



TO: Evelyn Israel DDOT

FROM: Samantha Williams Symmetra Design
Nicole White, P.E., PTOE Symmetra Design

DATE: July 17, 2015

RE: 1012 Harvard Street Parking Assessment

The following memorandum summarizes the parking assessment prepared for the proposed 1012 Harvard Street, NW project. The applicant (1012 Harvard Street LLC) is planning to construct a matter of right addition to the existing 4-unit apartment house and convert it to ten (10) residential units. Parking relief is being requested to provide three (3) parking spaces instead of the five (5) parking spaces required (0.5 parking spaces per unit).

The following conclusions were made regarding the 1012 Harvard Street, NW development (herein "Site"):

- The Site is expected to generate little parking demand (see Projected Future Parking Demand section). The project is seeking parking relief for two parking spaces.
- Fronting the Site, Harvard Street is not designated as a Residential Parking Permit (RPP) Street thus the project is not RPP eligible. There are however three (3) unrestricted parking spaces fronting the Site of which two (2) spaces were available during the peak survey period. In addition, there are curb spaces (approximately 29 along Harvard Street adjacent

to the Carlos Rosario Internal Public Charter School between 11th Street and 13th Street) that were also available during the peak survey period. Those spaces are unrestricted between the hours of 6:30 PM and 7:00 AM. Thus, there is available supply to accommodate potential spillover demand associated with the project.

BACKGROUND

This Site is located on Harvard Street between 11th Street and Sherman Avenue (Square 2857, Lot 814) and is zoned C-2-A. The rectangular lot fronts Harvard Street, NW, and borders a mid-block north-south alley. See **Figure 1** for site location map and **Figure 2** for an existing aerial of the site.

There is convenient access for pedestrians to Metrobus stops along 11th Street. Metrobus service is also provided along Sherman Avenue and further east along Georgia Avenue. The walkscore¹ for the area is rated 92 out of 100 which is designated as a *Walkers Paradise* in which daily errands do not require a car.

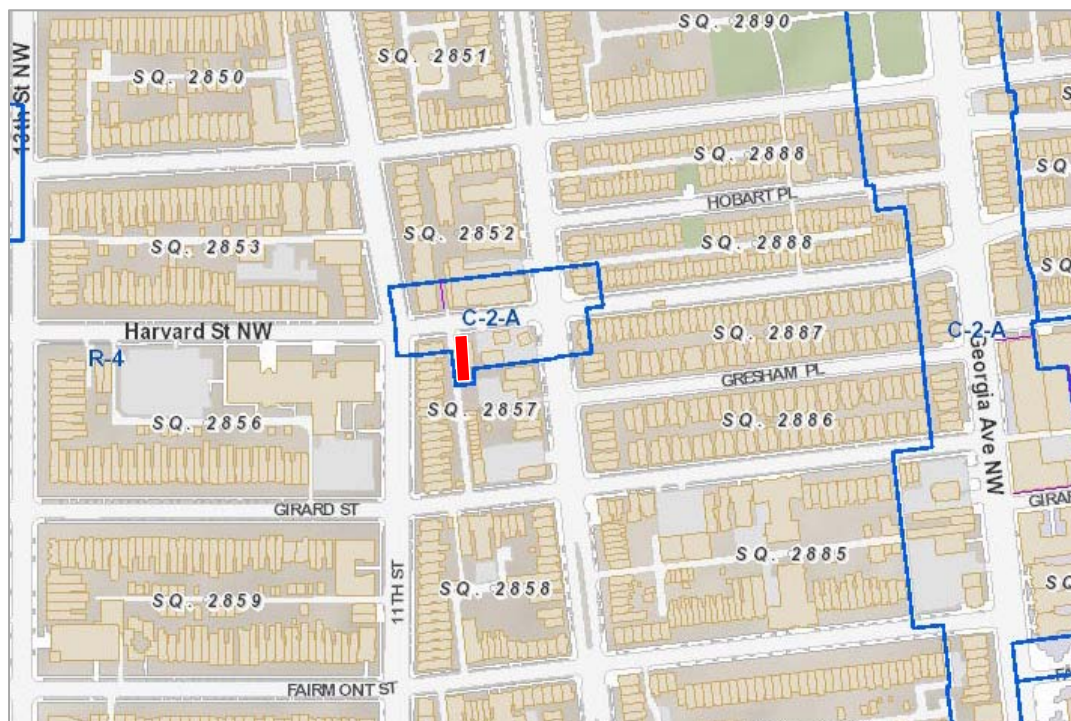


Figure 1: Site location map

¹ Sourced from Walkscore.com



Figure 2: Aerial of Site

Land uses adjacent to the Site are commercial consisting of a Sunoco gas station to the east and a neighborhood serving convenience store to the west.

