

Parking Study for Zoning Case 19140

Data Collection and Analysis Memo

BD Contractor Services, LLC

3/14/2016

Enclosed are the data collection records and analysis from the parking study performed for Zoning Case 19140.

Board of Zoning Adjustment
District of Columbia
CASE NO.19140
EXHIBIT NO.33

INTRODUCTION

This memorandum outlines the existing parking inventory and occupancy of the on-street parking surrounding 412 V St NE. The property, currently zoned for a warehouse/self-storage business has proposed a change of use to a private club/meeting place for a members-only organization.

This study will demonstrate the impact of the building's use change on existing parking in the area as the applicant is seeking a variance for relief from providing on-site parking. The site is comprised of a single lot that has been vacant for over four years on which the building comprises 100% of the lot space. This memorandum describes the existing parking inventory and occupancy of the on-street parking on the streets immediately surrounding the site and discusses the parking adequacy of the proposed change of use.

STUDY PARAMETERS

The site is served by on-street parking in multiple areas which offers a mixture of unrestricted spaces and Two Hour restricted parking however the restriction for two hour parking is not enforced during the proposed hours of operation and would not be applicable during the majority (less than two hours) of the study time, therefore, we will note these spaces as unrestricted as well. Parking occupancy data was collected on Friday, February 12, 2016, Saturday February 13, 2016 and, in order to show a comparison from a weeknight, Monday March 14, 2016 from 6:00pm to 12:00am to determine the parking occupancy associated with the nearby on-street parking during the times that the facility would be in operation.

This study was conducted in an area predetermined in conjunction with DDOT. The area studied is outlined in red in Figure A.

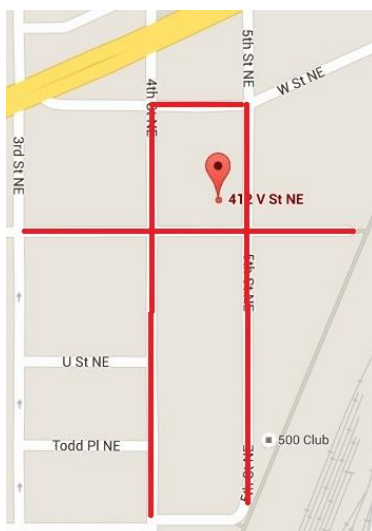


Figure A

An inventory of available on-street parking facilities was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. Because of the intermittent and seeming random curb cuts within the study area, we determined that only areas that were marked as a parking zone with no curb cut qualified as a parking space. Even though there were vehicles parked in some spaces that did not meet the criteria, we recognized that these vehicles were likely parked illegally and thus removed the space from the study. A total of 143 on-street parking spaces were inventoried within the study area. The following tables (1.1-1.3) show the total breakdown of the street parking by date for the study area.

Table 1.1

2.12.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Total	98	104	93	92	97	98	100
Available	143	143	143	143	143	143	143
Usage	69%	73%	65%	64%	68%	69%	70%

Table 1.2

2.13.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Total	74	75	84	95	95	100	100
Available	143	143	143	143	143	143	143
Usage	52%	52%	59%	66%	66%	70%	70%

Table 1.3

3.14.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Total	96	102	97	91	92	92	92
Available	143	143	143	143	143	143	143
Usage	67%	71%	68%	64%	64%	64%	64%

Segmented Study

In addition to the overall study of parking in the area, we made notations of specific breakdowns by street section. The following study areas are noted in Figure B by color designation and are broken down below:

