

## TECHNICAL MEMORANDUM

To: Toyo Bello  
Bello, Bello & Associates, LLC

From: Vinay Varadarajan, E.I.T.  
Katie Wagner, PE, PTOE  
Erwin Andres

Date: November 6, 2017

Subject: 1916 15<sup>th</sup> Street, SE Parking Study

## INTRODUCTION

In order to address Advisory Neighborhood Commissions (ANC) concerns, this memorandum presents the findings of the typical weekday and weekend parking counts conducted for the 1916 15<sup>th</sup> Street, SE project in support of BZA Case Number 19572. The site is located in Ward 8 in southeast Washington, D.C. The site is bounded by Good Hope Road, SE to the north, 15<sup>th</sup> Street, SE to the east, and adjacent properties to the south. This project consists of redeveloping the site which currently contains a two story mixed-use building including nine (9) residential units and 5,484 SF of ground floor retail with no existing parking. The proposed development will be a mixed-use development containing ground floor retail and 25 residential units.

The Applicant is seeking a parking variance from the Board of Zoning Adjustment (BZA). Subtitle C (§ 701.5) of the DC zoning regulations states that a total of three (3) vehicular parking spaces (1 per 3 units and a 50% reduction due to the proximity to a Priority Corridor Network Metrobus Route) for the additional 16 residential units are required. There is no parking requirement for the existing building and uses. The purpose of this study is to evaluate the potential impacts of the parking demands generated by the site.

Based on a review of the site's design and the parking demands of the development, the project will have negligible impact on the surrounding community. The following conclusions were made regarding the 1916 15<sup>th</sup> Street SE development:

- At any time during a typical weekday or weekend day, there are at least **432** parking spaces available within three blocks of the subject site. Total occupancy of all spaces around the project site was 50 percent or less during all hours of the study.
- The observed supply of on-street parking options will adequately serve the project, particularly the site's central location from local streets in the Anacostia neighborhood.
- Unrestricted parking spaces south of the site will serve residents and retail customers, with additional Residential Permit Parking (RPP) located north of Good Hope Road, SE.

