

TECHNICAL MEMORANDUM

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From: Jim Watson, PTP
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Date: September 16, 2015

Subject: BZA 19053 - Ridge Street Townhomes Parking Occupancy Survey Results

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, 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 Saturday, September 12, 2015 and Tuesday, September 15, 2015 from 7:00am to 9:00pm on each day to determine the peak parking occupancy time periods associated with the nearby on-street parking for both an average weekday and Saturday. It should also be noted that the weekday was chosen to represent a day when street sweeping was not scheduled while the Saturday was provided at the request of the BZA.

The on-street parking study was conducted immediately surrounding the development within an area that would be considered within a short walk of the site (less than 1,000 feet). 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 Zones 2 and 6 Residential Permit Parking (RPP) spaces. It is noteworthy that none of the blocks in the study area were marked for Resident-Only RPP as is available in the District. Figure 2 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 Saturday, September 12, 2015 and Tuesday, September 15, 2015 from 7:00am to 9:00pm on each day to gain an understanding of the neighborhood parking demands on a typical weekday and Saturday. Table 1 and Table 2 give a summary of the utilization percentages for every hour of the weekday study period. It was determined that the weekday AM parking peak occurs at

7:00am with a parking utilization of 77 percent, the weekday midday parking peak occurs at 11:00am with a parking utilization of 65 percent, and the weekday PM parking peak occurs at 9:00pm with a parking utilization of 81 percent. Table 3 gives a summary of the inventory and occupancy results for the weekday peak hours. Figure 2 shows the peak parking utilization during the weekday (PM peak).

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

	7AM	8AM	9AM	10AM	11AM	12PM	1PM
Occupancy	319	275	262	258	271	268	267
Total Spaces	414	414	414	414	414	414	414
Utilization	77%	66%	63%	62%	65%	65%	64%

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

	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM
Occupancy	266	258	258	263	270	324	327	334
Total Spaces	414	414	414	414	414	414	414	414
Utilization	64%	62%	62%	64%	65%	78%	79%	81%

Table 3: Weekday Peak Hour Inventory and Occupancy Summary

Space Type	Spaces Available	AM Peak Period (7-8 AM)		Midday Peak Period (11 AM-12 PM)		PM Peak Period (9-10 PM)	
		Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization
RPP	369	299	81%	249	67%	313	85%
Unrestricted	45	20	44%	22	49%	20	44%
All On-Street Spaces	414	319	77%	271	65%	334	81%

Parking utilization is relatively stable during the majority of the weekday with utilization percentages consistently around 65 percent for most of the study period and increasing moderately to 81 percent in the late evening. Generally, over 80 parking spaces are available in the peak weekday parking hours, with over 140 being available during the midday periods. Most of the available parking throughout the weekday was noted along 6th Street and N Street, along the northern and western portions of the study area, while M Street was noted to have generally moderate to high occupancies throughout the day.

Table 4 and Table 5 give a summary of the utilization percentages for every hour of the Saturday study period. It was determined that the Saturday AM parking peak occurs at 9:00am with a parking utilization of 81 percent, the Saturday midday parking peak occurs at 11:00am with a parking utilization of 85 percent, and the Saturday PM parking peak occurs at 8:00pm with a parking utilization of 89 percent. Table 6 gives a summary of the inventory and occupancy results for the weekday peak hours. Figure 3 shows the parking utilization during the Saturday peak (PM peak).

Table 4: Saturday On-Street Parking Utilization Percentages Every Hour (7AM-1PM)

	7AM	8AM	9AM	10AM	11AM	12PM	1PM
Occupancy	323	331	334	346	353	338	333
Total Spaces	414	414	414	414	414	414	414
Utilization	78%	80%	81%	84%	85%	82%	80%

Table 5: Saturday On-Street Parking Utilization Percentages Every Hour (2PM-9PM)

	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM
Occupancy	330	321	308	324	325	345	367	366
Total Spaces	414	414	414	414	414	414	414	414
Utilization	80%	78%	74%	78%	79%	83%	89%	88%

Table 6: Saturday Peak Hour Inventory and Occupancy Summary

Space Type	Spaces Available	AM Peak Period (9-10 AM)		Midday Peak Period (11 AM-12 PM)		PM Peak Period (8-9 PM)	
		Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization
RPP	369	316	86%	336	91%	340	92%
Unrestricted	45	18	40%	17	38%	19	42%
All On-Street Spaces	414	334	81%	353	85%	367	89%

As with the weekday, parking utilization is relatively stable during the majority of the Saturday with utilization percentages consistently around 80 percent for most of the study period and increasing moderately to 89 percent in the late evening. Generally, 60-80 parking spaces are available in the peak Saturday parking hours, with up to 100 spaces being available during non-peak hours. As with the weekday parking availability, most of the available parking throughout the Saturday was noted along 6th Street and N Street, along the northern and western portions of the study area, while M Street was noted to have generally moderate to high occupancies throughout the day.

