

Exhibit E

TECHNICAL MEMORANDUM

To: Robyn Jackson DDOT

From: Vinay Varadarajan, E.I.T.
Jim Watson, PTP
Erwin Andres, P.E.

Date: May 5, 2016

Subject: 4424 Georgia Avenue NW BZA Parking Study Addendum – Updated to April 11 Parking Study

INTRODUCTION

At the request of the Board of Zoning Adjustment, this memorandum presents the findings of the supplemental, weekend parking counts conducted for the 4424 Georgia Avenue NW project in support of BZA Case Number 19230. This memo is an addendum to the April 11, 2016 Parking Study submitted in support of the project, and, therefore, incorporates the statements and conclusions set forth that memo. The weekend parking counts analyzed in this addendum were conducted at the BZA's request during the April 26th hearing.

The site is located in Ward 6 in Northwest Washington, D.C. The site is bounded by Allison Street to the north, Georgia Avenue to the east, and adjacent properties to the south and west. This project consists of redeveloping the site which currently contains a one-story business and two story residential building attached to it. The resulting development will be a multi-story mixed-use structure containing approximately 1,160 square feet (sf) of ground floor retail with seven residential units.

On-Street Parking Occupancy

As discussed in the April 11 memo and testified to by Erwin Andres of Gorove Slade during the April 26th hearing, the subject property is landlocked and has no vehicular access. Accordingly, there is no vehicular parking to be provided by the applicant. As discussed, the requested parking relief is mitigated because the Property is well-served by transit, and the Applicant has proposed its own TDM measures and agreed to DDOT's additional suggested TDM measures, including locating three long-term bicycle spaces in a secure location and agreeing to offer an annual carsharing membership or an annual Capital Bikeshare membership for all new tenants and owners for a period of five years.

Parking for potential tenants or owners¹ who choose to own cars will be accommodated by the on-street parking spaces in the vicinity of the site. The site and its immediate vicinity sits within Zone 4 of the DC parking zone map. The Applicant is seeking variance relief from the current parking requirements of 11 DCMR § 2101.1 that require a total of four parking spaces on the site.² In this case, the practical difficulty of supplying off-street parking due to the constrained, landlocked nature of the site as well as the ample availability of nearby transit and adequate supply of available on-street parking satisfy the requirements for obtaining relief from the parking requirements of 11 DCMR § 2101.1.

¹ We understand that the Applicant has not yet determined whether it will rent or sell the residential units.

² We note that once ZR-16 becomes effective on September 6, 2016, only one parking space will be required on the site due to the size of the project and the Property's adjacency to the bus lines on Georgia Avenue.

In order to assess whether the nearby on-street parking spaces have available capacity to accommodate the increase in parking demand that the proposed development would generate, an initial parking occupancy study was conducted on Tuesday, April 5, 2016, as outlined in the previous April 11, 2016 study. As directed by DDOT, that parking occupancy study consisted of hourly sweeps of nearby streets by the site location between the hours of 6:00 PM and 9:00 PM. As shown in Figure 1, the highest demand observed in the parking sweep was in the 9:00 PM hour, when 228 (71%) of the 320 available parking spaces were occupied. When nearby two-hour parking restrictions were in effect, the highest demand was in the 6:00 PM hour where 68% of the available parking spaces were occupied.

Based on comments received at the April 26th hearing, additional parking occupancy studies were conducted on Friday, April 29 and Saturday, April 30, 2016. This parking occupancy study consisted of hourly sweeps of nearby streets by the site location between the hours of 12:00 PM and 10:00 PM, so as to observe the overall occupancies during the day and evening during typical weekend activity. As shown in Figure 2, the highest demand observed in the Friday parking sweep was in the 10:00 PM hour, when 256 (80%) of the 320 available parking spaces were occupied. When nearby two-hour parking restrictions were in effect, the highest demand was in the 2:00 PM hour where 79% of the available parking spaces were occupied. As shown in Figure 3, the highest demand observed in the Saturday parking sweep was also in the 10:00 PM hour, where 242 (76%) of the 320 available parking spaces were occupied. When nearby two-hour parking restrictions were in effect, the highest demand was in the 6:00 PM hour where 67% of the available parking spaces were occupied.

