703-917-6620, jlmlanovich@mjwells.com, or jjshetler@mjwells.com.

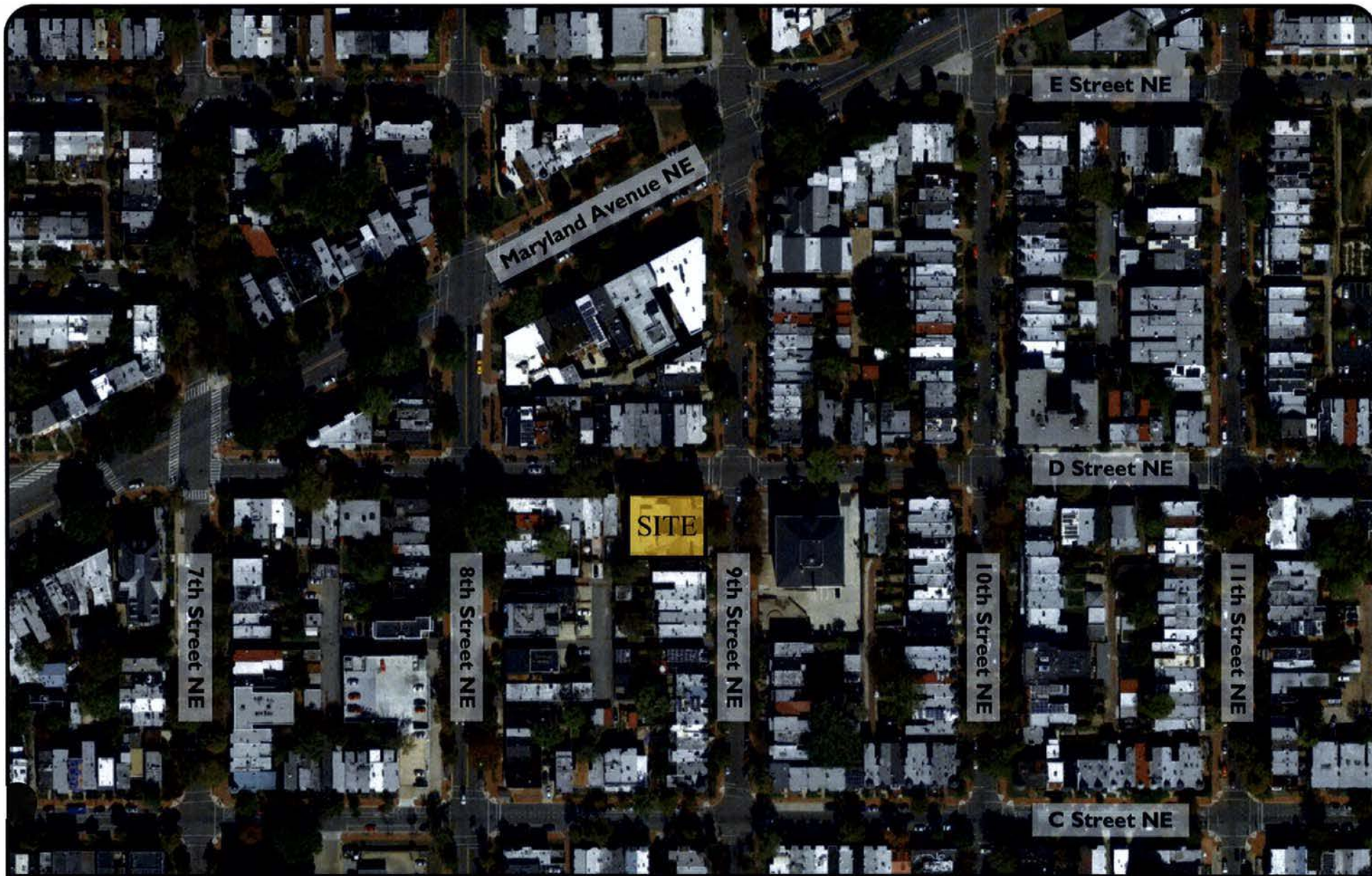


Figure 1
Site Location



819 D Street, NE
Washington, DC

