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TECHNICAL MEMORANDUM

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From:	Seth Fisher	
	Jim Watson, PTP	
	Erwin N. Andres, P.E.	
Date:	February 19, 2015	
Subject:	1216-1226 9th Street NW Parking and Loading Statement	
	BZA Case No. 18905	

INTRODUCTION

This memorandum reviews the loading, parking, and sufficiency of alternative modes of transportation of a mixed-use development located at 1216-1226 9th Street in the Mount Vernon Square neighborhood of Northwest Washington, DC. Figure 1 identifies the site location within the District. The site is currently occupied by three vacant historic row house office structures totaling 10,748 existing square feet (including cellar space), which will be renovated and expanded by 9,150 square feet for a total of 19,898 square feet (including cellar space). The addition of 9,150 s.f. of new gross floor area requires 21 parking spaces in the C-2-A district, pursuant to sections 2101.1 and 2120.3 of the Zoning Regulations. Zoning Regulations do not require that any loading berths be provided by this site per Section 2200.5. Loading activity will occur from the existing 22' public alley (Blagden Alley) located behind the building and will be adequate to meet the development's loading demands.

The following conclusions have been made regarding the 1216-1226 9th Street NW development:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation.
- Based on the site location near ample transit services in addition to an analysis of comparable commercial sites, and coupled with a TDM plan, it was determined that no on-site parking will be required to serve the needs of patrons and employees. Further, patrons of the commercial use are expected to be neighborhood residents, employees of local establishments, persons attending events at the Convention Center, and/or visitors staying in one of the many hotels located within the immediate vicinity. Thus, it is expected that the majority of customers will walk or bike to the property. The minimal vehicle trips that may patronize the site can be easily accommodated by the ample on-street parking available along this section of 9th Street or in nearby parking garages.
- Based on an analysis of comparable commercial uses and an estimation of loading and trash activity for the development, it was determined that the amount of loading and trash activity expected to take place at the site will be adequately served from the existing 22' alley located in the rear of the building.
- A TDM plan for the development will include on-site services, a marketing program, bicycle amenities, and ride-matching/ridesharing programs.

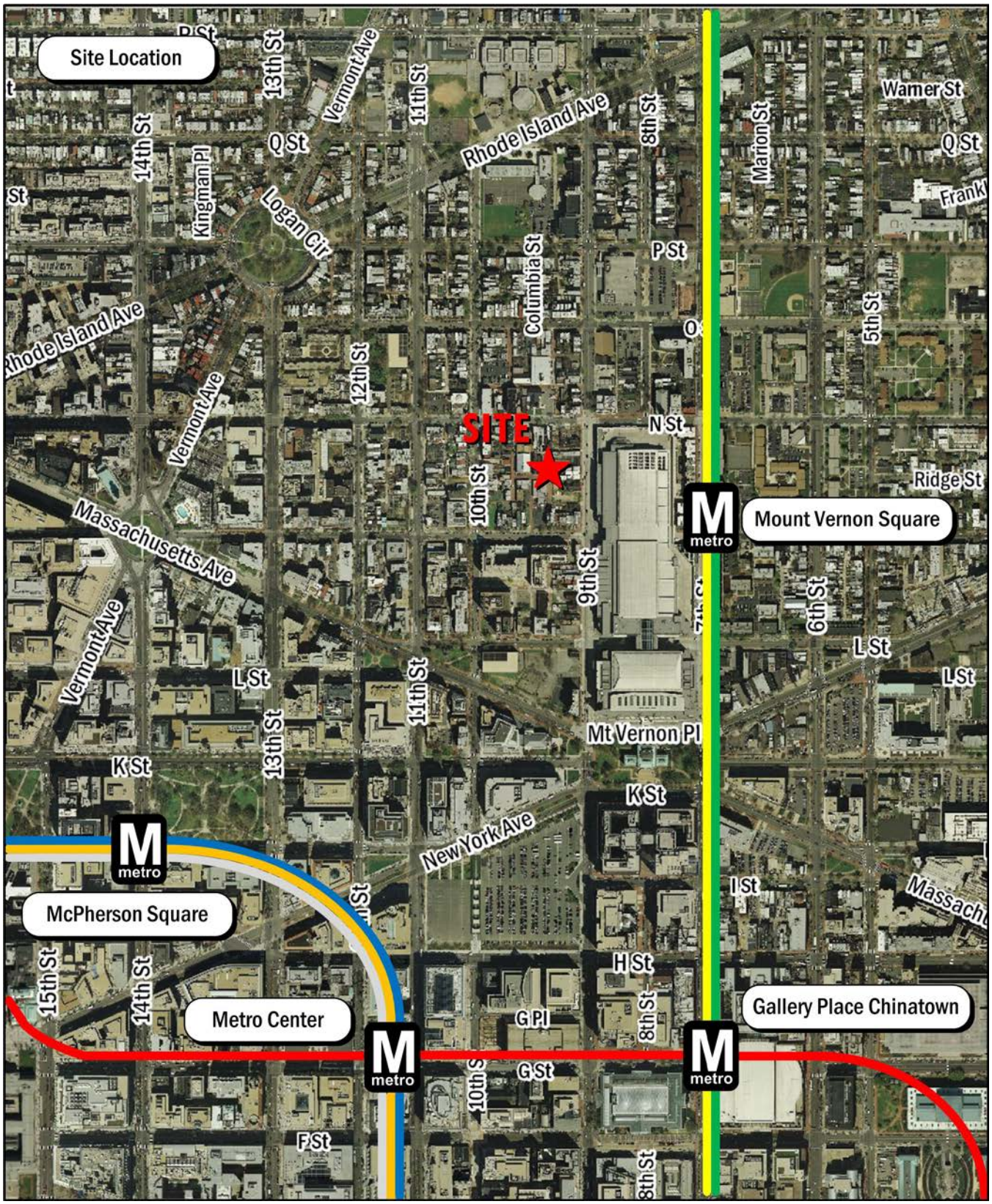

Figure 1: Site Location

EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, pedestrian, and parking facilities in the site vicinity. The site is served by several public transportation sources, including Metrorail and Metrobus. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by an on-street bicycle network, consisting of bike lanes, cycle tracks, signed bicycle routes, and Capital Bikeshare stations.

