


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin 
Project Review Manager

DATE: December 6, 2017

SUBJECT: Supplemental DDOT Report for 12/20/17 BZA Meeting
BZA Case No. 19572 – 1916 15th Street SE

INTRODUCTION

As requested by the Board of Zoning Adjustment (BZA) at its November 15, 2017 hearing, this memorandum is intended to provide a review of the Parking Occupancy Study (prepared by Gorove/Slade Associates and dated November 6, 2017) that was submitted to the record by the Applicant after the District Department of Transportation (DDOT) released its report for the above referenced application on October 13, 2017.

It is DDOT's understanding that the zoning required vehicle parking calculations are based on the additional apartment units, not the existing commercial space and residential units. The existing property consists of nine (9) residential units and 5,484 SF of commercial space that predates the 1958 Zoning Regulations and is exempt from any parking requirements. Only the new addition of 16 of the 25 proposed residential units are the subject of this BZA application which is outlined in the Applicant's zoning self-certification form.

As part of this application, the Applicant is seeking vehicle parking relief from the Subtitle C § 701.5 and § 702.1(a)(5) requirement of three (3) vehicular parking spaces for the 16-unit increase (1 per 3 dwelling units with a 50% reduction for being within ¼ mile of the Priority Corridor Network Metrobus Route #92), as shown in Table 1. In DDOT's initial review, a parking occupancy study was not required because the requested relief from three (3) spaces did not meet DDOT's threshold of four (4) or more spaces.

Board of Zoning Adjustment
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CASE NO. 19572

EXHIBIT NO. 57

Number of New Units	1 Space for Every 3 Units	With 50% Transit Reduction
16	5	3

Table 1. Calculations for Zoning Required Vehicle Parking

TRANSPORTATION ANALYSIS

Parking Study

The November 6, 2017 Gorove/Slade Parking Occupancy Study presents an analysis of observed on-street vehicle parking conditions during weekday and weekend peak periods within a three to four block radius of the site. As shown below in Figures 1 and 2 below, the site is surrounded by on-street vehicle parking spaces. Due to various parking restrictions, there are fewer total on-street spaces during the weekday (861 spaces) versus on the weekends (920 spaces).

