

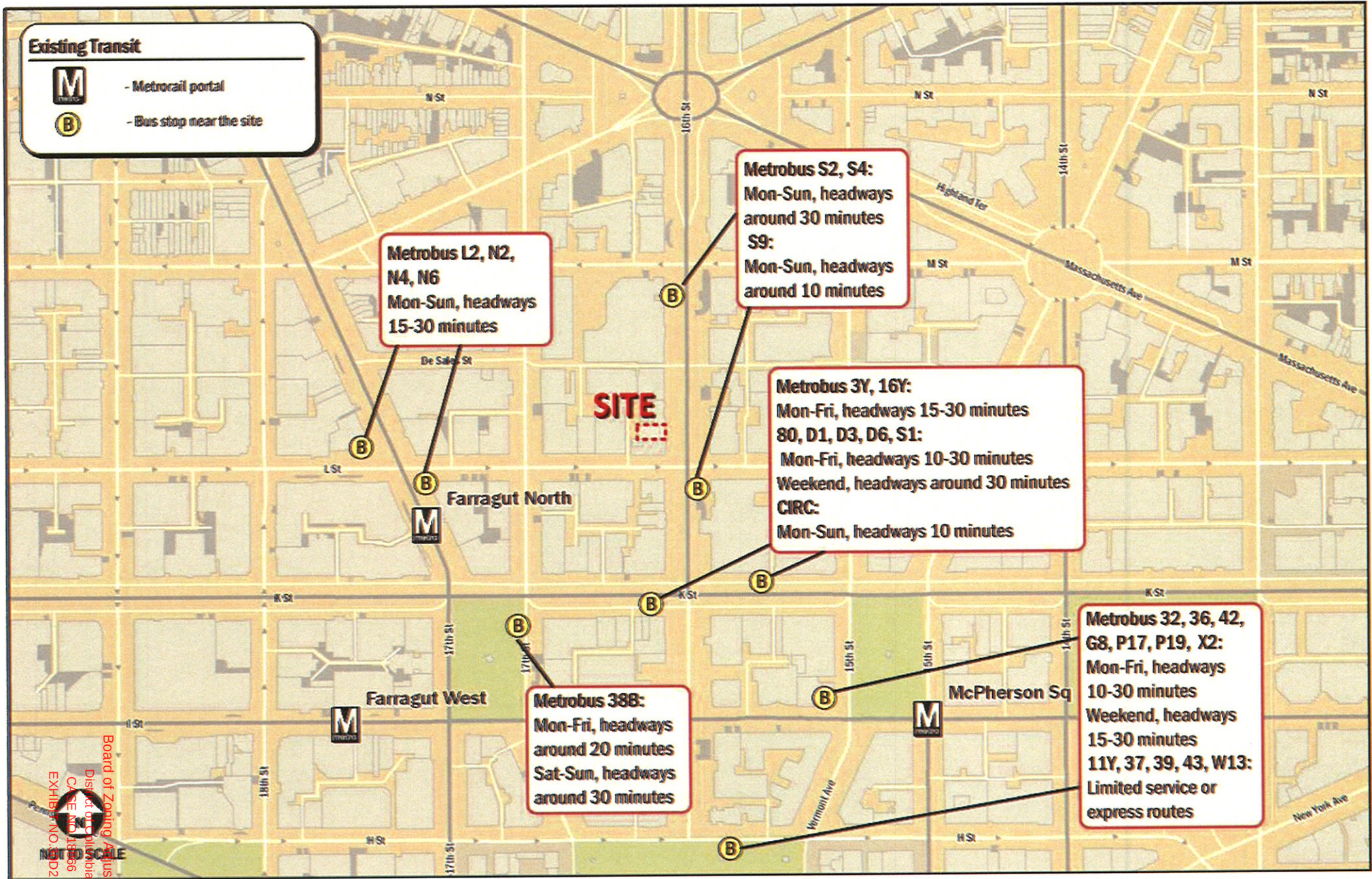


Figure 2: Existing Transit Service

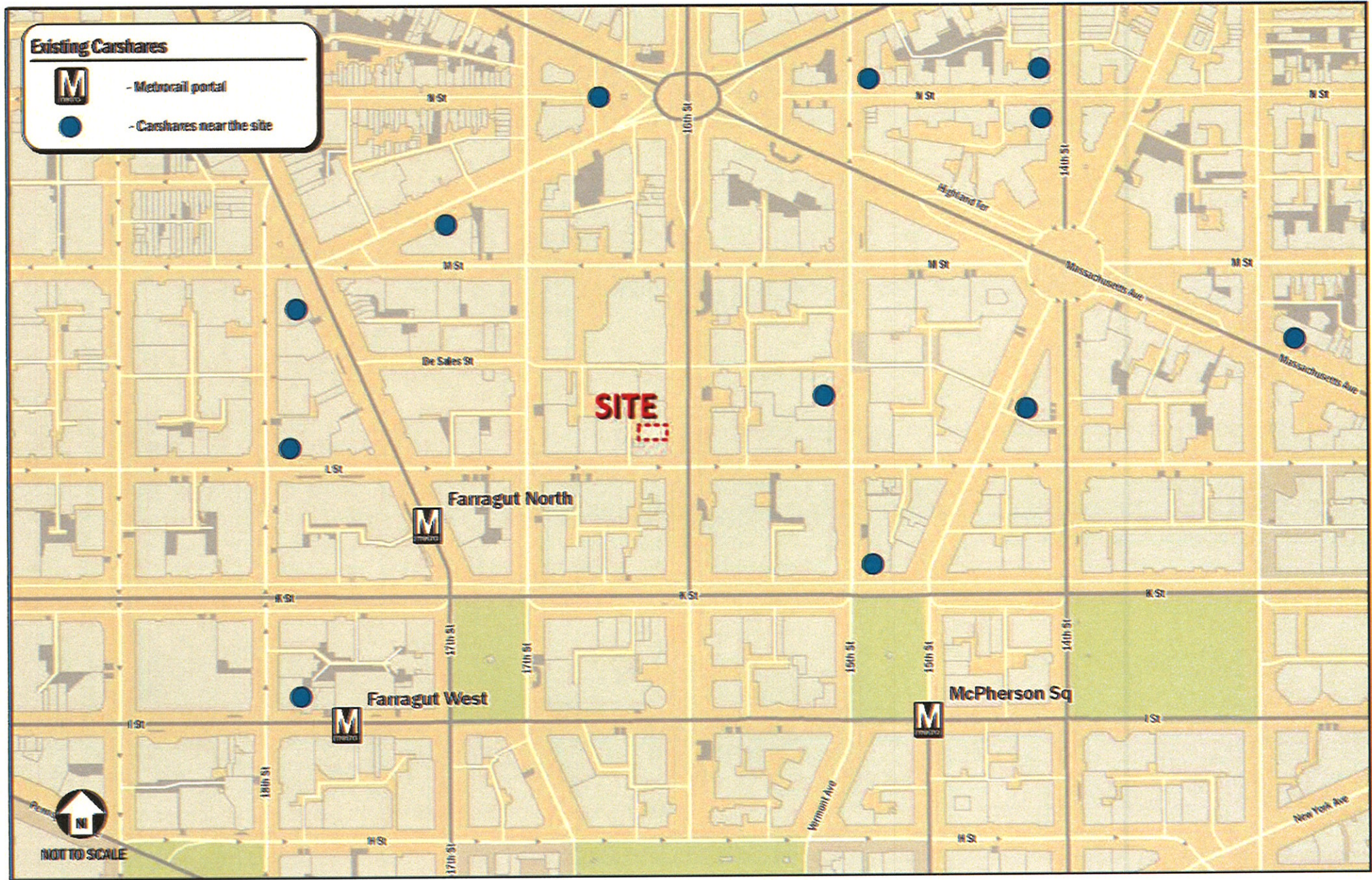


Figure 3: Existing Carshare Service



Figure 4: Existing Bicycle Facilities

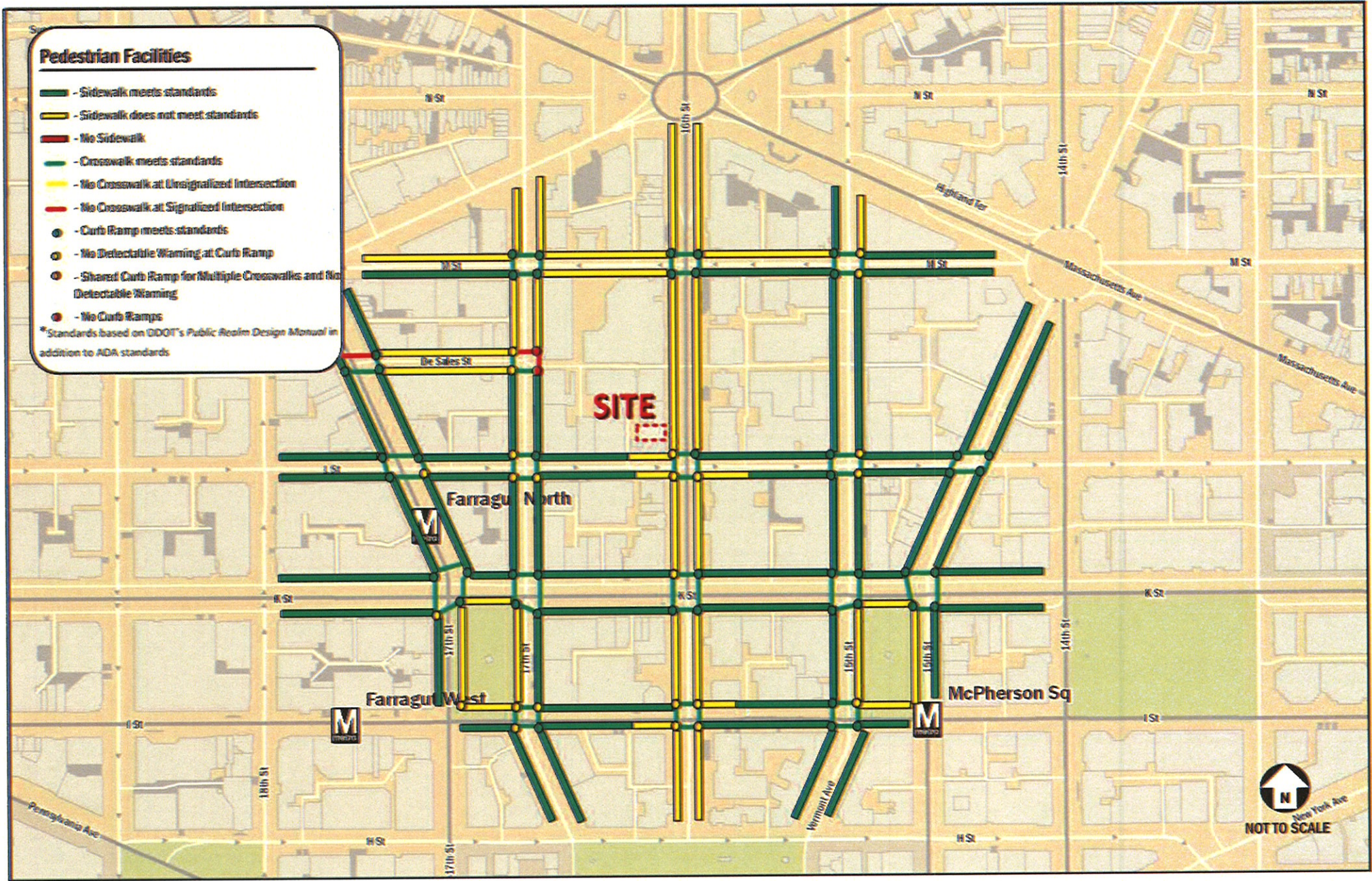


Figure 5: Pedestrian Facilities

DESIGN REVIEW

This section provides an overview of the transportation features of the proposed 1108 16th Street NW development. The development program consists of a mixed-use development including approximately 18,000 SF of office space and 17 residential units. Three (3) parking spaces will be provided on the west side of the building, accessible from the alley connecting to L Street. Figure 6 displays the access strategies for the site including parking access, pedestrian access, and loading areas.

Site Access and Internal Circulation

Site Access

The primary pedestrian access will be located along 16th Street with a secondary access located off of the alley near the on-site parking. The three on-site parking spaces will be located along the alley accessible from L Street. Loading will take place via the parking spaces along the alley.

Parking