PARKING

On-Site Parking

The applicant will provide three (3) parking spaces on-site which is two (2) spaces less than the total five parking spaces required by zoning. The parking spaces will be maintained in the rear of the building accessible via the north-south public alley network.

On-Street Parking Inventory and Occupancy

On-street parking surveys were conducted in the vicinity of the proposed Site to determine existing parking restrictions, control, supply and occupancy. The surveys were also conducted to quantify available on-street parking supply that could potentially support the project. The study was conducted within a one to two-block walking distance of the Site as shown in **Figure 3**. The identified study area² is within a reasonable walk-shed from the Site and includes the following Street segments:

- 11th Street (between Columbia Road and Fairmont Street)
- Sherman Avenue (between Columbia Road and Fairmont Street)

² The identified study area was approved by DDOT

- Harvard Street (between 13th Street and Georgia Avenue)
- Girard Street (between 13th Street and Georgia Avenue)
- Gresham Place (between Sherman Avenue and Georgia Avenue)

A summary of parking supply (by block) and control for the parking study area is provided in **Table 1** and illustrated in **Figure 4**.

A total of 435 parking spaces were inventoried within the study area. Of these, 46% (199 spaces) are permitted use for Residential Permit Parking (RPP) only, 51% (224 spaces) are Two-Hour RPP, 1% (6 spaces) are metered, 1% (3 spaces) are ADA special permit spaces and approximately 1% (3 spaces fronting the Site) are unrestricted outside of peak hours³. Some of the Two-Hour RPP curb spaces (approximately 29 along Harvard Street adjacent to the Carlos Rosario Internal Public Charter School between 11th Street and 13th Street) are also unrestricted between the hours of 6:30 PM and 7:00 AM.

Figure 5, from DDOT's RPP map, indicates Harvard Street between 11th Street and Sherman Avenue is not designated as a RPP street. As such, residents of the project will not be RPP eligible.

³ Monday through Friday 9:30 to 4:00 PM and 6:30 PM to 7:00 AM

Table 1: On-Street Parking Supply and Control

Street	Block	Supply	Parking Control
11 th St, NW	Columbia Rd to Harvard St	East side	11 Two Hour Parking Zone 1 Monday to Friday 7:00 AM to 8:30 PM
		West side	11 Zone 1 Resident Permit Only
	Harvard St to Girard St	East side	7 Two Hour Parking Zone 1 Monday to Friday 7:00 AM to 8:30 PM;
		West side	9 Zone 1 Resident Permit Only
	Girard St Fairmont St	East side	12 Two Hour Parking Zone 1 Monday to Friday 7:00 AM to 8:30 PM
		West side	7 Zone 1 Resident Permit Only
	Total		57
Sherman Ave, NW	Columbia Rd to Harvard St	East side	3 Two Hour Parking Zone 1 Monday to Friday 7:00 AM to 8:30 PM
		West side	11 Zone 1 Resident Permit Only
	Harvard St to Girard St	East side	0 No Parking
		West side	7 Zone 1 Resident Permit Only
	Girard St Fairmont St	East side	10 Two Hour Parking Zone 1 Monday to Friday 7:00 AM to 8:30 PM
		West side	7 Zone 1 Resident Permit Only Monday to Friday 7:00 AM to 8:30 PM
	Total		38
Harvard St, NW	Georgia Ave to Sherman Ave	North side	29 Zone 1 Resident Permit Only Monday to Friday 7:00 AM to 8:30 PM
		South side	33 No Parking Monday to Friday 7:00 AM to 9:30 AM and 4:00 PM to 6:30 PM; Two Hour Parking Monday to Friday 9:30 AM to 4:00 PM
	Sherman Ave to 11 th St	North side	9 Two Hour Parking Monday to Friday 7:00 AM to 8:30 PM
		South side	3 No Parking Monday to Friday 7:00 AM to 9:30 AM and 4:00 PM to 6:30 PM
	11 th to 13 th St	North side	28 Zone 1 Resident Permit Only
		South side	29 No Parking Monday through Friday 7:00 AM to 9:30 AM and 4:00 PM to 6:30 PM; Two Hour Parking Monday to Friday 9:30 AM to 4:00 PM
	Total		131
Gresham Pl, NW	Georgia Ave to Sherman Ave	North side	30 Zone 1 Resident Permit Only Monday through Friday 7:00 AM to 8:30 PM
		South side	31 Two Hour Parking Zone 1 Monday to Friday 7:00 AM to 8:30 PM
	Total		61
Girard St, NW	Georgia Ave to Sherman Ave	North side	32 Zone 1 Resident Permit Only; 4 Hour Metered Parking (2 spaces)
		South side	35 Two Hour Parking Zone 1 Monday to Friday 7:00 AM to 8:30 PM; 4 Hour Metered Parking (4 spaces)
	Sherman Ave to 11 th St	North side	7 Two Hour Parking Zone 1 Monday to Friday 7:00 AM to 8:30 PM
		South side	8
	11 th to 13 th St	North side	32 Zone 1 Resident Permit Only Monday to Friday 7:00

