

**MEMORANDUM**

TO: Wyatt Shoaf Carr Properties
Austen Holderness Carr Properties

CC: Christy Moseley Shiker, Esq. Holland & Knight

FROM: Christopher L. Bowyer, LEED Green Associate
Erwin N. Andres, P.E.

DATE: March 21, 2012

SUBJECT: 1700 New York Avenue Revised Parking Analysis

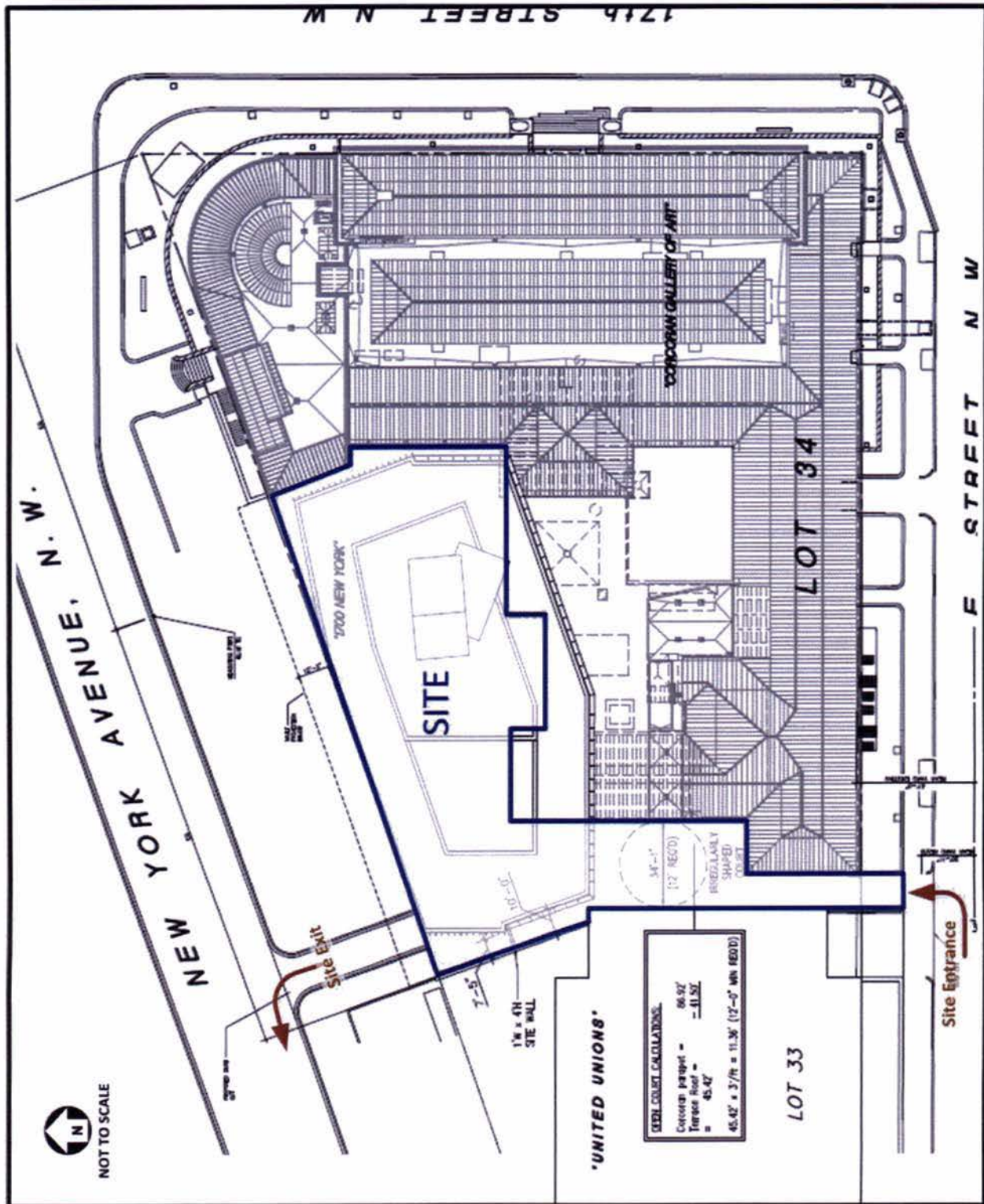
INTRODUCTION

This memorandum outlines a revision to the parking analysis previously presented as part of the transportation impact study supporting the application to the Board of Zoning Adjustment (BZA), Case Number 18227. The original transportation impact study reviewed the impact of redeveloping the subject property located within Lot 34 in Square 171 to include approximately 114,695 square feet of office development in addition to the existing Corcoran building. The proposed site plan is shown on Figure 1.