Transit

Local transit services that provide access to and from the 1216-1226 9th Street NW site primarily include the Metrorail Yellow and Green Lines via the Mount Vernon Station, which is located one block (or approximately 0.1 miles) from the building and Metrobus routes. Additional Metro stations are located just over a half mile from the site and include Gallery Place-Chinatown, Metro Center, and McPherson Square. Collectively these four stations provide access to every Metrorail line located in the District: the Orange, Blue, Silver, Yellow, Green, and Red lines. Metrobus service is operated by the Washington Metropolitan Area Transit Authority (WMATA) and is currently the fifth largest bus network in the nation. Figure 2 illustrates the site proximity to the Mount Vernon Square Metrorail station as well as existing Metrobus and MetrobusExpress routes.

The Mount Vernon Square Metro station is a short walk from the site. Numerous Metrobus and MetrobusExpress routes operate along 7th Street, 9th Street, 11th Street, and K Street within a short walking distance of the site. Table 1 shows a summary of the bus route information for the lines that serve the study area, including service hours and headways. The closest Metrobus stop to the site is located just south of the site in the northwest quadrant of the 9th Street and M Street intersection and serves the G8 line. A second Metrobus stop is located just south of the same intersection and serves the 79 line. Additionally, there is at least one stop within roughly a quarter mile of the site for every bus route listed below.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours[1]	Headway[1]	Distance to Nearest Stop
64	Fort Totten-Petworth Line	Weekdays: 5:38 AM – 1:23 AM Saturdays: 5:33 AM – 2:02 AM Sundays: 5:35 AM – 1:06 AM	Peak: 8 to 24 min Off-Peak: 14 to 26 min	850 feet (3 minutes)
G8	Rhode Island Avenue Line	Weekdays: 5:13 AM – 12:12 PM Saturdays: 5:49 AM – 1:07 AM Sundays: 5:49 AM – 12:15 AM	Peak: 8 to 20 min Off-Peak: 24 to 35 min	230 feet (1 minute)
79	Georgia Avenue Limited (Express) Line	Monday – Sunday: 6:00 AM – 7:00 PM	10 to 15 min	350 feet (1.5 minutes)
70	Georgia Avenue – 7th Street Line	Weekdays: 4:04 AM – 3:09 AM Saturdays: 5:51 AM – 9:18 AM Sundays: 3:58 PM – 7:38 PM	Peak: 12 to 16 min Off-Peak: 12 to 30 min	600 feet (2 minutes)
Circulator	Georgetown-Union Station	Sunday – Thursday: 7:AM -!2:00 AM Friday & Saturday: 7:AM – 2:00 AM	Every 10 min	1,500 feet (5 minutes)

[1] WMATA route schedules, http://wmata.com/bus/timetables/

Bicycle Facilities

Within the study area, bicyclists have access to on-street bicycle lanes, signed bicycle routes, and local and residential streets that facilitate cycling. The bicycle network provides good conditions for local trips and there are several routes for more regional trips.

Near the site, 7th Street, 11th Street, and 12th Street provide dedicated bicycle lanes. These streets, along with the on street signed bicycle route on 13th Street, provide the safest north-south connectivity, providing on-street bicycle lanes that connect to additional bicycle lanes or bicycle routes mostly to the north of the site. There are no primary east-west bicycle lanes adjacent to the site. However, R Street, just a few blocks to the north, provides dedicated east-west bicycle lanes. The R Street lanes connect to the Metropolitan Branch Trail to the east for more regional trips. Figure 3 illustrates bicycle facilities in the study area.

In addition, the Capital Bikeshare program has placed over 300 bicycle-share stations across Washington, DC, Arlington, and Alexandria, VA, and most recently, Montgomery County, MD with over 2,500 bicycles provided. Capital Bikeshare already provides one station near the site at the intersection of M Street and 7th Street and has plans to provide additional stations, though no stations are currently proposed within the study area. Figure 3 identifies existing station location in the study area.

Little to no existing bicycle parking was observed in the study area. Most cyclists use street signs, parking meters, or similar objects to secure their bicycles. This indicates that there is a demand for bicycle parking facilities in the study area.

Pedestrian Facilities

Overall, the pedestrian facilities within the study area provide a good walking environment. Pedestrian access for patrons and employees will be provided by multiple entrances on the east, south, and west sides of the building. The site has good pedestrian access to nearby transit service. The bus stops located along 7th, 9th, 11th, and K Streets are all within walking distance and provide local and commuter service between the study area and destinations in all directions. In addition, pedestrians can safely and conveniently access the Mount Vernon Square Metro Station, which is located a block east of the site. A review of pedestrian facilities near the site shows that most facilities meet DDOT standards, thus providing a quality environment for walking.