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Street	Block	Supply		Parking Control
				AM to 8:30 PM
		South side	34	Two Hour Parking Zone 1 Monday to Friday 7:00 AM to 8:30 PM;
	Total		148	
Total Study Area			435	

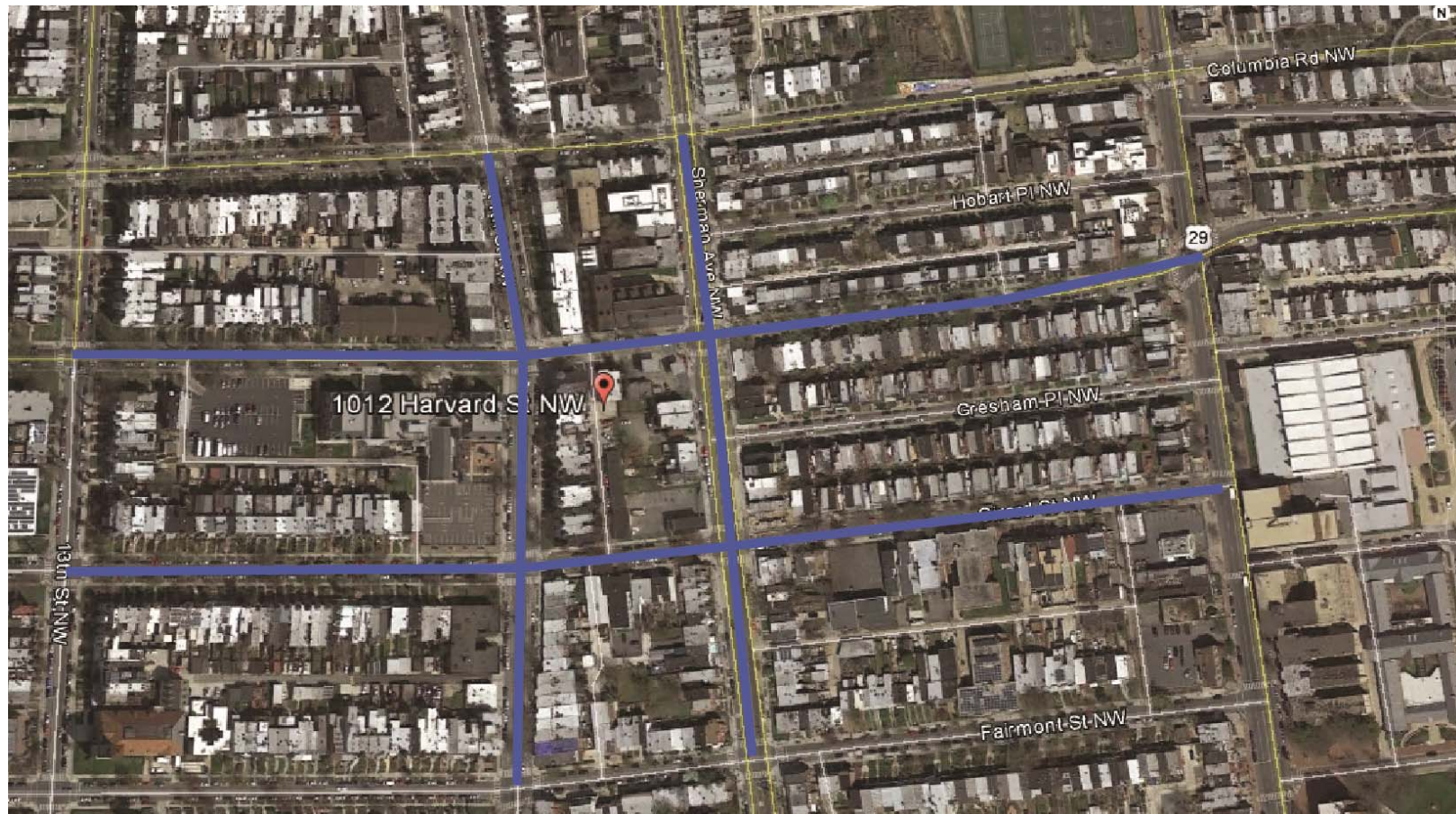


Figure 3: 1012 Harvard Street, NW Parking Study Area

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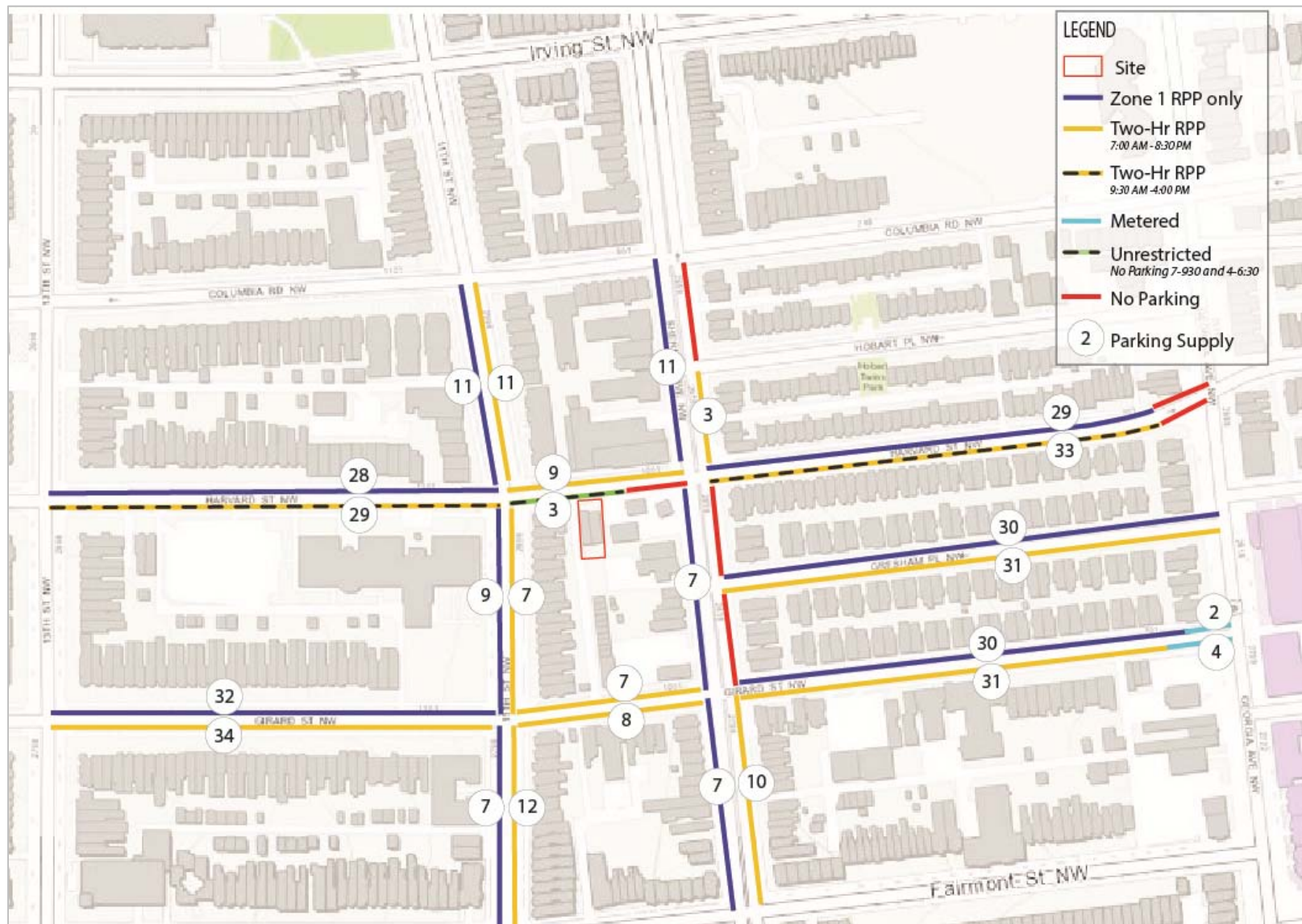


