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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: September 21, 2015

RE: 727 Hobart Place, NW Parking Assessment

INTRODUCTION

The following memorandum summarizes the parking assessment prepared for the proposed 727 Hobart Place, NW project. The applicant is planning to construct four row dwellings. Parking relief is being requested to provide no parking spaces on-site instead of the four (4) parking spaces required (one parking space per row dwelling).

The scope and study area were coordinated with the 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 727 Hobart Place, NW project development (herein "Site"):

- The applicant is seeking parking relief for four parking spaces.
- The project is located within close proximity of two arterials: Georgia Avenue¹ and Sherman Avenue². Both arterials provide frequent Metrobus service and there are several stops within walking distance of the proposed project along Georgia Avenue and along Columbia Road.

¹ A principal arterial

² A minor arterial

- DDOT's Residential Parking Permit (RPP) database indicates both sides of the 700 block of Hobart Place (along the perimeter of the Site) are designated and therefore residents of the project will be RPP eligible.
- During the peak parking demand period, there were 89 unoccupied spaces within the parking study area that could be used for Site related parking in the future; including 33 RPP spaces, 6 spaces that are unrestricted at all times and 43 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 Hobart Place between Sherman Avenue and Georgia Avenue (Square 2888, Lot 202) and is zoned R-4. See **Figure 1** for a site location map and **Figure 2** for an existing aerial of the site.

The walkscore³ 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.

