



WELLS + ASSOCIATES
M E M O R A N D U M

To: Evelyn Israel, DDOT

Cc: Jeff Harris, Toll Brothers
Dennis Hughes, Holland & Knight
Chip Glasgow, Holland & Knight

From: Jami L. Milanovich, P.E.
Amelia R. Martin, E.I.T

Date: September 25, 2014

Re: On-street Parking Analysis
Union Place – Phase IIA + IIB
Washington, DC

INTRODUCTION

On April 4, 2014, Wells + Associates prepared a transportation assessment for the proposed PUD Modification for Union Place Phase IIA + IIB. Phase II is approved to include 500 residential units ($\pm$ 5 percent), 13,800 SF of ground floor retail, including a 3,400 SF daycare). Prior approvals would require a residential parking ratio of 0.67 spaces for the overall PUD (Phases I, II, and III). Taking into account 778 units for the overall PUD and 178 spaces constructed as part of Phase I), Phase II would require 348 parking spaces. Under the proposed modification, Phase II would include 240 parking spaces¹. While a reduction from the prior approval, the proposed parking supply would exceed the DCMR requirements by 83 percent. The proposed reduction in parking is due to changing market conditions. The justification for a reduction of parking due to changing market conditions is detailed in our April 4th memorandum. The most notable evidence of changing market conditions is the fact that the parking supply for Phase I is just 68 percent utilized. As of March 6, 2014, 201 of the 212 residential units in Phase I (or 94.8 percent) were occupied. As of the same date, 117 parking spaces (or just 68 percent) were leased to residential tenants.

As a follow-up to our April 4th memorandum, Wells + Associates has completed an additional on-street parking inventory and peak occupancy count in the vicinity of the site. This additional analysis was undertaken per DDOT's request. In addition, we have provided more detailed information regarding the loading management plan, also at the request of DDOT.

¹ The number of proposed parking spaces was indicated to be 243 in our April 4, 2014 memorandum. Since that time, the electrical room expanded decreasing the number of spaces to 240.



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MEMORANDUM

NEIGHBORHOOD PARKING INVENTORY AND OCCUPANCY

On-Street Parking Inventory

To assess the availability of on-street parking in the neighborhood, Wells + Associates performed a detailed parking inventory for all streets within approximately ¼ mile of the subject site, as requested by DDOT. The study area boundaries generally are defined as North Capitol Street, 6th Street, H Street, and M Street. Figure 1 shows the on-street parking restrictions on each block and the number of on-street parking spaces on each road segment.

Approximately 73 percent of the on-street parking spaces in the study area are designated as Residential Permit Parking (RPP). Of the 874 total spaces, 235 are not designated as RPP spaces.

On-Street Parking Occupancy

In order to determine the existing parking demand in the Union Place neighborhood, parking occupancy counts were conducted on Thursday, September 11, 2014, at hourly intervals from 5:00 PM to 12:00 PM. Parking occupancy counts are included in Attachment A.

As shown in Table 1, the weekday peak parking demand for the study area occurred at 9:00 PM and 10:00 PM when 625 of the 874 neighborhood street parking spaces were occupied, resulting in a 72 percent parking occupancy. The roadway segment labels presented in Table 1 correspond to the roadway segments identified on Figure 2.

Table 1
On-Street Parking Occupancy Summary

ROAD SEGMENT	AVAILABLE SPACES	9:00 PM PEAK HOUR		10:00 PM PEAK HOUR	
		OCCUPIED SPACES	PERCENT OCCUPIED [#]	OCCUPIED SPACES	PERCENT OCCUPIED [#]
A	0	0	NA	0	NA
B	0	0	NA	0	NA
C	0	0	NA	0	NA
D	10	8	80%	9	90%
E	0	0	NA	0	NA
F	10	11	110%	5	50%
G	8	8	100%	5	63%
H	15	5	33%	6	40%
I	10	10	100%	10	100%

[#] It should be noted that there are a few locations where over 100 percent occupancy was observed during certain hours of the day. This is due to drivers parking illegally outside of the specified parking zones.