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 weekday evening parking occupancy, 334 of the 414 nearby parking spaces were occupied, leaving 80 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.
- During the peak Saturday evening parking occupancy, 367 of the 414 nearby parking spaces were occupied, leaving 47 available parking spaces on the nearby streets which also greatly exceeds by many times any parking which may be needed to absorb any conceivable parking demands of the site.
- 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. In addition, were the development to provide parking accessed from Ridge Street, a further reduction in parking available along Ridge Street would have resulted with the associated curb cuts that would be needed to access such parking.
- There is no detrimental impact to the surrounding parking network given the low number of parking spaces anticipated to be utilized by the development and the availability of parking within streets surrounding the development. In addition, were more restrictive parking measures, such as Resident-Only RPP restrictions, implemented, it is likely that more on-street availability would result in the neighborhood.

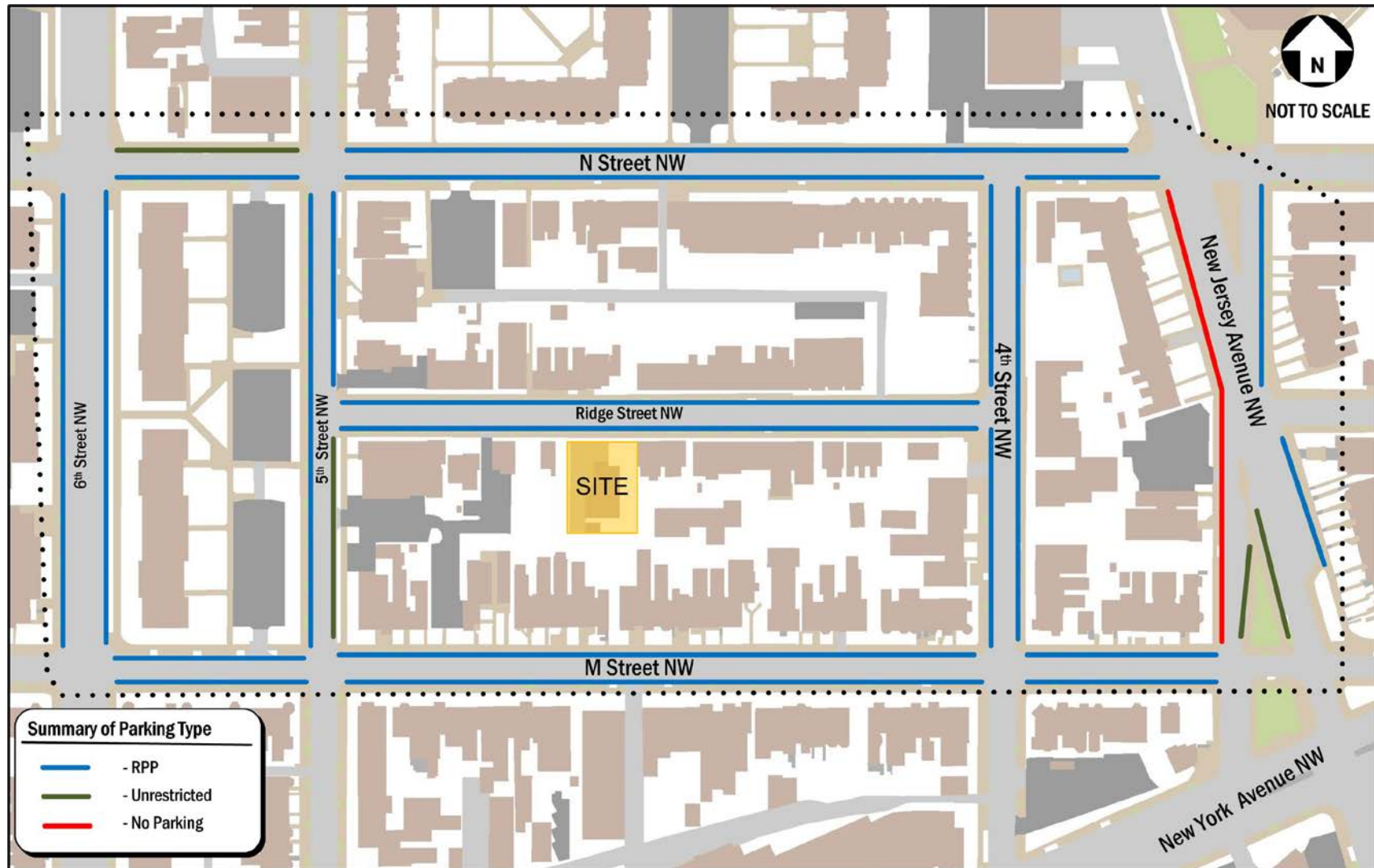


Figure 1: Summary of Parking Type

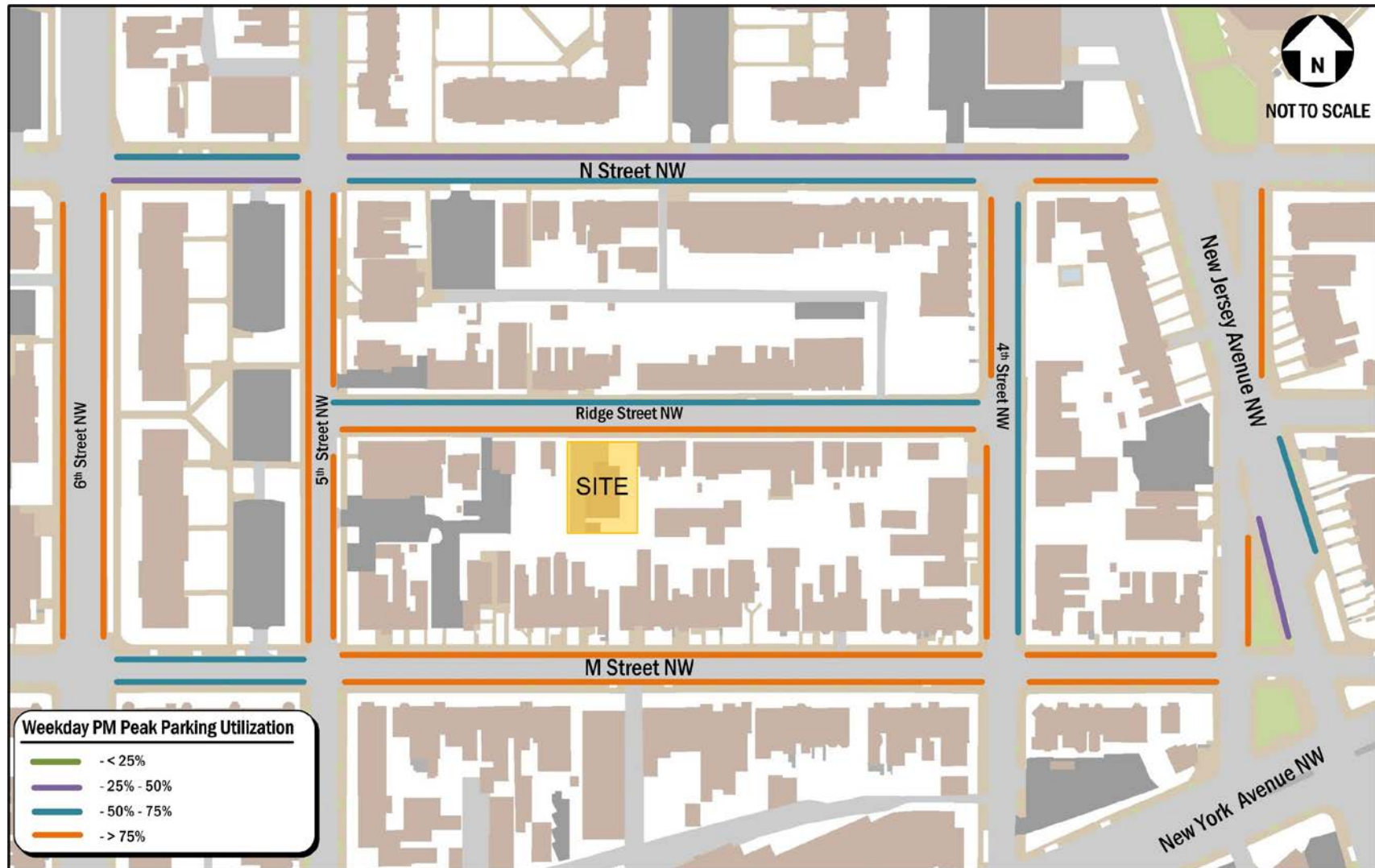


Figure 2: Weekday Peak Parking Utilization

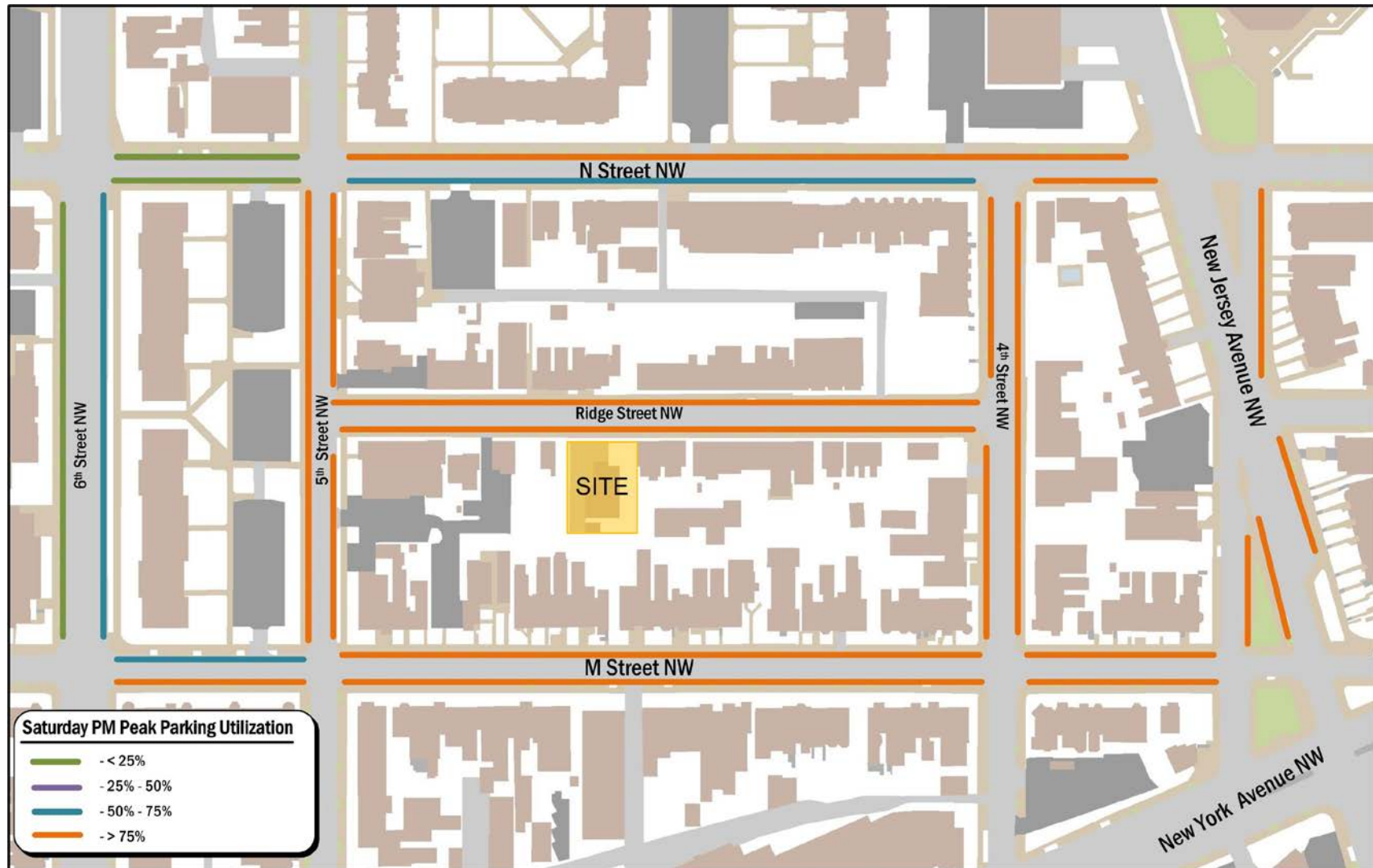


Figure 3: Saturday Peak Parking Utilization