On-Street Parking Availability in Site Vicinity

On-Street Parking Inventory

An on-street parking inventory and occupancy study was conducted to determine the availability of existing off-site parking within the vicinity of the proposed 1216-1226 9th Street site. This study found that 22 or more spaces were available in the general vicinity of the site during the busiest time of the week. While little demand for street parking is expected with this site, the 22 spaces or more that are available would be sufficient to accommodate any vehicle trips that do occur.

Public parking is available for a fee in parking garages in close proximity to the site and is identified on Figure 7. These garages along with the on-street availability would provide more than enough capacity to handle any parking demand that may occur. Additionally, the recently-approved PUD for the hotel site located at the northwest corner of 9th and L Streets will provide public parking for hotel and retail patrons and guests.

The following elements were considered as part of the parking study:

- An inventory of all on-street parking spaces within a roughly two-block radius of the site
- An inventory of the available (vacant) on-street parking
- Parking time availability and parking limitations within a roughly two-block radius of the site.

The existing on-street parking data was collected for the following roadways:

- 10th Street NW from O Street NW to L Street NW
- 9th Street NW from O Street NW to L Street NW
- 8th Street NW from O Street NW to its terminus with N Street NW
- N Street NW from 11th Street NW to 7th Street NW
- M Street NW from 11th Street NW to 9th Street NW

Parking Restrictions

An inventory of on-street parking restrictions along study area roadways was conducted to determine the availability of commercial street parking in the site vicinity. Street parking restrictions were grouped into three different categories for simplicity: 24-hour parking available for Zone 2 residents, metered parking with peak time restrictions, and unrestricted street parking. As shown on Figure 4, the majority of street parking in the immediate site vicinity is metered or restricted to Zone 2 residents with some unrestricted parking north of the site. There are approximately 387 on-street parking spaces within the study area.

On-Street Parking Occupancy

The parking occupancy for on-street parking was collected for a typical weekday and a Friday, as recommended by DDOT. The date and hours of the survey are listed below:

- Thursday, December 4, 2014 - 7:00 pm
- Friday, December 5, 1014 - 7:00 pm

The hour determined for the typical weekday and Friday counts were based on the period when the highest parking overlap between the uses in the area is expected to occur. Table 2 summarizes the available parking inventory on a typical weekday and Friday. The maximum number of available spaces in the study area is 387. Parking in the study area is divided between Residential Permit Parking (RPP) zones that allow non-residents to park for up to 2 hours until 8:30 PM, RPP zones for residents only, and metered spaces that are active until 6:30 PM. A short unrestricted area was noted along N Street just west of 9th Street due to construction at the time the data collection occurred.

Based on the occupancy data collected, a minimum of 22 on-street parking spaces (6%) was available on a typical weekday and a minimum of 52 spaces (13%) was available on a Friday. These are shown graphically on Figures 5 and 6. Parking utilization remained generally high during both study periods and occupancies were generally similar to that in the surrounding neighborhoods north and west of the site. However, certain blocks were noted to consistently have available parking, such as along the south side of N Street between 9th and 10th Streets as well as on 9th Street along the project's frontage.

Table 2: On-Street Parking Availability at 7:00 PM by Day

Parking Occupancy at 7:00 PM by Day

Day	Occupied Spaces	Available Spaces	% Available
Weekday	365	22	6%
Friday	335	52	13%

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 employees, parking will be available in nearby parking garages. An assessment of nearby parking facilities revealed available off-street parking near the site in parking garages within three to four blocks that could absorb any additional parking needs of the development. In addition, valet operations currently occur along Blagden Alley to the rear of the development that could be coordinated or shared with the 1216-1226 9th Street development. These are depicted on Figure 7.

Car Sharing

Three car-sharing companies serve the District: Zipcar, Enterprise CarShare, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Both Zipcar and Enterprise CarShare have locations near the project site. Figure 3 lists the car-sharing locations near the project and shows that 28 carsharing vehicles are available within a short walk of the site with many others within an additional reasonable walking distance. Carshare locations are also shown on Figure 2.

Table 3: Car Share Locations and Vehicles

Carshare Location	Number of Vehicles
Zipcar	
Embassy Suites at 10th Street and New York Avenue NW	4 Vehicles
1009 K Street NW (Behind Hostelling International Building)	6 Vehicles
6th Street and New York Avenue NW	8 Vehicles
Enterprise CarShare	
900 New York Avenue NW, PMI Open Parking Lot	4 Vehicles
1009 K Street NW	2 Vehicles
1400 7th Street NW	4 Vehicles
Total Number of Car Share Vehicles in Study Area	**28 Vehicles**

Car sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar and Enterprise CarShare, which require two-way trips, Car2Go can be used for one-way rentals. Car2Go currently has a fleet of vehicles located throughout the District. Car2Go vehicles may park in any non-restricted metered curbside parking space or Residential Parking Permit location in any zone throughout the defined "Home Area." Members do not have to pay the meter or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however, availability is tracked through their website and smartphone application, which provides an additional option for car-sharing patrons.

