

## TECHNICAL MEMORANDUM

To: Paul Tummonds  
Goulston & Storrs

From: Zane Pulver  
Robert B. Schiesel, P.E.

Date: February 3, 2020

Subject: Z.C. Case No. 19-16: MCF WALP Phase 1, LLC – 1200 5<sup>th</sup> Street, NW PUD  
Responses to Parking Issues Raised at Zoning Commission Hearing

## INTRODUCTION

This memorandum presents responses to two parking related issues raised at the January 16, 2020 Zoning Commissions Hearing for the MCF WALP Phase 1, LLC (ZC Case #19-16) Project, located at 1200 5<sup>th</sup> Street NW. During the hearing issues were raised regarding the Project's parking supply and demand, and the Commission requested additional information on Residential Permit Parking (RPP) designations. This memorandum provides responses to both items.

Regarding the Project's parking demand, this memorandum concludes that the proposed parking supply can accommodate anticipated demand, for the following reasons:

- The proposed below-grade parking garage will contain 103 parking spaces, exceeding the 61 required spaces by 11-C DCMR § 702.1(b).
- The Park Right DC tool, created by the DC Department of Transportation to help determine residential parking demand using extensive data from residential buildings in the District, estimates the number of utilized spaces for the Project to be between 72 and 115 spaces. The proposed 103 parking spaces fall within this range.

## PARKING DEMAND

The Project meets the District's Zoning Regulations' parking minimums. The number of parking spaces required by Zoning Regulations' for this Project is one (1) space per three (3) dwelling units in excess of four (4) units, for a total of 121 spaces. As allowable by 11-C DCMR § 702.1(b), a 50% reduction in required parking is warranted as the property is within 0.5 miles of a Metrorail station, in this case the Mt Vernon Square/7<sup>th</sup> Street-Convention Center Metro station. With the applicable reduction, the Project is required to provide 61 spaces. The total number of spaces that will be provided by the Project is 103 spaces.

In addition, the DC Department of Transportation has created a tool, Park Right DC, to help accurately predict residential parking demand using extensive data from residential buildings in the District. According to its website, the Park Right DC tool "produces parking use estimates in the context of a specific site based on a model using current local data of actual parking use correlated with factors related to the building and its surroundings." The calculator estimates "are based on a model

developed from extensive field work on data collected mostly in the fall of 2014 and spring of 2015 on over more than 90 multi-family buildings across the District.”

The Project’s parking utilization based on the Park Right DC tool is shown in Figure 1. The projected utilization of 72-115 spaces falls within the 103 proposed spaces for the Project. It should also be noted that after the Project is completed, 47 on-street parking spaces will exist on the streets that bound the Project. Thus, if the parking demand for the Project ends up at the higher end of Park Right DC’s range and exceeds 103, the on-street spaces immediately adjacent to the Project can easily accommodate the additional demand.

Because the Project meets both the Zoning minimums and Park Right DC’s estimated parking demand, this memorandum concludes that the amount of parking provided in the Project is appropriate, and meets the goal of providing enough parking to accommodate demand while not encouraging driving as a mode.

### **RESIDENTIAL PERMIT PARKING (RPP)**

Per a request from the Zoning Commission, this memorandum includes information on what blocks near the Project have RPP on-street parking, and details on their time restrictions. Existing RPP restrictions directly adjacent to the Project and in the immediate vicinity of the Project are shown in Figure 2. As seen on Figure 2, most on-street parking near the Project is RPP, with restrictions in place on Monday-Saturday from 7:00 AM – 8:30 PM on M, 5<sup>th</sup>, N and 6th Streets.

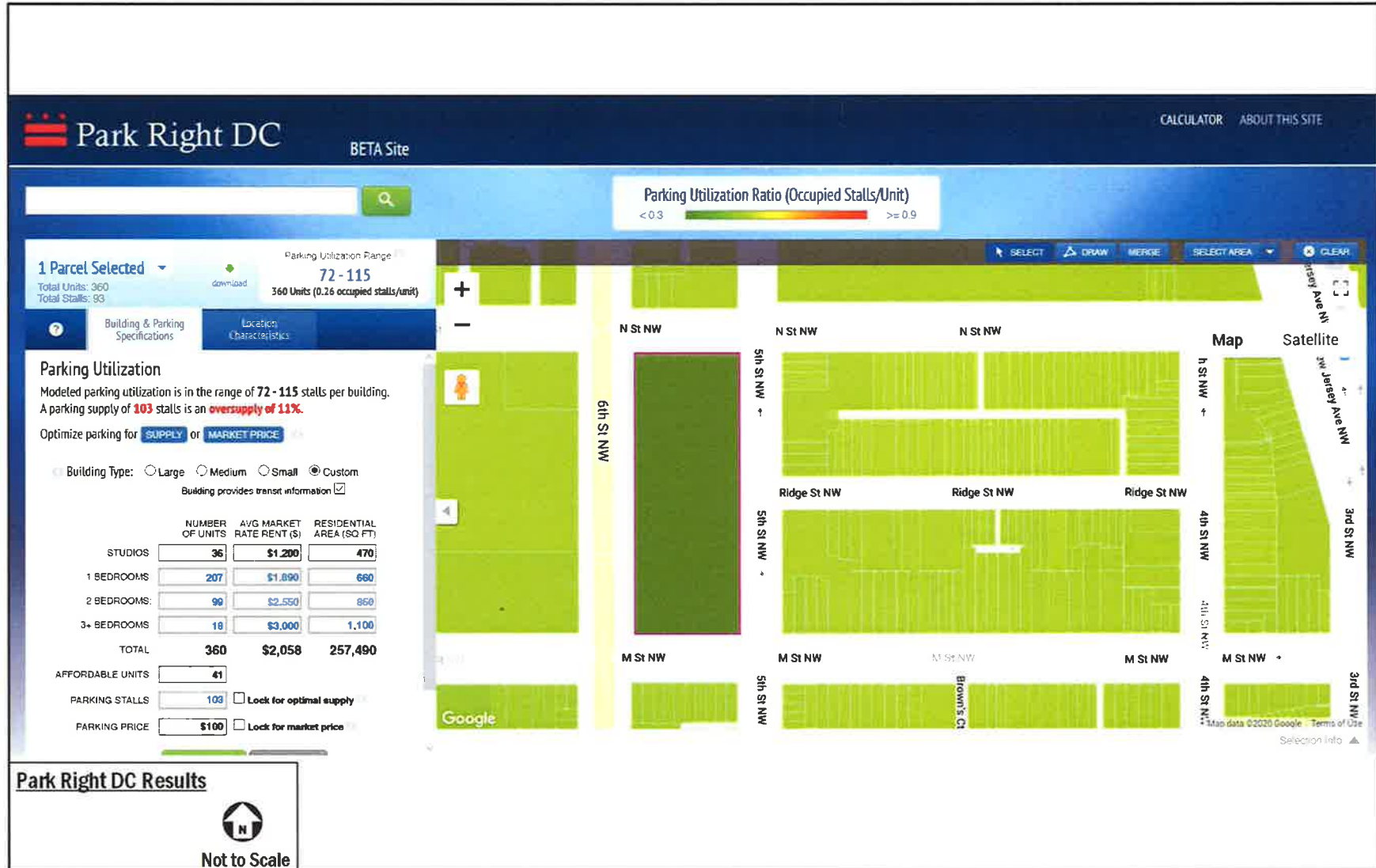


Figure 1: Park Right DC Results



Figure 2: Existing RPP Signing