

TRANSPORTATION DEMAND MANAGEMENT PLAN

The Applicant shall establish a transportation demand management (TDM) program that includes the following:

1. During construction, the Applicant will maintain or coordinate relocation of any existing bus stops.
2. Significant bicycle parking will be provided on-site. Bicycle parking for the residents will be provided on the ground floor or in the garage.
3. The Applicant will unbundle all costs related to the parking spaces from the sales price or lease amount of each residential unit.
4. The Applicant will designate a Transportation Management Coordinator who will expand internal marketing efforts for alternative transportation.
5. The Applicant will designate a Loading Coordinator for the site to coordinate residential move-in/move-out. All residents shall be required to notify the Loading Coordinator of move-in/move-out dates.
6. The property website will include links to CommuterConnections.com and goDCgo.com.
7. The building shall manage parking to reflect the urban nature of the District of Columbia, with parking located on the alley and in an underground facility accessible off the alley.
8. No truck idling shall be permitted.
9. The Applicant will coordinate with a car sharing service to determine the feasibility of locating a car sharing vehicle on site. The final determination on whether and how many car sharing vehicles will be located in the adjacent public space will be made by the car sharing service and DDOT.
10. The Applicant will provide to each residential lessee or purchaser, either: (i) a SmarTrip card with a value of \$75; or (ii) a one-year membership to Capital Bikeshare or a subsidy to a car sharing service (valued at \$75).

same block as the proposed site. Approximately 60 spaces were available on the street within a 1-2 block walk of the proposed site during the weekend and weekday observation periods. Therefore, there is still significant on-street parking available for residents of the surrounding area of the proposed project.

Overall Parking Assessment

Based on the observed on-street parking occupancy and discussions with the Advisory Neighborhood Commission, it appears that the majority of vehicles parked on street belong to residents of the neighborhood. It does not appear that a significant volume of commuters are parking in the neighborhood to access their workplaces or Metrorail. The period of most concern within the community is for residential parking overnight. A relatively large quantity of available on-street parking spaces were observed overnight during the study periods. Based on this data, additional parking spaces are available on the street within a very short walk of the proposed development and thus should additional parked vehicles be generated by this development, there appears to be adequate on-street capacity to handle a modest increase.

6.3 Parking Mitigation

Further, as discussed in section 4, Transit Service, cars presently park in driveways along the north side of the 1500 block of Pennsylvania Avenue SE, blocking the pedestrian path to the Potomac Avenue Metrorail Station and other transit facilities. Converting this block face to full-time residential permit parking, if feasible, would provide the residents in these townhomes with convenient parking on the street in front of their homes rather than in the driveway and would add approximately 13 spaces, in addition to the 9 spaces occupied by the townhouse residents, immediately adjacent to the proposed development.

Additional on-street spaces could potentially be added to the street network by reducing parking restrictions near intersections which exceed current DDOT requirements (40 feet approaching intersections, 25 feet departing intersections, 10 feet from alleys, 5 feet from driveways). Removal of existing curb cuts at the proposed site also contributes to providing additional on-street spaces. The following locations were identified, as shown on the Figure J: Potential Additional On-Street Parking Capacity.

- 1500 block of Pennsylvania Avenue, north side, 5 spaces
- 800 block of Kentucky Avenue, west side, 3 spaces
- 800 block of Kentucky Avenue, east side, 1 space
- 700 block of Kentucky Avenue, east side, 1 space
- 700 block of 16th Street, west side, 1 space
- 700 block of 16th Street, east side, 1 space
- 1600 block of Potomac Avenue, south side, 1-3 spaces

Additionally, on the west side of the 700 block of 15th Street it appears that three (3) additional parking spaces on the northern end and four (4) additional spaces on the southern end could be added by rerouting the B2 Metrobus. The existing route appears to have been established as a mitigation to the existing awkward circulation pattern for transit buses through the intersection

a review of the existing zoning regulations and developing new regulations better aligned with current best practices in planning, including emphasizing transit, walking, and bicycling, particularly in urban areas such as the area surrounding the proposed site. The proposed zoning regulations for this project location recommend removal of the parking minimum due to proximity to Metro.

6.2 Existing On-Street Parking Availability

To determine and document on-street parking supply in the vicinity of the site, an on-street parking inventory was conducted. The inventory considered spaces within a reasonable and convenient walking distance of the site. The capacity of each block was determined by the number of cars parked and empty spaces during a near-capacity parking period or, on blocks which did not have a near-capacity parking period, by assuming each parallel parking space is 20 feet long.

Parking on almost all blocks has a two-hour limit from 7 AM to 6:30 PM from Monday through Friday, with Zone 6 Residential Permit Parking (RPP) holders excepted. Parking on Pennsylvania Avenue is prohibited Monday through Friday from 7 AM to 9:30 AM on the north side and from 4 PM to 6:30 PM on the south side. Some metered one-hour parking is provided on the 1400 block of Pennsylvania Avenue. Unmetered one-hour parking is also provided on 15th Street south of Pennsylvania Avenue adjacent to commercial properties.