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Table 1
On-Street Parking Occupancy Summary

ROAD SEGMENT	AVAILABLE SPACES	9:00 PM PEAK HOUR		10:00 PM PEAK HOUR	
		OCCUPIED SPACES	PERCENT OCCUPIED [#]	OCCUPIED SPACES	PERCENT OCCUPIED [#]
I	12	11	92%	11	92%
K	15	13	87%	14	93%
L	16	8	50%	8	50%
M	11	11	100%	10	91%
N	14	13	93%	11	79%
O	9	7	78%	8	89%
P	9	8	89%	9	100%
Q	0	0	NA	0	NA
R	8	8	100%	8	100%
S	12	12	100%	9	75%
T	11	11	100%	10	91%
U	10	7	70%	9	90%
V	14	14	100%	13	93%
W	14	11	79%	13	93%
X	15	11	73%	14	93%
Y	13	7	54%	5	38%
Z	14	6	43%	3	21%
AA	12	8	67%	6	50%
AB	10	5	50%	4	40%
AC	11	5	45%	7	64%
AD	11	2	18%	2	18%
AE	11	5	45%	6	55%
AF	7	2	29%	1	14%
AG	0	0	NA	0	NA
AH	10	0	0%	0	0%
AI	16	16	100%	16	100%
AJ	17	15	88%	16	94%
AK	17	16	94%	16	94%
AL	17	17	100%	16	94%
AM	15	11	73%	14	93%
AN	13	11	85%	12	92%
AO	8	2	25%	3	38%
AP	8	2	25%	3	38%

[#] It should be noted that there are a few locations where over 100 percent occupancy was observed during certain hours of the day. This is due to drivers parking illegally outside of the specified parking zones.

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Table 1 (Continued)
On-Street Parking Occupancy Summary

ROAD SEGMENT	AVAILABLE SPACES	9:00 PM PEAK HOUR		10:00 PM PEAK HOUR	
		OCCUPIED SPACES	PERCENT OCCUPIED [#]	OCCUPIED SPACES	PERCENT OCCUPIED [#]
AQ	13	13	100%	13	100%
AR	12	9	75%	12	100%
AS	8	5	63%	6	75%
AT	9	8	89%	8	89%
AU	10	6	60%	5	50%
AV	10	4	40%	6	60%
AW	0	0	NA	0	NA
AX	0	0	NA	0	NA
AY	17	17	100%	18	106%
AZ	28	26	93%	25	89%
BA	29	26	90%	27	93%
BB	27	23	85%	26	96%
BC	28	23	82%	25	89%
BD	26	18	69%	23	88%
BE	0	0	NA	0	NA
BF	0	0	*	0	*
BG	8	6	75%	6	75%
BH	0	0	*	0	*
BI	10	10	100%	10	100%
BJ	10	10	100%	9	90%
BK	13	13	100%	12	92%
BL	7	7	100%	7	100%
BM	16	15	94%	16	100%
BN	0	0	*	0	*
BO	15	12	80%	14	93%
BP	0	0	*	0	*
BQ	20	6	30%	5	25%
BR	27	12	44%	6	22%
BS	5	0	0%	0	0%
BT	0	0	*	0	*
BU	8	0	0%	0	0%
BV	0	0	*	0	*
BW	18	1	6%	1	6%

[#] It should be noted that there are a few locations where over 100 percent occupancy was observed during certain hours of the day. This is due to drivers parking illegally outside of the specified parking zones.

