

Fun Facts about PARKING

1. **37.5% of DC residents use public transit to get to work. In the US, only NYC and Jersey City have higher rates of transit usage. In DC another 20% walk, bike, or work at home.**

New York's subway system has over 5x as many stations and almost 7x as much track as DC's Metrorail system. And it's open 24 hours a day, 7 days a week.

2. **With 2.6 times as many jobs as workers, DC has one of the largest daily influxes of commuters in the US. (Proportionally speaking, DC is first among US cities over 100,000. In absolute terms, we're second only to NYC.) Over 550,000 workers commute into DC each day. On a typical weekday, about 2/3 of the cars on DC streets are from out of state.**
3. **We're also in the top 10 nationwide for highest priced parking. \$270/month was the median rate downtown last year.**
4. **In downtown DC hardly any land (< 1%) is devoted exclusively to off-street parking. By contrast, in other US cities, up to 30% of the land in the central business district is devoted to surface lots and above-ground parking structures. Our on-site parking requirements, working in conjunction with height limitations, have put DC's parking underground. The result is a more pedestrian-friendly and economically vibrant downtown.**

Compare the aerial photograph of DC here:

<http://oldurbanist.blogspot.com/2011/12/we-are-25-looking-at-street-area.html> (scroll down)

With the aerial photos of other cities posted here:

<http://forum.skyscraperpage.com/showthread.php?t=191539> (scroll down)

5. Car ownership rates in DC today are the same as they were in 1990, and in 2000, despite demographic changes, the recession, and the advent of car-sharing, bike-sharing, and the Circulator buses.

The combined effect of stable car ownership rates and population growth has been a 10% increase in the number of cars and SUVs registered in DC from 2005 to 2012, according to DMV statistics.

MWCOG/TPB's triennial vehicle survey shows an 8.3% increase in cars & light trucks registered in DC from 2005-2011; DDOT's filing in the Babe's case shows another 1.8% increase from 2011 to 2012. Both DDOT and TPB are getting their data from the DMV.

6. Even in Logan Circle, where less than 20% of all daily travel involves automobile usage, car-ownership averages .65 per household. Citywide, car-ownership per household averages .9, with home-owners averaging 1.3 cars per household and renters averaging .6 cars per household.
7. DC's current parking minimums are quite low. For most multifamily housing, one space is required for every 2-4 units, depending on zone. These minimums do not assume that every resident will own a car – they assume average car-ownership rates of between .25 and .5 cars per household in most apartment or condo buildings.
8. Residential parking doesn't work like destination parking. With destination parking, the less people drive, the less they park. But with residential parking, decreasing driving actually increases parking demand. Cars spend more time parked at home when their owners travel to their destinations by other means.
9. Planners in New York City and Portland, Oregon conducted studies to determine whether limiting onsite parking in residential projects decreases car ownership. The data from both cities indicated it does not. Portland's study, which looked at transit-oriented new construction that included little or no onsite parking, found that 72% of the residents of such projects owned at least one car. Two-thirds parked on the street. That study's conclusion: "Though many of the responders bike, walk, take transit, and use carsharing services for many of their daily trips (to commute, run errands, etc.), they still need a place to park their car."

<http://www.portlandoregon.gov/bps/article/420059>

http://www.nyc.gov/html/dcp/pdf/transportation/residential_parking.pdf

- 10. DDOT estimates that 25% of the traffic congestion downtown is attributable to drivers searching for parking.**
- 11. Initially, Portland's elimination of parking requirements for neighborhoods near transit had little effect. From 2006-2012, few units were built and most had parking. But when the housing market rebounded, suddenly Portland found it had 1400 new apartments in the development pipeline with fewer than 150 new off-street spaces in total incorporated into these new projects, all of which were located in the same part of the city.**

Metropolitan Multifamily Housing Association, [The Apartment Report](#), Spring 2012, p. 7

Table 1. Summary of Detailed Housing Characteristics: 1990

[Data based on sample and subject to sampling variability, see text. For definitions of terms and meanings of symbols, see text]