Parking inventory was performed on two weekday (Tuesday – Thursday) mid-day periods (12 – 2 PM), two weekday evenings (7 – 9 PM), one weekday overnight period (11 PM – 2 AM), two weekend afternoons (2 – 4 PM), two weekend evenings (7 – 9 PM), and three weekend overnight periods (11 PM – 2 AM).

The attached Figures G illustrates the existing parking capacity by block in the area surrounding the proposed site. Figures H.1 to H.6 show parking availability by spaces available on each block by time of day. Figures I.1 to I.6 show parking availability by percent availability on each block by time of day. Availability is averaged over multiple dates studied.

Midday and Afternoon Parking Availability

During the weekday midday and weekend afternoon periods observed, parking availability was high, particularly on the weekday.

Evening Parking Availability

On weekday and weekend evenings, over a dozen parking spaces are available on Kentucky Avenue on the same block as the proposed site. There is also significant availability on the surrounding streets.

Overnight Parking Availability

During the overnight periods observed, many blocks in the surrounding area had significant decreases in parking availability from the evening period. However, there were still an average of 8 spaces on the weekday and 12 spaces on the weekend available on Kentucky Avenue on the

of Potomac Avenue and Pennsylvania Avenue SE. A re-route would not decrease transit service to the area and is expected to be considered in the Potomac Avenue Study, as mentioned in section 4, Transit Service.

7. Safety

The Applicant requested crash reports from the District Department of Transportation, but did not receive them in time for submission with this Comprehensive Transportation Review.

8. Streetscape & Public Realm

In accordance with District of Columbia policy, the Applicant will rehabilitate the streetscape infrastructure between the curb and property lines, including sidewalks, pedestrian ramps, trees, tree boxes and bike racks. The Applicant will work closely with DDOT to ensure that the design of the public realm meet current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it.

Public Realm Manual

The District of Columbia's Public Realm Design Manual helps business owners, developers, and residents appropriately use the public space by setting forth the design elements and policies. The Applicant will utilize this manual for streetscape and public realm rehabilitations.