As mentioned previously, the project will provide three parking spaces on-site. According to the current zoning regulations and based upon the existing zoning of the site location, the development is required to provide one parking space for each four dwelling units. For the office use, the development is required to provide one space for each 1,800 sf of office space over 2,000 sf. Based on these requirements, the site would be required to provide 13 parking spaces. It should be noted that under section 1902.3 of the new zoning regulations, no parking would be required for this site given its location in Downtown Washington, D.C.

Although the development does not meet current zoning requirements, the development will meet the proposed zoning requirements. In addition, the three parking spaces are projected to adequately serve the demands of the site due to the following various considerations:

- The site is served by 20 bus routes within a quarter-mile walking distance.
- The development's location near three Metro stations allows for quick and efficient transportation between the site and other parts of the metropolitan region.
- Capital Bikeshare has several existing bike share locations near the site, providing access to over 60 Bikeshare docking stations.
- Nearby bicycle routes provide excellent connectivity from the site to regional bicycle facilities.
- The applicant will incorporate bicycle parking into the site. The design of these spaces will reflect similar dimensions as currently incorporated in other development throughout the District. The number of long-term spaces provided will exceed the bicycle parking requirements as stated within the DC zoning ordinance.
- The site is well served by ZipCar, Enterprise Carshare, and Car2Go, with 30 ZipCar and Enterprise Carshare locations and many other Car2Go locations within walking distance.
- The site area has a walkability score of 99 as calculated by WalkScore.com. This categorizes the site and the surrounding areas as a "walker's paradise".

Given the urban nature of the site and its proximity to many non-auto modes of transportation, the site will adequately serve the vehicular needs of the development.

Additional supporting data has been obtained through a review of parking supply and demand at four other comparable properties, which contain a significant mix of studios and small one-bedrooms. Data collected from these transit-oriented properties, demonstrate that off-site parking is utilized at a ratio of 0.16 spaces per unit for the 322 studio units in the study. The 1108 16th Street NW property will be comprised of similar size and type units with some additional two bedroom units, thus a ratio similar to these would be realized.

Given these ratios, it is anticipated that the applicants proposed off-street parking of three residential parking spaces (0.18 spaces per unit) for the 17-unit development will adequately support the demands of the site.

Table 5: Comparable Site Parking Supply

Property	Units	STUDIO UNITS	
		Rented Spaces	Spaces per Unit Ratio
Hamilton House, 1255 New Hampshire Ave, NW	210.00	30.00	0.14
M Street. 1112 M Street, NW	84.00	17.00	0.20
Preston, 1743 P Street, NW	9.00	0.00	0.00
Sutton Plaza, 1230 13th Street, NW	19.00	3.00	0.16
Total	322.00	50.00	
Average Spaces per Unit Ratio		0.16	

1108 16th Street	Total Units:	17
	Spaces:	3
	Spaces per Unit Ratio:	0.18

On-Street Parking

This section presents the findings of an on-street parking study, including full inventory of available parking spaces and a parking occupancy count within walking distance of the proposed development. The purpose of these counts was to determine the amount of parking supply and demand on streets within a walking distance of the site and to identify and trends or patterns associated with this parking demand.