³ Sourced from Walkscore.com

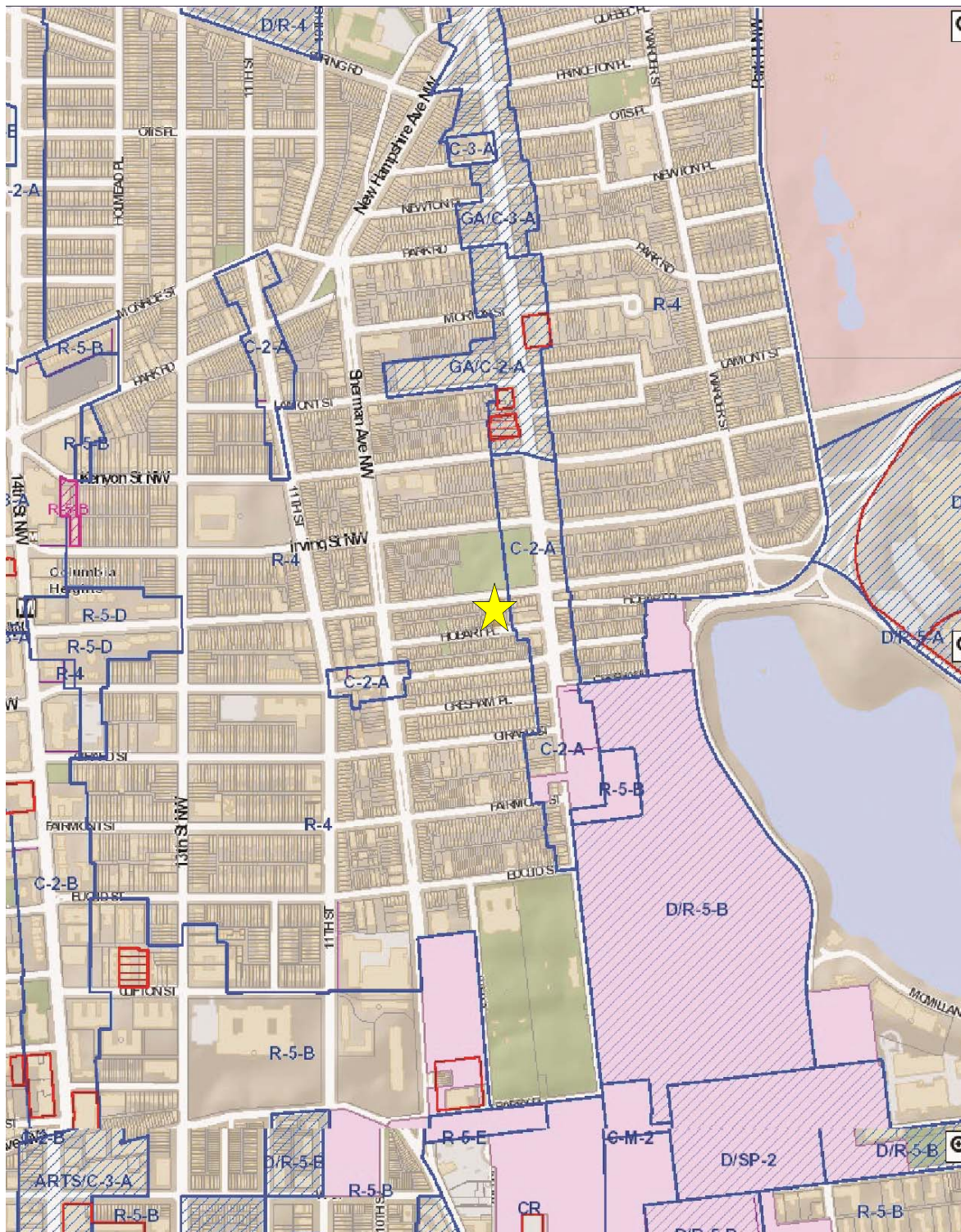


Figure 1: Site location map (source: District of Columbia Zoning Map)

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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:

- Georgia Avenue, NW (between Irving Street and Harvard Street)
- Hobart Place, NW (between Sherman Avenue and Georgia Avenue; Georgia Avenue and 5th Street)
- Columbia Road, NW (between Sherman Avenue and Ward Street)

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

A total of 290 parking spaces were inventoried within the study area. Of these, 58% (168 spaces) are Residential Permit Parking (RPP), 12% (34 spaces) are unrestricted at all times, 20% (59 spaces) are unrestricted outside of peak hours⁴, 8% (23 spaces) are metered/short term parking and the remaining 2% (6 spaces) are signed handicap spaces.