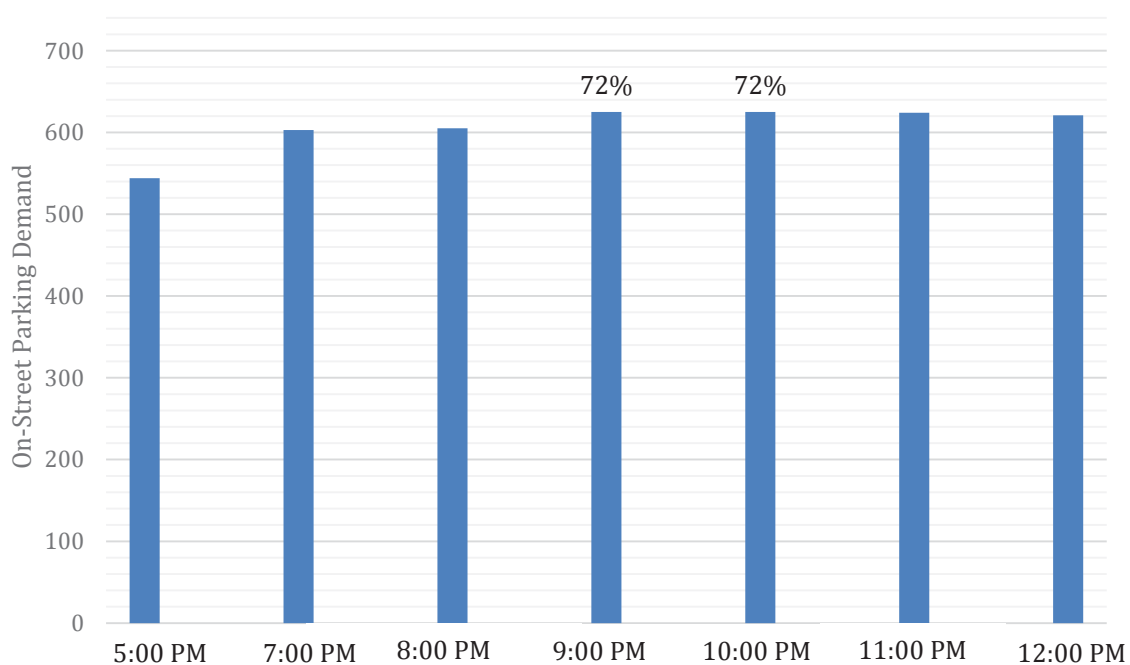
Table 1 (Continued)
On-Street Parking Occupancy Summary

ROAD SEGMENT	AVAILABLE SPACES	9:00 PM PEAK HOUR		10:00 PM PEAK HOUR	
		OCCUPIED SPACES	PERCENT OCCUPIED [#]	OCCUPIED SPACES	PERCENT OCCUPIED [#]
BX	26	2	8%	2	8%
BY	0	0	*	0	*
BZ	0	0	*	0	*
CA	13	11	85%	8	62%
CB	0	0	*	0	*
CC	14	13	93%	12	86%
CD	14	12	86%	11	79%
TOTAL	874	625	72%	625	72%

[#] It should be noted that there are a few locations where over 100 percent occupancy was observed during certain hours of the day. This is due to drivers parking illegally outside of the specified parking zones.

A graph showing parking occupancy by time of day for the study area is shown in Exhibit 1. Note that the peak hour occurs both at 9:00 PM and 10:00 PM. Figure 3A shows the on-street parking occupancy for 9:00 PM while Figure 3B shows the on-street parking occupancy for 10:00 PM.

Exhibit 1
Parking Occupancy per Hour





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LOADING

As discussed in the April 4, 2014 memo, the proposed PUD modification would consolidate the loading for Phases IIA and IIB. The consolidation allows for the elimination of one of the two curb cuts on 2nd Street originally proposed for the project. Additionally, consistent with many residential projects in the District, a 30-foot loading berth would be provided in lieu of the required 55-foot loading berth. A second bay also will be provided. In addition to providing access to the trash receptacle, the second bay also can be used by moving trucks when move-in/move-out needs are highest.

As detailed in our April 4th memo, the Owner will implement a Loading Management Plan. The Loading Management Plan requires that all tenants schedule a move-in or move-out with the loading coordinator to ensure that no conflicting loading activities occur. Move-ins/move-outs will be scheduled on a first-come/first-serve basis.

CONCLUSIONS

On-street parking occupancy counts in the neighborhood indicate that the peak occupancy occurred at 9:00 PM and 10:00 PM when 72 percent of the on-street parking spaces were occupied.

As indicated in our April 4, 2014 memorandum, the proposed parking supply is appropriate and is not anticipated to create spillover parking in the surrounding neighborhood. The site's proximity to a variety of transportation options will support the growing trend toward reduced auto ownership and auto travel.

