

TECHNICAL MEMORANDUM

To: Noonni Reatig, AIA
From: Jim Watson, PTP
Erwin N. Andres, P.E.
Date: June 30, 2015
Subject: Ridge Street Townhomes Parking Occupancy Survey Results

Suzane Reatig Architecture

INTRODUCTION

This memorandum outlines the existing parking inventory and occupancy of the on-street parking surrounding the proposed Ridge Street Townhomes project. The development is planned to include eight total residential units and will be located on the south side of Ridge Street NW, midblock between 4th Street and 5th Street, in Ward 6. In addition, the development is seeking a parking variance as it is not planned to provide any on-site parking. The site is comprised of four assessment and taxation lots and is currently vacant. This memorandum describes the existing parking inventory and occupancy of the on-street parking on the streets immediately surrounding the site and discusses the parking adequacy of the proposed development.

ON-STREET PARKING

As mentioned above, the site is served by on-street parking which offers a mixture of unrestricted spaces and Residential Permit Parking (RPP) spaces. Parking occupancy data was collected on Thursday, May 28, 2015 from 7:00am to 9:00pm to determine the peak parking occupancy time periods associated with the nearby on-street parking.

The on-street parking study was conducted immediately surrounding the development. 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 414 on-street parking spaces were inventoried within the study area. Of these, 45 are unrestricted and 369 are Zone 6 Residential Permit Parking (RPP) spaces. Figure 1 shows a breakdown of the most predominant parking type by block face for the study area.

As mentioned above, parking occupancy data was collected on Thursday, May 28, 2015 from 7:00am to 9:00pm to gain an understanding of the neighborhood parking demands on a typical day. Table 1 and Table 2 give a summary of the utilization percentages for every hour of the study period. It was determined that the AM parking peak occurs at 7:00am with a parking utilization of 65 percent, the midday parking peak occurs at 1pm with a parking utilization of 59 percent, and the PM parking peak occurs at 9:00pm with a parking utilization of 74 percent. Table 3 gives a summary of the inventory and occupancy results for the peak hour. Figure 2 shows

the parking utilization during the AM peak, Figure 3 shows the parking utilization during the midday peak, and Figure 3 shows the parking utilization during the PM peak.

Table 1: On-Street Parking Utilization Percentages Every Hour (7AM-1PM)

	7AM	8AM	9AM	10AM	11AM	12PM	1PM
Occupancy	268	237	244	215	205	222	244
Total Spaces	414	414	414	414	414	414	414
Utilization	65%	57%	59%	52%	50%	54%	59%

Table 2: On-Street Parking Utilization Percentages Every Hour (2PM-9PM)

	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM
Occupancy	220	209	205	232	250	282	299	307
Total Spaces	414	414	414	414	414	414	414	414
Utilization	53%	50%	50%	56%	60%	68%	72%	74%

Table 3: Peak Hour Inventory and Occupancy Summary

Space Type	Spaces Available	AM Peak Period (7-8 AM)		Midday Peak Period (1-2 PM)		PM Peak Period (9-10 PM)	
		Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization
RPP	369	247	67%	219	59%	291	79%
Unrestricted	45	21	47%	25	56%	16	36%
All On-Street Spaces	414	268	65%	244	59%	307	74%

Parking utilization is relatively stable during the majority of the day with utilization percentages consistently around 50 to 60 percent for most of the study period and increasing moderately to 74 percent in the late evening. Generally, over 100 parking spaces are available in the peak parking hours, with over 200 being available during the midday periods. Most of the available parking throughout the day was noted along Ridge Street and N Street, along the northern portions of the study area, while M Street was noted to have generally moderate to high occupancies throughout the day. As it particularly relates to the Ridge Street development, 60 parking spaces exist along the 400 block of Ridge Street where the development is planned. During the peak occupancy observed between 9:00pm and 10:00pm, 37 of these spaces were occupied, leaving 23 available spaces along the 400 block of Ridge Street near the development.

DEVELOPMENT PARKING REVIEW

As mentioned previously, the project will provide a total of eight (8) residential units with no parking 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 two dwelling units. Based on these requirements, the site would be required to provide four parking spaces. In addition, the Zoning Regulations are in the process of being rewritten and the proposed rulemaking is currently within a comment period. Under section 702.3 of the proposed zoning regulations, no parking would be required for the development given that the site is located within an R/RF zone and is landlocked.