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

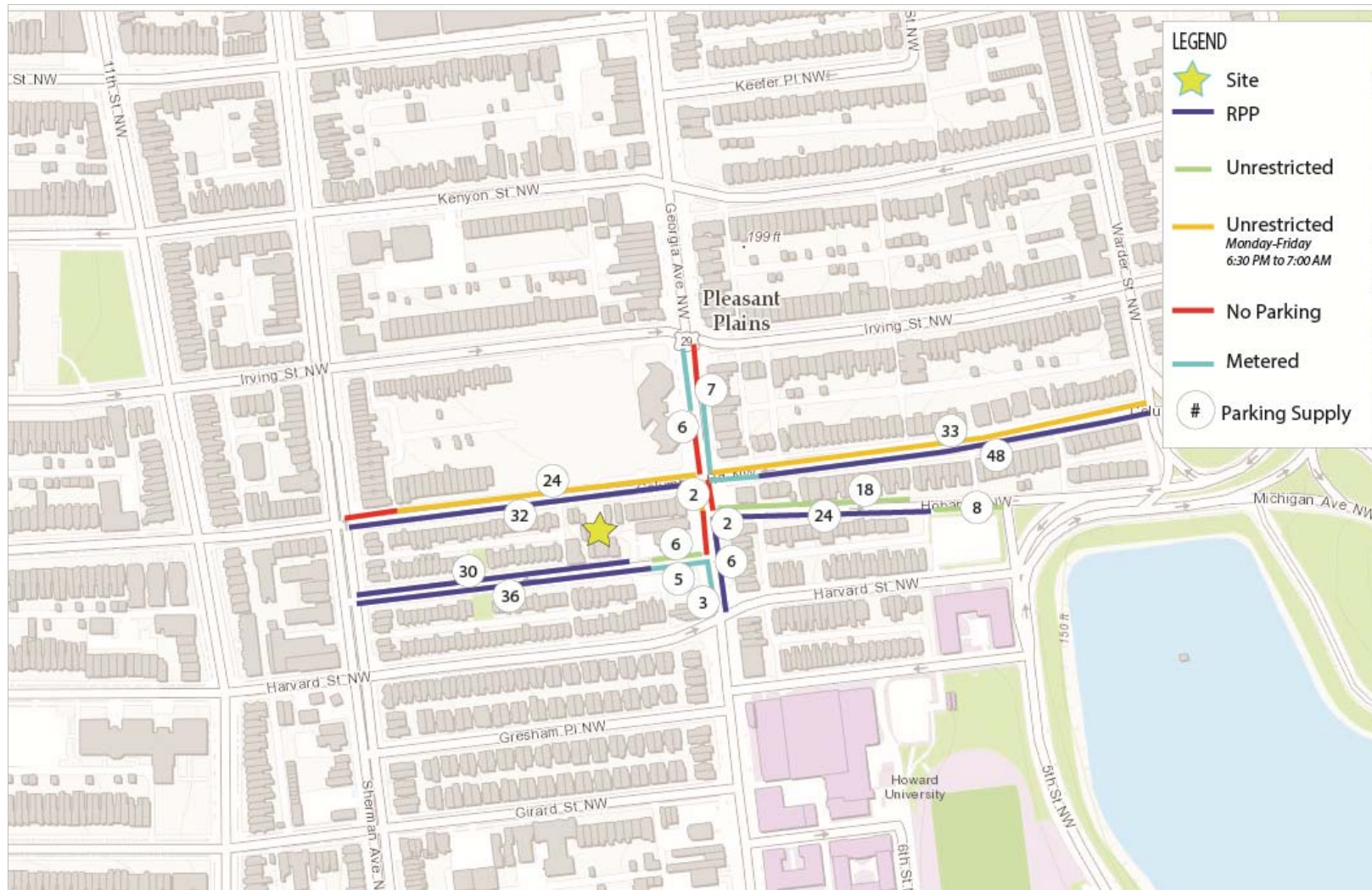


Figure 3: Summary of Parking Type and Supply (by block face)

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Parking occupancy data was collected on Thursday, September 17, 2015 hourly between 7:00 PM and 10:00 PM. The survey date and time period were coordinated and approved by DDOT.

Table 1 outlines hourly total parking supply and utilization.

Table 1: Parking Supply, Occupancy and Available Spaces

Survey Time	7:00 PM-8:00 PM	8:00 PM-9:00 PM	9:00 PM-10:00 PM
Supply	290		
Occupancy	192	196	201
Unoccupied Spaces	98	94	89
% Utilization	66%	67%	69%

As shown in **Table 1**, the highest level of parking occupancy occurred between 9:00 PM and 10:00 PM. The peak hour parking supply and occupancy by type is shown in **Table 2**.

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

Space Type	Parking Supply	8:00 PM		
		Occupancy	Utilization	Available
RPP	168	135	80%	33
Unrestricted	34	28	82%	6
Unrestricted (outside of 7:00 AM to 6:30 PM)	59	16	27%	43
Metered/ Short term	23	17	74%	6
ADA	6	5	83%	1
Total	290	201	69%	89

There is available on-street parking to accommodate the four parking spaces required for the project. During the peak parking demand period, there were 89 unoccupied spaces within the parking study area that could be used for Site-related parking in the future; including 33 RPP spaces, 6 spaces that are unrestricted at all times and 43 spaces that are unrestricted between the hours of 6:30 PM and 7:00 AM. **Figure 4** provides an illustration of available on-street parking by location.