Figure 4: Summary of Parking Type and Supply (by block face)

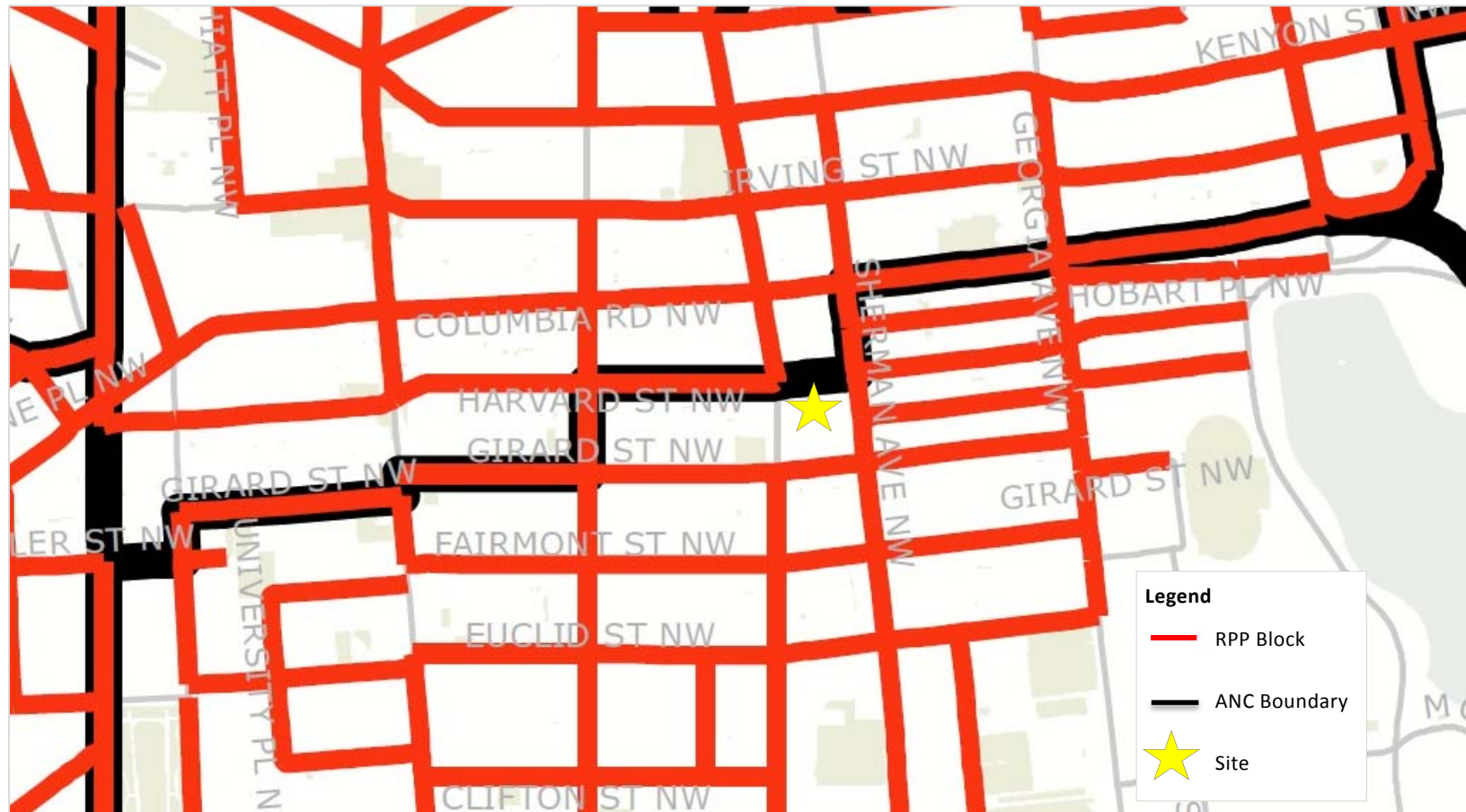


Figure 5: RPP/ANC Map (source: DDOT)