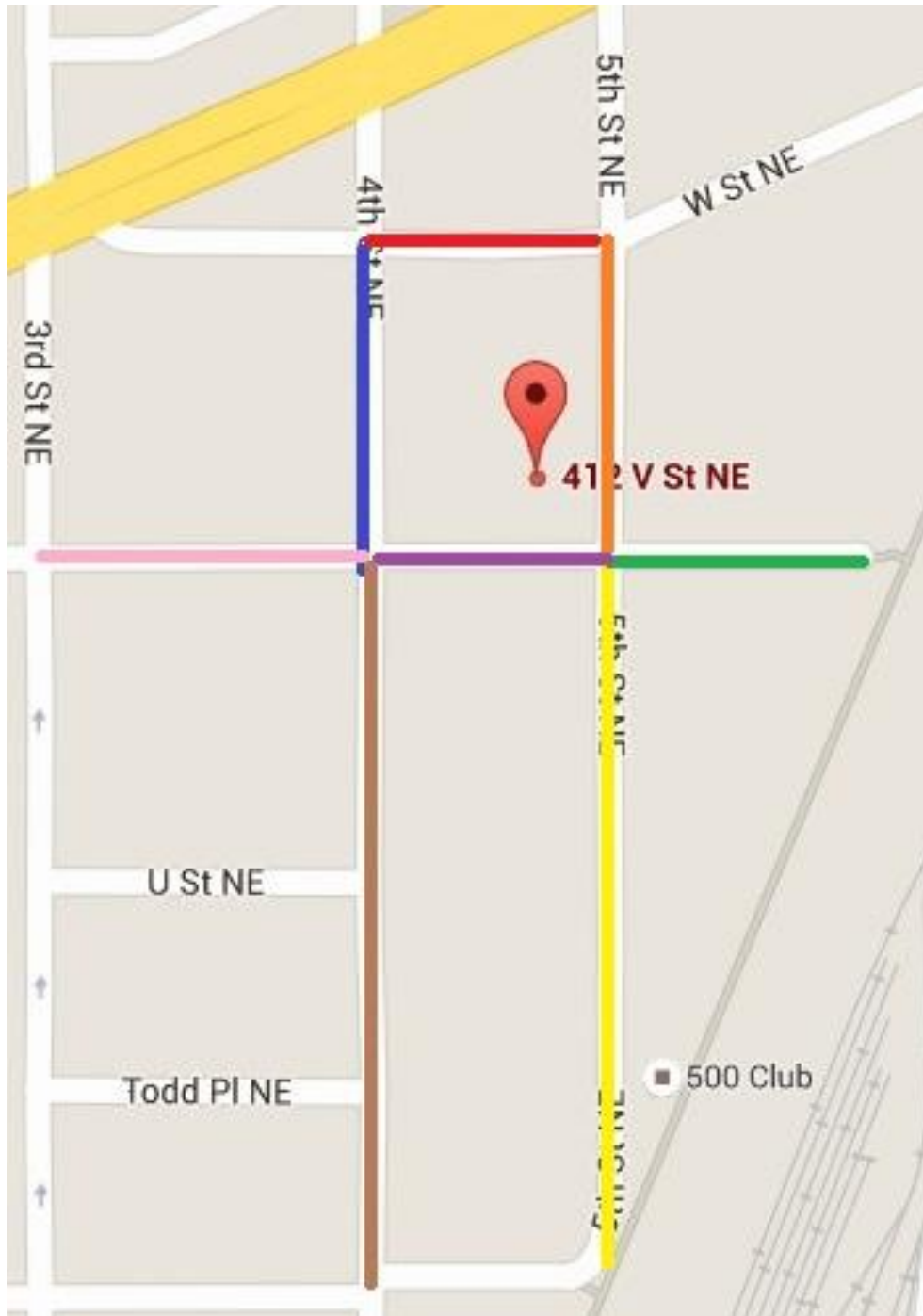


Figure B

Red: W St. NE between 4th and 5 St. NE

Table 2.1

2.12.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	12	8	6	5	5	5	5
Available	14	14	14	14	14	14	14
Useage	86%	57%	43%	36%	36%	36%	36%

Table 2.2

2.13.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	4	4	4	4	4	4	4
Available	14	14	14	14	14	14	14
Useage	29%	29%	29%	29%	29%	29%	29%

Table 2.3

3.14.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	13	12	5	4	4	4	4
Available	14	14	14	14	14	14	14
Useage	93%	86%	36%	29%	29%	29%	29%

Orange: 5th St NE between W and V St. NE

Table 3.1

2.12.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	16	15	4	2	2	2	2
Available	20	20	20	20	20	20	20
Useage	80%	75%	20%	10%	10%	10%	10%

Table 3.2

2.13.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	2	2	2	2	2	2	2
Available	20	20	20	20	20	20	20
Useage	10%	10%	10%	10%	10%	10%	10%

Table 3.3

3.14.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	16	15	10	3	3	3	3
Available	20	20	20	20	20	20	20
Useage	80%	75%	50%	15%	15%	15%	15%

Yellow: 5th St. NE between V and T St. NE

Table 4.1

2.12.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	10	10	8	6	6	6	6
Available	10	10	10	10	10	10	10
Useage	100%	100%	80%	60%	60%	60%	60%

Table 4.2

2.13.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	5	4	5	5	5	6	6
Available	10	10	10	10	10	10	10
Useage	50%	40%	50%	50%	50%	60%	60%

Table 4.3

03.14.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	10	10	7	5	5	5	5
Available	10	10	10	10	10	10	10
Useage	100%	100%	70%	50%	50%	50%	50%

Green: V St. NE between 5th St. and the dead end at the charter school

NO AVAILABLE PARKING SPACES OPEN TO THE PUBLIC THAT MEET THIS STUDY'S PARAMETERS.