District of Columbia Urban and Rural and Size of Place Inside and Outside Metropolitan Area County Place [2,500 or More Persons]	All persons	All housing units							Occupied housing units						
		Total	Percent			1980 to March 1990	1939 or earlier	Median year structure built	Total	Percent			Specified owner, median selected monthly owner costs (dollars)		Specified renter, median gross rent (dollars)
			Condo- minium	Lacking complete plumbing facilities	Lacking complete kitchen facilities					House- holder moved into unit 1989 to March 1990	No vehicle available	No tele- phone in unit	With a mort- gage	Not mort- gaged	
The State -----	606 900	278 489	10.3	.8	.8	5.5	37.7	1947	249 634	20.6	37.4	4.2	946	250	479
URBAN AND RURAL AND SIZE OF PLACE															
Urban -----	606 900	278 489	10.3	.8	.8	5.5	37.7	1947	249 634	20.6	37.4	4.2	946	250	479
Inside urbanized area -----	606 900	278 489	10.3	.8	.8	5.5	37.7	1947	249 634	20.6	37.4	4.2	946	250	479
Central place -----	606 900	278 489	10.3	.8	.8	5.5	37.7	1947	249 634	20.6	37.4	4.2	946	250	479
Urban fringe -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Outside urbanized area -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Place of 10,000 or more -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Place of 2,500 to 9,999 -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rural -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Place of 1,000 to 2,499 -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Place of less than 1,000 -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other rural -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rural farm -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
INSIDE AND OUTSIDE METROPOLITAN AREA															
Inside metropolitan area -----	606 900	278 489	10.3	.8	.8	5.5	37.7	1947	249 634	20.6	37.4	4.2	946	250	479
In central city -----	606 900	278 489	10.3	.8	.8	5.5	37.7	1947	249 634	20.6	37.4	4.2	946	250	479
Not in central city -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Inside urbanized area -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Outside urbanized area -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rural -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Outside metropolitan area -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Inside urbanized area -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Outside urbanized area -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Place of 10,000 or more -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Place of 2,500 to 9,999 -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rural -----	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
COUNTY															
District of Columbia -----	606 900	278 489	10.3	.8	.8	5.5	37.7	1947	249 634	20.6	37.4	4.2	946	250	479
PLACE															
Washington city -----	606 900	278 489	10.3	.8	.8	5.5	37.7	1947	249 634	20.6	37.4	4.2	946	250	479

70% of DC HHs that are carless

1990 37.4

2000 36.9

2011 36.1

(100 - 63.9)



DP-4

Profile of Selected Housing Characteristics: 2000

Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://www.census.gov/prod/cen2000/doc/sf3.pdf>

Subject	Washington city, District of Columbia	
	Number	Percent
Total housing units	274,845	100.0
UNITS IN STRUCTURE		
1-unit, detached	36,331	13.2
1-unit, attached	72,668	26.4
2 units	8,304	3.0
3 or 4 units	21,944	8.0
5 to 9 units	21,735	7.9
10 to 19 units	28,429	10.3
20 or more units	84,947	30.9
Mobile home	203	0.1
Boat, RV, van, etc.	284	0.1
YEAR STRUCTURE BUILT		
1999 to March 2000	1,160	0.4
1995 to 1998	2,649	1.0
1990 to 1994	3,437	1.3
1980 to 1989	13,695	5.0
1970 to 1979	23,859	8.7
1960 to 1969	42,122	15.3
1940 to 1959	92,867	33.8
1939 or earlier	95,056	34.6
ROOMS		
1 room	28,107	10.2
2 rooms	32,828	11.9
3 rooms	53,362	19.4
4 rooms	42,165	15.3
5 rooms	31,706	11.5
6 rooms	30,642	11.1
7 rooms	20,395	7.4
8 rooms	16,270	5.9
9 or more rooms	19,370	7.0
Median (rooms)	4.0	(X)
Occupied Housing Units	248,338	100.0
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	56,904	22.9
1995 to 1998	74,124	29.8
1990 to 1994	32,579	13.1
1980 to 1989	33,146	13.3
1970 to 1979	23,233	9.4
1969 or earlier	28,352	11.4
VEHICLES AVAILABLE		
None	91,699	36.9
1	108,151	43.5
2	38,395	15.5
3 or more	10,093	4.1



STATE DATA CENTER

2007-2011 ACS

KEY DEMOGRAPHIC INDICATORS



These indicators were derived from data produced by the U.S. Census Bureau and may differ from data produced by other entities. See notes on next page.