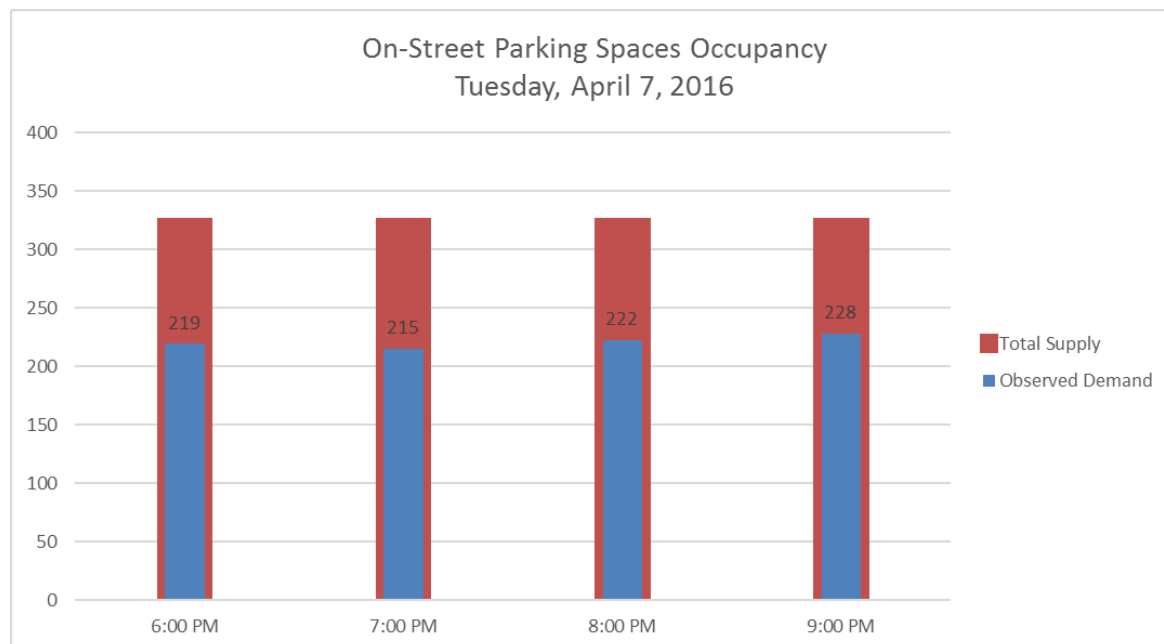


Figure 1: Tuesday, April 5, 2016 On-Street Parking Occupancy

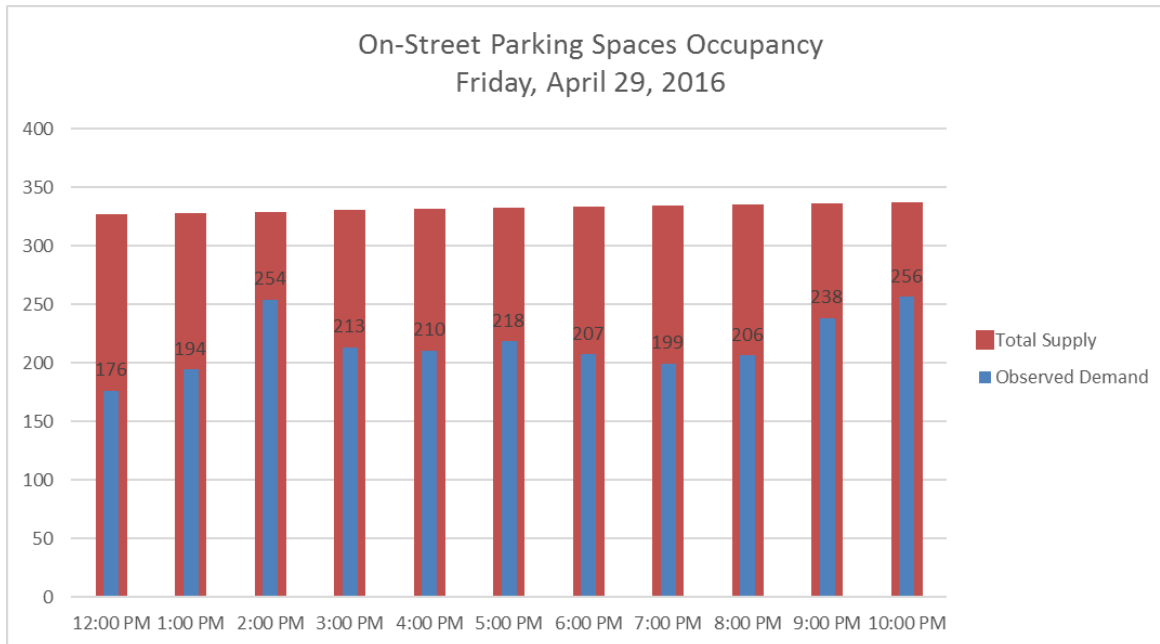


Figure 2: Friday, April 29, 2016 On-Street Parking Occupancy

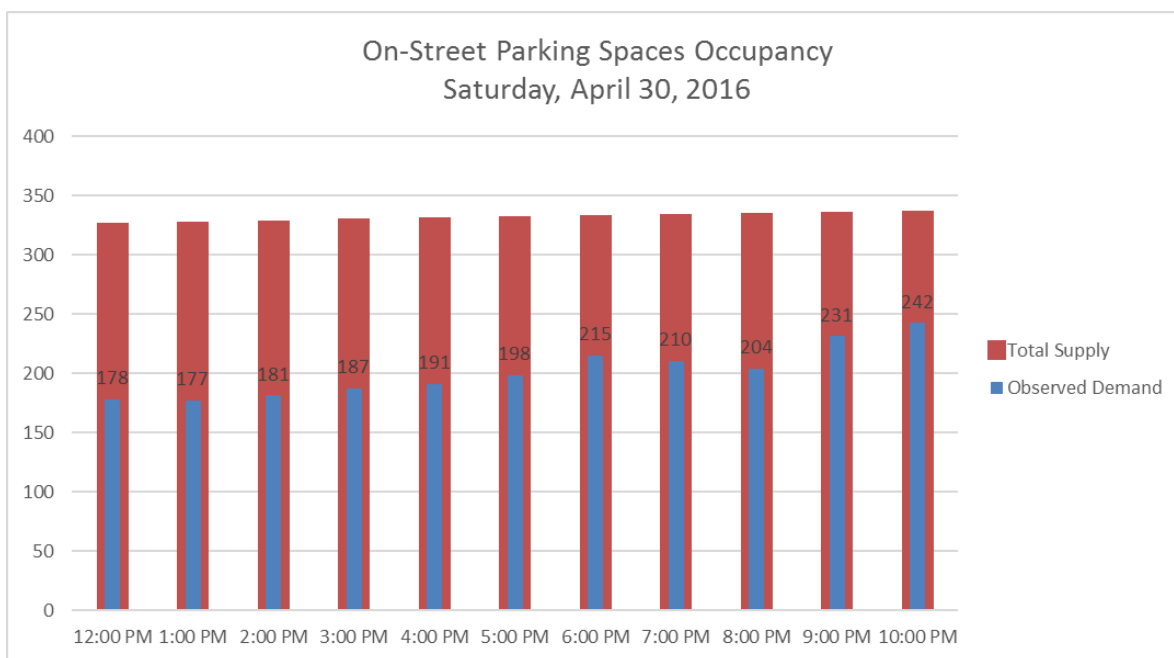


Figure 3: Saturday, April 30, 2016 On-Street Parking Occupancy

Tabular summaries of the parking occupancy of each hour and each day are noted on Table 1 for Tuesday, April 5, Table 2 for Friday, April 29, and Table 3 for Saturday, April 30. While Friday afternoon saw overall occupancies slightly higher than those observed on Saturday afternoon, 100 or more spaces were generally available in the study area during most hours of the afternoon. Evening occupancy trends were fairly similar on all three study days with evening occupancies ranging from 65 to 68 percent during the earlier hours up to 71 to 80 percent during the later hours on all three days.