Figure 2: Existing Transit Facilities and Carshare Vehicles

Figure 3: Existing Bicycle Facilities

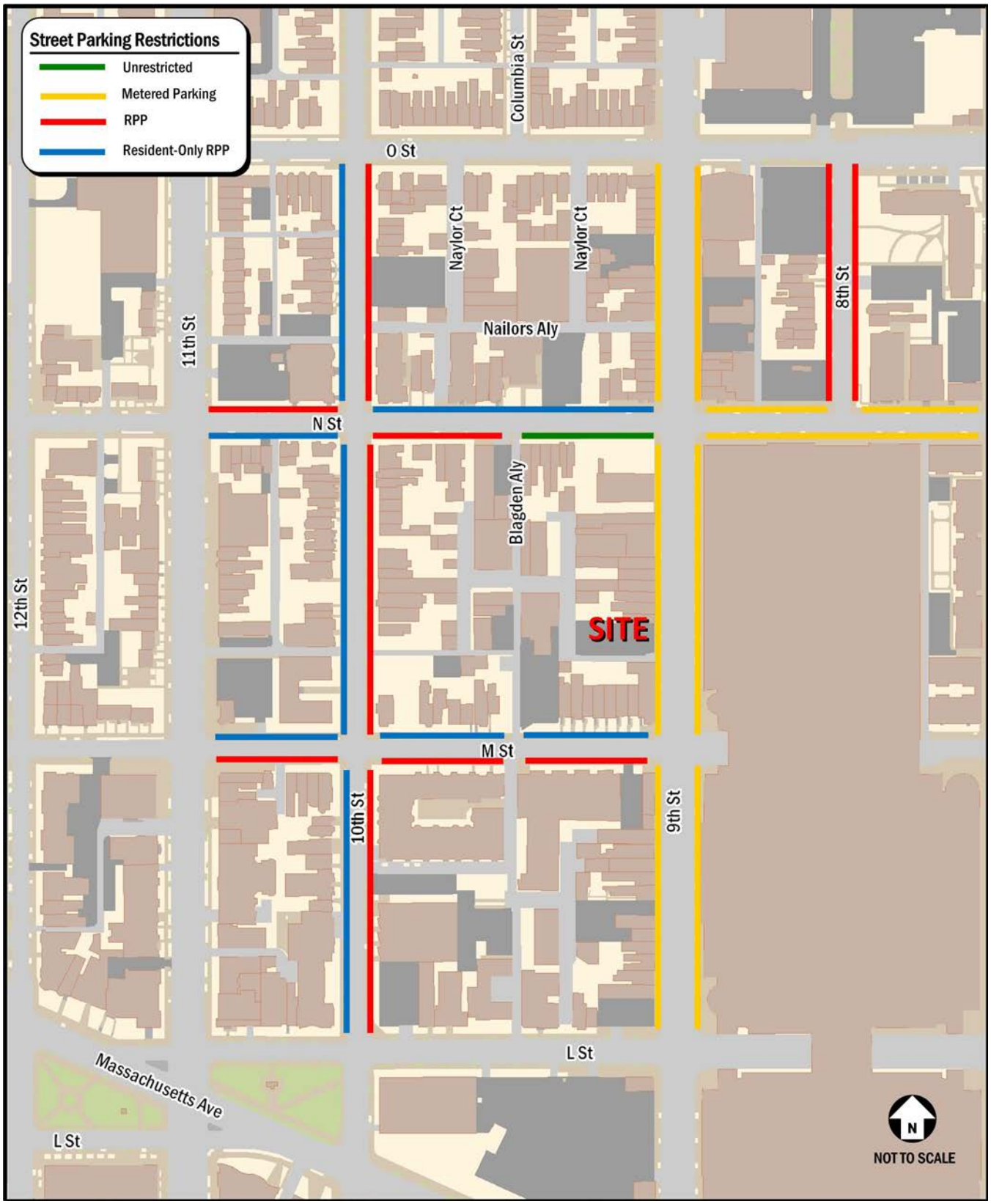

Figure 4: Current Street Parking Restrictions in the Site Vicinity

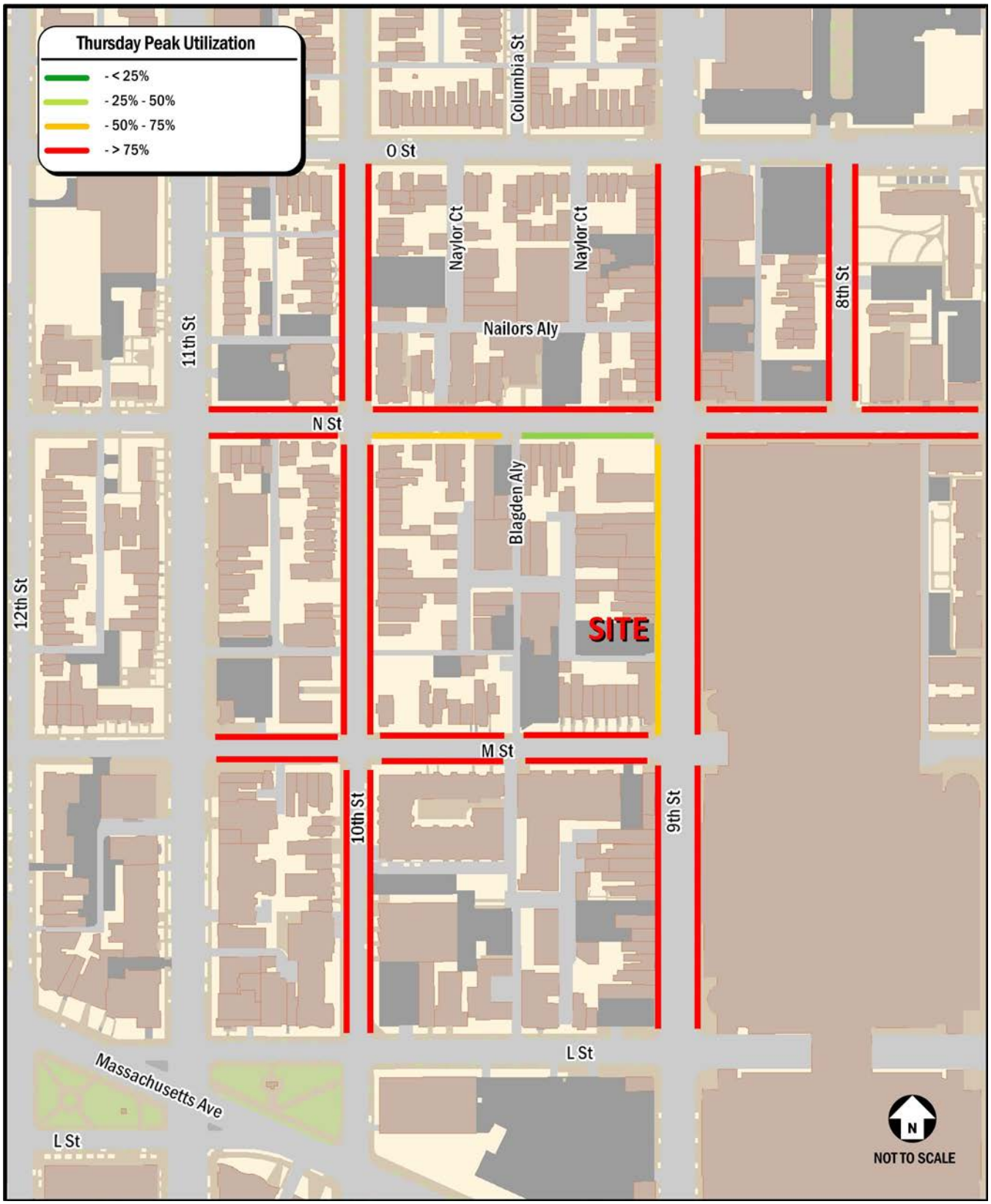

Figure 5: Thursday Parking Occupancies

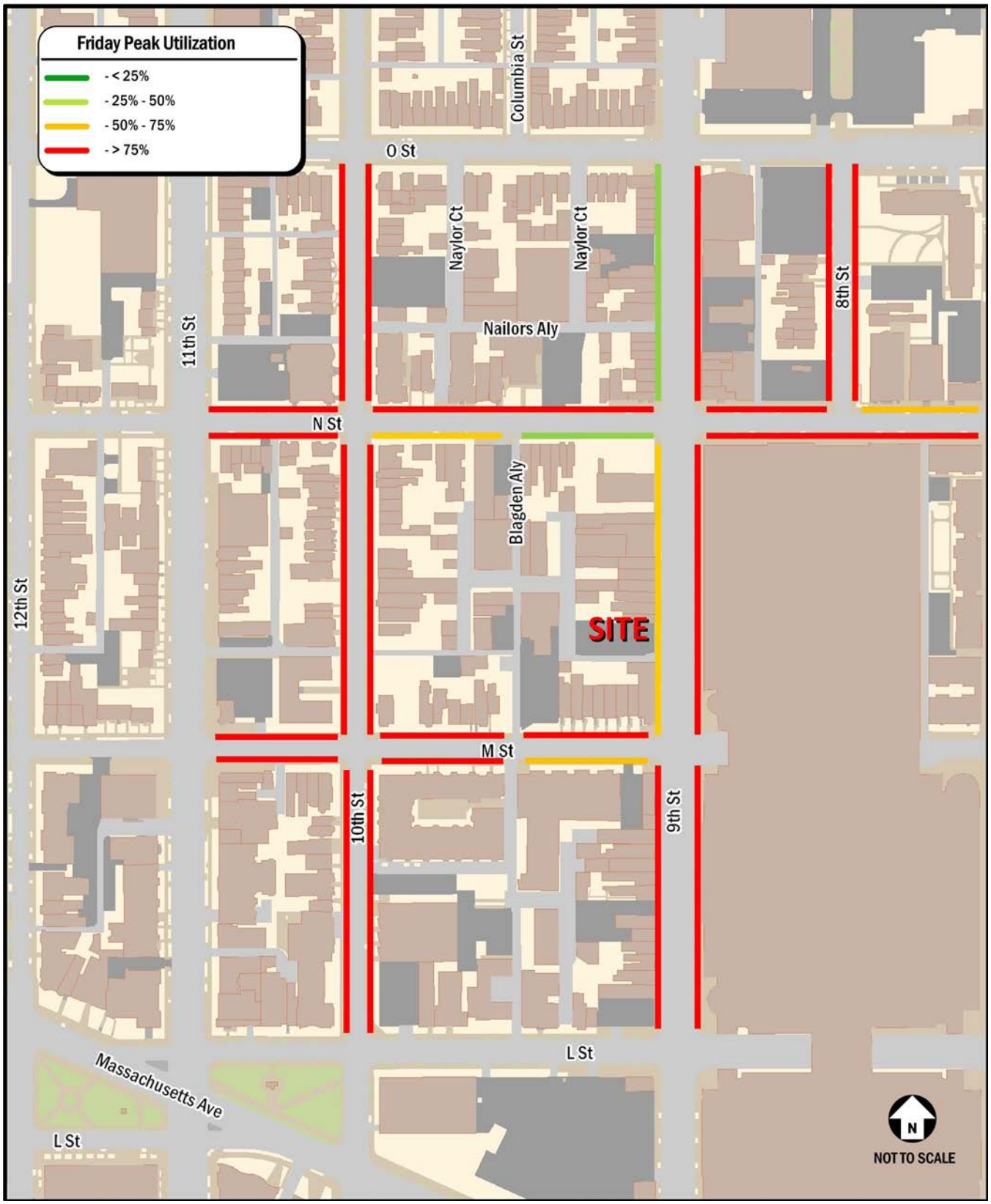

Figure 6: Friday Parking Occupancies

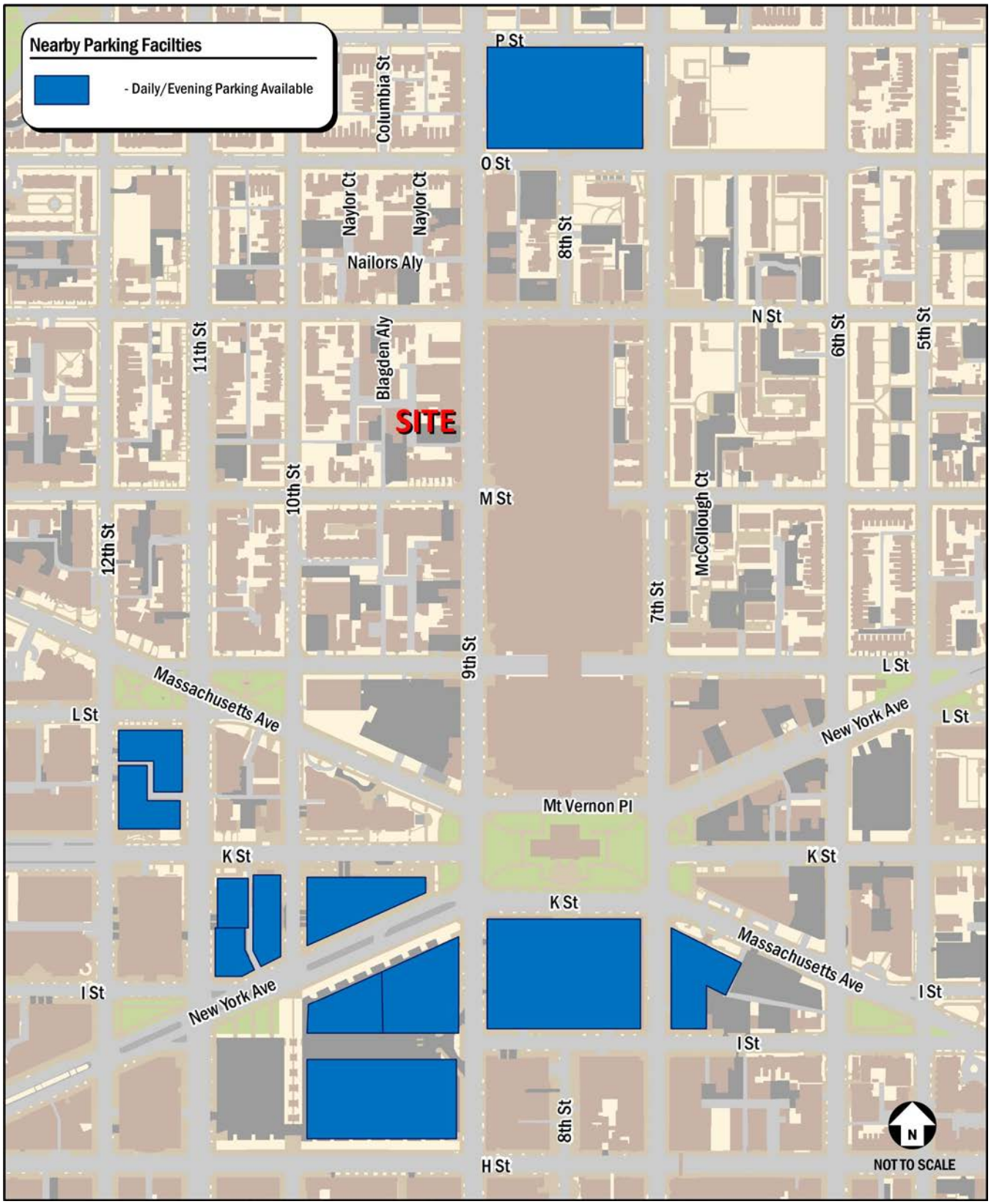

Figure 7: Nearby Parking Facilities

DESIGN REVIEW

This section provides an overview of the transportation features of the proposed development. The development program consists of consolidating, renovating, and expanding the three existing buildings from 10,748 SF (including cellar space) to a total of 19,898 SF (including cellar space). As such, under the Zoning Regulations, 21 spaces