

## TECHNICAL MEMORANDUM

To: Ted Van Houten DDOT

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Date: March 16, 2020

Subject: 3400 Connecticut Avenue BZA Parking Study

## INTRODUCTION

This memorandum presents the findings of a parking study conducted for the 3400 Connecticut Avenue, NW a mixed-use development in support of its Board of Zoning Adjustment (BZA) application (BZA Case Number 20266). The site is bounded by Connecticut Avenue NW to the east, Newark Street NW to the south, retail properties to the north, and residential properties to the west, as shown on Figure 1. The site is planned to be redeveloped with two (2) new buildings: one (1) apartment building and one (1) mixed-use building with retail and townhouse-style units, in addition to the existing “Macklin” building.

The full development plan will include a new apartment building with 31 residential units, a second new building with four (4) new townhouse-style residential units and approximately 2,700 square feet of ground floor retail space, and the removal of an existing surface parking lot. The development will maintain the 17 apartments and ground floor retail at the existing Macklin building. Overall, the project includes a total of 52 residential units and approximately 16,000 square feet of retail. A site plan is provided on Figure 2.

With the removal of the existing parking lot, the entirety of the site will be subject to current 2016 Zoning Regulations (ZR16) with respect to parking. Under these regulations for sites within an NC zone, the residential portion (52 units) requires 16 parking spaces and the retail portion (16,000 square feet) requires 17 spaces. Under ZR16 702.1 (a), this requirement may be reduced by 50% when the site is within 0.5 miles of a Metrorail Station (Cleveland Park station). With this reduction, the site is required to provide eight (8) residential and nine (9) retail spaces for a total of 17 spaces. However, providing the required number of spaces is impractical given the topography of the site and development density. The existing surface parking lot does not meet the screening requirements of the Zoning Regulations. With the removal of the existing surface parking lot, the existing curb cut will be closed and replaced as a public plaza. Residents and customers will be able to use the multimodal options serving the site as it is well served by the Metrorail Red line, Metrobus lines, carshare, and bikeshare. The Cleveland Park Metrorail station is within a three-minute walk from the site. The availability of parking in the area near the site would accommodate the minimal number of visitors expected to arrive by car. As such, the Applicant is seeking special exception relief from the amount of parking required in the NC-3 zone.

A parking study was conducted to inventory on-street parking within a two-block radius of the site and to evaluate existing on-street parking demand. The study was conducted on a typical Thursday and Saturday. Based on a review of the parking demands of the neighborhood, the following conclusions were made regarding the 3400 Connecticut Avenue development:

- The project is expected to generate a minimal parking demand. A robust Transportation Demand Management (TDM) plan is proposed to further reduce the demand of single-occupancy vehicles on-site.
- A Loading Management Plan (LMP) is proposed to efficiently manage residential move-ins and curbside retail loading along Connecticut Avenue.
- The observed demand for the on-street parking spaces does not exceed the available supply during any of the hours analyzed.
- The observed supply of on-street parking options will adequately serve the project on a typical Thursday and Saturday given the minimal expected parking needs.
- At any time during a typical Thursday or Saturday, a supply of at least **519** parking spaces exists within two (2) blocks of the subject site.
- During the peak period on a typical Thursday, there were **nine (9)** spaces unoccupied within two (2) blocks of the subject site.