CONCLUSIONS

The Ridge Street Townhomes development will not have a detrimental impact on on-street parking in the surrounding neighborhood due to the following:

- During the peak evening parking occupancy, 307 of the 414 nearby parking spaces were occupied, leaving 107 available parking spaces on the nearby streets which greatly exceeds by many times any parking which may be needed to absorb any conceivable parking demands of the site.
 - More specifically, during the peak evening parking occupancy, 37 of the 60 spaces along the 400 block of Ridge Street where the development is planned were observed to be occupied, leaving 23 available spaces within the block adjacent to the planned development. This would provide enough parking along the development's block to accommodate one vehicle for each of the eight proposed units and still leave space for 15 additional vehicles for other neighborhood users.
- It is also noteworthy that while the development is required to provide four parking spaces under current Zoning Regulations, it would not be required to provide any parking spaces under the proposed Zoning Regulations.

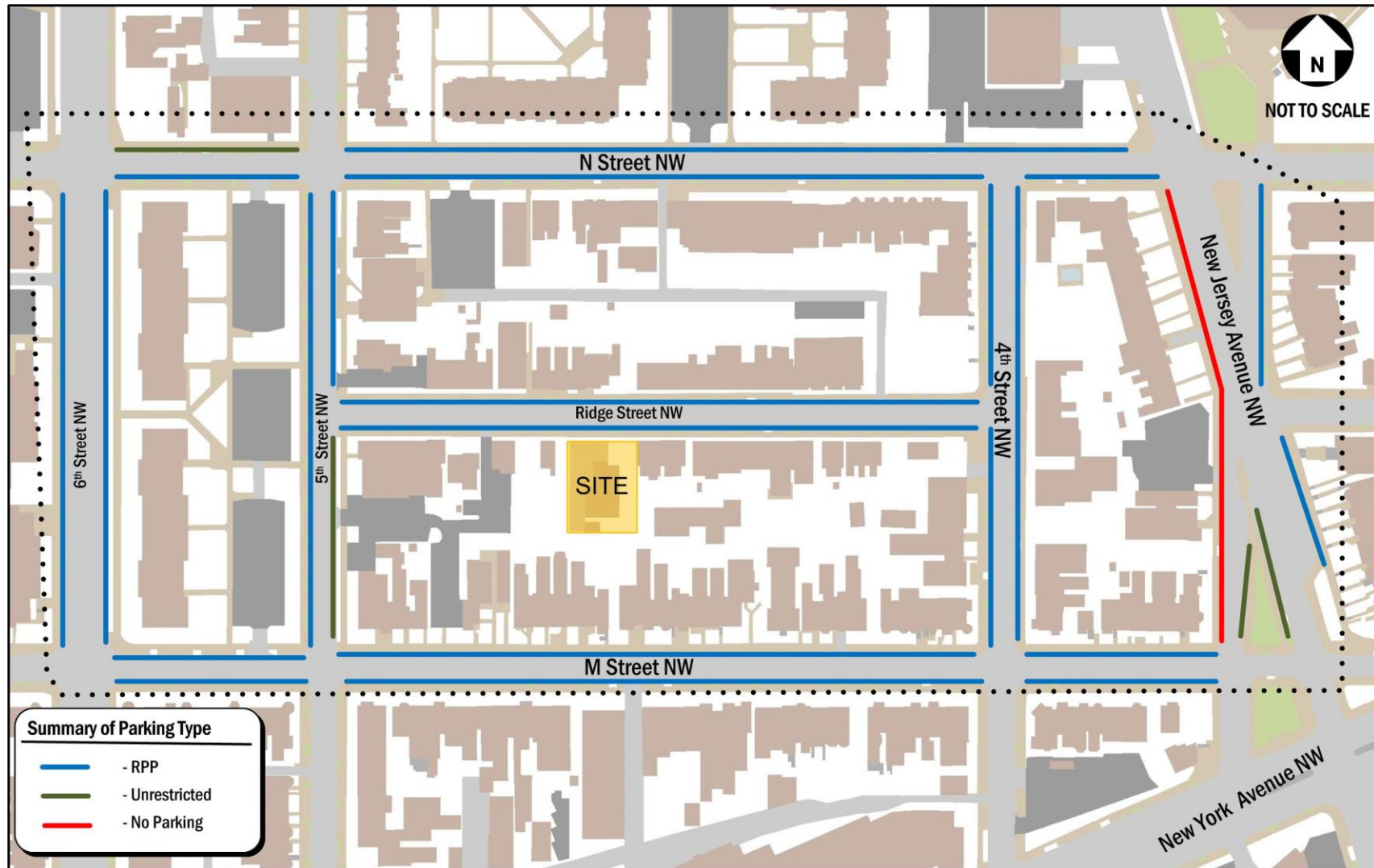


Figure 1: Summary of Parking Type

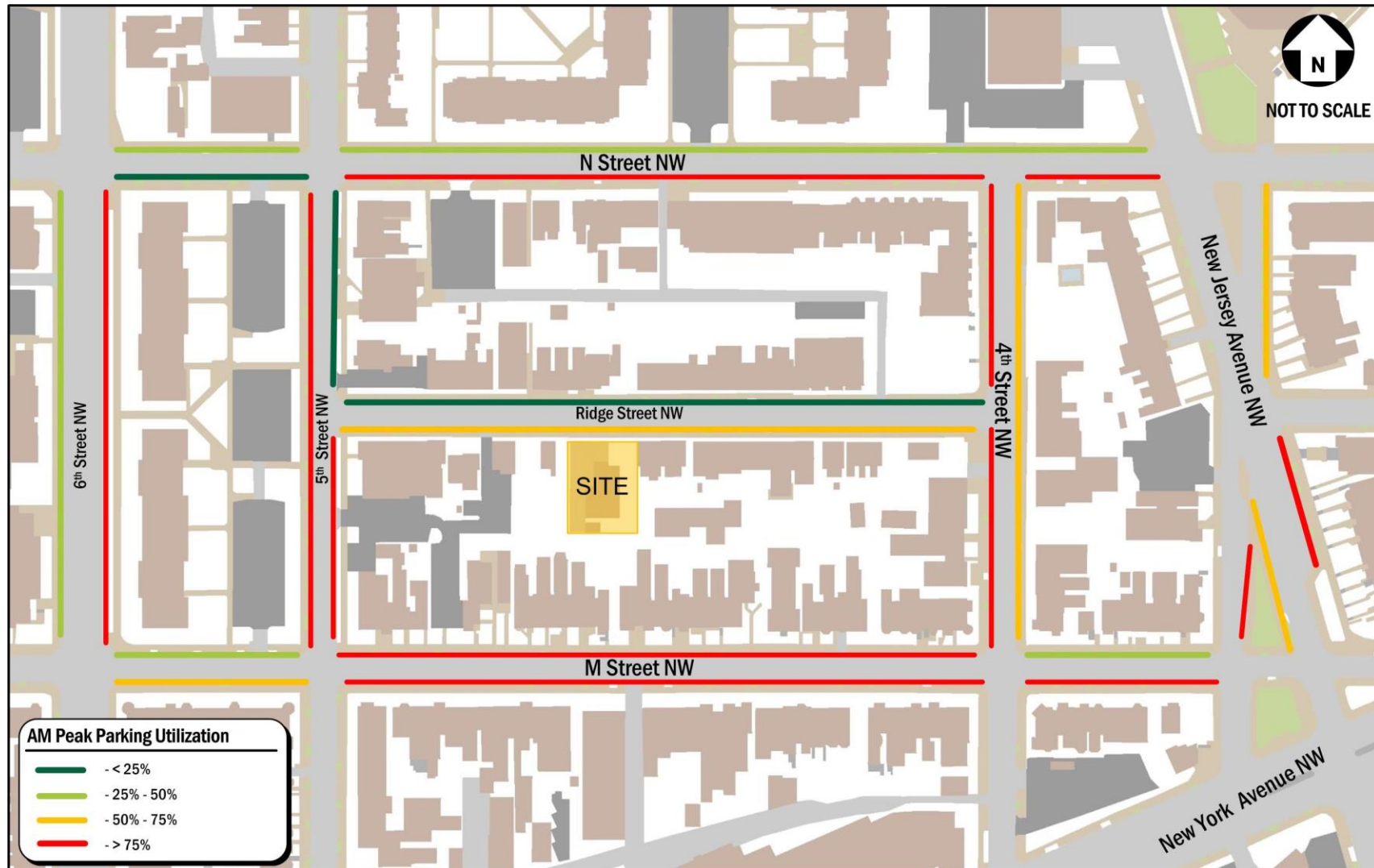


Figure 2: AM Peak Parking Utilization



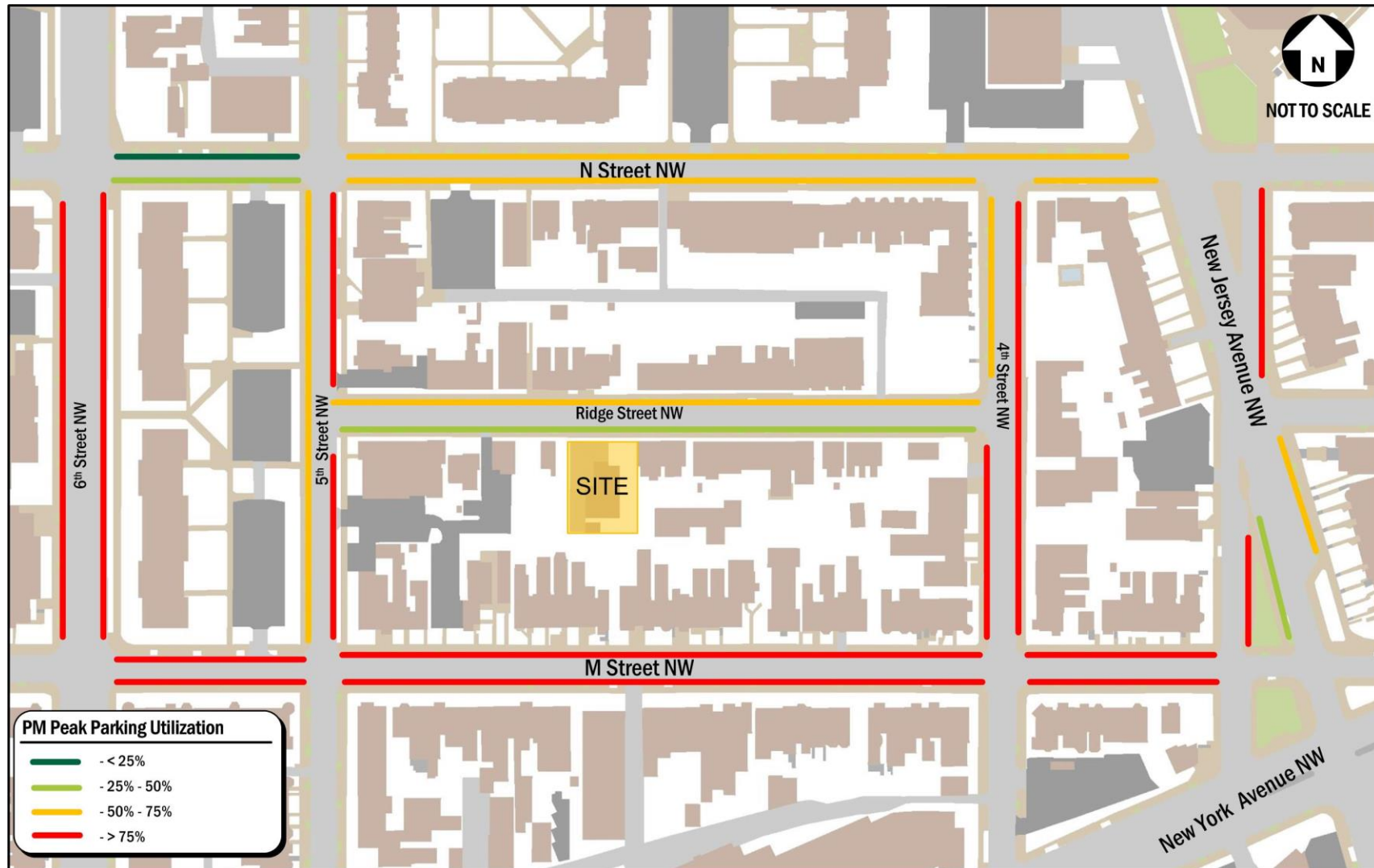


Figure 4: PM Peak Parking Utilization