are required for the proposed commercial uses. No on-site parking is proposed since it is expected that a large majority of patrons and employees will arrive via non-auto modes given the high availability of transit and other non-auto amenities surrounding the site.

Trips were calculated based on ITE Trip Generation rates for Office (LU 710) and Retail (LU 820). For retail trips, the neighborhood-serving retail planned for this site was deemed most similar to the retail examined along the U Street corridor in the WMATA Development Related Ridership Survey (DRRS). The WMATA DRRS noted a 19 percent auto mode share for retail along the U Street corridor. Similarly, the Farragut West office uses in the WMATA DRRS were noted to be most similar to this development with a 16 to 25 percent auto mode share noted at that location. However, as detailed previously, given the 1216-1226 9th Street site's close proximity to abundant non-auto transportation modes and the neighborhood's high walkability and nature of adjacent uses, it is estimated that fewer patrons will arrive by personal vehicle than noted for the similar U Street retail and Farragut West office locations. Thus, for purposes of this study, the mode split was assumed to conservatively be 20 percent auto (or a 80 percent non-auto reduction), based on the WMATA DRRS and the unique location and characteristics of the site. As shown in Table 4, the site is anticipated to generate a maximum of four AM peak hour trips and nine PM peak hour trips. These trips can easily be accommodated by ample street parking and nearby parking garages.