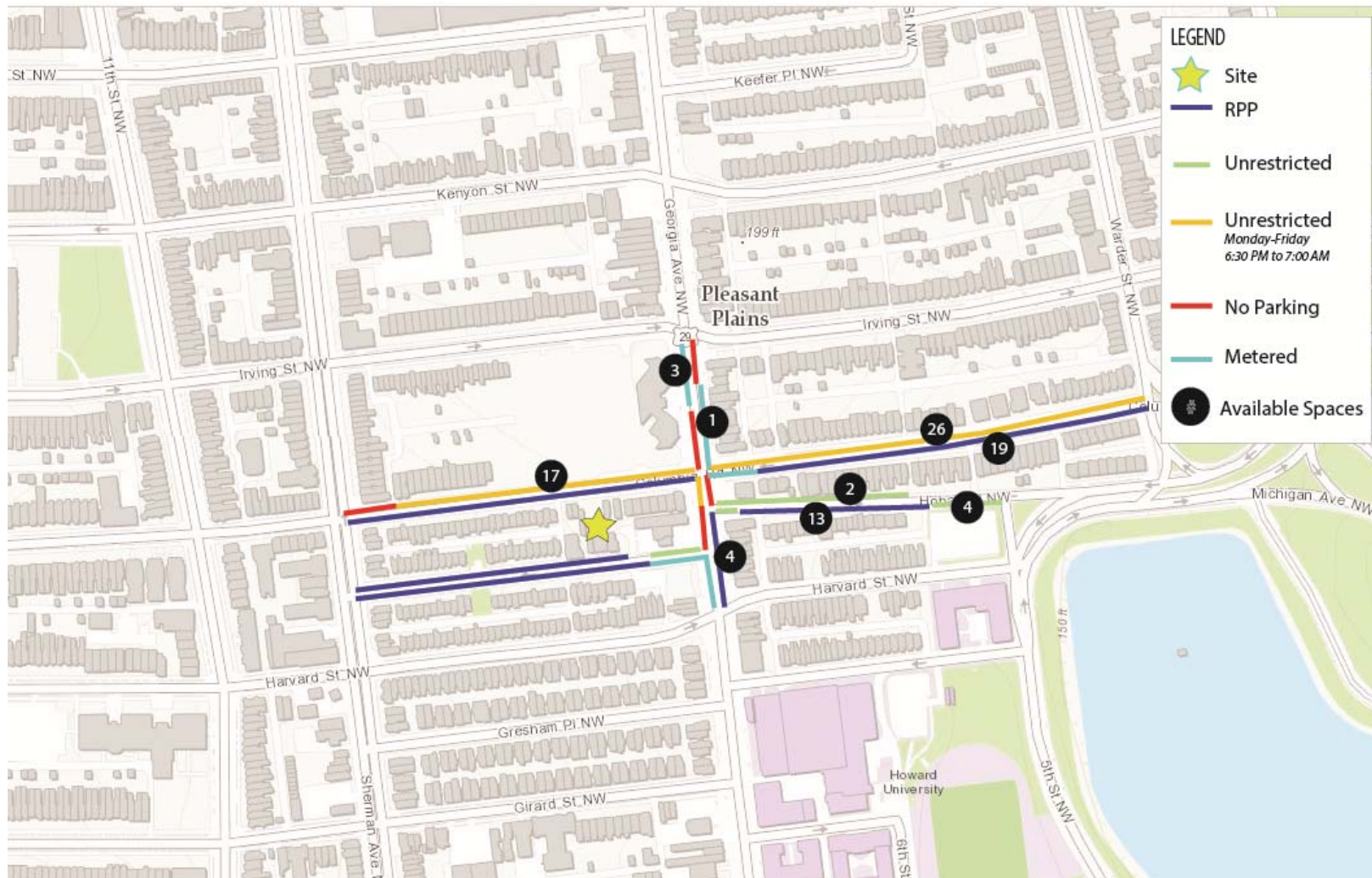


Figure 4: Available Parking Spaces (by location)

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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 trips⁵:

- Issuance of a one-time⁶ one-year bikeshare or car share membership as part of a move-in package for the first lessee or owner of each residential unit.
- Offer a preloaded \$60 SmarTrip card for each unit at the initial sale of units in the building

CONCLUSION

The 727 Hobart Place, NW project will not adversely impact off-site parking conditions. The project is located within close proximity of Georgia Avenue and Sherman Avenue which both provide for frequent Metrobus service and convenient access to Metrobus stops.

The project is seeking parking relief for four parking spaces. During the peak parking demand period, there were 89 unoccupied spaces within the parking study area that could be used for Site related parking in the future; including 33 RPP spaces, 6 spaces that are unrestricted at all times and 43 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.

⁵ Reference Table 2: TDM Recommendation Matrix; Incorporation of Transportation Demand Management into the Development Review Process Final Report and Recommendations (October 2010).

⁶ This measure is for initial owners only and not in perpetuity.