As noted on Table 4, the peak hours noted on all three days generally showed parking occupancies in “RPP spaces” experiencing occupancies of 69 to 80 percent and “unrestricted” spaces seeing occupancies of 81 to 91 percent. Other Non-RPP but hourly restricted spaces (such as metered and other spaces) saw the greatest variability among the study days ranging from 14 percent occupied on the Tuesday evening to 68 percent occupied on the Saturday evening. This could primarily be due to evening retail and restaurant users parking in these spaces on weekend evenings. We note that even at the highest occupancy periods, there were available parking spaces in the “Non-RPP” and “Unrestricted” space type, as shown in Table 4. These observations confirm our conclusion that should the BZA condition approval on making the building ineligible for RPP, as requested by the ANC and agreed to by the Applicant, on-street spaces will be available to serve the Project’s future owners/residents in the “unrestricted” spaces near the property.

Table 1: Tuesday, April 5, 2016 Peak Parking Occupancy (described more fully in the April 11 memo)

	Tuesday, April 5, 2016			
	6pm	7pm	8pm	9pm
Occupancy	219	215	222	228
Available Spaces	101	105	98	92
Total Spaces	320	320	320	320
Utilization	68%	67%	69%	71%

Table 2: Friday, April 29, 2016 Peak Parking Occupancy

	Friday, April 29, 2016										
	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm
Occupancy	176	194	254	213	210	218	207	199	206	238	256
Available Spaces	144	126	66	107	110	102	113	121	114	82	64
Total Spaces	320	320	320	320	320	320	320	320	320	320	320
Utilization	55%	61%	79%	67%	66%	68%	65%	62%	64%	74%	80%

Table 3: Saturday, April 30, 2016 Peak Parking Occupancy

	Saturday, April 30, 2016										
	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm
Occupancy	178	177	181	187	191	198	215	210	204	231	242
Available Spaces	142	143	139	133	129	122	105	110	116	89	78
Total Spaces	320	320	320	320	320	320	320	320	320	320	320
Utilization	56%	55%	57%	58%	60%	62%	67%	66%	64%	72%	76%

Table 4: Daily Peak Period Inventory and Occupancy Summary

Space Type	Spaces	Tuesday, April 7, 2016 Peak Hour (9:00PM)			Friday, April 29, 2016 Peak Hour (10:00 PM)			Saturday, April 30, 2016 Peak Hour (10:00PM)		
		Occ.	Util.	Avail.	Occ.	Util.	Avail.	Occ.	Util.	Avail.
Non-RPP	22	3	14%	19	12	55%	10	15	68%	7
RPP	216	150	69%	66	178	82%	38	154	71%	62
Unrestricted	82	75	91%	7	66	81%	16	73	89%	9
All On-Street Spaces	320	228	71%	92	256	80%	64	242	76%	78

Parking restrictions by block are shown on Figure 4 and the peak period occupancy by block is shown on Figure 5 for Tuesday, April 5, on Figure 6 for Friday, April 29, and on Figure 7 for Saturday, April 30. During the peak periods, occupancies by block varied greatly, but generally the most densely occupied street parking facilities were located along Georgia Avenue, Webster Street, and east of Georgia Avenue along Allison Street and 9th Street in all three peak periods. The block of Allison Street where the site is located realized peak occupancies of 50 to 70 percent.

As we found in the April 11 study and as confirmed in our weekend counts and summarized in this addendum, the observed a supply of available on-street parking, be it, “RPP”, “Non-RPP” or “Unrestricted” in nature, will adequately serve the vehicular needs of the development based on the proposed use of the site. Accordingly, in conjunction with the proposed TDM measures discussed in the April 11 study, with the additional measures agreed to by the applicant as discussed above, in this case, the practical difficulty of supplying off-street parking due to the constrained, landlocked nature of the site as well as the ample availability of nearby transit and the adequate supply of available on-street parking satisfy the requirements for obtaining relief from the parking requirements of 11 DCMR § 2101.1.

