

Adequacy of Giant PUD Parking Plan, Case 08-15

Presented by
John Korbel
May 4, 2009

- Good evening, Chairman Hood and Commissioners. My name is John Korbel. I reside at 3420 Newark St., NW.

- I am here this evening to comment on the adequacy of the Applicant's parking plan to support the PUD and the community.

- My written testimony provides the details of my analysis -- which I can only highlight in my comments this evening.

- The numbers are important and I urge you to read this testimony.

- My analysis is based on the Applicant's submission and my interpretation of industry standards as they apply to the PUD area.

ZONING COMMISSION
CASE No. 08-15
District of Columbia
EXHIBIT No. 223 ¹
EXHIBIT NO. 223

Adverse Impact of PUD/Conclusion

Because of :

- Current congested on-street and lot parking
- Size of commercial and residential development in proposed PUD
- No Metro - Limited use of transportation alternatives
- Other development in the immediate area

Applicant should provide *more spaces* than required by zoning, *not fewer*...

05/04/2009

2

•If implemented, the Applicant's parking plan will adversely impact the immediate community because of:

- The Current parking situation
- Size of the development
- Limited transportation alternatives
- Other development in the area

•I will comment in a moment on each of these areas

•Based upon my analysis, the Applicant should provide MORE SPACES than required by zoning regulations, NOT FEWER

•What does the Applicant actually propose?

PUD Required Spaces and PUD Proposed Spaces

Land Use	PUD Parking Spaces Required	PUD Parking Spaces Provided	Difference
Residential	77	147	70
Non-Residential	435	388	-47
Total	512	535	23
Non-Residential After Community Set Aside	435	358	-77

05/04/2009

3

- The Applicant suggests their parking is 23 spaces more than required by zoning, but this “surplus” is misleading,
- There are actually 47 fewer commercial spaces than are required
- And 77 fewer spaces if you count the Applicant's 30 spaces set aside for the community
- What is the real parking need?

Existing Wisconsin-Macomb Restaurants Peak Hour Parking Demand

	Rest. Seat Inside	Rest. Seats Outside	Total Rest. Seats	Vehicles per Seat (1)	Total Vehicles for Inside	Total Vehicles for Outside	Total Vehicles For Restaurants
2Amys	155	25	180	0.264	41	7	48
Café Detuxe	254	36	290	0.264	67	10	77
Cactus Cantina	326	160	486	0.264	86	42	128
Enology	94	16	110	0.264	25	4	29
Sushi Sushi	40	15	55	0.264	10	4	14
Total	869	252	1121		229	67	296

1. Parking Generation, ITE, 3rd Ed. Calculated demand based on demand for high-turnover family restaurants (with no bar or lounge). Vehicles per 1,000 SF equals 5.55 for urban and 10.1 for suburban (for an urban/suburban ratio of .55 (5.55/10.1)). With suburban vehicles of .48 per seat for family restaurant (with bar or lounge), estimated urban peak demand equals .264 vehicles per seat (.55 times .48). See, pp. 270-277.

05/04/2009

4

- Our area is not an empty development site. It already has a number of thriving businesses
- Currently, there are five restaurants in the area that can seat more than 1100 customers
- When these restaurants are filled, they bring almost 300 cars to our community
- patrons and employees park on already crowded streets
- And fill the Giant parking lots
- A Picture is worth a thousand words

Giant Lot S, Fri 8/8 6:52pm



05/04/2009

5

- The following are a few photos taken on Friday night in early August
- With many people on vacation and area schools out, this is not the busiest time of year
- But you can see the lot is still full
- And street parking is congested

Giant Lot Mid, Fri 8/8 6:53pm



05/04/2009

6

- The following are a few photos taken on Friday night in early August
- With many people on vacation and area schools out, this is not the busiest time of year
- But you can see the lot is still full
- And street parking is congested

Giant Lot S & Mid, Fri 8/8 6:53pm



05/04/2009

7

- The following are a few photos taken on Friday night in early August
- With many people on vacation and area schools out, this is not the busiest time of year
- But you can see the lot is still full
- And street parking is congested