Figure 1: Site Location



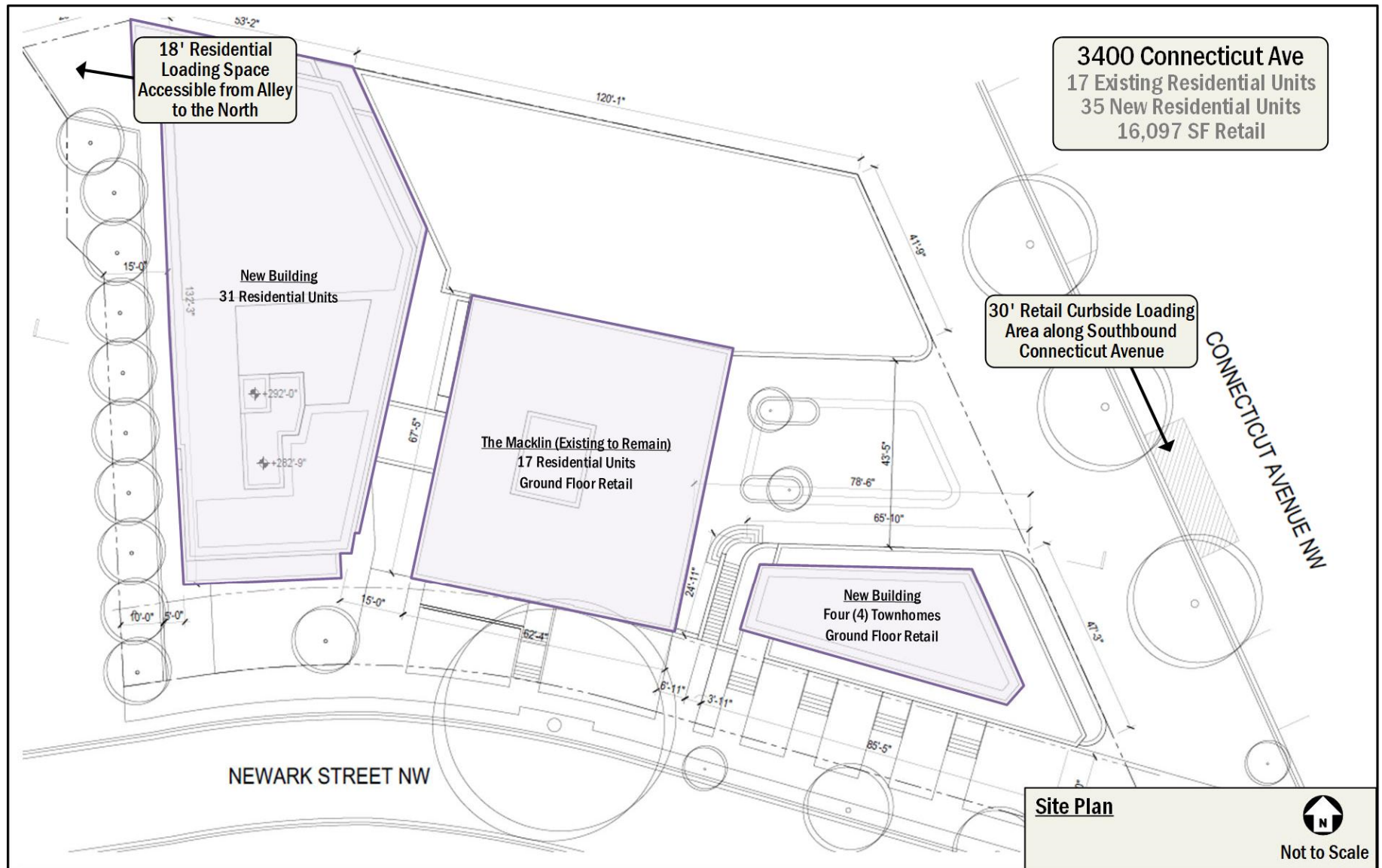


Figure 2: 3400 Connecticut Avenue Site Plan

## *Parking*

The development will not provide on-site parking. Given the site's proximity to the Cleveland Park Metro Station, the walkability of the Cleveland Park neighborhood, and the robust Transportation Demand Management (TDM) strategies proposed by the development, the project is not anticipated to generate a large amount of vehicular activity. Additionally, the development will prohibit residents at the property from participating in the Residential Parking Permit (RPP) program, further reducing the reliance of vehicular traffic to and from the development. Given the proximity to transit, nearby retail, TDM, and RPP restriction, the project is expected to generate a minimal parking demand.

This study was prepared to evaluate the availability of on-street parking spaces on a typical weekday and Saturday to accommodate the minimal parking generated by the proposed development. The site and its immediate vicinity sit within Zone 3 of the DC parking zone map. Parking occupancy counts were conducted on Saturday, December 14, 2019 and Thursday, December 19, 2019. The parking occupancy study consisted of hourly sweeps of nearby streets within a two-block radius of the site location between the hours of 11:00 AM and 2:00 PM on Saturday, the 14<sup>th</sup> and between 6:30 AM and 9:30 AM and between 4:00 PM and 10:00 PM on Thursday, the 19<sup>th</sup>. The parking study area is shown on Figure 3. The times were selected to reflect times where a majority of residents will be on-site and the demand for nearby retail options will be high. The results of the study indicate that demand for the on-street parking spaces does not exceed the available supply during any of the hours analyzed. It should be noted the counts were collected during a peak time of year near the holidays which likely inflated the parking numbers due to the close proximity of the study area to Zoolights which occurred during this time and is only a 7-minute walk to the south.

A total of 545 spaces were inventoried in the study area. Parking restrictions by block are shown on Figure 4. As seen in the figure, a majority (399 or 73%) of the spaces inventoried are RPP-restricted, allowing two-hour parking for vehicles that do not have a Zone 3 residential parking permit. The north side of Newark Street adjacent to the site does not allow on-street parking. The sections of Connecticut Avenue NW (including a service road) adjacent to and north of the site allow two-hour paid parking Mondays through Fridays between 9:30 AM and 4:00 PM, and Saturdays between 7:00 AM and 6:30 PM, while residents have free access to these parking spaces during other time periods. There are some unrestricted parking spaces located along Porter Street two (2) blocks north of the site.

As shown in Figure 5, the highest demand and utilization of spaces observed in the Thursday parking sweep was during the 8:00 PM hour, where 534 (98%) of the 543 available parking spaces were occupied. As shown in Figure 6, the highest demand and utilization of spaces observed in the Saturday parking sweep was during the 12:00 PM hour, where 464 (85%) of the 545 available spaces were occupied. In general, parking demand on Thursday between 7:00 and 9:00 PM coincides with the dinner and retail rush at businesses along Connecticut Avenue while parking demand on Saturday was consistent between the hours analyzed. It should be noted that counts were performed during the holiday season, which may inflate parking occupancy due to:

- Holiday retail shopping
- Holiday dining
- Parking for the National Zoo and the annual Zoolight Event, located approximately 0.3 miles south of the site

Based on the occupancy data and the high demand season when the data was taken, the study area will have some ability to accommodate any on-street parking demand that the proposed development may generate. Although the project is expected to generate minimal parking demand, a robust Transportation Demand Management (TDM) plan has been proposed to further promote the reduction of single-occupancy vehicles generated by the residential and retail portions of development,