### *Parking*

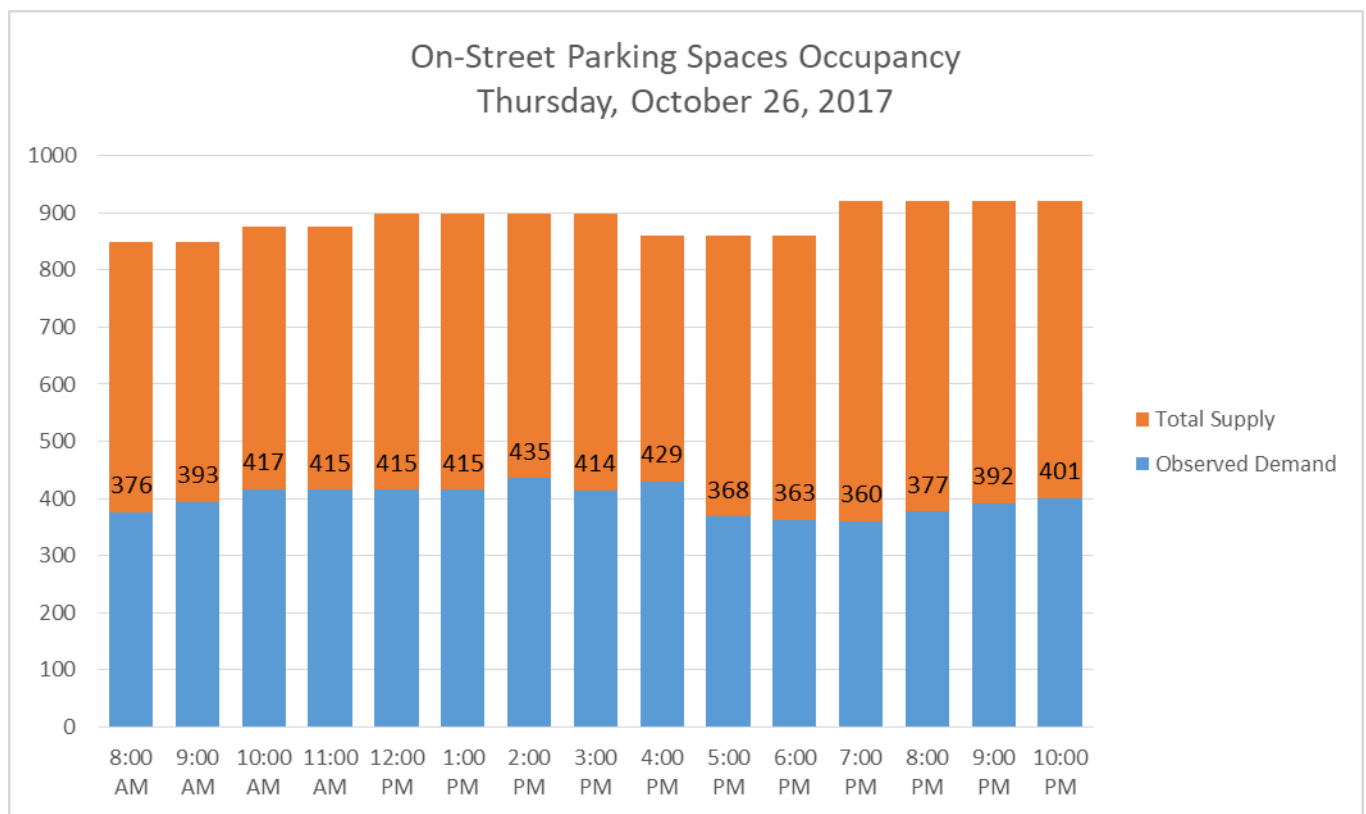
As mentioned previously, there is no vehicular parking associated with either the existing or proposed mixed-use development. Parking for the development will be accommodated by the on-street parking spaces in the vicinity of the site. The site and its immediate vicinity sits within Ward 8, which is part of Zone 8 of the DC parking zone map. Although the