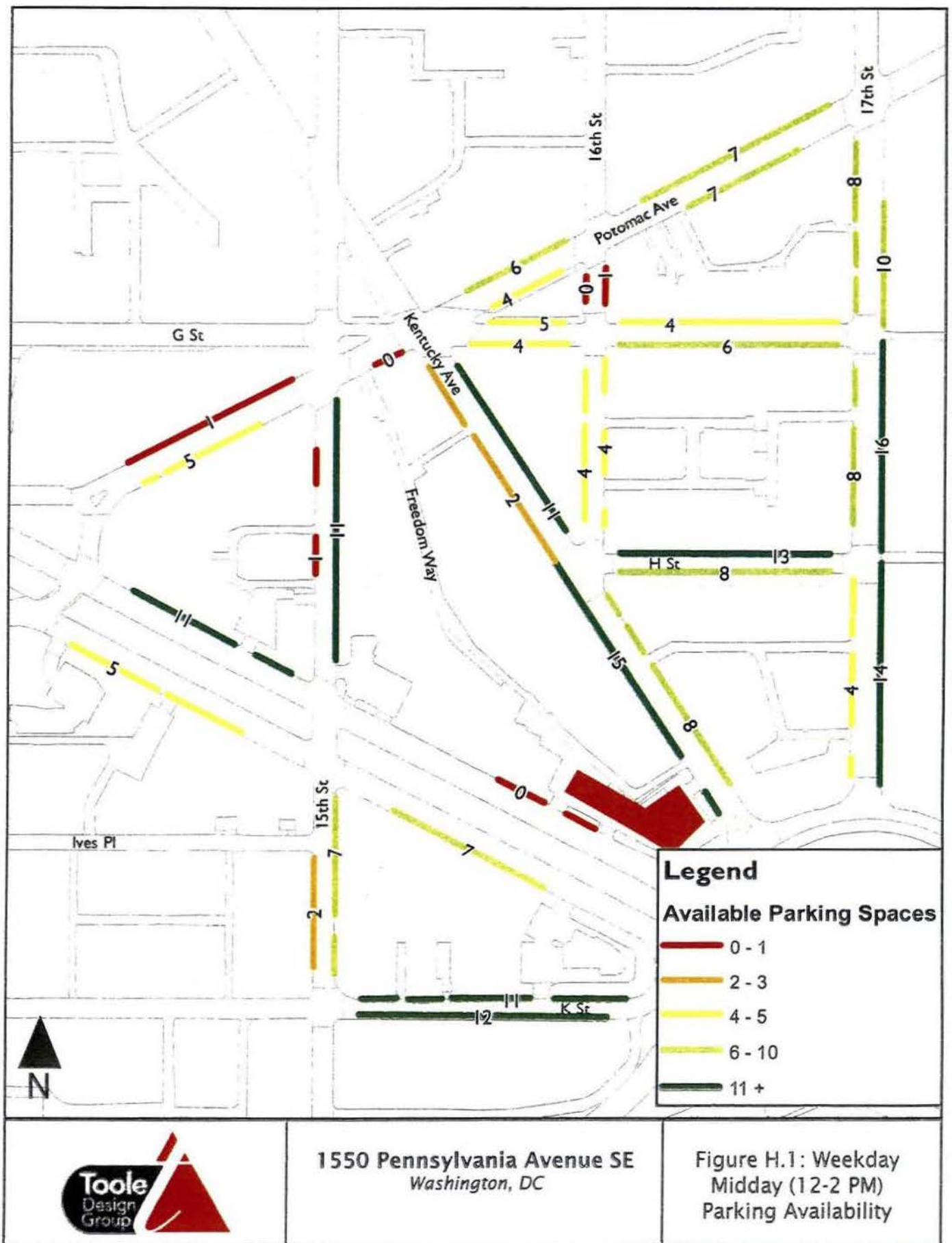
DDOT Design and Engineering Manual

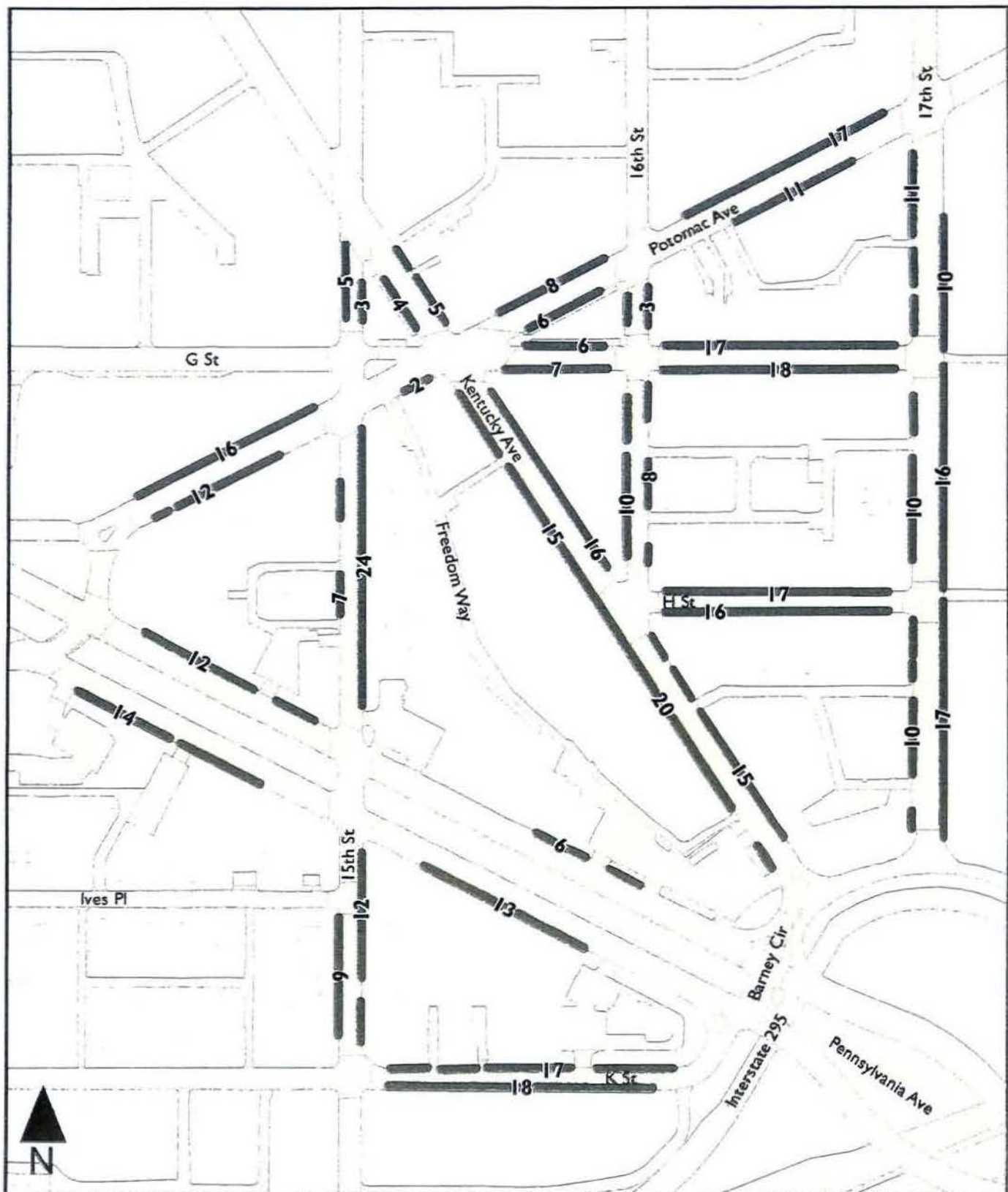
The District of Columbia Department of Transportation's 2009 Design and Engineering Manual sets forth standards for project construction documents. The Applicant will utilize the manual for construction documents.

