

## MEMORANDUM



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**TO:** Ted Van Houten, AICP  
Jonathan Rodgers

**FROM:** Barbara Mosier, P.E., PTOE  
Grady Vaughan, EIT

**COPY:** Paul Tummonds  
Goulston & Storrs

**RE:** Art Place at Fort Totten – Phase II  
Parking Supply

**DATE:** April 2, 2019

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This memorandum provides a summary of the impacts of a decrease in parking supply on the trip generation for the Art Place Second Stage PUD Application (ZC Case N. 06-10D). The site is generally bordered by South Dakota Avenue NE to the east, Ingraham Street NE to the south, a public alley to the west and Kennedy Street NE to the north. The site is divided by 4th Street NE running north to south through the western portion of the site.

In the District Department of Transportation (DDOT) report of the subject development dated March 25, 2019, staff requested that the Applicant investigate the reduction of on-site, structured parking spaces in an effort to reduce potential vehicular trips to the site. In response, the design team has investigated the removal of approximately 150 parking spaces from the structure garage. As proposed, a 150-space reduction would decrease the proposed supply from approximately 930 spaces to 780 spaces. With the potential reduction, the site would continue to exceed the code required parking supply of 636 spaces for the proposed uses.

As outlined in the DDOT report, the provision of additional parking encourages the use of personal vehicles to a site; therefore, the reduction of parking spaces may decrease the number of vehicle trips and increase the non-auto mode share of the site. We concur with DDOT that a reduction in parking supply would reduce the estimated number of vehicle trips to the site. This site has ample access to non-auto modes of transportation, including transit and pedestrian facilities as well as a connection to the Metropolitan Branch bike trail which is currently under construction. The site is within 0.25 miles of the Fort Totten Metro Station, which is served by the Red, Yellow and Green lines, and bus stops served by 12 WMATA bus routes. These transit facilities as well as the surrounding neighborhood are accessible by pedestrians via a comprehensive sidewalk network, which will be upgraded in the immediate vicinity of this site as part of this project.

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The Comprehensive Transportation Review (CTR) dated February 18, 2019, Saturday addendum dated March 5, 2019, and comment response letter dated March 13, 2019 are all based on the assumption that approximately 930 parking spaces would be provided for the proposed uses. During the review process, DDOT requested an adjustment to the mode split assumptions in the reports to reduce the number of transit trips for family entertainment uses (MeowWolf, children's museum, gala space) and increase the number of vehicle trips. If the parking supply were to be reduced, given the availability to alternative modes outlined above, the estimated number of personal vehicle trips analyzed in each report would also decrease. Therefore, with a reduction of parking as recommended by DDOT, the conclusions and recommendations of each report would be considered conservative. A reduction in parking would not impact the CTR conclusions summarized in DDOT's report for the Art Place project.