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MEMORANDUM

TO: Evelyn Israel District Department of Transportation

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

DATE: August 28, 2015

RE: 1140 Florida Avenue, NE Parking Assessment

INTRODUCTION

The following memorandum summarizes the parking assessment prepared for the proposed 1140 Florida Avenue, NE project. The applicant is planning to construct a 6-unit condominium building. Parking relief is being requested to provide no parking spaces on-site instead of the three (3) parking spaces required (0.5 parking spaces per unit).

This parking assessment, inclusive of on-street parking supply and occupancy surveys, has been prepared in response to the Board of Zoning Adjustment (BZA) request. The scope and study area were coordinated with District Department of Transportation (DDOT). This memorandum also includes proposed transportation demand management measures the applicant will employ to encourage use of non-automobile transportation options and a car-free lifestyle.

The following conclusions were made regarding the proposed 1140 Florida Avenue, NE development (herein "Site"):

- The applicant is seeking parking relief for three parking spaces.
- The project is conveniently situated in relation to several Metrobus stops including the stop along Montello Avenue (adjacent to the Site) and a stop along Florida Avenue at the intersection with Montello Avenue. The project is also within walking distance (approximately 0.17 miles north or about a four minute walk) of the H Street corridor. The H Street corridor will provide streetcar service in the near future. A streetcar stop is also

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District of Columbia
CASE NO. 19061
TRANSPORTATION PLANNING, TRAFFIC ENGINEERING
EXHIBIT NO. 27

located within close proximity of Site at the H Street/ 13th Street intersection (approximately 0.3 miles south of the Site or about a 6 minute walk).

- DDOT's Residential Parking Permit (RPP) map indicates the Site perimeter fronting Florida Avenue (between 11th Street and 12th Street/Montello Avenue) and Montello Avenue (between Florida Avenue and Morse Street) are designated RPP. As such, residents of the project will be RPP eligible.
- There were 55 unoccupied spaces within the parking study area that could be used for Site related parking in the future; including 8 RPP spaces, 15 spaces that are unrestricted at all times and 47 spaces that are unrestricted between the hours of 6:30 PM and 7:00 AM. Thus, there is available on-street parking supply to accommodate potential parking demand, if required.

BACKGROUND

This Site is located on Florida Avenue between 11th Street and 12th Street/Montello Avenue (Square 4070, Lot 84) and is zoned C-2-A. See **Figure 1** for a site location map and **Figure 2** for an existing aerial of the site.

There is convenient access for pedestrians to/from Metrobus with one stop along Montello Avenue (adjacent to the Site) and one stop along Florida Avenue at the intersection with Montello Avenue. The walkscore¹ for the area is rated 94 out of 100 which is designated as a *Walkers Paradise* in which daily errands do not require a car.

