

## TECHNICAL MEMORANDUM

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Date: December 16, 2014

Subject: 1309-1329 5<sup>th</sup> Street NE PUD Parking Demand Analysis

This memorandum summarizes a parking supply and demand analysis for the 1309-1329 5<sup>th</sup> Street NE PUD. It compares the parking demand generated by the uses on the site to the parking supply that will accommodate the demand. This analysis reviewed three scenarios:

1. The existing condition, with the existing Union Market building in place, served by the surface parking lot located immediately to the south (controlled by Gallaudet University and leased to EDENS).
2. The first phase of the PUD development, when the South Building opens, and parking demand will be served by several surface parking lots controlled by EDENS.
3. The second phase of the PUD development, when the North Building opens, and all parking demand is served by the North Building's new underground parking garage.

This memorandum reaches the following conclusion: **during all three scenarios studied, the parking supply is sufficient to accommodate demand.**

### ***Parking Demand***

The parking demand analysis was based on methodologies contained in ULI's *Shared Parking 2<sup>nd</sup> Edition*, as the mixture of office, theatre and retail space will have different peak times of use. The shared parking methodology was adjusted to reflect the urban nature of the development site, and how the retail in the existing market and the planned North Building contains significant portions of restaurant-style use, which has a higher parking demand than general retail space.

The urban nature of the site was reflected by using peak parking demand ratios that are 25% of their suburban counterparts. This 25% figure reflects observations from Gorove/Slade's work in the District where excellent transportation opportunities exist, as is the case for the PUD site. The restaurant heavy use was accounted for by basing a percentage of the peak parking demand on both shopping center and restaurant land use codes, and through adjusting the ULI shared parking curves so they represented a blend of retail and restaurant demand patterns.

Table 1 summarizes the peak parking demand assumptions used in the shared parking analysis.

**Table 1: Summary of Parking Demand Assumptions**

Land Use	Suburban Demand (Based on ITE <i>Parking Demand</i> , 4th Ed)	Assumed Demand (25% of suburban demand)
Existing Union Market	6.31 spaces per 1,000 SF <ul style="list-style-type: none"> <li>75% shopping center, 2.94 spaces per 1,000 SF, land use code 820</li> <li>25% restaurant, 16.41 spaces per 1,000 SF, land use code 931</li> </ul>	1.57 spaces per 1,000 SF
Movie Theater	0.26 spaces per seat, land use code 444	0.065 spaces per seat
Office	2.84 spaces per 1,000 SF, land use code 701	0.71 spaces per 1,000 SF
North Building Retail	9.68 spaces per 1,000 SF <ul style="list-style-type: none"> <li>50% shopping center, 2.94 spaces per 1,000 SF, land use code 820</li> <li>50% restaurant, 16.41 spaces per 1,000 SF, land use code 931</li> </ul>	2.42 spaces per 1,000 SF

The following programmatic assumptions were made regarding the amount of development in each component of the PUD. Of note, this analysis assumes the office alternative for the North and South Buildings as it leads to a higher parking demand relative to the residential option.

- Existing Union Market: Approximately 62,000 SF of retail space
- 1309-1329 5<sup>th</sup> Street NE PUD, South Building: 1,250 seat movie theatre, 115,000 SF office
- 1309-1329 5<sup>th</sup> Street NE PUD, North Building: 250,000 SF office, 30,000 SF retail

The results of the shared parking analyses are presented in Figure 1 through 4, attached to this memorandum. These figures display the results of the shared parking demand calculations for the two phases of the PUD, over the course of a typical weekday and weekend (Saturday).

### ***Parking Supply***

Several sources of parking supply are available to serve the different demand scenarios reviewed in this analysis:

- Gallaudet University surface lot, leased to EDENS: This lot contains 225 surface spaces and serves as the parking supply for the existing Union Market at present. EDENS is leasing this lot from Gallaudet University. The University may redevelop this site, and thus this analysis does not include this supply in the future PUD development scenarios. However, it is possible that the timing of redevelopment of this lot by Gallaudet may allow for continued use of this parking for some time to come.
- North Building site surface lot: After completion of the South Building, the North Building site will be used as a surface parking lot, with approximately 112 spaces. This lot will be provided until the future construction of the North Building.
- Penn Street surface lot: This is a surface parking lot owned by EDENS with an estimated 54 spaces, located at the corner of Penn Street and 5th Street.
- 4th Street surface lot: This is a surface parking lot owned by EDENS with an estimated 40 spaces, located along 4th Street.