In the event that spillover parking does occur, the analyses presented herein indicate that sufficient on-street parking capacity exists, even during peak periods.

I trust that this memorandum adequately satisfies DDOT's request. Please do not hesitate to contact me at 202-556-1113 or jlmlanovich@mjwells.com with any questions or comments.

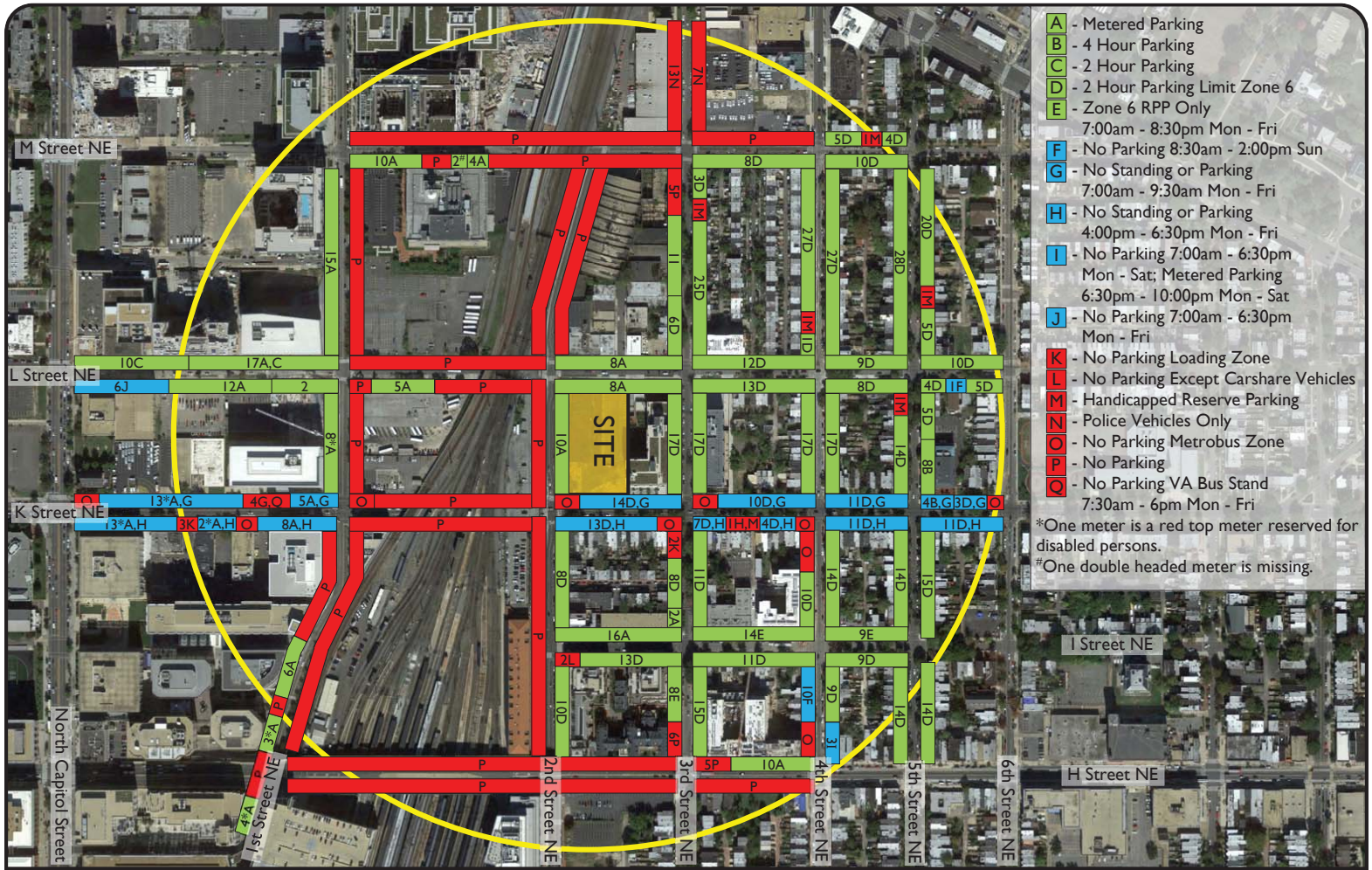


Figure I
On-Street Parking Inventory - Road Segments

00XX - Number of Spots, Parking Restrictions



Union Place
Washington, DC



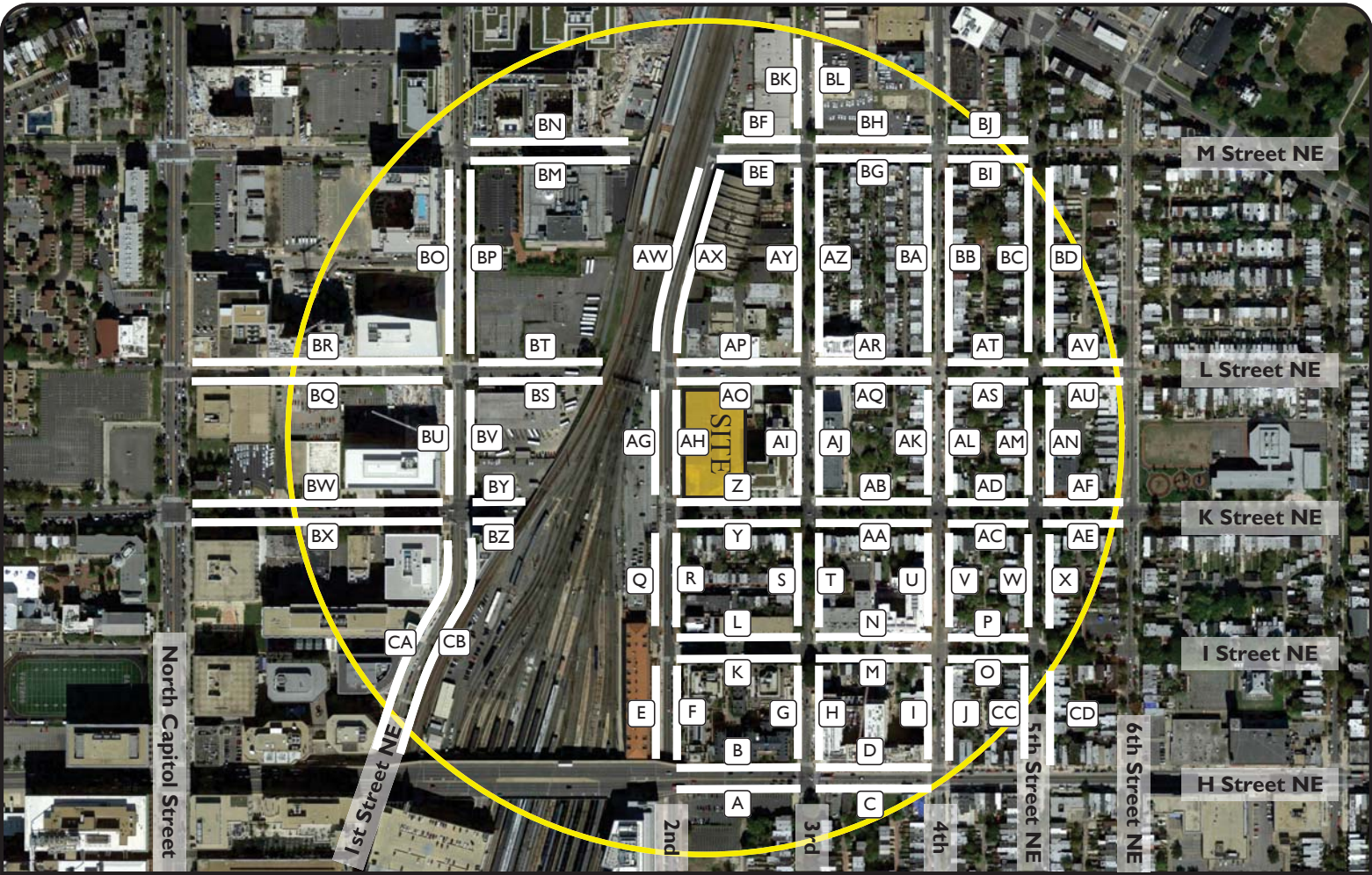


Figure 2
On-Street Parking Inventory - Road Segments