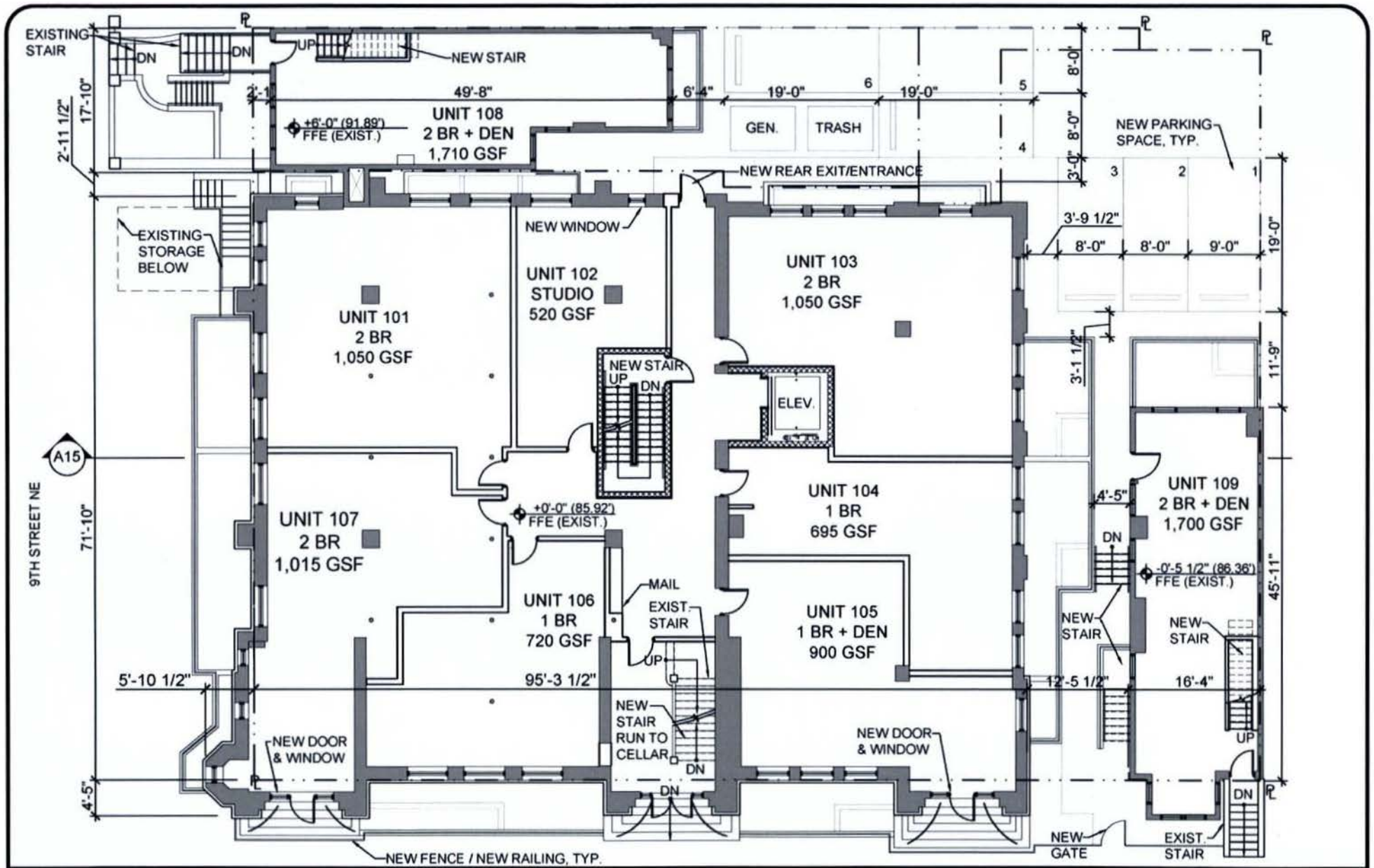
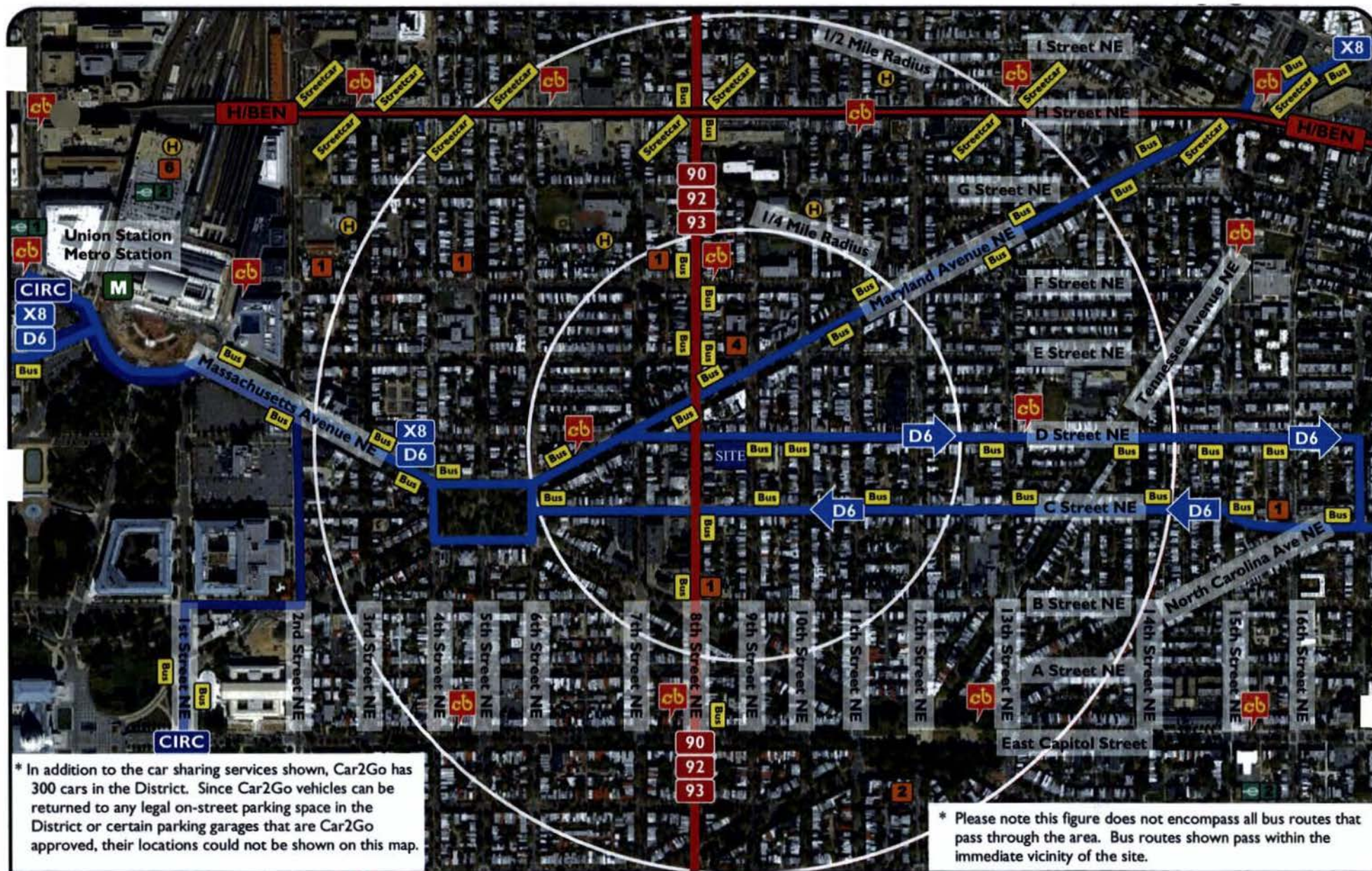