Table 4: Trip Generation and Mode Split

			Trip Generation					
			AM Peak Hour			PM Peak Hour		
Land Use	**Size**		*In*	*Out*	*Total*	*In*	*Out*	*Total*
Office (LU 710)	6,100	SF	8	2	10	2	7	9
Non-Auto Reduction	*80%*		-6	-2	-8	-2	-6	-8
Total Office Trips			2	0	2	0	1	1
Retail (LU 820)	9,925	SF	6	4	10	18	19	37
Non-Auto Reduction	*80%*		-5	-3	-8	-14	-15	-29
Total Retail Trips			1	1	2	4	4	8
Total Site-Generated Trips			**3**	**1**	**4**	**4**	**5**	**9**

Site Access and Internal Circulation

Site Access

Primary pedestrian access for patrons and employees will be provided by multiple entrances on the east, south, and west sides of the building accessible from both 9th Street and Blagden Alley. Loading and trash access will be from a 22' public

alley located behind the building, which is accessible from 9th Street NW and Blagden Alley NW. Figure 8 displays the site access strategies, including pedestrian and loading access.

Parking

As mentioned previously, the project does not propose to provide any parking spaces on-site. The site is under construction and is currently occupied by three vacant historic row house office structures totaling 10,748 existing square feet (including cellar space), which will be renovated and expanded by 9,150 square feet for a total of 19,898 square feet (including cellar space). The addition of 9,150 s.f. of new gross floor area requires 21 parking spaces in the C-2-A district, pursuant to sections 2101.1 and 2120.3 of the Zoning Regulations. This is based on a requirement of one parking space per 300 SF of retail space in excess of 3,000 SF. Thus, a relief from these 21 spaces is being sought.

Although the development does not meet current zoning requirements, the development will realize little to no parking demand rather than that required under zoning. As such, no on-site parking spaces will be needed to serve the demands of the site due to the following various considerations:

- The Mount Vernon Square Metro station is located approximately one block from the site, making transit an attractive option for residents and patrons alike. Three additional stations (Gallery Place Chinatown, Metro Center, and McPherson Square) are located just over a half mile from the site, and collectively provide access to every metro line in the District.
- The site is served by five Metrobus and MetroExpress routes within roughly a quarter-mile walking distance.
- Capital Bikeshare has an existing bike share location near the site at the Mount Vernon Square Metro station, roughly a block away from the site.
- Given the urban nature of the area, the number of retail and office patrons expected to park on street in the site vicinity as opposed to utilizing mass transit or other non-auto modes is expected to be minimal. Further, patrons of the commercial use are expected to be neighborhood residents, employees of local establishments, persons attending events at the Convention Center, and/or visitors staying in one of the many hotels located within the immediate vicinity. Thus, it is expected that the majority of customers will walk or bike to the property. Any vehicle trips that do patronize the site can be easily accommodated by on-street parking available along this section of 9th Street as well as nearby garage parking. In addition, valet parking may be coordinated with existing Blagden Alley valet parking operations just west of the site.
- 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 Applicant will provide at a minimum the amount of long term bicycle parking spaces as stated within the DC zoning ordinance. Short term bicycle parking along the perimeter of the development site will be provided in coordination with DDOT.
- The site area has a walkability score of 87 as calculated by WalkScore.com. This categorizes the site and the surrounding areas as a “very walkable.” The site also received a perfect transit score of 100, “rider’s paradise”.

Given the urban nature of the site and its proximity to multiple non-auto modes of transportation, the available street, valet, and garage parking near the site will adequately serve the vehicular needs of the development, if any.