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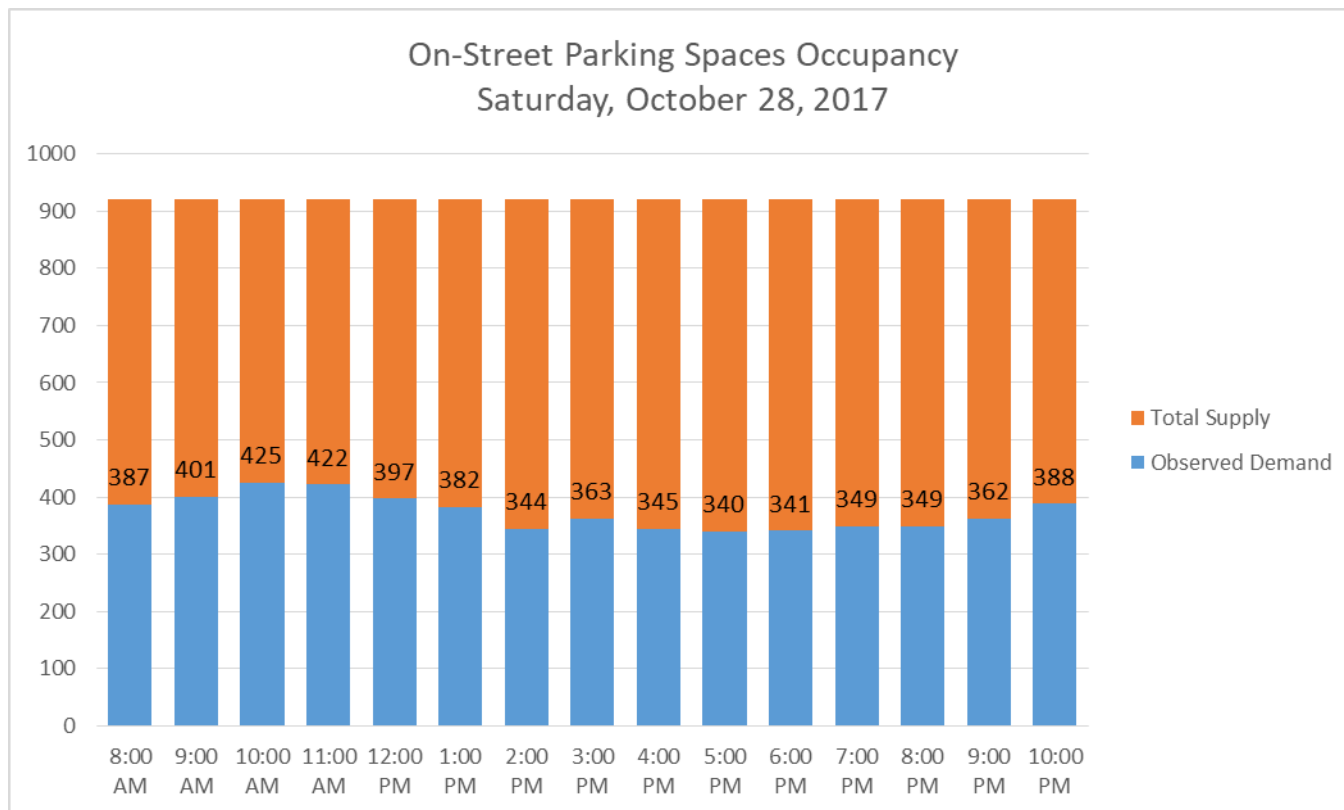
entirety of the site is within Zone 8, a few block faces north of Good Hope Road and east of Fendall Street allow both Zone 7 and Zone 8 permits to park.

In order to assess whether the nearby on-site parking spaces has available capacity to accommodate the increase in parking demand that the proposed development would generate, parking occupancy counts were conducted on Thursday, October 26, 2017 and Saturday, October 28, 2017. The parking occupancy study consisted of hourly sweeps of nearby streets by the site location between the hours of 8:00 AM and 10:00 PM. The results of the study indicate that the on-street parking spaces have the ability to absorb anticipated parking demand that the proposed development may generate.

As shown in Figure 1, the highest demand observed in the Thursday parking sweep was in the 2:00 PM hour, where 435 (48%) of the 899 available parking spaces were occupied, resulting in **464 available parking spaces**. As presented in Figure 2 during the Saturday sweep, the highest demand parking demand observed was at the 4:00 PM hour, where 429 (50%) of the 861 available spaces were occupied, resulting in **432 available parking spaces**.



**Figure 1: On-Street Parking Occupancy (Thursday, October 26)**



**Figure 2: On-Street Parking Occupancy (Saturday, October 28)**

Parking restrictions by block are shown on Figure 3 and the peak period utilization occupancy by block is shown on Figure 4 and Table 1 for Thursday, October 26 (4:00 PM). Figure 5 and Table 2 present the peak period occupancy for Saturday, October 28 (10:00 AM). While none of the blocks were time-restricted during the Saturday sweeps, time restrictions on Thursday generally consisted of peak period restrictions along Good Hope Road, SE with no parking in the westbound direction during morning peak hours (7:00 AM-9:30 AM) and in the eastbound direction during afternoon peak hours (4:00-6:30 PM). Additional time restrictions occurred on the west side of 15<sup>th</sup> Street, SE adjacent to Ketcham Elementary School (no parking from 4:00 AM-4:00 PM), and the east side of 13<sup>th</sup> Street, SE between U Street, SE and Good Hope Road, SE (no parking from 7:00-9:00 AM and 4:00-6:30 PM). It should be noted vehicles parked illegally were accounted for in Table 1 and Table 2.