¹ Sourced from Walkscore.com

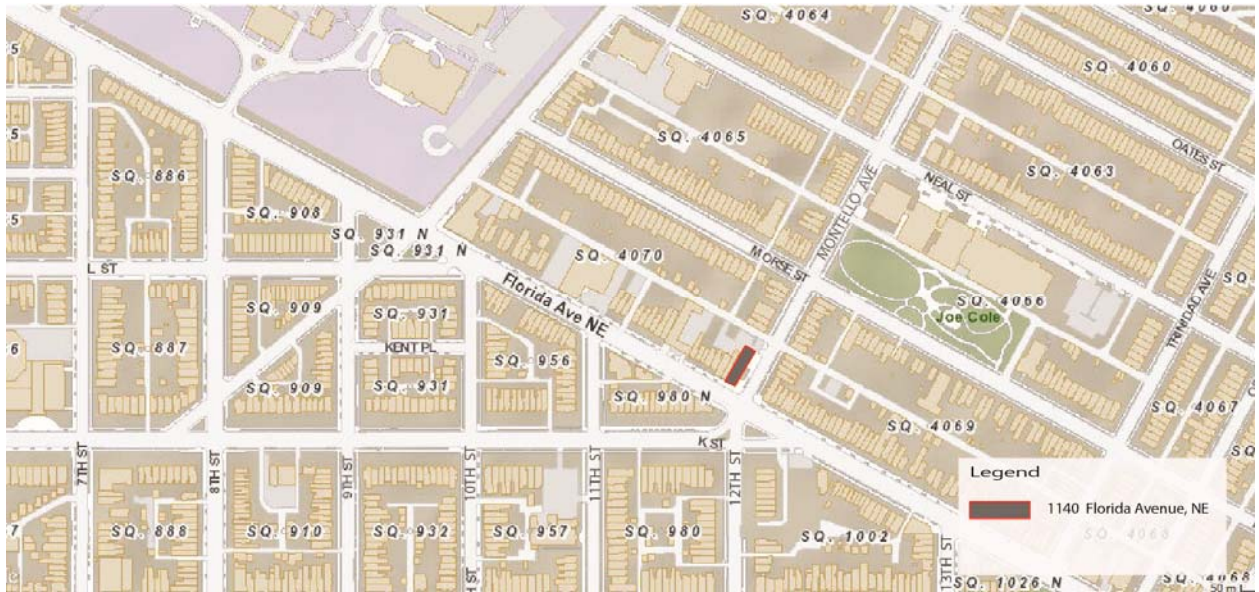


Figure 1: Site location map



Figure 2: Aerial of Site

PARKING

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 area is within a reasonable walk-shed from the Site and includes the following Street segments:

- 12th Street, NE (between I Street and Florida Avenue)
- Florida Avenue, NE (between 11th Street and 13th Street)
- K Street, NE (between 11th Street and Florida Avenue)
- Montello Avenue, NE (between Florida Avenue and Neal Street)
- Morse Street, NE (between West Virginia Avenue and Trinidad Avenue)

A summary of parking supply (by block) and control for the parking study area is provided in **Figure 3**.

A total of 265 parking spaces were inventoried within the study area. Of these, 29% (77 spaces) are Residential Permit Parking (RPP), 52% (138 spaces) are unrestricted at all times, 18% (47 spaces) are unrestricted outside of peak hours² and the remaining 1% (3 spaces) are permitted/signed handicap spaces.