PARKING ANALYSIS

As part of the initial design for the 1700 New York Avenue redevelopment, the applicant had proposed to serve the site with 82 parking spaces comprised of 43 spaces that meet the zoning requirement, 1 compact space and an additional 38 parking spaces that are tandem parking spaces and/or located in vault space within two levels of below grade parking. This parking supply is one (1) space below the zoning requirement of 83 spaces. However, it was recently determined that due to unexpected site constraints limiting the available parking area below grade, both levels of the parking garage could not be constructed as originally planned, resulting in a redesign.

With the new redesign, the applicant is able to provide a total of 72 parking spaces comprised of 38 spaces that meet the zoning requirement, 1 compact space and an additional 33 parking spaces that are tandem parking spaces and/or located in vault space. The currently proposed parking garage layout for the two below grade parking levels are shown on Figure 2 and Figure 3, respectively.



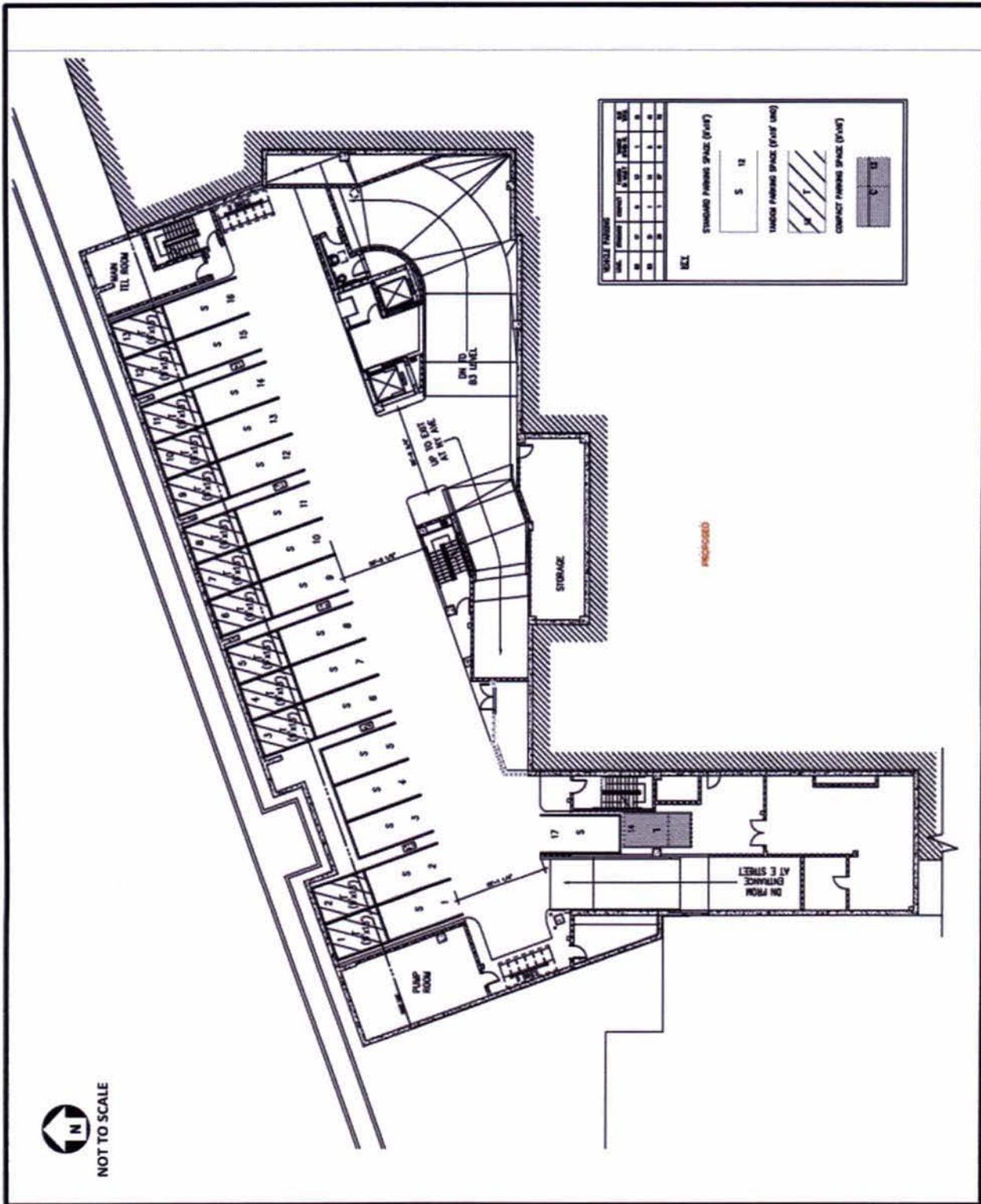


Figure 2: B2 Parking Level

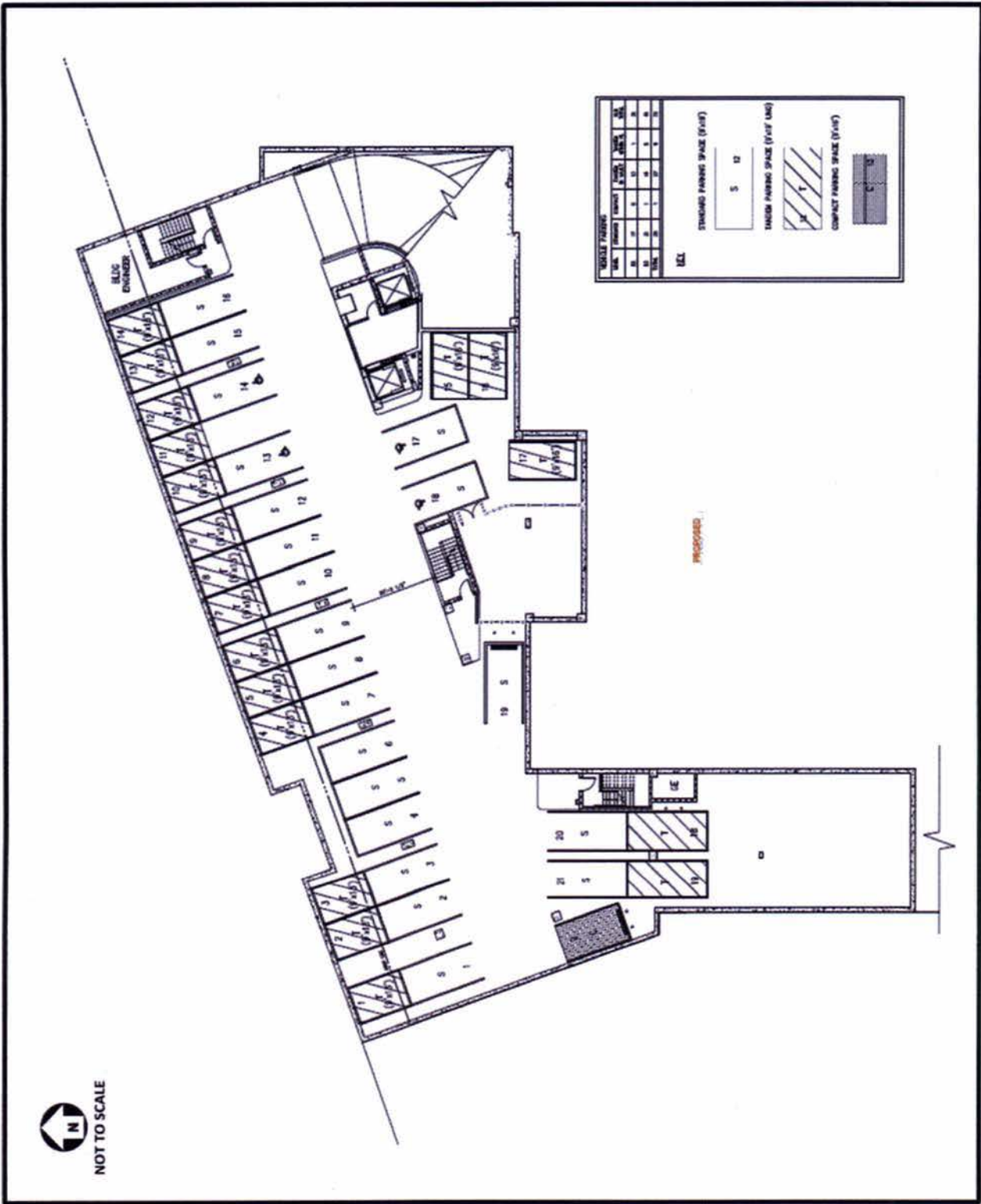


Figure 3: B3 Parking Level

The proposed parking supply of 72 spaces is projected to adequately serve the demands of the site due to various considerations. The site is well-situated to be served by two Metrorail stations within walking distance of the site that include the Farragut West and Farragut North Metrorail stations. The site is also served by 10 Metrobus routes that are within close walking distance of the site. Capital Bikeshare and proposed bicycle racks and spaces within the site help to promote bicycling as an alternative mode to support the site. It is anticipated that there will be car charging locations for electric vehicles, as well as spaces reserved for low-emission, fuel efficient vehicles. In addition to the parking proposed for private vehicles, the 1700 New York Avenue development is proposing the installation of 17 bicycle spaces within the property. While only 4 spaces are required as part of zoning requirements, the development is seeking LEED Gold Core+Shell Certification and will install 17 spaces in an effort to meet various LEED credits.