During the weekday peak period, occupancies by block varied greatly, but generally the most densely occupied street parking facilities were south of Good Hope Road, SE, between 13<sup>th</sup> Street, SE and 16<sup>th</sup> Street, SE during the Thursday peak hour. During the Saturday peak hour, the same patterns of higher occupancy levels apply south of the site, targeted along 15<sup>th</sup> Street, SE between Good Hope Road, SE and V Street, SE. Many of these block faces consist of unrestricted parking spaces. Retail patrons of the proposed project may utilize unrestricted spaces south of the site.

On both days, a majority of block faces north of Good Hope Road, SE exhibited occupancies less than 50%. Many of these block faces have a combination of Residential Parking Permit “RPP” and unrestricted spaces, indicating that nearby residents and retail patrons may utilize these spaces during the peak occupancy times.

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As noted on Table 3, the peak hours noted on both days generally showed parking in all types of spaces experiencing occupancies of approximately 41 to 53 percent, with unrestricted spaces seeing the highest occupancy. Very little variability was seen between the two days based on parking space type, with the greatest variance seen in “Non-RPP” spaces (approximately 44 more vehicles on Saturday). This is primarily be due to the loss of 59 time-restricted spaces along EB Good Hope Road, SE during the afternoon peak hour of 4:00-6:30 PM. Even during the highest occupancy periods, parking of all space types was readily available in the vicinity of the project site.

These observations confirm the observed supply of available on-street parking will adequately serve the vehicular needs of the development based on the proposed use of the site and satisfy the concerns of the ANC.

**Table 1: Peak Parking Occupancy, Thursday, October 26, 2017**

	AM				PM										
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00
<b>Occupancy</b>	376	393	417	415	415	415	435	414	429	368	363	360	377	392	401
<b>Total Spaces</b>	850	850	877	877	899	899	899	899	861	861	920	920	920	920	920
<b>Utilization</b>	44%	46%	48%	47%	46%	46%	48%	46%	50%	43%	42%	39%	41%	43%	44%

**Table 2: Peak Parking Occupancy, Saturday, October 28, 2017**

	AM				PM										
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00
<b>Occupancy</b>	387	401	425	422	397	382	344	363	345	340	341	349	349	362	388
<b>Total Spaces</b>	920	920	920	920	920	920	920	920	920	920	920	920	920	920	920
<b>Utilization</b>	42%	44%	46%	46%	43%	42%	37%	39%	38%	37%	37%	38%	38%	39%	42%

**Table 3: Peak Period Inventory and Occupancy Summary**

Space Type	Thur, Oct 26: Peak Period (4:00 PM)				Sat, Oct 28: Peak Period (10:00 AM)			
	Spaces	Occupancy	Utilization	Available	Spaces	Occupancy	Utilization	Available
Non-RPP	116	47	41%	69	175	91	52%	84
RPP	282	127	45%	155	282	116	41%	166
Unrestricted	463	244	53%	219	463	215	47%	248
Illegal Spaces	--	11	--	--	--	3	--	--
<b>All On-Street Spaces</b>	<b>861</b>	<b>429</b>	<b>50%</b>	<b>432</b>	<b>920</b>	<b>425</b>	<b>46%</b>	<b>498</b>

## Conclusions

This memorandum presents the findings of a parking study conducted for the 1916 15<sup>th</sup> Street, SE project in support of its Board of Zoning Adjustment (BZA) Case Number 19572. The parking study was conducted at the request of the ANC to address parking concerns. The project consists of redeveloping the site which currently contains a two story mixed use building. The resulting development will be a mixed-use development containing ground floor retail and 25 apartment units. The following conclusions were made regarding the 1916 15<sup>th</sup> Street SE development:

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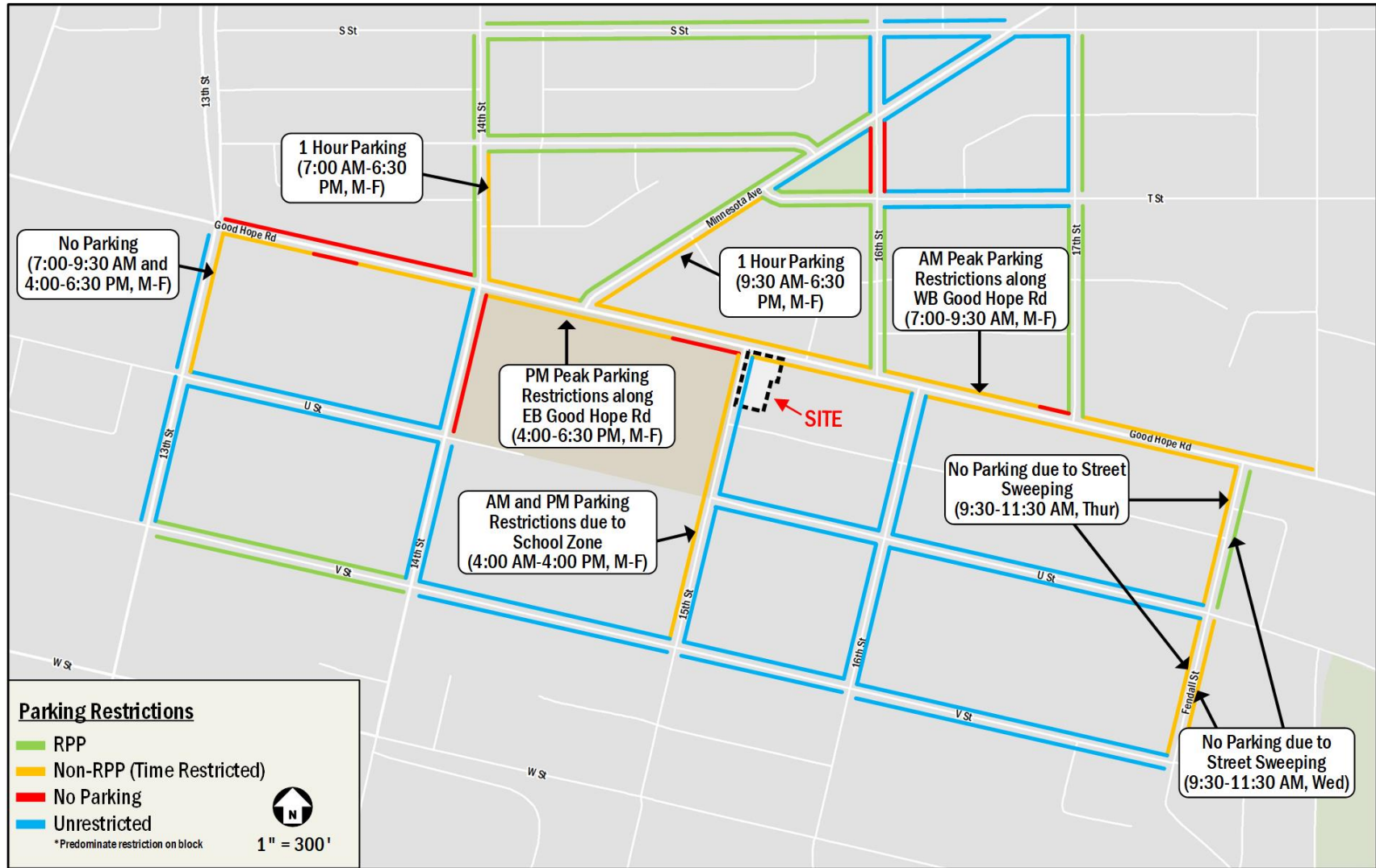