9. Transportation Demand Management Plan

Transportation Demand Management (TDM) integrates programs, services, and physical elements to achieve higher rates of sustainable transportation use and reduce single-occupancy vehicle trips. TDM strategies promote use of public transit, bicycling, and walking, especially during peak travel periods.

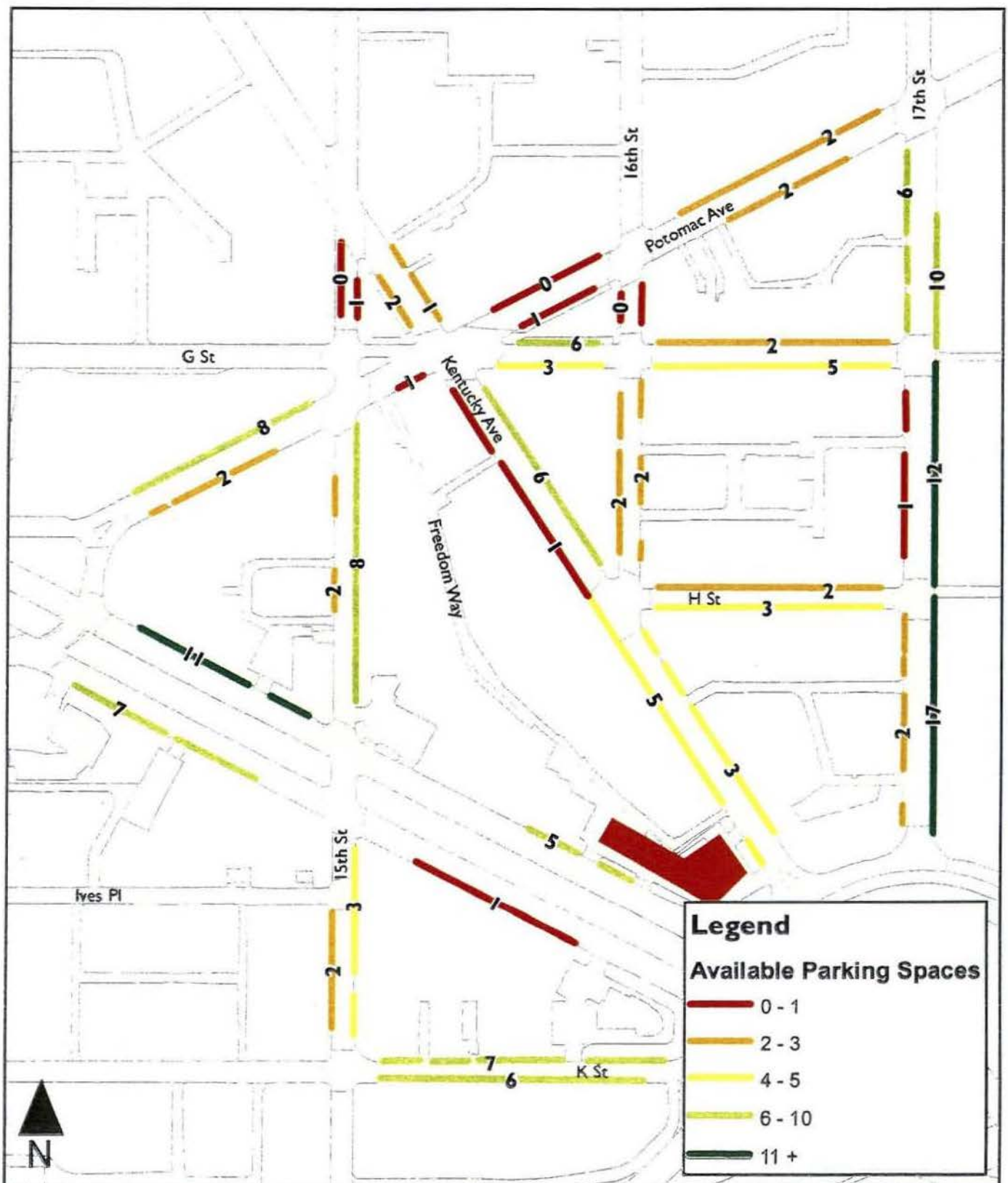
The proposed development will meet all of the expected TDM measures as outlined in DDOT's 2010 Incorporation of Transportation Demand Management into the Development Review Process for developments requiring a variance and generating fewer than 100 vehicle trips during the peak hour, as described in the attached TDM plan. The Applicant will post all TDM commitments online, publicize availability, and allow the public to see what commitments have been promised.





