(26)

Law Offices
HOLLAND & KNIGHT LLP

2099 Pennsylvania Avenue, N.W.
Suite 100
Washington, D.C. 20006-6801

202-955-3000
FAX 202-955-5564
www.hklaw.com

Annapolis
Atlanta
Bethesda
Boston
Bradenton
Chicago
Fort Lauderdale
Jacksonville
Lakeland
Los Angeles
Melbourne
Miami
New York
Northern Virginia
Orlando
Portland
Providence
St. Petersburg
San Antonio
San Francisco
Seattle
Tallahassee
Tampa
West Palm Beach

International Offices:
Caracas*
Mexico City
Rio de Janeiro
São Paulo
Tel Aviv*
Tokyo

*Representative Office

November 4, 2003

CHRISTOPHER H. COLLINS
202-457-7841

Internet Address: ccollins@hklaw.com

VIA HAND DELIVERY
Zoning Commission for the
District of Columbia
441 4th Street, N.W., Suite 210S
Washington, D.C. 20001

Re: Application for a Text Amendment to the Zoning Regulations for the Metropolitan Police Department: Z.C. Case No. 02-28TA
Additional Post-Hearing Information

Dear Members of the Commission:

On behalf of the Metropolitan Police Department ("MPD"), and as requested by the Zoning Commission, attached please find a summary of the typical parking needs for a typical MPD District Station in response to the Zoning Commission's questions. This summary provides a snapshot of the typical parking situation at the MPD's Second District and concludes that parking ratios proposed for the zoning regulations are appropriate for the actual usage of this MPD District facility.

Should you have any questions or need additional information, please do not hesitate to have Office of Zoning staff call us.

Very truly yours,

Christopher H. Collins

Christine Moseley Shiker

Attachment

cc: Steve Mordfin, Office of Planning (Via Hand Delivery, w/enc)

ZONING COMMISSION
District of Columbia
Case 02-28TA
Exhibit 26

ZONING COMMISSION
District of Columbia
CASE NO.02-28
EXHIBIT NO.26

MPD DISTRICT
VEHICLE PARKING SAMPLING

Objective: The purpose of the survey and sampling was to produce a snapshot of the typical vehicle parking situation at a MPD district facility.

Methodology: Selected the Second District to sample and survey

Date of the survey was Thursday, October 30, 2003.

Surveyed the four shifts for the Second District: day shift (7:00 a.m. to 3:00 p.m.); evening shift (3:00 p.m. to 11:00 p.m.); power shift (6:00 p.m. to 2:00 a.m.); and midnight shift (11:00 p.m. to 7:00 a.m.). The power shift is a split shift that overlaps the evening and midnight shifts. In many District Stations, it is during the time of the power shift that deployment is typically at its highest.

Obtained data on the number of personnel deployed and vehicle usage at the police district during the designated shifts to determine the volume of private vehicles and police vehicles that would be typically parked at the Second District Station and compare that data to the number of parking spaces at the Second District Station.

Please note that police vehicles listed as being used are driven away from the station and used for street duty and other related duties and would only respond back to the station during the shift and park on the lot or around the station momentarily or for a short period to conduct police business in the station.

Assumption: For purposes of this analysis, it is assumed that all working personnel drive their private vehicles to work. There is no firm data on the number of personnel who take public transportation or car pool.

Zone District: R-5-A

Building Size: Approximately 43,144 square feet

Number of parking spaces at the District: 147

Number of parking spaces required under proposed zoning regulations: 69

Number of MPD vehicles assigned: 69

Minus take home vehicles	3
Minus vehicles in the shop for repair	5

Total number of MPD vehicles available for deployment 61

	Day Shift	Evening Shift	Power Shift	Midnight Shift
Personnel Working	56	43	8	25
Police Vehicles Used	41	37	8	23
Police Vehicles Not Used	20	24	N/A	38

Conclusions:

Day Shift: Assuming that the 56 personnel each drove their own private vehicle to work and adding the 20 police vehicles that would have been parked at the station, the maximum number of vehicles that would have been parked at the station during this shift would be 76.

Evening Shift: Assuming that the 43 personnel each drove their own private vehicle to work and adding the 24 police vehicles that would have been parked at the station, the maximum number of vehicles that would have been parked at the station during this shift would be 67.

Power Shift: When the power shift reported and overlapped with the evening shift, there would have been 51 personnel on duty. The number of vehicles being used would have increased to 45, leaving 16 police vehicles not used. Therefore, the maximum number of vehicles that would have been parked at the station during the first five hours of the power shift would be 67.

For the last three hours of the power shift, when it overlaps with the midnight shift, there would have been 33 personnel on duty. The number of vehicles being used would have decreased to 31, leaving 30 police vehicles not used. Therefore, the maximum number of vehicles that would have been parked at the station during the last three hours of the power shift would be 63.

Midnight Shift: Assuming that the 25 personnel each drove their own private vehicle to work and adding the 38 police vehicles that would have been parked at the station, the maximum number of vehicles that would have been parked at the station during the last five hours of this shift (after the completion of the power shift) would be 63.

Summary: This station is located in the R-5-A District. Under the proposed regulations, this station (which includes approximately 43,144 square feet) would require 69 parking spaces (43,144 – 2,000/600). During all shifts, the parking required approximates or is greater than the maximum number of vehicles that could be parked at the station at any time. Accordingly, the proposed parking ratios are appropriate for the actual usage of the facility, as is evidenced by a typical day at the Second District.