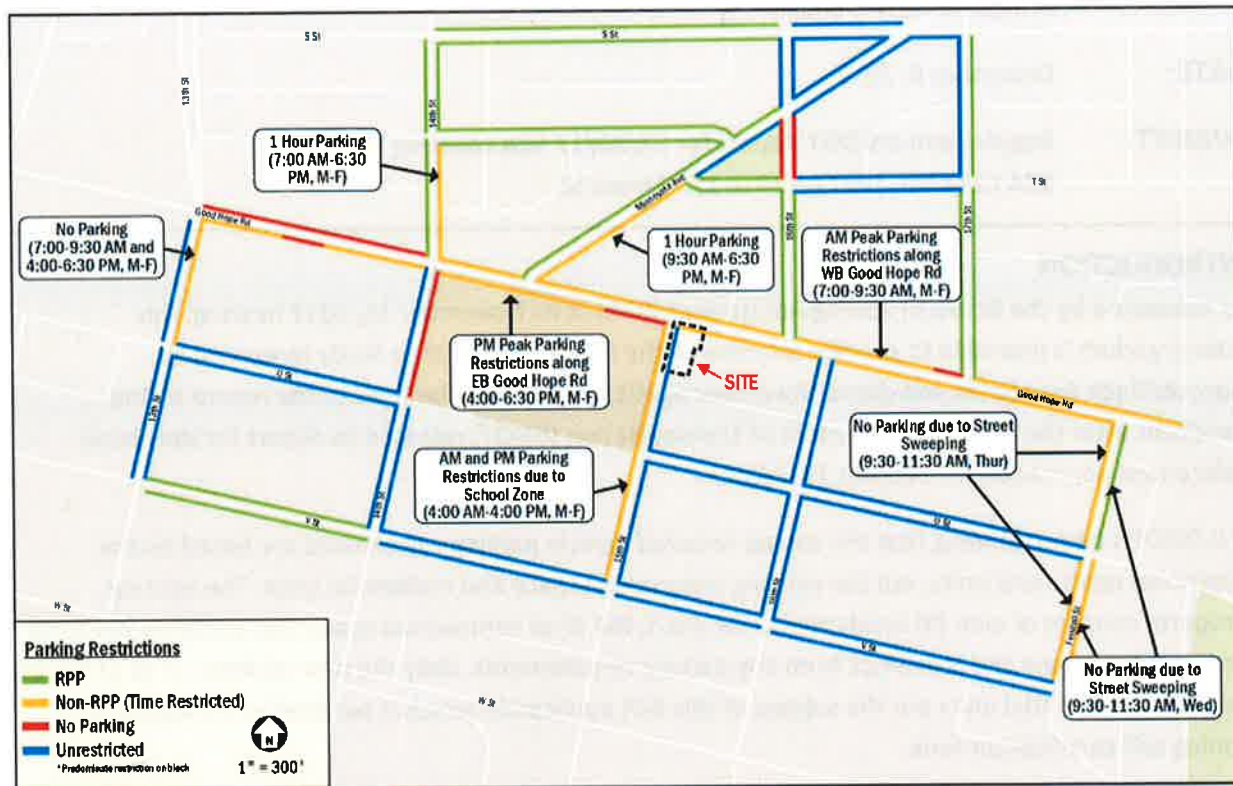


Figure 1. Parking Restrictions by Block Face (Source: Gorove/Slade, Parking Study, 11/6/17, Figure 3)

Space Type	Thur, Oct 26: Peak Period (4:00 PM)				Sat, Oct 28: Peak Period (10:00 AM)			
	Spaces	Occupancy	Utilization	Available	Spaces	Occupancy	Utilization	Available
Non-RPP	116	47	41%	69	175	91	52%	84
RPP	282	127	45%	155	282	116	41%	166
Unrestricted	463	244	53%	219	463	215	47%	248
Illegal Spaces	--	11	--	--	--	3	--	--
All On-Street Spaces	861	429	50%	432	920	425	46%	498

Figure 2. Peak Period Inventory and Occupancy Summary (Source: Gorove/Slade, Parking Study, 11/6/17, Table 3)

As shown above, the highest parking demand observed on a weekday occurred at 4:00 PM in which only 50% of overall spaces were occupied, leaving 219 unregulated and 155 Residential Permit Parking (RPP) spaces available. On Saturdays, the highest parking demand observed occurred at 10:00 AM in which only 46% of overall spaces were occupied, leaving 248 unregulated and 166 RPP spaces available. Figures 3 and 4 below visually demonstrate the availability of on-street parking in the surrounding community during both weekday and Saturday peak periods.