- **North Building Garage:** This is the parking garage proposed as part of the second phase of the PUD, with 300-475 spaces.

***Comparison of Supply and Demand***

Table 2 contains the results of a comparison of the parking supply and demand. The results from the shared parking analysis and the parking supplies shows that each phase of the proposed PUD will have sufficient parking supply. Furthermore, the proposed supplies are not excessive, and are within a comfortable buffer of additional supply as needed to accommodate circulation within parking lots.

**Table 2: Results of Shared Parking Analysis**

Phase	Shared Parking Demand	Parking Supply
Existing	98 spaces (6-8pm on Saturday night)	225 spaces (GU surface lot)
South Building Opens	180 spaces (8pm on Saturday night)	206 spaces (Temp. surface lot on North Building site, Penn Street surface lot, 4 <sup>th</sup> Street surface lot)
North Building Opens	441 spaces (2pm on a weekday)	475 spaces (Max. proposed for North Building garage)

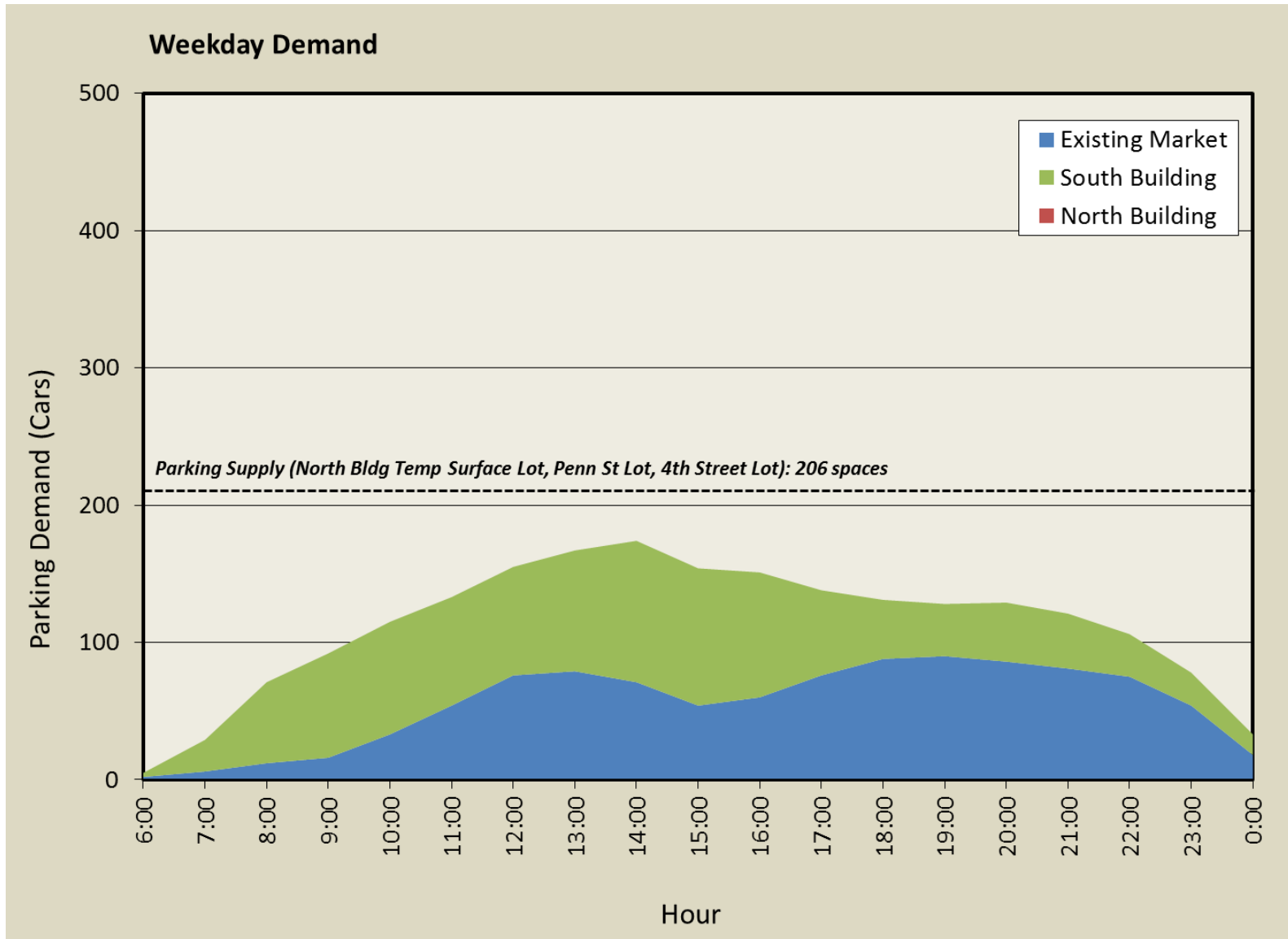


Figure 1: Shared Parking Analysis, with South Building, Weekday Demand