2007-2011 AMERICAN COMMUNITY SURVEY: KEY DEMOGRAPHIC INDICATORS										
Key Indicators	United States	District Wide	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8
Total Population	306,603,772	591,955	75,454	76,815	77,346	76,207	74,528	76,288	68,768	68,549
Population by Sex (%)										
Male	49.2%	47.3%	50.1%	50.3%	44.8%	47.5%	47.2%	49.6%	42.5%	45.4%
Female	50.8%	52.7%	49.9%	49.7%	55.2%	52.5%	52.8%	50.4%	57.5%	54.6%
Population by Age (%)										
Under 5 Years	6.6%	5.6%	5.1%	2.9%	4.3%	6.1%	5.2%	5.5%	6.5%	9.9%
Youths - Under 18 Years	24.2%	17.3%	12.7%	6.4%	12.9%	20.1%	18.4%	13.1%	26.7%	30.8%
18 - 64 Years	62.9%	71.3%	79.9%	84.9%	71.6%	64.8%	67.2%	77.4%	59.8%	62.0%
Seniors - 65 Years & Over	12.9%	11.4%	7.4%	8.7%	15.5%	15.1%	14.4%	9.5%	13.5%	7.2%
Median Age (years)	37.0	34.1	31.4	30.7	37.1	40.0	37.6	34.3	37.3	28.5
Population by Race (%)										
White	74.1%	38.9%	53.2%	73.2%	82.7%	23.6%	13.9%	50.5%	1.9%	3.6%
Black	12.5%	51.9%	34.2%	13.2%	5.1%	62.1%	78.4%	41.3%	96.7%	94.6%
American Indian & Alaska Native	0.8%	0.3%	0.4%	0.4%	0.3%	0.4%	0.4%	0.3%	0.1%	0.1%
Asian	4.7%	3.5%	4.0%	8.7%	7.2%	1.4%	1.3%	4.3%	0.3%	0.2%
Native Hawaiian & Other Pacific Islander	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%
Some Other Race Alone	5.1%	3.4%	6.1%	2.3%	1.8%	10.4%	3.9%	1.2%	0.2%	0.6%
Two or More Races	2.5%	1.9%	1.9%	2.2%	2.9%	2.1%	2.1%	2.2%	0.8%	0.7%
Hispanic/Latino Population (# and %)	49,215,563	53,372	15,436	7,458	5,938	13,124	5,260	3,797	983	1,376
	16.1%	9.0%	20.5%	9.7%	7.7%	17.2%	7.1%	5.0%	1.4%	2.0%
Foreign-born Population (%)	12.8%	13.3%	22.0%	19.5%	18.1%	20.3%	9.7%	9.0%	2.8%	2.7%
Commuting to Work										
% Population 16 years and over	139,488,206	297,730	46,396	45,412	44,442	36,755	32,484	44,334	25,604	22,303
% Private vehicle (drove alone)	76.1%	35.5%	25.8%	23.5%	40.4%	46.2%	43.4%	30.5%	45.2%	39.8%
% Private vehicle (carpooled)	10.2%	6.5%	5.2%	3.3%	6.1%	8.8%	8.3%	5.1%	8.6%	9.9%
% Public transportation (excluding taxicab)	5.0%	37.5%	45.4%	28.4%	35.5%	36.0%	37.2%	37.7%	41.3%	42.5%
% Walked	2.8%	12.0%	12.2%	34.7%	7.1%	2.8%	5.6%	16.2%	1.3%	3.3%
% Other Means	1.7%	3.7%	6.2%	4.6%	3.6%	2.3%	3.1%	5.0%	0.8%	1.1%
% Worked at home	4.2%	4.8%	5.3%	5.5%	7.3%	4.0%	2.4%	5.5%	2.9%	3.4%
Mean Travel Time to Work (minutes)	25.4	29.6	29.3	23.9	27.4	32.4	30.5	26.4	36.6	38.1
Households with Vehicle (%)	91.1%	63.9%	58.5%	53.6%	77.7%	75.1%	66.4%	65.9%	60.3%	51.7%
% Unemployed	5.6%	6.7%	5.4%	2.4%	2.5%	7.4%	9.6%	5.5%	11.2%	12.4%
Educational Attainment										
Population 25 Years and Over	202,948,123	407,576	53,858	52,182	55,955	54,415	50,771	57,691	44,225	38,479
% High School Graduate or Higher	85.4%	87.1%	84.1%	92.7%	97.1%	84.1%	81.7%	90.0%	83.4%	80.6%
