



Frequently Asked Questions: Parking at St. Elizabeths East

Will there be enough parking on the St. Elizabeths East campus to sustain the demand during special events at the Entertainment & Sports Arena and Gateway DC events?

In the short-term (3-5 years from 2016) there will be no parking deficit on a weekend when major events are happening at ESA and Gateway DC. The District will add over 1,000 spaces to make sure there are over 2,000 spaces available to residents and visitors.

Was the community involved in this process of assessing needs and getting feedback?

A series of public, open meetings were held with community stakeholders in attendance. Residents and stakeholders were able to share feedback and concerns. This feedback was incorporated into the study.

What was the study area for the Parking Master Plan?

The study area included the existing surface parking lots & street parking within the East Campus, the St. Elizabeths Hospital, and on-street parking within a ¼ mile radius.

How was data collected for this study?

The parking plan study team took surveys of the existing parking within the study areas. The areas were studied at times with the highest parking utilization (Wednesday in the afternoon, Saturday in the afternoon, and Saturday evening). The occupancy of different types of parking was recorded for each study area.

Was traffic taken into account for this study?

The team did an analysis of the existing and future traffic conditions on the East Campus and surrounding road network. The traffic volumes were determined for AM and PM times around the campus. The traffic flows during events on the campus were analyzed at intersections around the campus and were included in the study.

Will there be on-street parking?

After the infrastructure work is complete, the new streets will be public and regulated by the D.C. Department of Transportation. The on-street parking will most likely be metered and the public will need to pay at specified times throughout the week.

Will there be a garage?

In the short term (3-5 years), it was determined that garage construction would take too long to construct to be effective in time for the planned development. The preferred option for short term offers surface lot additions and extensions that meet the demand of peak need on the campus. There are garages planned for the long term (15-20 years) that add the remaining parking spaces needed to fit the demand of future development (totaling over 3,000 spaces within the campus).



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Where will people who live at the new townhomes and apartments park?

The Phase 1 development of the campus includes the townhomes and apartments with dedicated private parking for the residents. Each building that is built or redeveloped must provide a minimum amount of parking. Those parking spaces were included in this study. The available public parking needs do not include private parking for residents.

What public transportation options will be available?

The St. Elizabeths East campus is located directly next to the Congress Heights Metro Station. There are also buses that stop at the station and along Martin Luther King, Jr. Avenue. There are a few other transportation strategies that will be explored that include, but are not limited to, bicycle, carpool, and shuttle programs.

Are the preferred options (short and long term) the most cost effective?

Option 1* for both the short term and the long term are significantly less expensive than **Option 2****. Choosing surface lots and one above ground structure instead of underground structured parking keeps the cost \$2 million dollars lower in the short term. In the long term, reducing the number of spaces while still fulfilling the requirements for future development allows the District to maximize the value of the parking. The below grade parking is not cost effective and is unnecessary given the current planned development.

*[For details about **Option 1**: Please see **Figure 7.1 & Figure 7.2** on **Page 7-2** and **Page 7-4** respectively]

[For details about **Option 2: Please see **Figure 7.3 & Figure 7.4** on **Page 7-7** and **Page 7-8** respectively]

Has DDOT seen the parking master plan?

Representatives from DDOT participated in meetings and reviewed the Parking Master Plan Study before it was finalized. They provided comments that were incorporated into the study and some of the data from the study was originally recorded by that agency.

Will parking on the St. Elizabeths East campus be free?

The on-street parking will likely have periods of time that there is no cost to park. The surface lots will be controlled by a third-party, who will charge for parking. The structured parking lots will also be controlled by a third-party. DMPED will work to provide additional transportation solutions that are low-cost and convenient for all residents and guests.

Will there be increased neighborhood parking enforcement in the areas in Congress Heights around the East Campus?

While it is strongly suggested that the community residents create a **Resident Parking Permit (RPP)*** for their improved ability to keep spaces in front of their houses available, D.C. Department of Transportation and Department of Public Works will be aware of the increases in traffic and parking in the area. Those agencies will be responsible for patrolling the area and improving service for residents and visitors to make sure that parking in appropriate spots is strongly encouraged.

*[For more information about the **RPP** process, please visit: <https://dmv.dc.gov/service/residential-parking-permits>]



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Will there only be 2 entrances to the campus from Martin Luther King, Jr. Ave. SE and Alabama Ave. SE?

The infrastructure construction is currently creating 2 additional entrances to the campus. One will be at Malcolm X Ave. SE and another will open onto 8th St. SE. In the short term, there will be a new entrance from Alabama Ave. SE, from 12th St. SE. There will also be a newly constructed road that continues behind the East campus along the ravine at 13th St. SE starting at the Congress Heights Metro Station. In the long term, a new road will enter the campus from Martin Luther King Jr. Ave. SE. These, along with the improved Cypress Street entrance, will form at least 6 entrances into the campus.

What alternative transit options will be available if people do not want to drive to the campus?

In addition to public transportation options, parking solutions and management strategies will be formulated in the short and long term to make the trips to and from Congress Heights easier. Some top priorities and ideas for accomplishing this include: shuttles, a commute trip reduction program, bicycle & walking programs, shared parking, and the incorporation of transportation information centers.