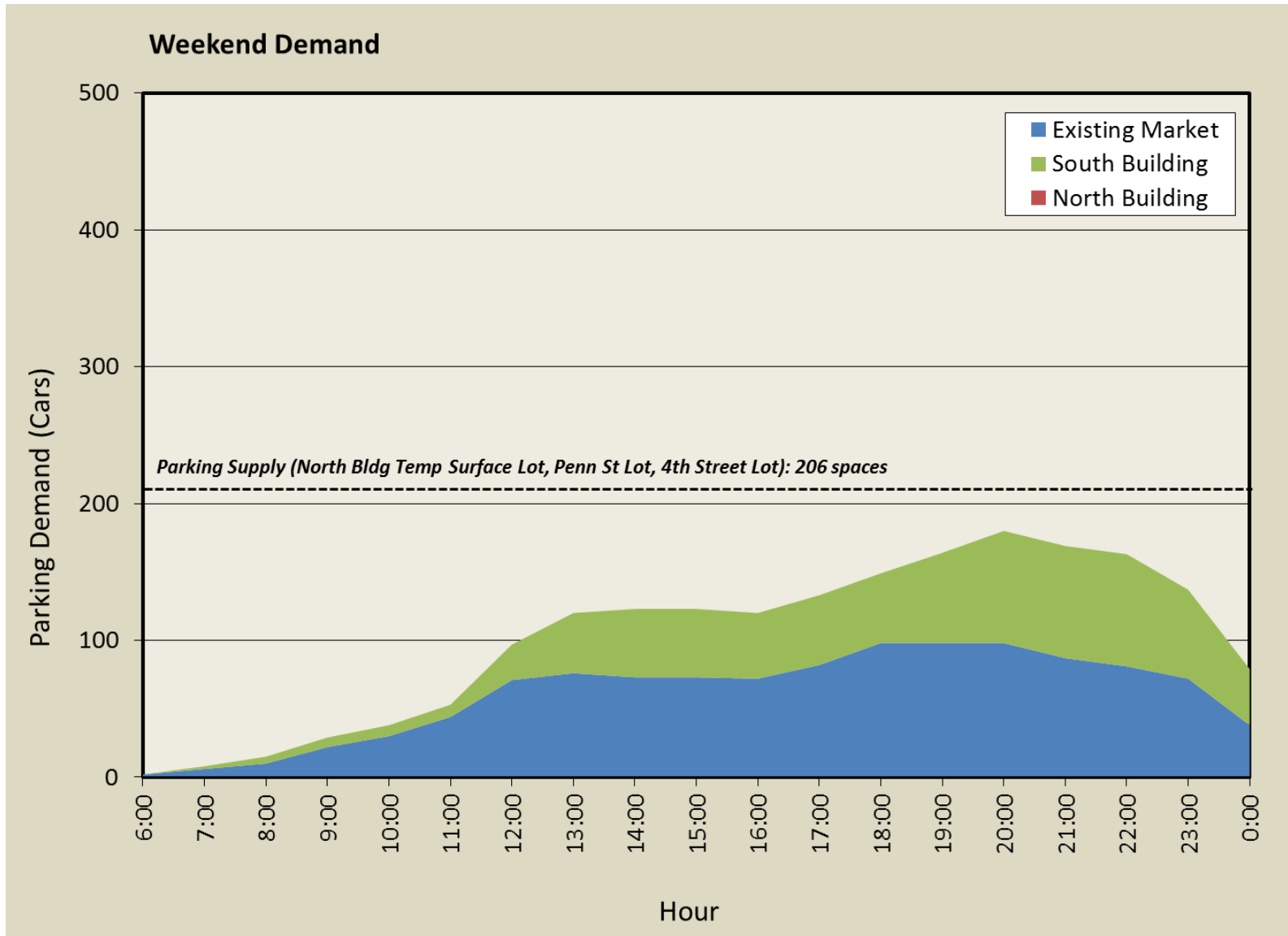


Figure 2: Shared Parking Analysis, with South Building, Weekend Demand

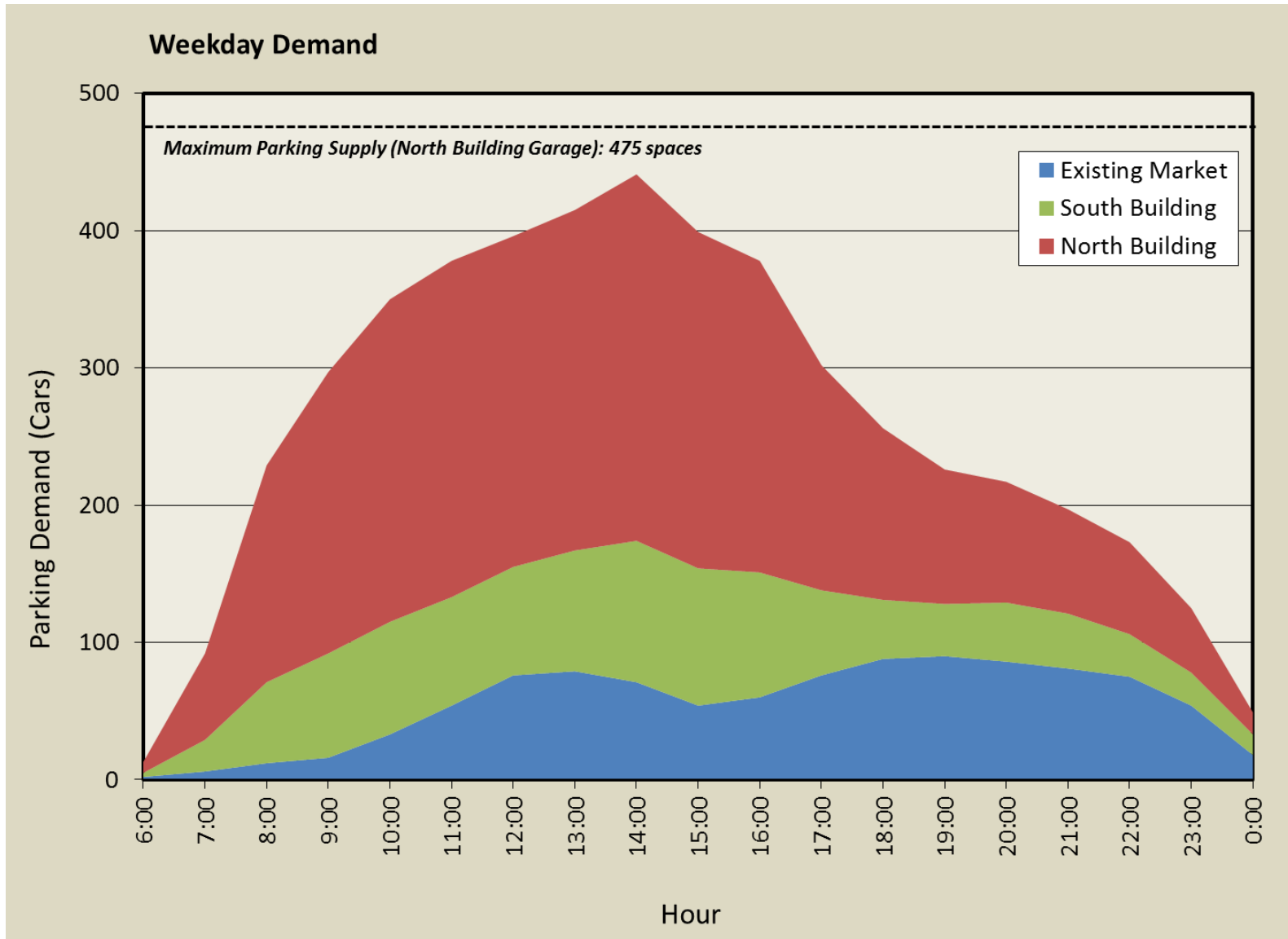


Figure 3: Shared Parking Analysis, with North Building, Weekday Demand

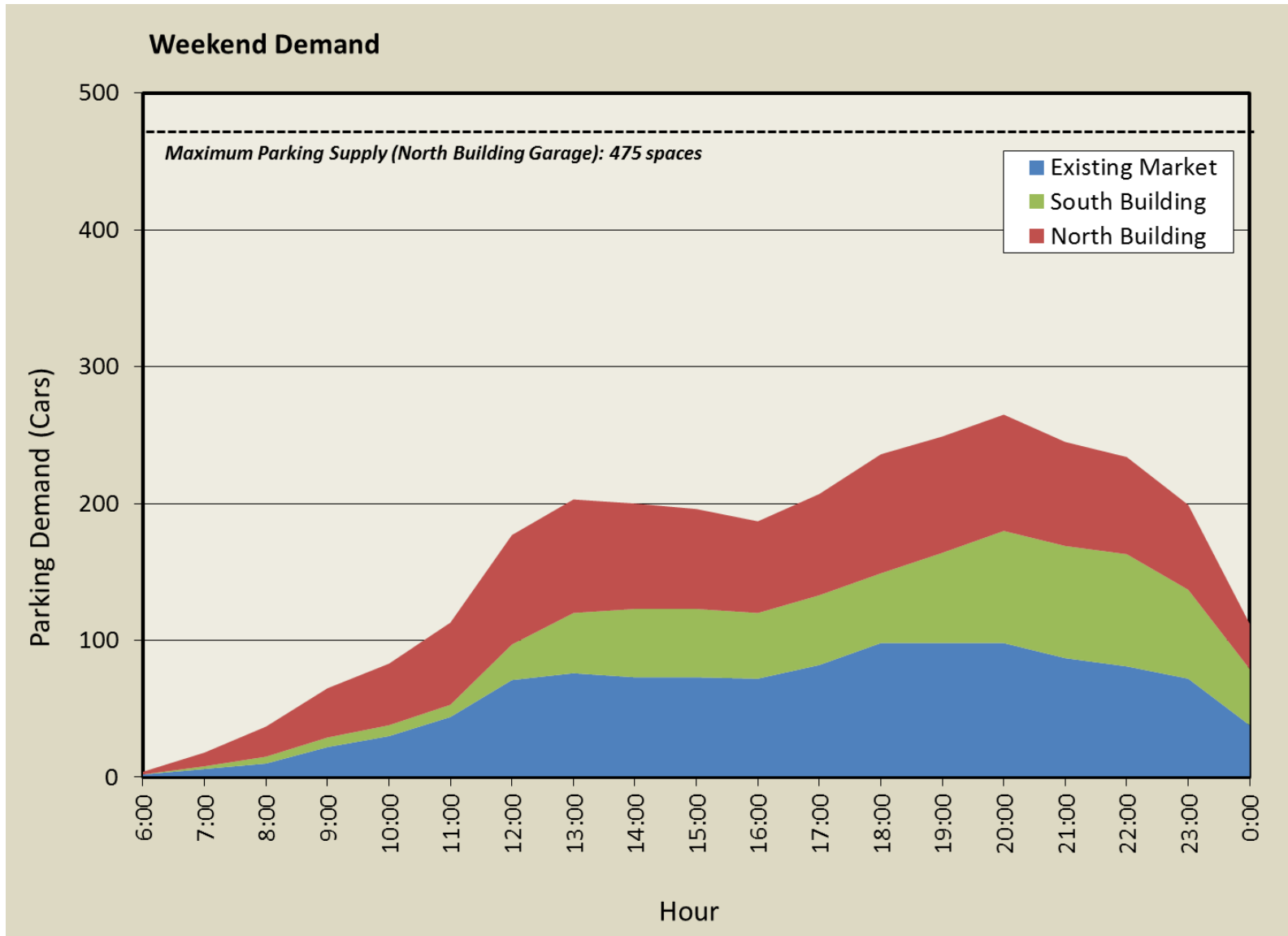


Figure 4: Shared Parking Analysis, with North Building, Weekend Demand