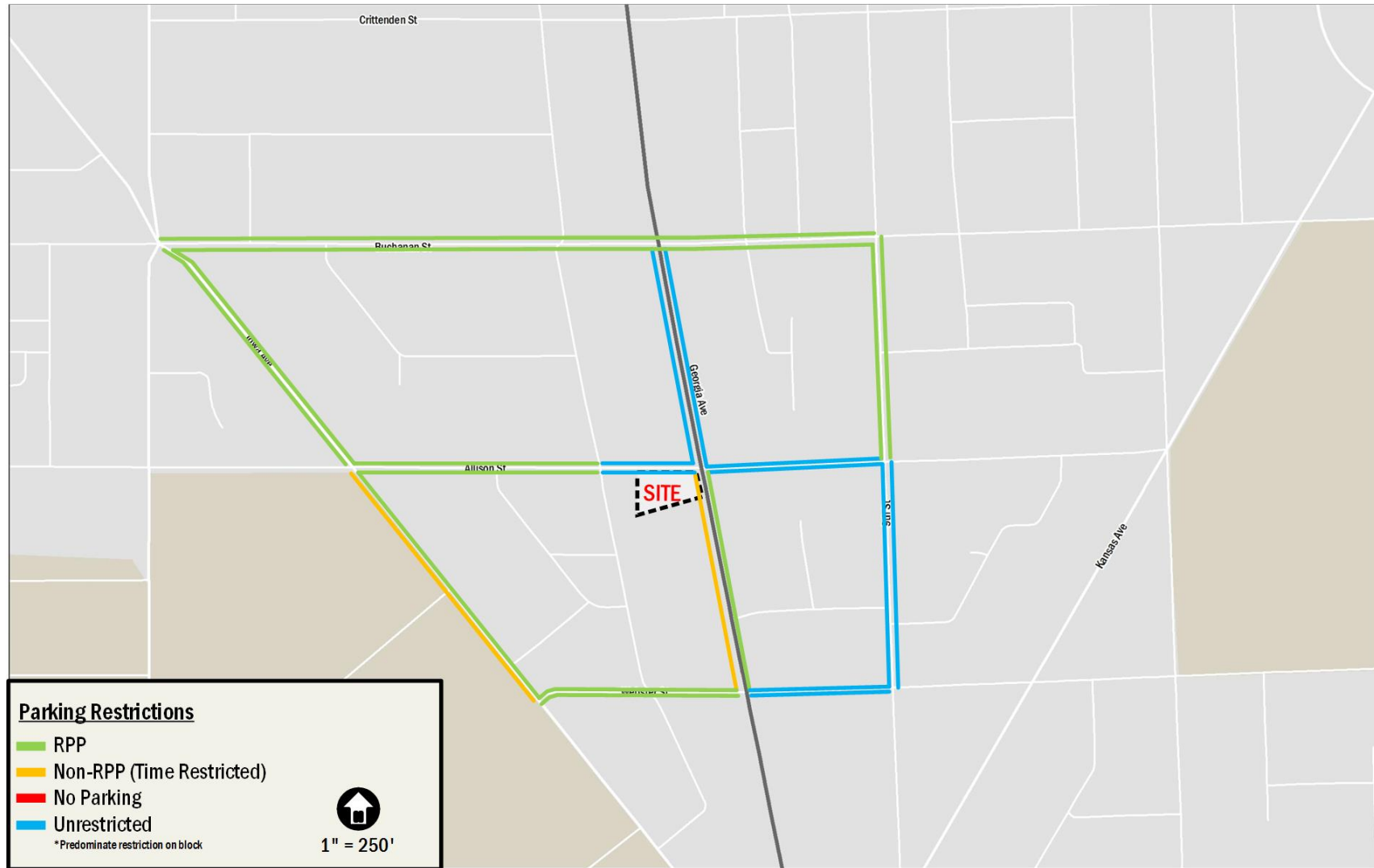


Figure 4: Parking Restrictions by Block Face



Figure 5: Tuesday, April 5, 2016 Peak Period Street Parking Occupancy



Figure 6: Friday, April 29, 2016 Peak Period Street Parking Occupancy



Figure 7: Saturday, April 30, 2016 Peak Period Street Parking Occupancy