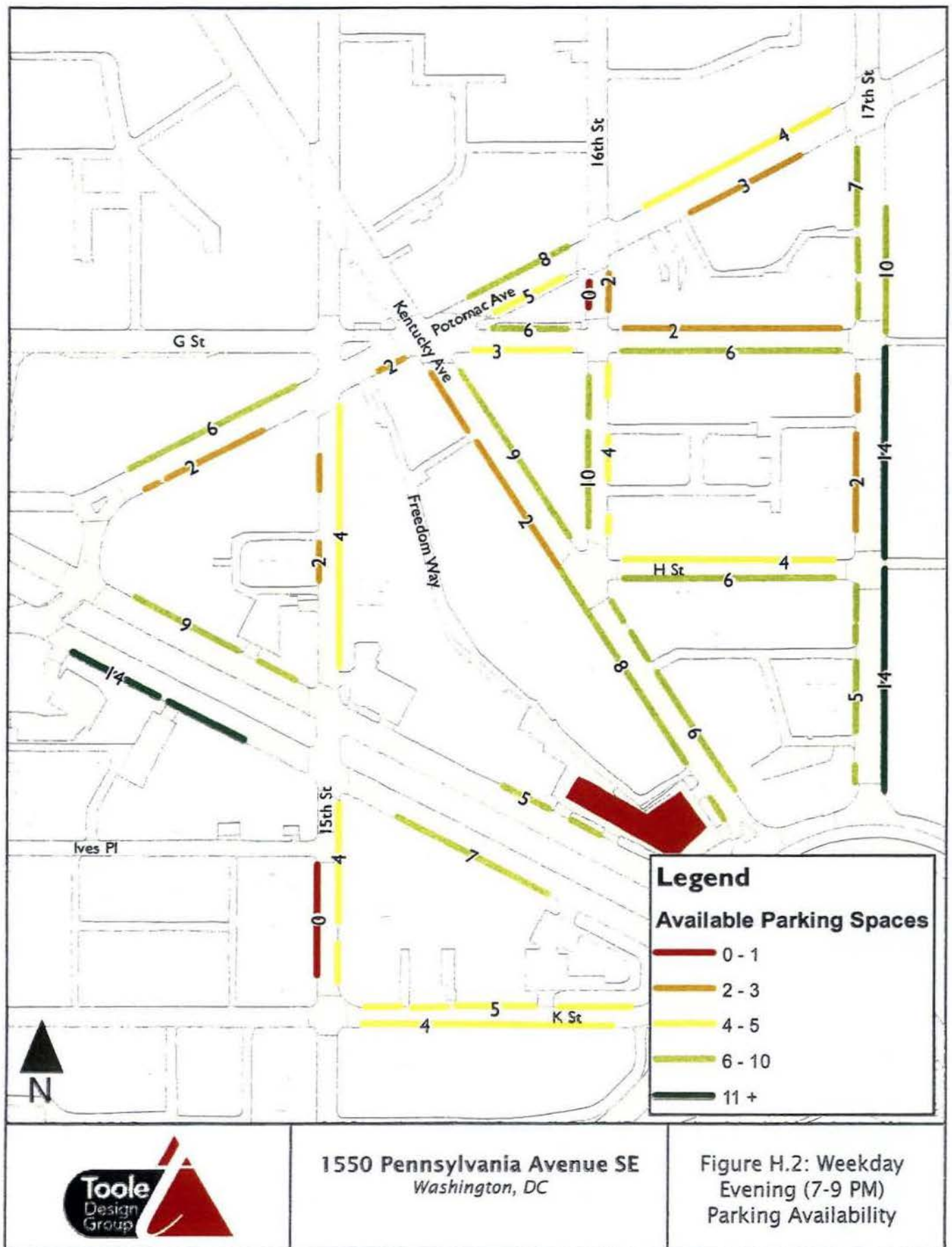
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Washington, DC