Macomb N Fri 8/8 6:56pm



05/04/2009

8

- The following are a few photos taken on Friday night in early August
- With many people on vacation and area schools out, this is not the busiest time of year
- But you can see the lot is still full
- And street parking is congested

36th from Macomb Fri 8/8 6:58pm

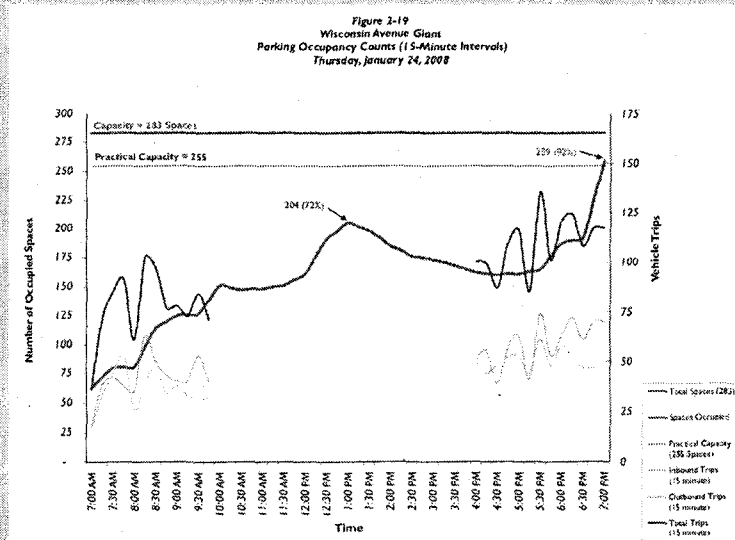


05/04/2009

9

- The following are a few photos taken on Friday night in early August
- With many people on vacation and area schools out, this is not the busiest time of year
- But you can see the lot is still full
- And street parking is congested

Applicant Parking Occupancy Counts

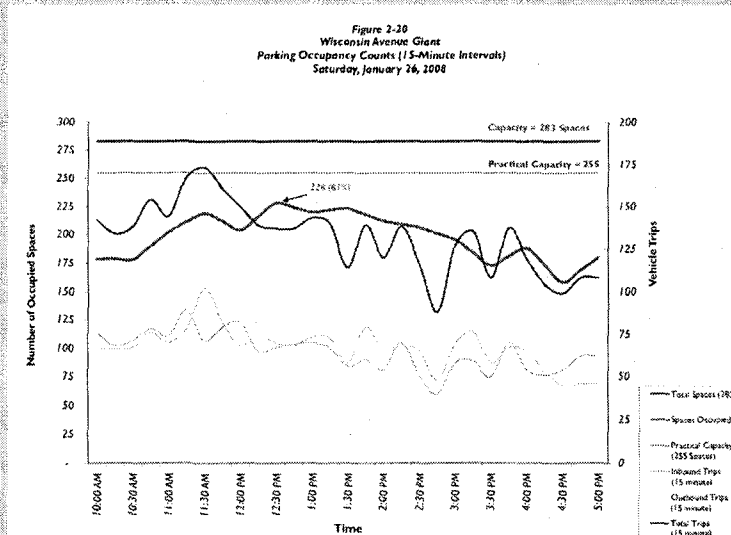


05/04/2009

10

- The Applicant's own traffic study illustrates the problem on a Thursday in January of 2008.
- There are two peaks, the first around 1pm and the second at 7pm
- Actually we don't know the second peak because the Applicant stopped counting at 7pm
- In any case, for this second peak, the Applicant shows the lot is filled beyond its practical capacity

Applicant Parking Occupancy Counts



05/04/2009

11

- The count on the following Saturday, inexplicably, stopped at 5pm; it doesn't show the much higher evening peak
- These numbers are SHOCKING -- given that almost half the retail space is vacant or closed when the parking peak occurs
- So Who is using these lots? Obviously, it's
 - Restaurants outside the PUD
 - Neighbors
 - Visitors to the community



- As I have shown, these 278 spaces in lots on both blocks are often filled today
- The Applicant provides only 80 more spaces than exist today to support larger and more vibrant retail in the PUD
- In other words, the Applicant is DOUBLING the amount of active retail in the PUD, while it is ADDING ONLY 29 PERCENT more parking spaces
- Moreover, the new PUD commercial space could add 5 to 7 new restaurants to the 5 that are already in the area today.
- And, as I have shown, restaurants generate an enormous amount of traffic.