Blue: 4th St NE between W and V St. NE

Table 5.1

2.12.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	10	12	15	15	15	15	15
Available	20	20	20	20	20	20	20
Useage	50%	60%	75%	75%	75%	75%	75%

Table 5.2

2.13.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	13	14	16	17	17	17	17
Available	20	20	20	20	20	20	20
Useage	65%	70%	80%	85%	85%	85%	85%

Table 5.3

3.14.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	12	13	16	16	16	16	16
Available	20	20	20	20	20	20	20
Useage	60%	65%	80%	80%	80%	80%	80%

Purple: V St. NE between 4th and 5th St. NE

Table 6.1

3.12.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	5	4	4	4	4	4	4
Available	8	8	8	8	8	8	8
Useage	63%	50%	50%	50%	50%	50%	50%

Table 6.2

2.13.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	3	3	3	3	3	3	3
Available	8	8	8	8	8	8	8
Useage	38%	38%	38%	38%	38%	38%	38%

Table 6.3

3.14.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	5	4	4	4	4	4	4
Available	8	8	8	8	8	8	8
Useage	63%	50%	50%	50%	50%	50%	50%

Pink: V St. NE between 3rd and 4th St. NE

Table 7.1

2.12.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	15	20	20	20	22	23	24
Available	26	26	26	26	26	26	26
Useage	58%	77%	77%	77%	85%	88%	92%

Table 7.2

2.13.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	22	22	24	24	24	24	24
Available	26	26	26	26	26	26	26
Useage	85%	85%	92%	92%	92%	92%	92%

Table 7.3

3.14.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	12	16	20	20	20	20	20
Available	26	26	26	26	26	26	26
Useage	46%	62%	77%	77%	77%	77%	77%

Brown: 4th St. NE between V and T St. NE

Table 8.1

2.12.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	30	35	36	40	43	43	44
Available	45	45	45	45	45	45	45
Useage	67%	78%	80%	89%	96%	96%	98%

Table 8.2

2.13.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	25	26	30	40	40	44	44
Available	45	45	45	45	45	45	45
Useage	56%	58%	67%	89%	89%	98%	98%

Table 8.3

3.14.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Occupied	28	32	35	39	40	40	40
Available	45	45	45	45	45	45	45
Useage	62%	71%	78%	87%	89%	89%	89%

Parking occupancy data was recorded and analyzed in order to understand the neighborhood parking demands on a typical day during the proposed hours of operation of the venue.

Looking at the overall data collection in Tables 1.1-1.3, we can see that there is, at a minimum, 30% of parking available during the club's proposed hours of operations.

Within the segmented subsections of data, we can see that the parking in the residential areas are more heavily occupied during the operating hours but the street directly outside of the building and to the East (orange and blue subsections) are over 50% vacant. Because the club does not expect more than 20 cars in any given night to park, it appears that the current street parking will prove adequate.

DEVELOPMENT PARKING REVIEW

As mentioned previously, the project will make use of an existing industrial building with no parking on-site. According to the current zoning regulations and based upon the existing zoning of the site location, the development would be required to provide a total of twelve parking spaces.

The requested variance relief would allow the site to provide no on-site parking and, instead, make use of public on street parking.

CONCLUSIONS

The reclassification of use and parking variance relief for Southwest Social Scene, Inc will not have a detrimental impact on on-street parking in the surrounding neighborhood due to the following:

During the peak evening parking occupancy, 100 of the 143 nearby parking spaces were occupied, leaving 43 available parking spaces on the nearby streets which greatly exceeds by many times any parking which may be needed to absorb any conceivable parking demands of the site.

More specifically, during the peak evening parking occupancy, only 10% of the parking on 5th St. NE (designated orange in the segmented study), the most convenient parking place to the building, were observed to be occupied, leaving between 17 and 18 available spaces within the block adjacent to the building. This would provide enough parking along the block to accommodate one vehicle for each of the twelve spaces that would otherwise be required without the zoning relief and still leave space for additional vehicles for other neighborhood users.