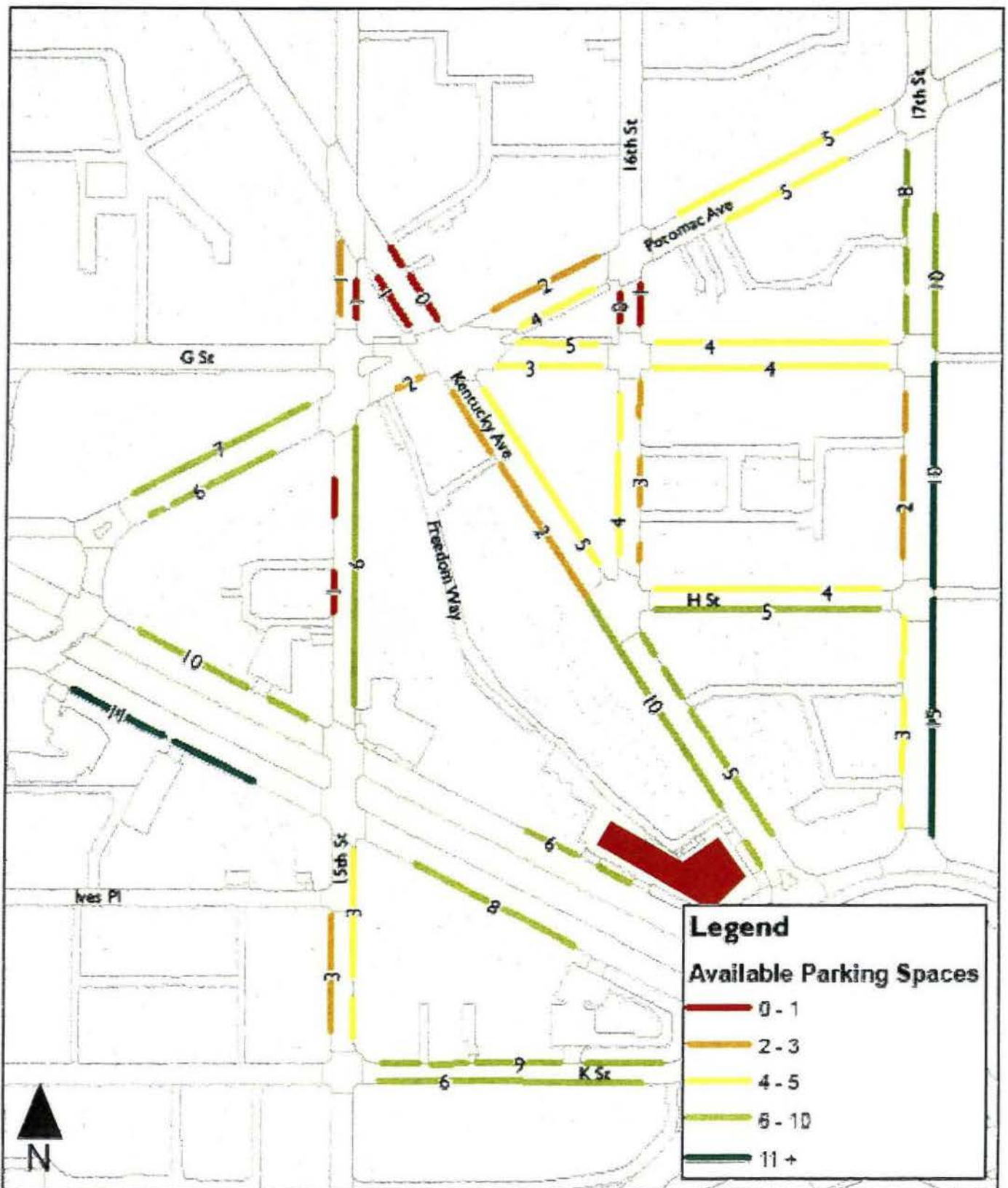
Figure G: Existing On-Street Parking Capacity