Parking Inventory and Occupancy Counts

The on-street parking study was conducted across an area considered to be within walking distance of 1108 16th Street. An inventory of available on-street parking facilities was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. A total of 349 parking spaces were inventoried within the study area. Of these, 260 are metered spaces, 23 are unrestricted spaces, and 47 are other spaces (diplomatic, taxi, hotel, etc.). No Residential Parking Permit (RPP) spaces were noted in the parking area. Of the 349 spaces, parking restrictions reduce the parking supply to 140 parking spaces during the morning peak period and 152 parking spaces during the evening peak period. Figure 7 shows a breakdown of the most predominant parking type by block face for the study area.

Parking occupancy data was collected on Thursday, October 9, 2014 from 6:00 AM to 10:00 AM and from 4:00 PM to 10:00 PM. Table 6 and Table 7 give a summary of the hourly utilization percentages for the AM and PM study periods. As mentioned above, the number of available spaces decreases by approximately 60 percent during the morning peak period and by approximately 55 percent during the afternoon peak period due to parking restrictions in place during those hours.

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It was determined that the morning parking peak occurs from 10:00 to 11:00 AM with a parking utilization of 244 of the 349 available parking spaces (or 70 percent). The evening parking peak occurs from 7:00 to 8:00 PM with a parking utilization of 328 of the 349 available parking spaces (or 94 percent). Table 8 gives a summary of the inventory and occupancy results for the peak hours. Figure 8 and Figure 9 show the parking utilization during the morning and evening peak hours, respectively.

Table 6: Weekday AM Hourly Utilization Percentages

	6AM	7AM	8AM	9AM	10AM
Occupancy	188	113	119	147	244
Total Spaces	349	140	140	140	349
Utilization	54%	81%	85%	105%	70%

Table 7: Weekday PM Hourly Utilization Percentages

	4PM	5PM	6PM	7PM	8PM	9PM	10PM
Occupancy	204	180	165	328	319	263	244
Total Spaces	152	152	152	349	349	349	349
Utilization	134%	118%	109%	94%	91%	75%	70%

Table 8: Peak Hour Inventory and Occupancy Summary

Space Type	Spaces Available	AM Peak Period (10-11 AM)		PM Peak Period (7-8 PM)	
		Occupancy	Utilization	Occupancy	Utilization
Metered	260	227	87%	248	95%
Unrestricted	23	17	74%	23	100%
Other	66	19	29%	57	86%
All On-Street Spaces	349	244	70%	328	94%

Parking utilization remained generally high throughout the morning and evening study periods. A reduction in the number of vehicles occupying spaces corresponded to the peak period parking restrictions during the morning and afternoon peak commuter hours. However, occupancies of over 100 percent were noted during the three hours that the afternoon parking restrictions were in place as well as the last hour that the morning parking restrictions were in place. Spaces were noted to quickly fill once peak period parking restrictions were lifted in the morning and evening, with the peak parking occupancies during the study hours occurring during the first hours after parking restrictions were lifted.

Off-Street Parking

An evaluation of the off-street parking availability was also included in the survey of parking near the site. Given the site's excellent access to numerous modes of transportation, minimal vehicular parking is anticipated to be necessary. However, in the event that additional parking should be needed for residents or office workers, parking will be available in many nearby parking garage. An assessment of nearby parking facilities revealed ample off-street parking availability near the site in 37 parking garages and surface lots that could absorb any additional parking needs of the development. The parking facilities noted on were examined for 24-hour parking availability (for residential needs) as well as daily parking availability