² Monday through Friday 9:30 AM to 4:00 PM and 6:30 PM to 7:00 AM

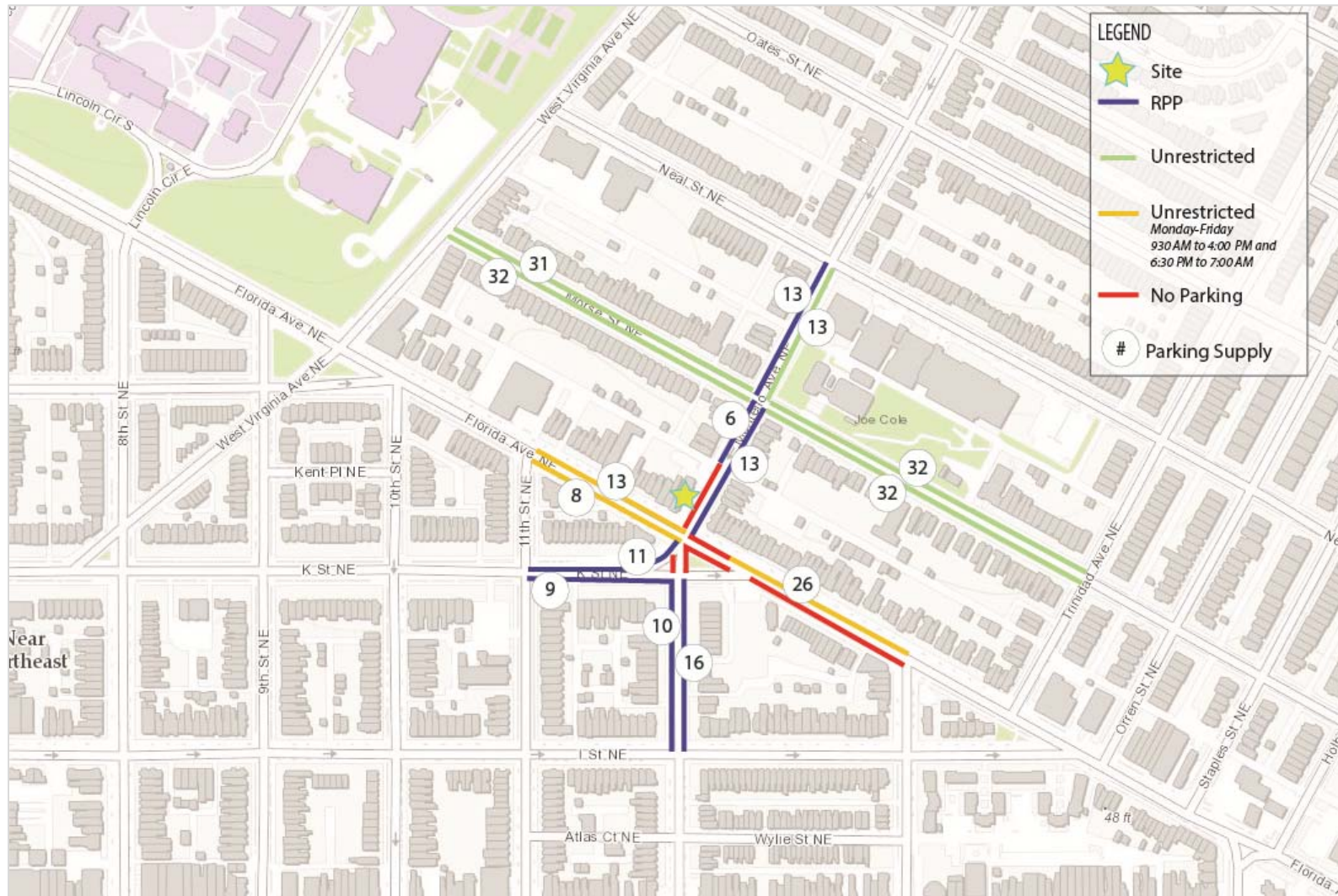


Figure 3: Summary of Parking Type and Supply (by block face)

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Figure 4, from DDOT's RPP map shown below, indicates Florida Avenue between (11th Street and 12th Street/Montello Avenue) and Montello Avenue are designated RPP streets. As such, residents of the project will be RPP eligible.