In addition to the parking elements identified above, the Applicant is committed to implementing an effective Transportation Management Plan (TMP) that will be geared to promote alternative commuting to the subject property. Elements of this TMP include the following:

- **Bicycle Parking**

Bicycle parking will be provided within the site. Secure and convenient parking increases the attractiveness and ease of cycling, so emphasis will be placed on providing this parking within secure areas of the site. Per the zoning requirements of the District of Columbia, the total number of bicycle parking spaces must equal or exceed 5% of the total number of private vehicle spaces provided on the site. Based on these regulations, a minimum of 4 bicycle parking spaces would be required. While 4 spaces are required based on zoning regulations, additional bicycle parking spaces have been proposed along with the site's intention to obtain LEED Gold Certification for Core+Shell.

- **Pedestrian Facilities and Amenities**

A high quality pedestrian network is essential to a vibrant, multi-modal urban neighborhood. There is a broad range of planning principles, best practices and DDOT standards that guided the design of the site's pedestrian network. The sidewalk and other pedestrian amenities are detailed in the site plan and include wide sidewalk widths, street lights, trees, plant beds, a large green space between the building and sidewalks, a buffer zone between the sidewalk and roadway, and curb ramps, and ladder striped crosswalks. These design elements increase the attractiveness and ease of walking.

- **Transportation Services Coordinator**

Effective TMPs require a coordinator to implement and manage TDM strategies. A member of the property management group would be a point of contact and would be responsible for coordinating, implementing and monitoring the TMP strategies. This would include the development and distribution of informational and promotional brochures to visitors, patrons and employees regarding transit facilities and services, walk and bicycle facilities and linkages, ridesharing (carpool and vanpool) and car sharing.