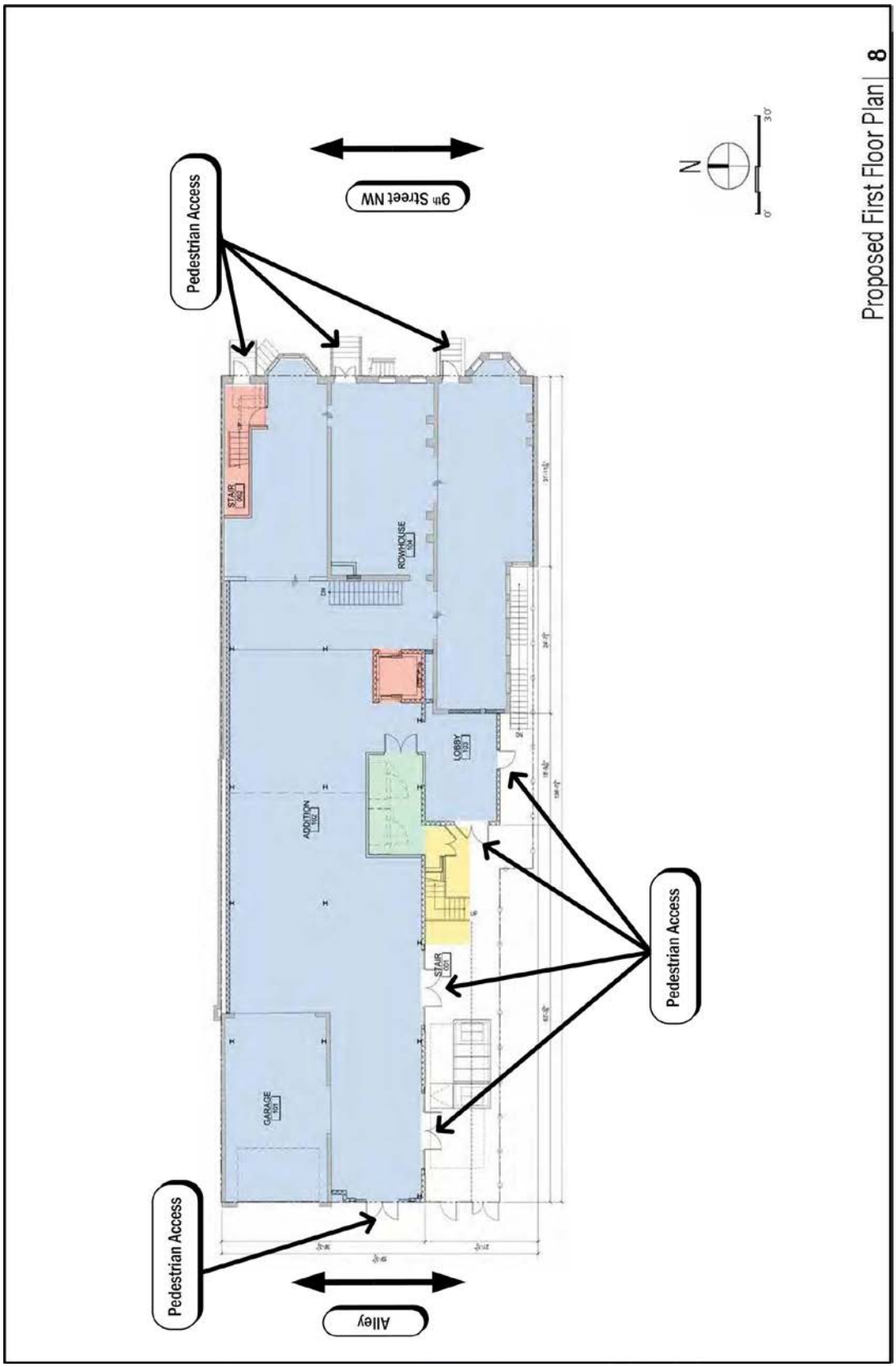

Figure 8: Site Access Plan

Loading

Zoning Regulations do not require that any loading berths be provided by this site per Section 2200.5. It is anticipated that any loading activity will occur from the existing 22' public alley located behind the building and will be adequate to meet the development's loading demands. Based on previous studies, it could be expected that the new project would generate no more than four to five (4-5) trucks per day. These are likely to be primarily delivery trucks such as FedEx, UPS, and USPS as well as occasional trucks of up to 30 feet in length. Trash pick-up will also occur from the public alley behind the building with bins being rolled out for pick-up when trash trucks arrive.

Bicycle Facilities

According to Zoning Requirements, an office or retail building shall provide at least a number of bicycle parking spaces equal to five percent (5%) of the vehicle parking required under the Zoning Regulations. The development plans to provide at a minimum the required amount of bicycle parking spaces for this site. Short-term bicycle parking along the perimeter of the development site will be provided in coordination with DDOT.

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. TDM's importance within the District is highlighted within section T-3.1 of the DC Comprehensive Plan, where it has its own dedicated section including TDM policies and actions.

Proposed TDM Plan

Based on the DDOT expectations for TDM programs, and analyzing the specific attributes of the development site, the following outlines the proposed TDM plan for the 1216-1226 9th Street development.

- *On-Site Services*
  A TransitScreen will be installed in the building to keep employees and visitors informed on all available transportation choices and provide real-time transportation updates. In addition, the TMC will make printed materials related to local transportation alternatives available to residents and employees upon request and at move-in for new tenants.

- *Marketing Program*
  The TMC will establish a TDM marketing program that provides detailed transportation information and promotes walking, cycling, and transit. An effective marketing strategy should consist of a multi-modal access guide that provides comprehensive transportation information. This information can be compiled in a brochure for distribution. The marketing program should also utilize and provide website links to CommuterConnections.com and goDCgo.com, which provide transportation information and options for getting around the District.

- *Bicycle Amenities*
  The Applicant will encourage all alternative transportation modes including bicycling. Bicycling will be promoted with the provision of on-site bicycle parking spaces as described above. The marketing program will include brochures on bicycling in the District and for Capital Bikeshare.

- *Ride-matching/Ridesharing Program*
  Retail and office employees who wish to carpool will be provided detailed carpooling information as part of the marketing effort, and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments.

- *Valet Parking*
  Valet parking will be available for the restaurant uses within the development that will be provided curbside along 9th Street and not within Blagden Alley. The valet parking company will be prohibited from parking vehicles within Blagden Alley and will utilize off-street parking locations in the vicinity of the development.

Conclusions

This memorandum presents the findings of a parking and loading management plan for the 1216-1226 9th Street NW redevelopment. The proposed renovation would include an addition of 9,150 square feet for a total of 19,898 square feet (including cellar space). The following conclusions were made regarding the 1216-1226 9th Street NW redevelopment:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation.
- Based on the site location near ample transit services in addition to an analysis of comparable commercial sites, and coupled with a TDM plan, it was determined that no on-site parking will be required to serve the needs of patrons and employees. Further, patrons of the commercial use are expected to be neighborhood residents, employees of local establishments, persons attending events at the Convention Center, and/or visitors staying in one of the many hotels located within the immediate vicinity. Thus, it is expected that the majority of customers will walk or bike to the property. The minimal vehicle trips that may patronize the site can be easily accommodated by the ample on-street parking available along this section of 9th Street or in nearby parking garages.
- Based on an analysis of comparable commercial uses and an estimation of loading and trash activity for the development, it was determined that the amount of loading and trash activity expected to take place at the site will be adequately served from the existing 22’ alley located in the rear of the building.
- A TDM plan for the development will include on-site services, a marketing program, bicycle amenities, and ride-matching/ridesharing programs.