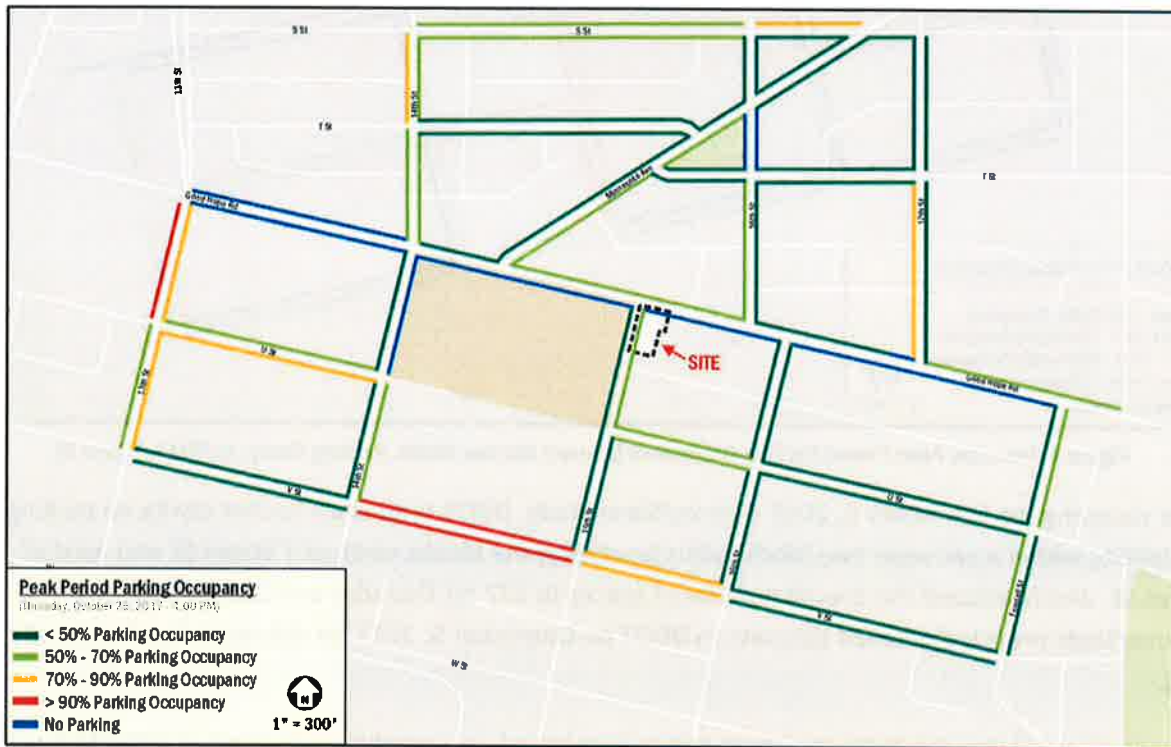


Figure 3. Weekday Peak Period Parking Occupancy (Source: Gorove/Slade, Parking Study, 11/6/17, Figure 4)

As shown in Figure 4, the blocks immediately adjacent to the site had over 90% parking occupancy on Saturday at 10:00 AM. Gorove/Slade noted that there was a soccer game at Ketcham Elementary School at that time, and the surge in vehicle parking demand mostly dissipated by 1:00 PM.