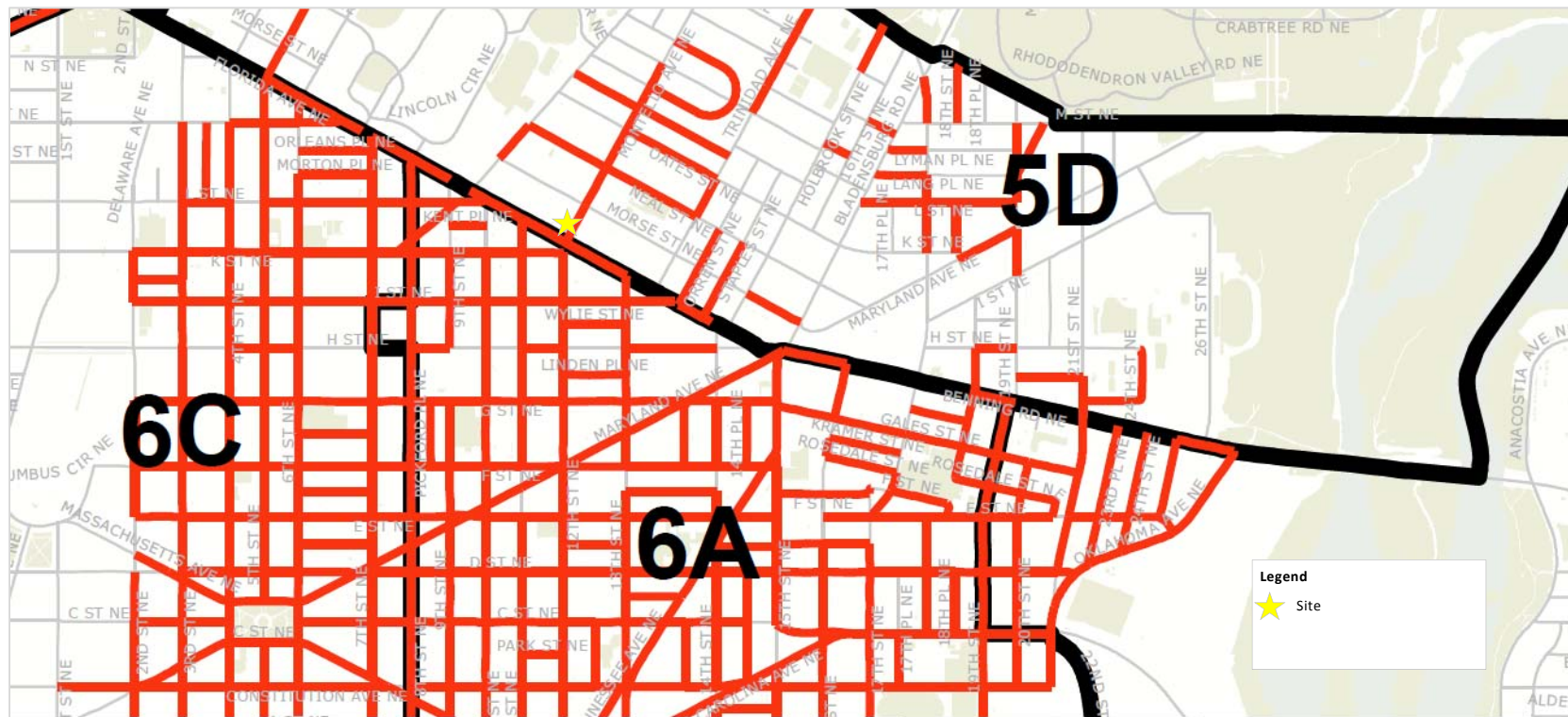


Figure 4: DDOT RPP/ANC Map

Parking occupancy data was collected on Thursday, August 27, 2015 at 8:00 PM. The survey date and time period were coordinated and approved by DDOT. The occupancy survey was conducted when the District of Columbia Public Schools were back in session for the fall 2015 semester. In addition, the survey timeframe was selected to capture both residential and retail/restaurant parking demand given the neighborhood context (i.e. primarily residential near Florida Avenue and commercial further south along the H Street corridor).

Table 1 outlines total parking supply and utilization and **Table 2** provides the summary by type of parking spaces.

Table 1: Parking Supply, Occupancy and Available Spaces

Survey Time	8:00 PM
Supply	265
Occupancy	210
Unoccupied Spaces	55
% Utilization	79%

Table 2: Parking Supply and Occupancy Summary (by type of space)

Space Type	Parking Supply	8:00 PM		
		Occupancy	Utilization	Available
RPP	77	69	90%	8
Unrestricted	138	123	89%	15
Unrestricted (outside of peak rush hour periods)	47	16	34%	31
ADA	3	2	67%	1
Total	265	210	79%	55

As indicated in **Table 2**, there is available on-street parking to accommodate the three parking spaces required for the project. During the survey, there were 55 spaces available that could be used for Site parking in the future; including 8 RPP, 15 spaces that are unrestricted at all times and 47 spaces that are unrestricted between the hours of 6:30 PM and 7:00 AM. **Figure 6** provides an illustration of available on-street parking by location.