Union Place
Washington, DC



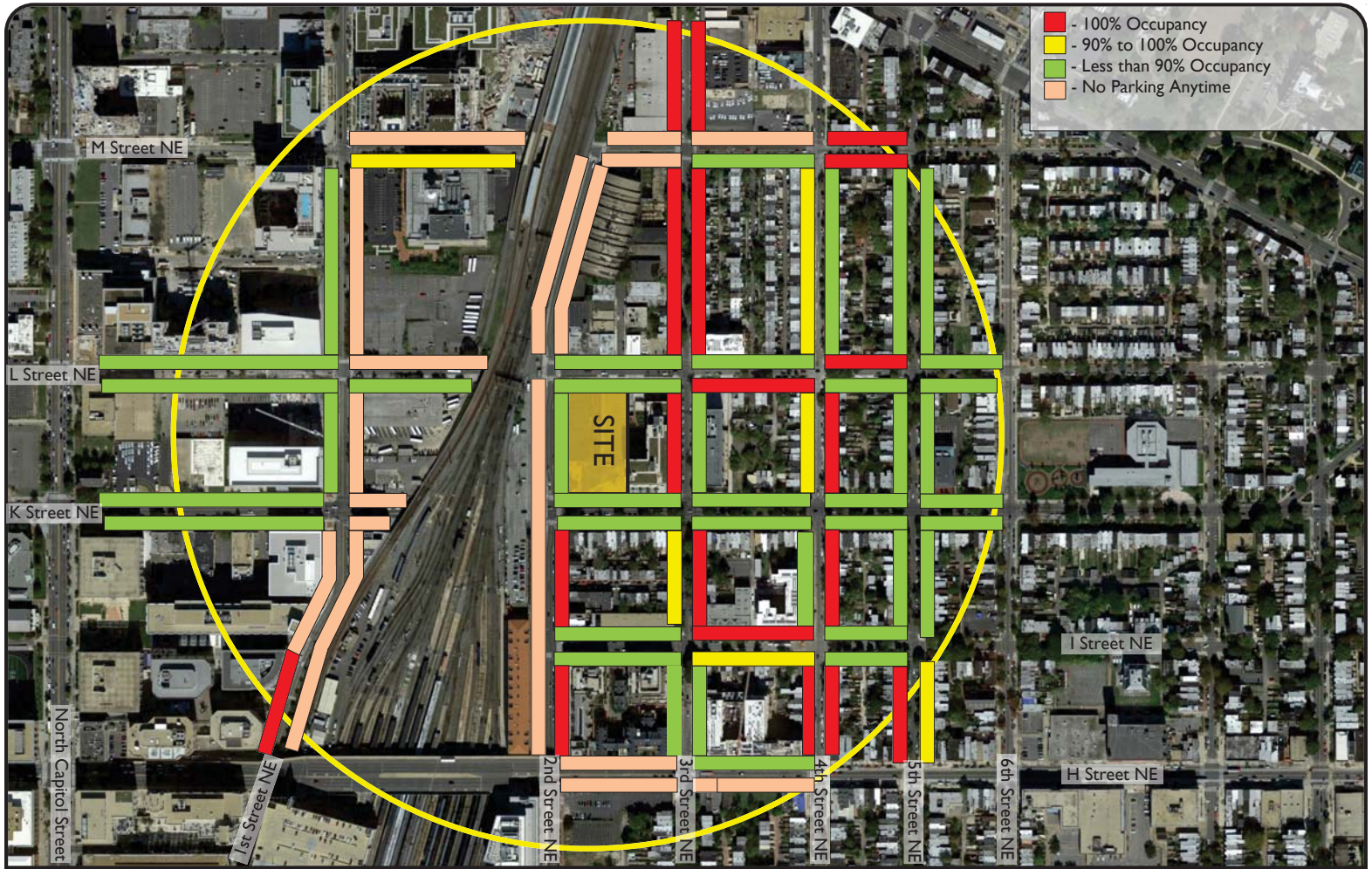


Figure 3A
On-Street Parking Occupancy - 9:00 PM

Union Place
Washington, DC

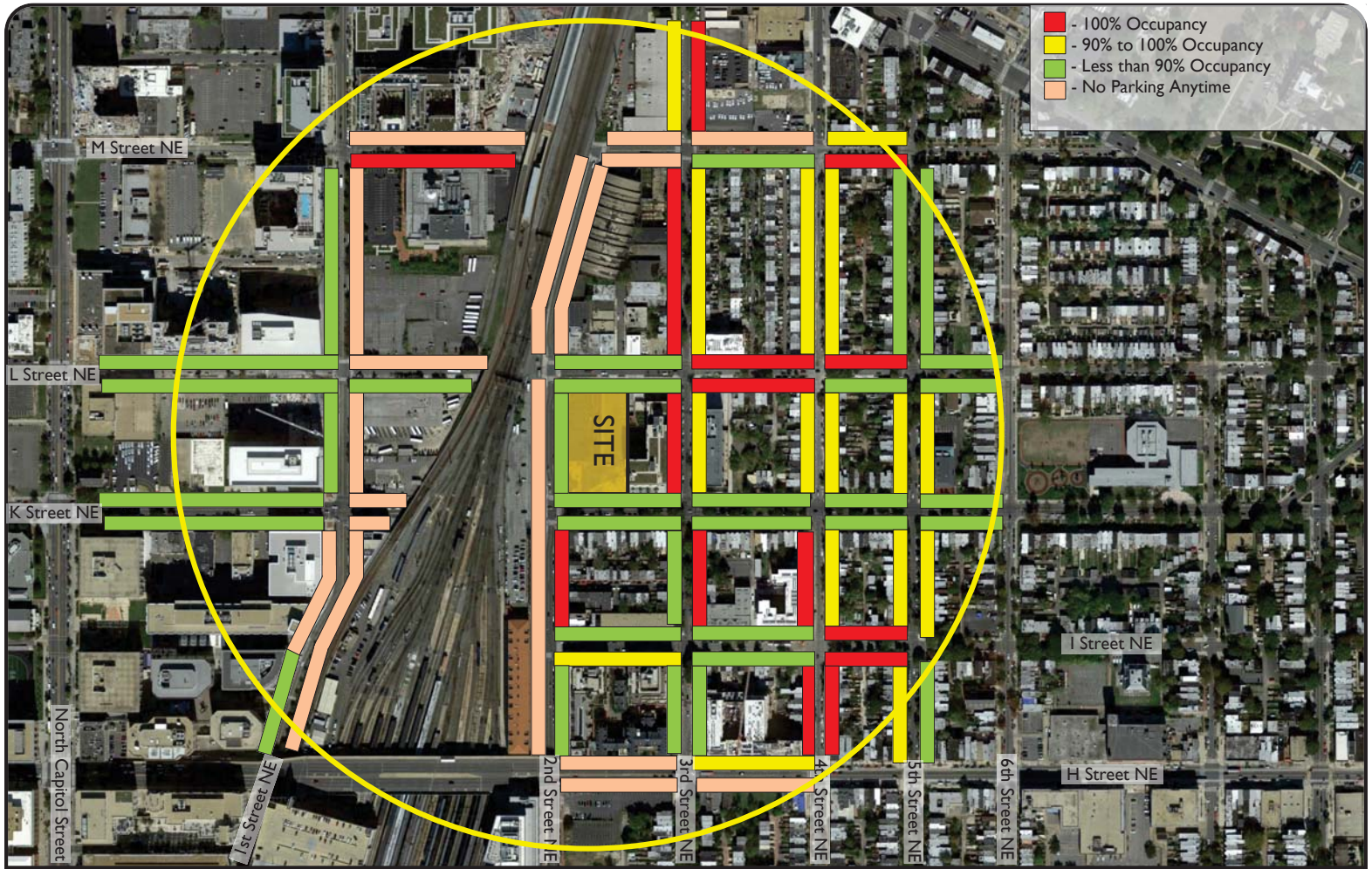


Figure 3B
On-Street Parking Occupancy - 10:00 PM



Union Place
Washington, DC



ATTACHMENT A
NEIGHBORHOOD ON-STREET VEHICULAR
PARKING OCCUPANCY DATA

Union Place Surrounding Neighborhood

Segment	Inventory	Occupancy						
		5:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 PM
A	0	0	0	0	0	0	0	0
B	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	10	9	5	7	8	9	7	6
E	0	0	0	0	0	0	0	0