Figure 2
Site Plan

Source: Bonstra Haresign Architects
BZA Submission Plan Set
Date: 12/23/2013
Sheet: A12

819 D Street, NE
Washington, DC





819 D Street, NE
Washington, DC



Figure 4
Site Circulation





Figure 5
On-Street Parking Inventory and Restrictions

819 D Street, NE
Washington, DC

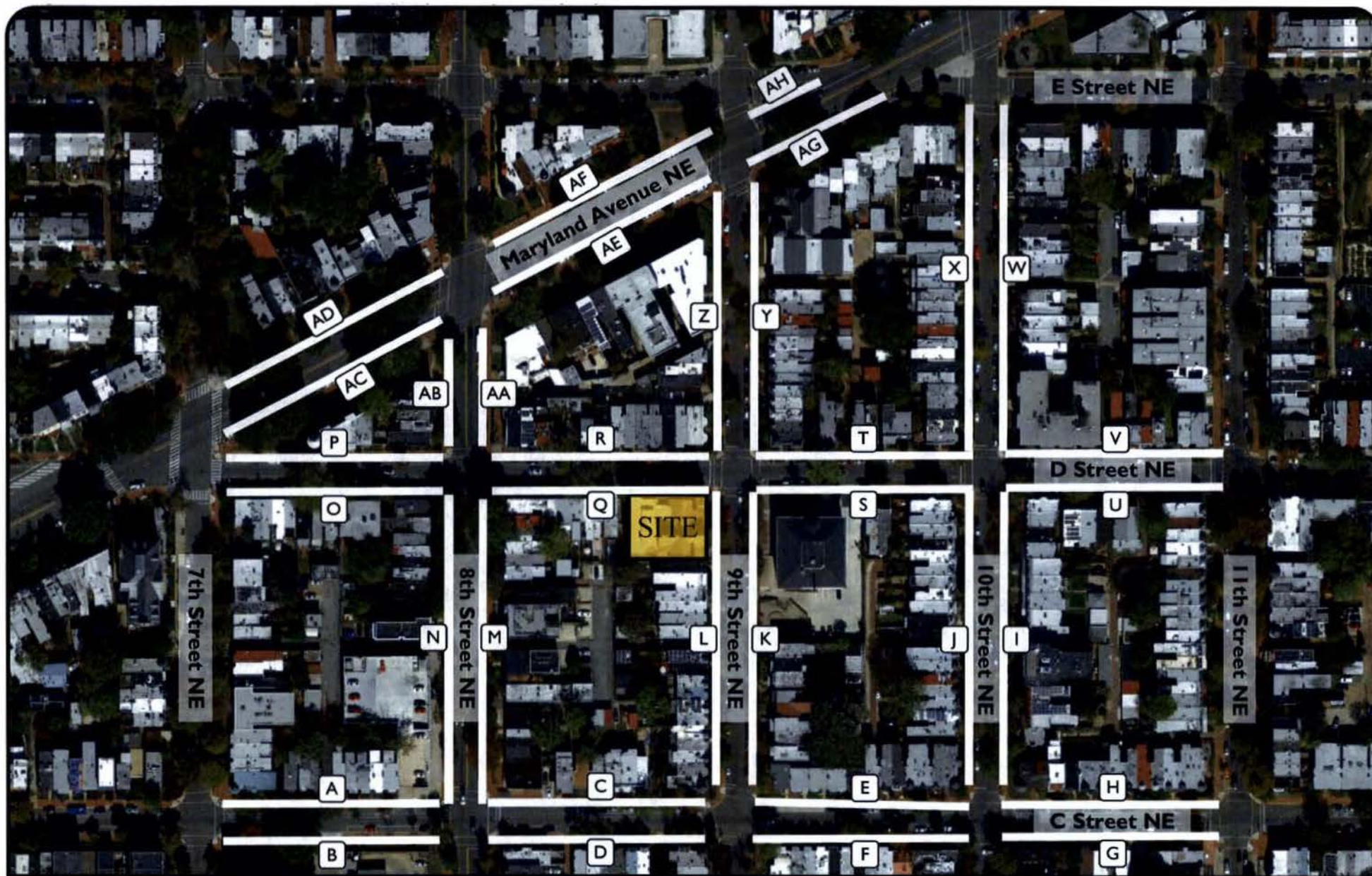


Figure 6
On-Street Parking Inventory - Road Segments



819 D Street, NE
Washington, DC

ATTACHMENT A

SITE PLAN



WELLS + ASSOCIATES