Figure 3: Parking Restrictions by Block Face

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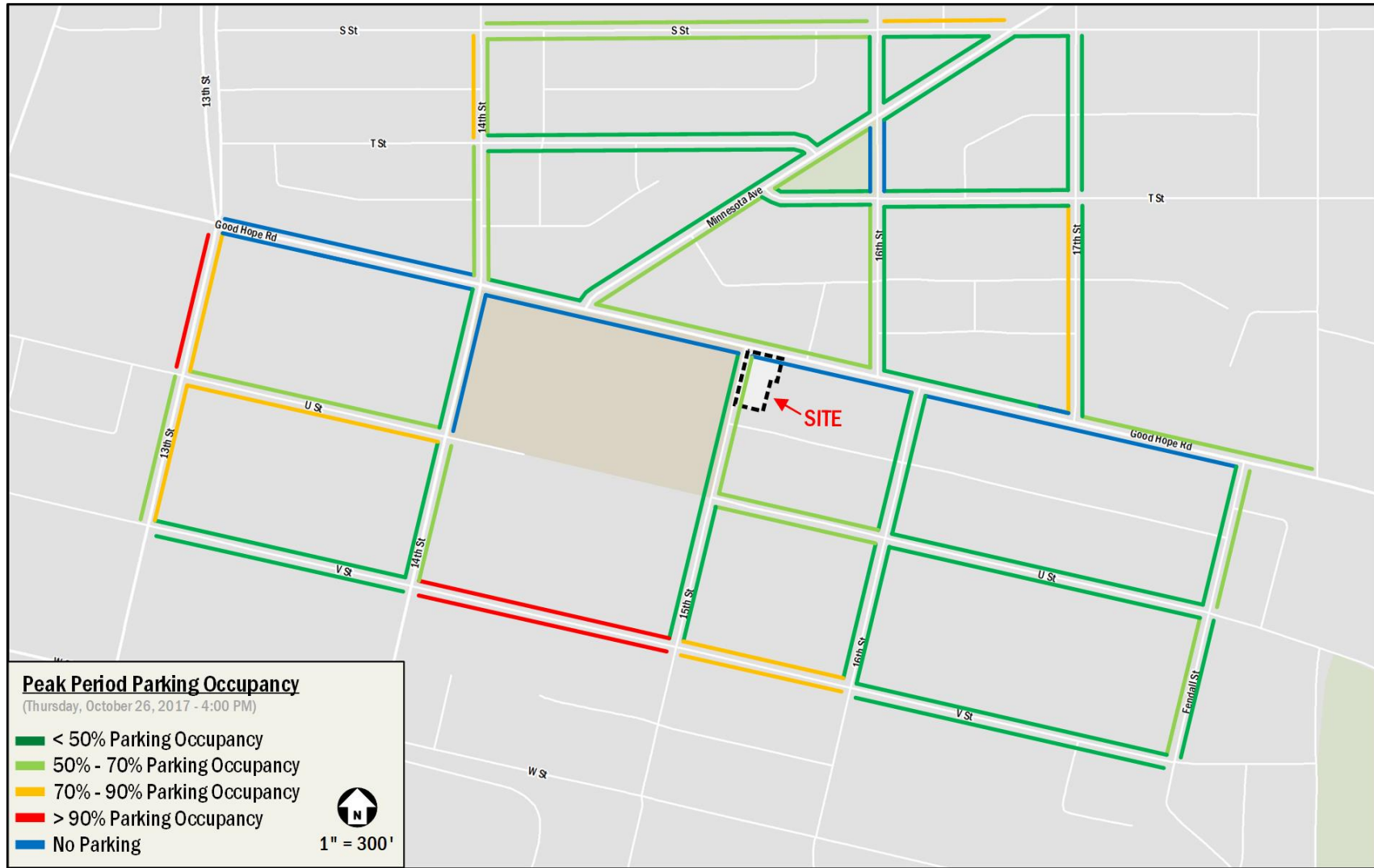


Figure 4: Thursday, October 26, 2017 Peak Period Street Parking Occupancy



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Figure 5: Saturday, October 28, 2017 Peak Period Street Parking Occupancy