

PARKING SPACE ASSESSMENT MATRIX

ZC CASE NO. 09-03

The Applicant is committed to minimizing the number of parking spaces that are provided in the PUD project. However, in order to attract the dynamic and vibrant retail tenants that the Applicant envisions for this project, it is necessary to provide parking on the entire site that will provide a minimum of four parking spaces for every 1,000 square feet of retail space. The Applicant has already reduced the number of parking spaces proposed in the project by 9%. In addition, the Applicant has agreed to “unbundle” the residential parking spaces from the sale of the residential units (i.e. the parking spaces and the residential units will be sold separately).

In order to obtain financing for this project and further pursue lease negotiations with the larger retail tenants, the Applicant needs a level of certainty regarding the approved number of parking spaces in this project. The Applicant understands the desire of the Office of Planning and the Department of Transportation to have the ability to limit the number of parking spaces in later phases of development of this project, if earlier projections for parking demand are not reached. Therefore, the Applicant proposes the following Parking Assessment Matrix.

Total Number of Parking Spaces. The cumulative total number of off-street parking spaces allowed in the PUD project shall not exceed 1,698, as described below. In addition, 76 parking spaces are permitted along the internal street system (55 parking spaces on Main Street and 21 parking spaces on the Residential Street).

Parking Spaces in Block 1: The Applicant is permitted to provide up to 652 off-street parking spaces in Block 1.

Parking Spaces in Block 2: The Applicant is permitted to provide up to 317 off-street parking spaces for the retail uses proposed in this Block. If Block 2 is the first mixed-use building (residential above ground floor retail) constructed in the project, it will be permitted to construct a parking garage that includes a total of 573 parking spaces.

The top level of the parking garage in Block 2 (the P5 level) shall be constructed to provide either a green roof or up to 120 parking spaces (which would allow for a total of 573 parking spaces). If Block 2 is not the first mixed-use building to be developed in the project, the Applicant will be permitted to utilize the P5 level for parking if at least 75% of the purchasers of residential units in Blocks 3 or 4 also purchase parking spaces. The amount of parking spaces allocated for the residential use in Block 2 shall be commensurate with the percentage of the purchasers of the residential units in Blocks 3 or 4 that also purchase parking spaces. For example, if 85% of the purchasers of residential units in Blocks 3 or 4 purchase parking spaces in those blocks, the Applicant will be permitted to construct 0.85 parking spaces for every residential unit in Block 2. The District of Columbia Zoning Administrator is authorized to make the decision as to whether the P5 level can be used for parking, based on the parking space sales information provided by the Applicant noted above.

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Parking Spaces in Block 3: The Applicant is permitted to provide up to 134 off-street parking spaces for the retail uses proposed in this Block. If Block 3 is the first mixed-use building (residential above ground floor retail) constructed in the project, it will be permitted to construct a parking garage that includes a total of 245 parking spaces.

The parking garage in Block 3 is proposed to have 3 levels of parking. If Block 3 is not the first mixed-use building to be developed in the project, the Applicant is permitted to construct the P3 parking level (which consists of 73 parking spaces) if at least 75% of the purchasers of residential units in Blocks 2 or 4 also purchase parking spaces. The amount of parking spaces allocated for the residential use in Block 3 shall be commensurate with the percentage of the purchasers of the residential units in Blocks 2 or 4 that also purchase parking spaces. For example, if 85% of the purchasers of residential units in Blocks 2 or 4 purchase parking spaces in those blocks, the Applicant will be permitted to construct 0.85 parking spaces for every residential unit in Block 3. The District of Columbia Zoning Administrator is authorized to make the decision as to whether the P3 level can be used for parking, based on the parking space sales information provided by the Applicant noted above.

Parking Spaces in Block 4: The Applicant is permitted to provide up to 111 off-street parking spaces for the retail uses proposed in this Block. If Block 4 is the first mixed-use building (residential above ground floor retail) constructed in the project, it will be permitted to construct a parking garage that includes a total of 192 parking spaces.

If Block 4 is not the first mixed-use building to be developed in the project, the Applicant is permitted to construct a number of parking spaces allocated for the residential use in Block 4 that is commensurate with the percentage of the purchasers of the residential units in Blocks 2 or 3 that also purchase parking spaces. For example, if 85% of the purchasers of residential units in Blocks 2 or 3 purchase parking spaces in those blocks, the Applicant will be permitted to construct 0.85 parking spaces for every residential unit in Block 4. The District of Columbia Zoning Administrator is authorized to make the decision as to the amount of residential parking that will be allowed in Block 4, based on the parking space sales information provided by the Applicant noted above.

Parking Spaces in Block 5: The Applicant is permitted to provide 36 parking spaces for the 20 townhouses in Block 5.