F	10	10	10	11	11	5	8	9
G	8	7	9	8	8	5	7	9
H	15	7	3	4	5	6	6	6
I	10	9	10	10	10	10	10	10
J	12	10	11	11	11	11	10	8
K	15	11	15	14	13	14	14	13
L	16	7	8	8	8	8	7	6
M	11	8	11	11	11	10	10	10
N	14	5	10	12	13	11	11	11
O	9	8	8	7	7	8	8	8
P	9	9	9	8	8	9	9	9
Q	0	0	0	0	0	0	0	0
R	8	3	5	7	8	8	7	7
S	12	9	11	12	12	9	9	9
T	11	8	10	10	11	10	10	10
U	9	8	8	7	7	9	9	9
V	14	13	14	14	14	13	13	13
W	14	10	12	12	11	13	13	13
X	15	11	12	12	11	14	14	13
Y	13	0	8	7	7	5	6	7
Z	14	13	5	6	6	3	3	3
AA	12	0	9	8	8	6	7	9
AB	10	4	3	4	5	4	2	1
AC	11	0	4	4	5	7	8	8
AD	11	4	2	2	2	2	1	1
AE	11	0	2	4	5	6	5	4
AF	7	5	5	3	2	1	3	4
AG	0	0	0	0	0	0	0	0
AH	10	6	6	0	0	0	0	0