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Washington, DC

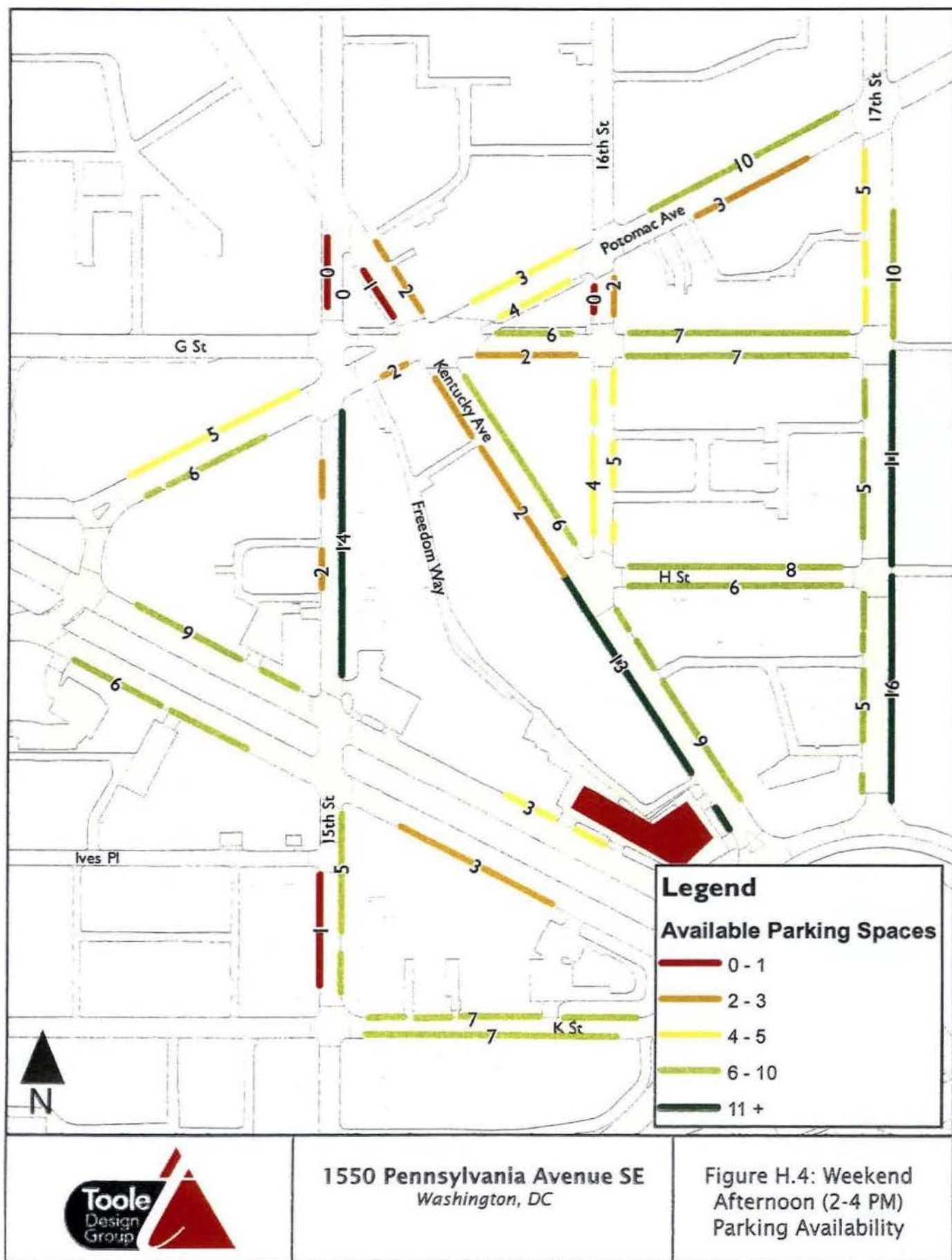
Figure H.3: Weekday
Overnight (11 PM - 2 AM)
Parking Availability

