

ATTACHMENT C

Existing Parking Conditions and Adequacy of Proposed Spaces

Comprised of Lots 115 and 116, a majority of the site is currently used as an unimproved parking lot. It provides parking for the residents and employees of the SRO/convent (Lot 115) and the teachers, staff and visitors of the City Lights School (Lot 116). Currently, the Zoning Regulations only permit the City Lights School and the occupants of former convent to park on the site. In recent months, however, the lot has also been used by teachers at the Hyde Elementary School and possibly others in the community. Hyde School's teachers and staff were formerly permitted to park on the adjacent McKinley High School site. However, McKinley ended that practice and since that time, St. Martin's Parish has informally accommodated Hyde's parking needs on the convent site prior to construction of the proposed PUD. The Applicant now seeks zoning relief as part of its PUD to legally allow neighbors to park on its property.

Based on the traffic study prepared by O.R. George and Associates and other evidence of record, including that presented by the Eckington Citizens for Responsible Development (ECRD), any real or perceived parking shortages and traffic congestion are not attributable to the proposed PUD but rather to Hyde School. As ECRD's photographs demonstrated, drop-off and pick-up periods for Hyde School – like most other schools – create a certain amount of congestion. Nevertheless, despite this increased traffic in the morning and late afternoon, the streets and intersections still operate at Service Level B, well-above the Level D deemed acceptable by the District's Department of Transportation (DDOT). Traffic flow during these peak school hours has also been enhanced by the creation of one-way eastbound travel on T Street.

Hyde School's parking needs can also be accommodated in a way that does not create adverse effects for the community. First, as ECRD testified, "most of the residents drive to work." (See Zoning Commission Transcript, February 8, 2006, at 141). Consequently, any daytime, on-street parking demands created by Hyde School are not in conflict with the evening parking demand of area residents. Second, the Applicant has arranged for City Lights School to meet its parking needs one block away on Nash United Methodist Church's underutilized parking lot during construction of the PUD. The Applicant has advised Hyde School of this alternative, as well.

Finally, excess spaces will be available in the proposed PUD. Based on car ownership statistics for rental units in this census tract, O.R. George and Associates has determined that the building will have between 55 and 74 parking spaces available for non-building residents. If tandem spaces are counted as one space then there will be 55 extra spaces; if they are counted as two spaces, then there will be 74 extra spaces. This is 74 more spaces than will be available if the site is developed as of right.

Using data for the census tract surrounding the property, O.R. George determined that renters in this neighborhood own 1 car for every three rental units (a .03 ratio):

H44. TENURE BY VEHICLES AVAILABLE [15] - Universe: Occupied housing units
Data Set: Census 2000 Summary File 3 (SF.3) - Sample Data

District of Columbia	Census Tract 87.01,
Total:	750
Owner occupied:	463
No vehicle available	118
1 vehicle available	213
2 vehicles available	108
3 vehicles available	24
4 vehicles available	0
5 or more vehicles available	0
Renter occupied:	287
No vehicle available	193
1 vehicle available	94
2 vehicles available	0
3 vehicles available	0
4 vehicles available	0
5 or more vehicles available	0

U.S. Census Bureau Census 2000

Thus, the proposed 178-unit building will generate a demand for 59 parking spaces, where a minimum of 129 regulation and stacked spaces are provided. The excess 70 spaces would be available for City Lights, Hyde and McKinley schools, or other area residents.¹

ECRD testified that on at least two occasions, anywhere from 87 to 94 cars were parking on the PUD site. Assuming the accuracy of these two counts, and further assuming this to be a daily occurrence during the school-week, the majority of these cars could be accommodated within the PUD garage. Because the majority of residents drive to work, the remaining 17 to 24 cars could park on the street. Teachers would leave the neighborhood before homeowners returned from work.

Significantly, if the property were developed as a matter-of-right, it would be infeasible to construct an underground parking garage that could provide excess parking for the community or City Lights School.² That is, a matter-of-right development would have potentially far greater parking impacts on the neighborhood. Here, however, the proposed development not only accommodates its own needs, it helps alleviate any parking shortages in the community.

¹ City Lights School generates a demand for 16 spaces, as described in the MOU attached as Attachment F herein.

² Because City Lights was constructed prior to the implementation of the current Zoning Regulations, it is not required to provide parking and any matter-of-right rowhouses constructed on the site would not need to accommodate the school's parking demand.