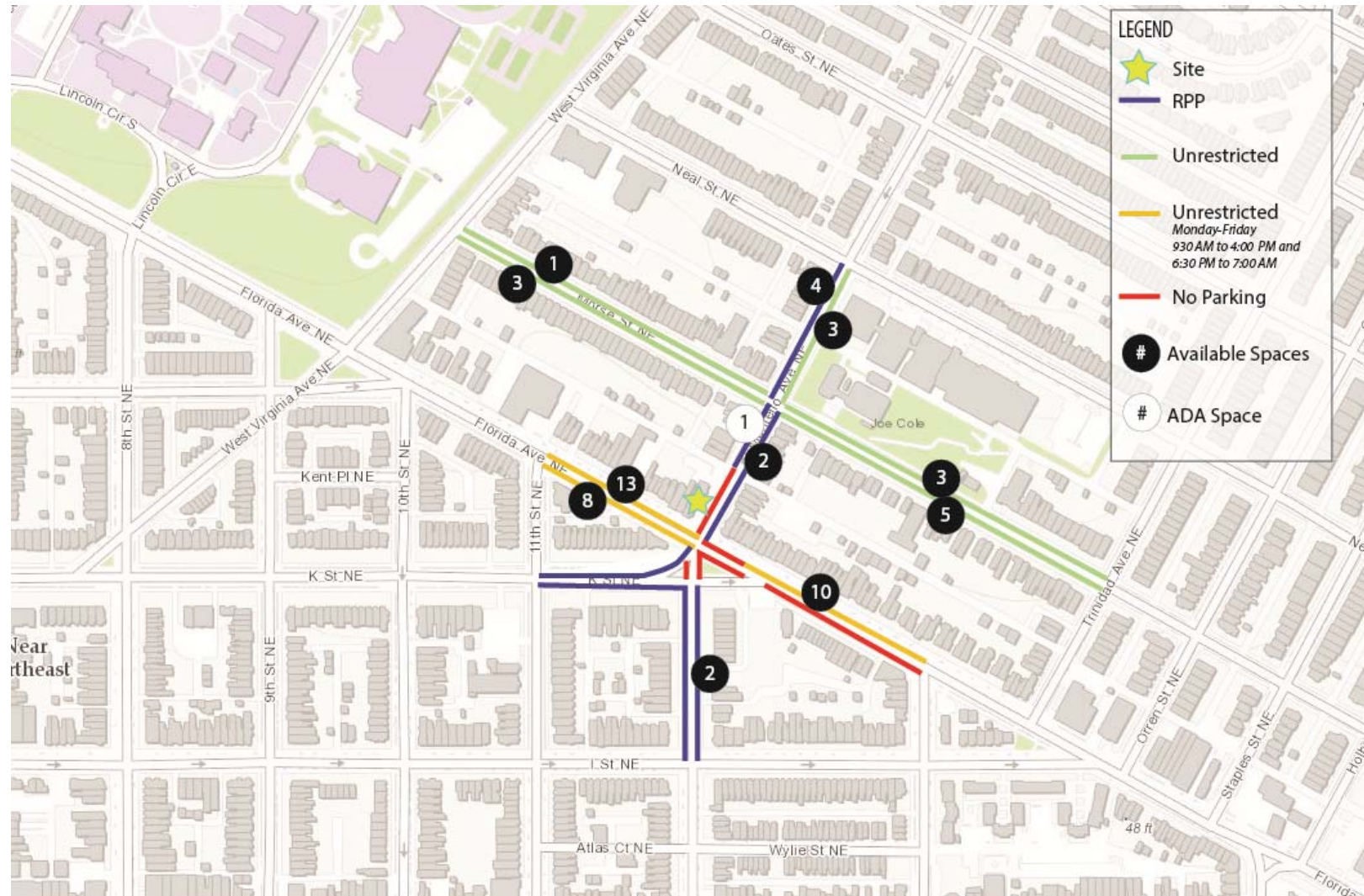


Figure 6: Available Parking Spaces (by location)

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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. In accordance with the matrix, the applicant will commit to the following expected measures for developments that generate less than 50 peak hour trips³:

- Provide, as a one-time incentive, each initial purchaser a bicycle helmet (6 helmets)
- Issuance of a one-time⁴ 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.
- 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.

CONCLUSION

The 1140 Florida Avenue project will not adversely impact off-site parking conditions. The project is conveniently situated in relation to several Metrobus stops and is also within walking distance (approximately 0.17 miles north or about a 4 minute walk) of the H Street corridor. The H Street corridor will provide streetcar service in the near future. A streetcar stop is also located within close proximity of Site at the H Street/ 13th Street intersection (approximately 0.3 miles south of the Site or about a 6 minute walk).

The project is seeking parking relief for three parking spaces. There were 55 unoccupied spaces within the parking study area that could be used for Site parking in the future; including 8 RPP spaces, 15 spaces that are unrestricted at all times and 47 spaces that are unrestricted between the hours of 6:30 PM and 7:00 AM. Thus, there is available supply to accommodate parking on-street, if required.

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

³ Reference Table 2: TDM Recommendation Matrix; Incorporation of Transportation Demand Management into the Development Review Process Final Report and Recommendations (October 2010).

⁴ This measure is for initial owners only and not in perpetuity.