% Bachelor's Degree or Higher	28.2%	50.5%	59.3%	77.4%	83.9%	42.2%	30.8%	62.1%	17.3%	12.3%
Income										
Median Household Income	\$52,762	\$61,835	\$69,083	\$83,989	\$100,652	\$60,689	\$50,882	\$85,421	\$38,535	\$30,705
Mean Household Income	\$72,555	\$96,183	\$90,488	\$127,118	\$154,145	\$96,247	\$66,365	\$109,665	\$50,254	\$41,195
Per Capita Income	\$27,915	\$43,993	\$43,219	\$65,876	\$76,174	\$39,385	\$28,704	\$53,163	\$22,669	\$16,941
Poverty										
% Families in Poverty	10.5%	13.9%	11.5%	4.1%	2.0%	7.1%	15.0%	11.6%	22.8%	33.1%
% Individuals in Poverty	14.3%	18.2%	14.5%	14.2%	8.0%	11.7%	20.1%	16.0%	25.8%	36.7%
% Under 18 years in Poverty	20.0%	28.3%	21.9%	9.8%	2.2%	14.6%	25.9%	27.1%	40.7%	49.0%
Housing Occupancy										
Total Housing Units (#)	131,034,946	295,510	37,810	44,240	40,692	32,114	34,393	40,454	34,230	31,577
Vacant Housing Units	12.4%	12.0%	10.3%	12.3%	7.9%	8.1%	13.2%	12.4%	14.9%	17.5%
Occupied Housing Unit	87.6%	88.0%	89.7%	87.7%	92.1%	91.9%	86.8%	87.6%	85.1%	82.5%
% Owner-occupied Units	66.1%	42.8%	33.9%	36.7%	52.2%	59.9%	48.2%	45.7%	40.7%	22.9%
% Renter-occupied Units	33.9%	57.2%	66.1%	63.3%	47.8%	40.1%	51.8%	54.3%	59.3%	77.1%
% Homeowner Vacancy Rate	2.4	2.9	1.4	2.6	1.8	2.2	4.2	4.3	3.8	4.0
% Renter Vacancy Rate	7.8	6.3	3.1	7.0	5.7	6.8	9.7	4.7	6.8	7.3
Median Value of Owner-occupied Housing Units	\$186,200	\$442,600	\$490,700	\$598,200	\$752,000	\$469,200	\$358,200	\$493,700	\$249,200	\$261,400
Median Monthly Gross Rent	\$871	\$1,135	\$1,247	\$1,487	\$1,565	\$969	\$892	\$1,311	\$822	\$844
Households by Type										
Total Households (#)	114,761,359	260,136	33,923	38,792	37,481	29,500	29,848	35,443	29,113	26,036
Family Households (#)	76,507,230	109,514	11,000	9,206	14,913	16,657	14,001	13,280	15,335	15,122
Married-couples	49.3%	22.1%	18.2%	19.0%	34.8%	32.4%	18.5%	22.5%	15.4%	13.4%
Female Householder (no husband)	12.7%	16.2%	9.9%	3.3%	3.5%	19.5%	22.7%	12.0%	32.1%	38.7%
Male Householder (no wife)	4.6%	3.7%	4.3%	1.5%	1.5%	4.5%	5.8%	3.0%	5.2%	5.9%
Non-family Households (#)	38,254,129	150,622	22,923	29,586	22,568	12,843	15,847	22,163	13,778	10,914
Living Alone	27.3%	46.7%	49.5%	59.7%	48.7%	35.8%	44.7%	47.9%	43.5%	37.6%
Average Household Size	2.60	2.13	2.08	1.67	1.90	2.54	2.30	1.99	2.34	2.52
Average Family Size	3.19	3.15	3.18	2.64	2.74	3.37	3.37	2.92	3.37	3.40
Language Spoken at Home										
Population 5 years and over (#)	286,433,395	560,607	71,618	74,589	74,015	71,544	70,618	72,124	64,219	61,780
English Only (%)	75.7%	85.5%	78.6%	79.0%	79.7%	72.1%	90.4%	89.0%	96.8%	96.6%
Language Other Than English (%)	20.3%	14.5%	21.4%	21.0%	20.3%	22.9%	9.6%	11.0%	3.2%	3.4%
Spanish (%)	12.6%	7.1%	12.3%	7.5%	6.2%	14.8%	5.9%	4.7%	1.9%	2.0%