Parking occupancy data was collected on Thursday, July 9, 2015 on an hourly basis from 7:00 PM to 10:00 PM. **Table 2** outlines the hourly utilization percentages. Based on the summary shown in **Table 2**, the 10:00 PM survey period was the peak hour with an overall parking utilization of 88%. **Table 3** outlines the utilization by type of parking space for the peak hour of parking demand.

Table 2: Total Parking Occupancy and Available Spaces by Hour

Time	7:00	8:00	9:00	10:00
Occupancy	317	352	369	384
Available Spaces	118	83	66	51
Supply	435			
% Occupancy	73%	81%	85%	88%

Table 3: Peak Hour Supply and Occupancy Summary

Space Type	Parking Supply	Peak Hour (10:00 PM)		
		Occupancy	Utilization	Available
Zone 1 RPP Only	199	200	101%	n/a
Zone 1 RPP Only Subtotal	199	200	101%	n/a
Two Hour RPP (7:00 AM – 8:30 PM)	162	153	94%	9
Two Hour RPP (9:30 AM – 4:00 PM)	62	26	42%	36
Metered	6	2	33%	4
Unrestricted	3	1	33%	2
ADA	3	2	67%	1
Potential Site Parking Subtotal	236	184	78%	51
All On-Street spaces	435	384	88%	51

As indicated in **Table 3**, there is available on-street parking to accommodate the two parking spaces required for the project. During the peak, there were 31 total spaces available that could be used for Site parking in the future; including 2 unrestricted spaces fronting the Site and 29 spaces on the south side of Harvard Street between 11th and 13th Streets that are unrestricted between 6:30 PM and 7:00 AM. **Figure 6** is an illustration of available parking supply during the peak period.