New Retail Parking Deficits

- Parking need assessment should be based on Shopping Centers standard and adjusted for our urban region
- PUD has 56 fewer spaces than required to prevent spill over
- With “30 community space set aside,” PUD has 86 fewer spaces than required
- Also, 93 spaces are required for North Block retail, but none are provided

05/04/2009

13

•The Applicant contends that “the PUD would provide parking to support the proposed retail, supermarket, and other commercial use.”

•I COULD NOT DISAGREE MORE

•The PUD proposal has 86 fewer spaces than required to meet PUD demand

•And with an additional 5 to 7 new restaurants, this deficit would probably be much larger

•Finally, a complete absence of commercial parking on North Block is unacceptable. Regulations require 93 spaces here.

Inadequacy of Parking Given Transportation Alternatives

- Current bus service is inadequate
- Metro stops are too far away
- Walking or biking is not an alternative for volume shoppers

Conclusion:

Transportation alternatives will not significantly diminish parking demand

05/04/2009

14

•As to transportation alternatives, Volume shoppers and those going to restaurants, especially in the evening, will use their cars

•Particularly as the PUD and surrounding businesses attract patrons from outside the neighborhood

•It's unrealistic to expect significant use of buses and bicycles to address this enormous parking deficit

•The City noted sites like this in the Glover Park Commercial District Analysis, saying that area "is served by several bus routes but not a Metrorail station, therefore making driving more likely than in some other communities." [2006 Glover Park Commercial District Analysis, page 5, *Parking and Pedestrian Access*]

Impact of Other Development

- Nursing home conversion at Wisconsin Ave and Newark St
- Conversion to 99 apartments with only 37 off-street parking places
- Could add 60 or so more cars to already crowded streets

05/04/2009

15

•Also, the PUD Application did not consider the impact of other development in the area, particularly the new condos now under construction across from Giant

•However, the PUD process requires the ZC and OP to consider impacts of other development, particularly when the Applicant seeks zoning relief

Recommendation

- Add significantly more commercial parking (including on North Block);
- Reduce number of residences on North Block to free spaces for commercial parking;
- Limit the size and number of restaurants and bars;
- Prohibit RPP for PUD residents;
- Require a Parking Management Plan that controls use and access.

05/04/2009

16

- The Applicant should provide significantly more parking spaces
- Reducing the number of North Block residential spaces could free up commercial spaces there
- Limiting restaurants and bars, which have greater parking demand than retail, especially at night when residential parking is also high, will mitigate the impact - and prohibiting parking permits for PUD residents could also help
- Finally, parking management must be detailed by the Applicant to ensure effective "shared use" of on-site parking.

Conclusion

Commercial parking is short-changed by residential parking provided for dense housing that's inconsistent with Comprehensive Plan.

Our recommendation would

- mitigate adverse impacts on neighborhood parking
- secure revitalization of local shopping area
- benefit larger community with sensible and sensitive local economic development

05/04/2009

17

- To conclude, the “surplus” of parking claimed by the Applicant is misleading
- The Applicant has actually short changed the commercial parking requirements to benefit its housing project
- However, our parking recommendations would mitigate, in part, the adverse impact of the PUD on the Community
- And promote the economic vitality of existing businesses in the area and those in the PUD
- I can see my time is up.
- I would be pleased to answer any of your questions regarding our assessment, recommendations, and conclusion, and the detail supporting my comments.
- Thank you.

More Parking Spaces Are Necessary to Cover Project Deficits

- 56 Spaces for PUD commercial demand;
- 95 spaces for current users of the Giant parking lots (including the 30 community space set aside);
- 50 spaces for PUD resident visitors and loss of on-street parking as a result of PUD; and
- 30 spaces for nursing home conversion residents.

05/04/2009

18

For reference