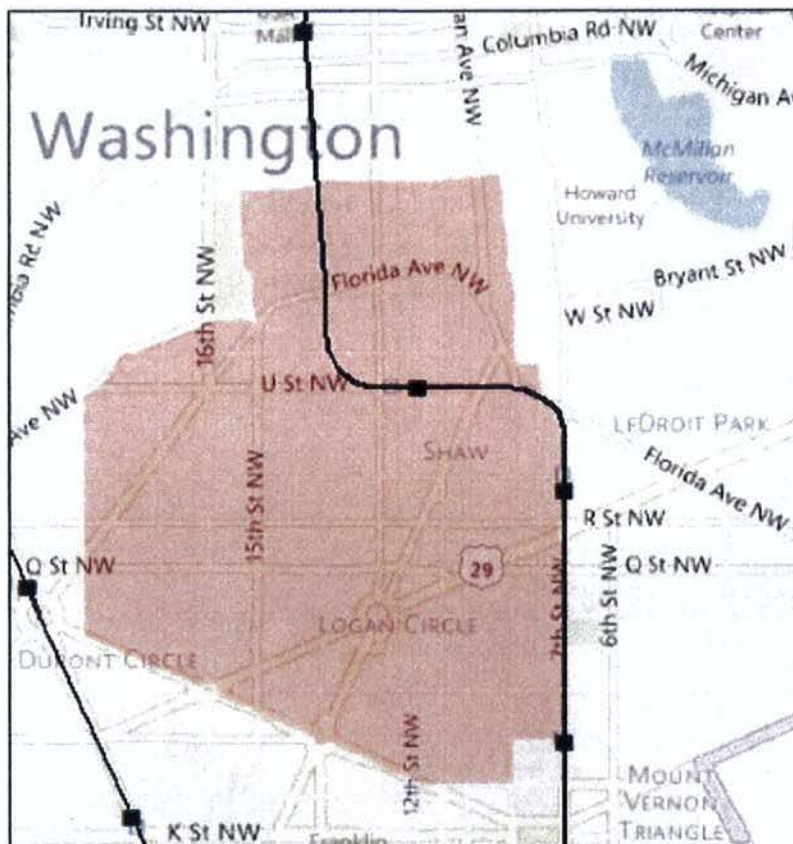


Household Demographics

Survey Area	Live in Apt or Condo	1-Person HH	2+Worker HH	One or More Children	No Car	3+ Cars
NY/RI Ave NE	43%	56%	19%	13%	33%	6%
Friendship Heights	43%	38%	28%	15%	12%	7%
E & W Falls Church	27%	28%	35%	27%	2%	15%
Beauregard Corridor	78%	57%	24%	12%	11%	4%
National Harbor	21%	32%	28%	18%	7%	21%
Dulles North	19%	24%	44%	33%	1%	27%
St. Charles/Waldorf	12%	28%	34%	26%	4%	27%
Regional Average	23%	28%	43%	37%	4%	21%



Logan Circle/ 14th St NW



Notable Features:

85% - Live in an apartment or condo
 57% - "Cell Phone Only" households
 Median Household Income = \$75,000
 More Bicycles than Vehicles per HH
 (Av # of Vehicles = 0.65/HH
 Av # of Bikes = .82/HH)

56% of All Daily Trips by Walking v.
 Regional Average of 9%

6% Daily Trips by Bike v. 10 times
 Regional Average of 0.6%

10% Bike to Work compared to a Regional
 average 1%.

MWCOG
 TPB

Household Travel Study
 2011