

**TECHNICAL MEMORANDUM**

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From: Daniel B. VanPelt, P.E., PTOE  
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Subject: 1309-1329 5<sup>th</sup> Street NE PUD Curbside Management

For many years the Florida Market/Union Market has served predominantly wholesale uses. With these types of land uses, the streets internal to the Market have been the location of commercial loading activities, commercial vehicle parking, and parking for employees and patrons. The Market is in the midst of a transformation that will change the types of land uses, and as a result the design of the public realm and management of curbside space will need to be addressed so that it best supports all uses within the greater Market. This document identifies the items that will need to be considered by DDOT and the adjacent businesses related to curbside management.

At present, the block of 5<sup>th</sup> Street NE between Morse Street NE and Penn Street NE consists of largely open curb space that is unmanaged by any District parking or time-of-day use restrictions, and there are no pavement markings designating parking spaces.

The space fronting the parcels is utilized on an ad hoc basis by the existing businesses. Many of the businesses load by backing commercial vehicles up to the fronts of the buildings or often double park and block other parked vehicles. The trucks frequently extend over the curb and project into the narrow sidewalk, which generally functions more as a loading platform for goods than for pedestrian circulation.

The balance of the curb space is used for parking. This includes daytime employee parking of longer duration, short-term patron parking, and overnight parking for the commercial vehicles owned by the businesses. Most of the existing businesses depend on this parking as they do not have off-street parking. The lack of any curbside management results in a mix of vehicle types operating in the same space, which may be in conflict. It also tends toward less efficient utilization of the curb and likely abuse as there are no deterrents from long-term parking.

In addition, the existing one-way street with a large right-of-way is confusing to drivers who are often found driving the wrong way down the one way street. This is likely the cause of the increased accidents in the Market district today.

With the future changes to the Florida Market/Union Market, the following items need to be considered in the development of the Curbside Management Plan:

**Loading Needs of Businesses** – The loading needs of the existing businesses will need to be fully understood to determine what is required to be maintained for their operation. It is possible that some loading needs might be accommodated from the rear alley. This could free up curb space for additional street parking. Depending on loading hours, it is also possible that any dedicated loading zones established at the curb line could revert to on-street parking during certain times.

**Treatment of On-Street Parking** – The streets are currently used for head-in parking when loading activity is not taking place. This head-in parking is now shared between employees and patrons, but a balance will need to be struck between the need for longer term, daytime parking for employees, and shorter term parking for patrons. Parking geometry should also be studied to determine if this parking should remain head-in, or potentially converted to a back-in angle arrangement that may fit better with the conversion of 5<sup>th</sup> Street to two-way traffic circulation.

**Signing and Marking Plan** – Once the curbside management mechanisms are determined, a complete signing and marking plan should be developed that shows the locations of signage and pavement markings. The plan will detail not only curbside operations, but traffic controls and pedestrian accommodations at the internal intersections.