AI	16	14	13	15	16	16	15	14
AJ	17	14	17	16	15	16	16	16
AK	17	15	18	17	16	16	17	17
AL	17	15	13	15	17	16	17	17
AM	15	6	8	10	11	14	15	15
AN	13	6	8	11	11	12	11	11
AO	8	4	7	5	2	3	1	1
AP	8	5	8	4	2	3	3	2
AQ	13	9	13	13	13	13	13	13
AR	12	8	8	9	9	12	12	11

Union Place Surrounding Neighborhood

Segment	Inventory	Occupancy						
		5:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 PM
AS	8	5	3	4	5	6	6	6
AT	9	8	8	8	8	8	9	10
AU	10	5	6	6	6	5	6	7
AV	10	4	4	4	4	6	6	6
AW	0	0	0	0	0	0	0	0
AX	0	0	0	0	0	0	0	0
AY	17	13	13	15	17	18	19	19
AZ	28	22	24	25	26	25	26	26
BA	29	23	25	26	26	27	27	27
BB	27	25	18	21	23	26	26	26
BC	28	21	22	23	23	25	26	27
BD	26	19	19	18	18	23	25	26
BE	0	0	0	0	0	0	0	0
BF	0	0	0	0	0	0	0	0
BG	8	8	10	8	6	6	6	6
BH	0	0	0	0	0	0	0	0
BI	10	9	10	10	10	10	9	9
BJ	10	7	7	9	10	9	8	8
BK	13	13	11	12	13	12	13	13
BL	7	7	7	7	7	7	7	7
BM	16	11	11	13	15	16	16	16
BN	0	0	0	0	0	0	0	0
BO	15	15	15	13	12	14	14	13
BP	0	0	0	0	0	0	0	0
BQ	20	1	2	4	6	5	3	2
BR	27	5	7	9	12	6	8	9
BS	5	1	0	0	0	0	0	0
BT	0	0	0	0	0	0	0	0
BU	8	0	0	0	0	0	0	0
BV	0	0	0	0	0	0	0	0
BW	18	6	8	1	1	1	0	0
BX	26	0	0	1	2	2	3	3
BY	0	0	0	0	0	0	0	0
BZ	0	0	0	0	0	0	0	0
CA	11	0	9	5	11	8	3	2
CB	0	0	0	0	0	0	0	0
CC	14	13	13	13	13	12	11	11
CD	14	13	13	12	12	11	10	9