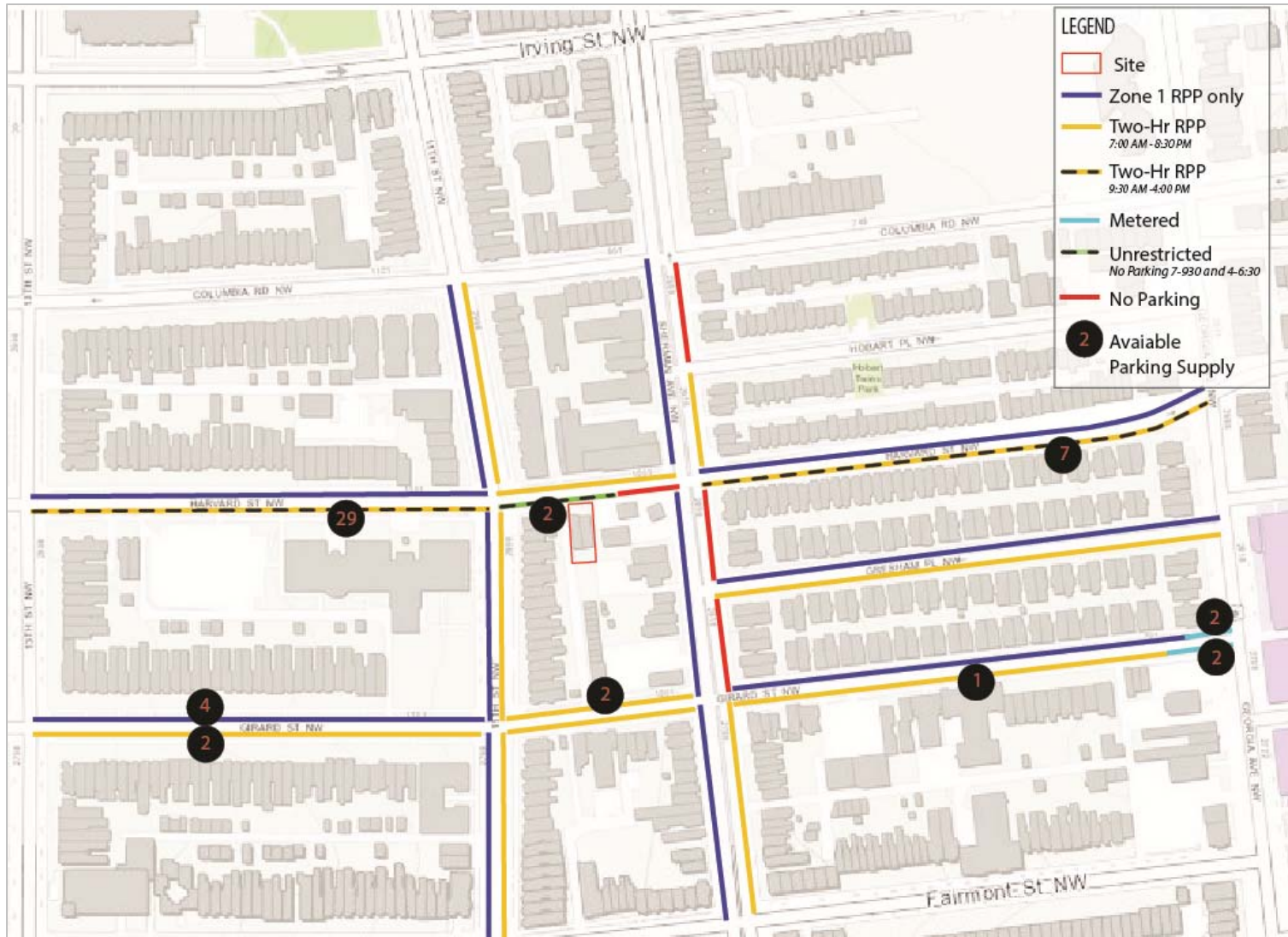


Figure 6: Available Parking Supply during Peak Parking Demand

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PROJECTED FUTURE PARKING DEMAND

The applicant will be seeking relief from the Board of Zoning Adjustment (BZA) to provide three (3) parking spaces instead of the five (5) parking spaces required (0.5 parking spaces per unit).

Non-car versus car-commuter statistics for households in Census Tract 35 (which includes the Site) was obtained from the 2012 US Census American Community Survey Car-free commute mode share. The data indicates 63.8% of the total existing commuting residents are non-car commuters. We applied this percentage as a representative ratio to determine anticipated non-car versus car-commuter households for the project in the future. A total of 6 households would be non-car commuters and 4 households would be car commuters. Thus the Site is expected to generate little parking demand.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Transportation Demand Management (TDM) Plan is an active program used to foster alternative transportation choices that are more environmentally friendly than driving alone. *DDOT's TDM in the Development Process Report* was used as a reference to guide development of this TDM plan. The applicant will provide all expected TDM measures as outlined in the TDM Recommendations Matrix which identifies TDM measures based on the level of projected vehicle trips for the project. In accordance with the matrix, the applicant will commit to the following expected measures for developments that generate less than 50 peak hour trips⁴:

- Provide, as a one-time incentive, each initial purchaser a bicycle helmet (10 helmets)
- Issuance of a one-time⁵ one-year bikeshare and/or car share membership as part of a move-in package for the first lessee or owner of each residential unit.
- Provide one bicycle parking or storage space per three units for a total of 4 bicycle spaces
- Offer a preloaded \$10 SmarTrip card for each unit at the initial sale of units in the building
- Post all TDM commitments on-line for a one-year period. The source will also include links to CommuterConnections.com, goDCgo.com, WMATA Metrobus routes, DC Bicycle maps and other useful information in support of car-free urban living.

⁴ Reference Table 2: TDM Recommendation Matrix; Incorporation of Transportation Demand Management into the Development Review Process Final Report and Recommendations (October 2010).

⁵ This measure is for initial owners only and not in perpetuity.

CONCLUSION

The 1012 Harvard Street project will not adversely impact off-site parking conditions. The project is seeking parking relief for two parking spaces. There are 3 unrestricted parking spaces fronting the Site. In addition, there are curb spaces (approximately 29 along Harvard Street adjacent to the Carlos Rosario Internal Public Charter School between 11th Street and 13th Street) that were also available during the peak survey period. Those spaces are unrestricted between the hours of 6:30 PM and 7:00 AM. Thus, there is available supply to accommodate potential spillover demand associated with the project.

The applicant has also committed to a Transportation Demand Management Plan to encourage use of non-automotive transportation choices for future residents.