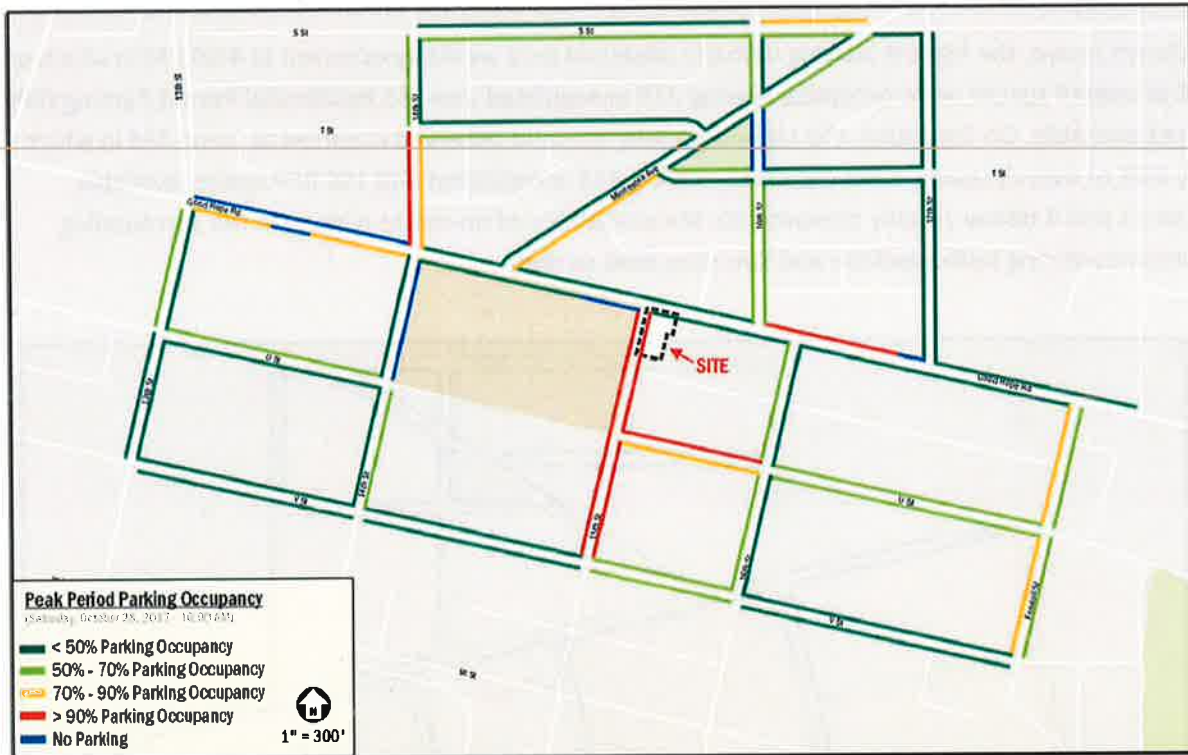


Figure 4. Saturday Peak Period Parking Occupancy (Source: Gorove/Slade, Parking Study, 11/8/17, Figure 5)

After receiving the November 6, 2017 Gorove/Slade study, DDOT requested further clarity on parking availability within a narrower two block radius (excluding the blocks north of T Street SE and west of 14th Street SE, which reduced the overall number of spaces to 572 on Thursday and 580 on Saturday. Gorove/Slade provided detailed datasets to DDOT on December 5, 2017 for this more localized study area.

Datasets showed that the highest parking demand observed on a weekday occurred at 2:00 PM in which only 48% of overall spaces were occupied, leaving approximately 298 unregulated and RPP spaces available. On Saturdays, the highest parking demand observed occurred at 11:00 AM in which 49% of overall spaces were occupied, leaving approximately 293 unregulated and RPP spaces available.

DDOT finds the amount of available on-street parking within a two block radius is sufficient to meet the needs of the entire 25 unit and 5,484 SF retail project at 1916 15th Street SE, including the 16 units subject to this application.

Since many of the blocks throughout the neighborhood are presently unregulated, residents of these blocks may petition DDOT to establish Zone 8 (RPP) parking restrictions along their streets. This could be advantageous if the residents notice an on-street parking shortage, primarily due to people from outside of Ward 8 or outside of the District parking on their street.

Vehicle Parking Relief

Subtitle C § 703.4 requires that any request for a reduction in the minimum required parking include a Transportation Demand Management (TDM) plan approved by the District Department of Transportation. DDOT continues to be supportive of the requested parking relief from three (3) spaces

on the condition that the TDM Plan as noted below and verbally agreed to by the Applicant is included in the BZA Order:

- Identify a staff member on-site to be the TDM Coordinator to work with goDCgo on implementation;
- Provide TDM materials to new residents in the Residential Welcome Package to notify them of non-automotive options for travel;
- Provide two (2) additional short-term bicycle parking spaces (one inverted u-rack) in the “furniture zone” in public space or on private property; and
- Provide website links to CommuterConnections.com and goDCgo.com on developer and property management websites.

Bicycle Parking

Subtitle C § 802.1 requires all residential uses with eight (8) or more dwelling units and non-residential uses with 4,000 SF or more of gross floor area to provide short-term and long-term bicycle parking. Short-term bicycle parking spaces are for public use and must be located within 120-feet of the main building entrance. Long-term bicycle parking must be located within the building and made available to employees, residents, and other building occupants. For the entire 25-unit and 5,484 SF development program, DDOT estimates that the Zoning Regulations require eight (8) long-term spaces (1 space per 3 dwelling units and 1 space for each 10,000 SF of retail use) and two (2) short-term spaces (1 space for every 20 dwelling units and 1 space for every 3,500 SF of retail).

The Applicant submitted updated architectural plans on November 11, 2017. The updated plans show bicycle parking that exceeds the amount of bicycle parking required. The Applicant is proposing 11 long-term bicycle parking spaces located in the cellar of the development and four (4) U-racks (8 spaces) in front of the retail space on Good Hope Road SE. DDOT finds that this amount of parking is sufficient to meet the bicycle parking requirements. DDOT also expects the Applicant to provide two (2) additional short-term spaces (one inverted U-rack) as part of the TDM plan for a total of six (6) racks.

CONCLUSION

The Parking Occupancy Study and follow-up data submitted to DDOT demonstrates that there are available on-street vehicle parking spaces within a two block radius of the site during the busiest times on both weekdays and weekends. DDOT reiterates its previous support for the requested vehicle parking relief on the condition that the TDM Plan, discussed above, is incorporated into the BZA Order for this case.

AC:kb