- **Marketing Program**

The Transportation Services Coordinator will establish a TDM marketing program that provides detailed transportation information and promotes walking, cycling and transit. An effective marketing strategy should consist of a multi-modal access guide that provides comprehensive transportation information. This information will be included as part of a prominent tenant directory located in the lobby of the building. The marketing

program should also utilize existing resources such as www.GODCGO.com, which provides transportation information and options for getting around the District.

- **Bicycle Amenities**

The developer will encourage all alternative transportation modes including bicycling. Bicycling will be promoted with the provision of 17 on-site bicycle parking spaces described above as well as on-site showers for bicyclists. The marketing program will include brochures on bicycling in the District and for Capital Bikeshare.

- **Ride-matching/Ridesharing Program**

Employees who wish to carpool would be provided detailed carpooling information as part of the marketing effort, and will also be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments.

CONCLUSION

The redevelopment of the 1700 New York Avenue site to accommodate approximately 114,695 square feet of office development in addition to the existing Corcoran building was previously proposed to incorporate 82 parking spaces in two below grade parking levels. Due to physical constraints in these levels, the applicant is only able to provide 72 parking spaces. However, based on the site being served by various non-auto ridership options including multiple bus, rail and bike services and the implementation of an effective Transportation Management Plan (TMP), it is expected that the currently proposed parking supply of 72 spaces will adequately serve the parking demands of the site.