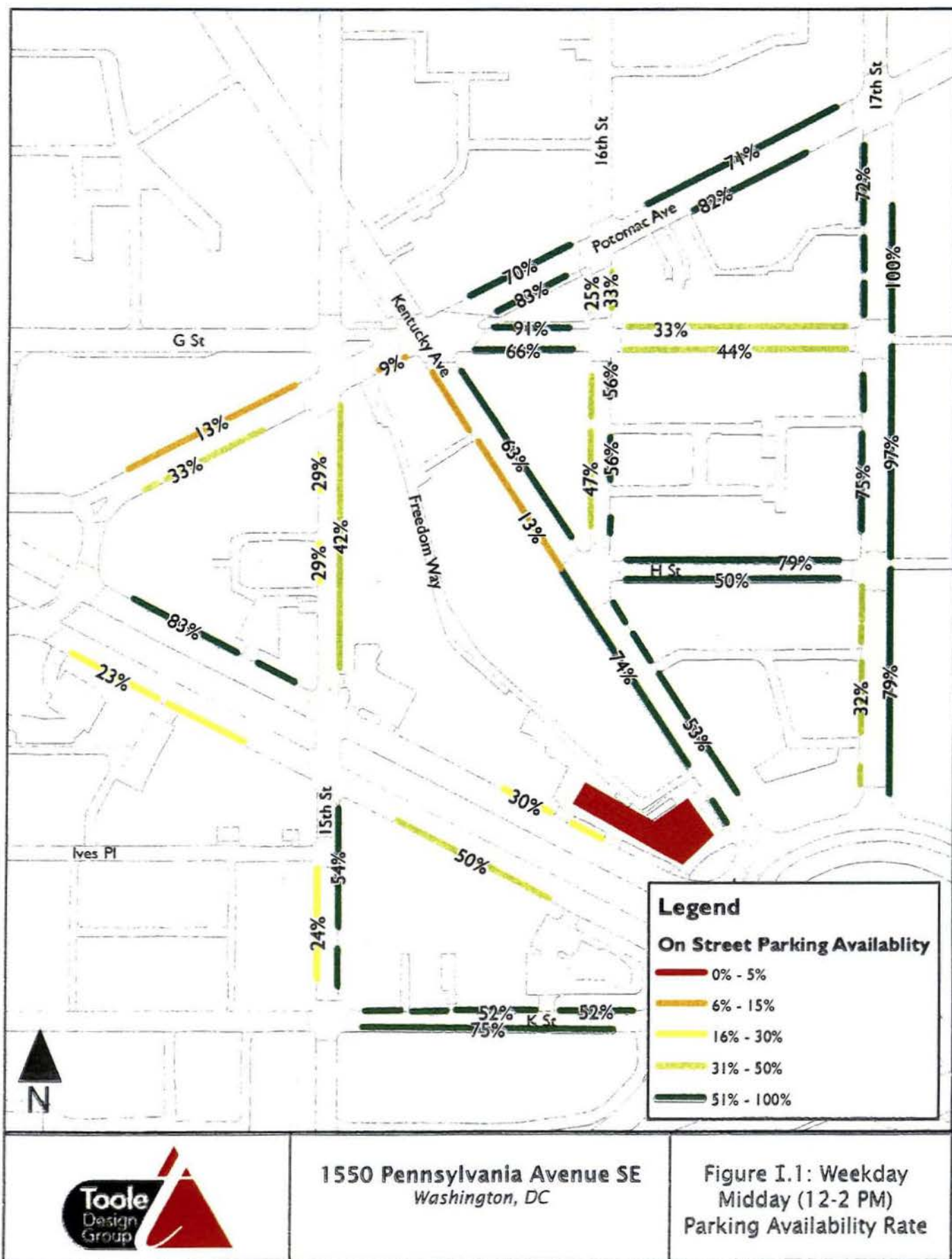


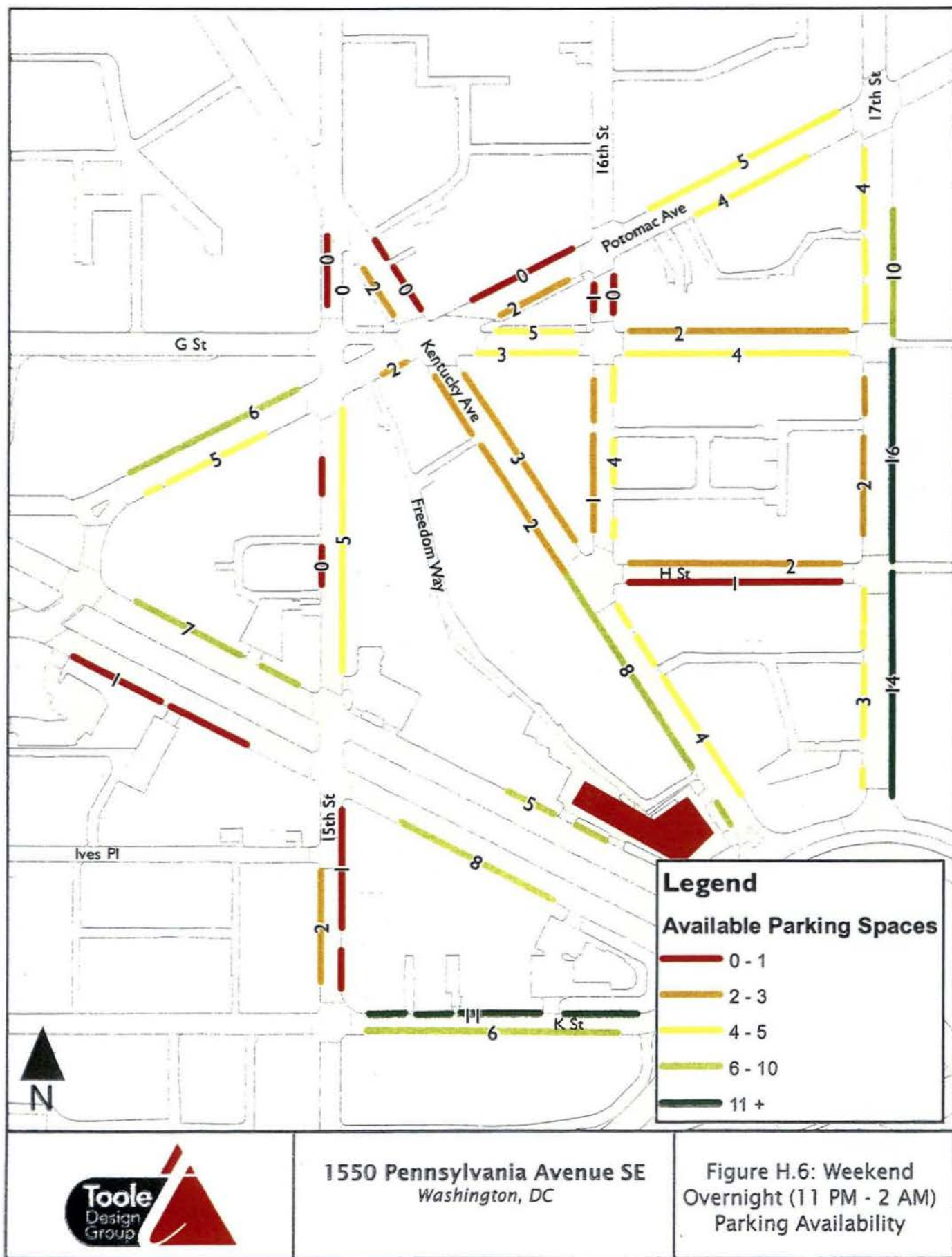


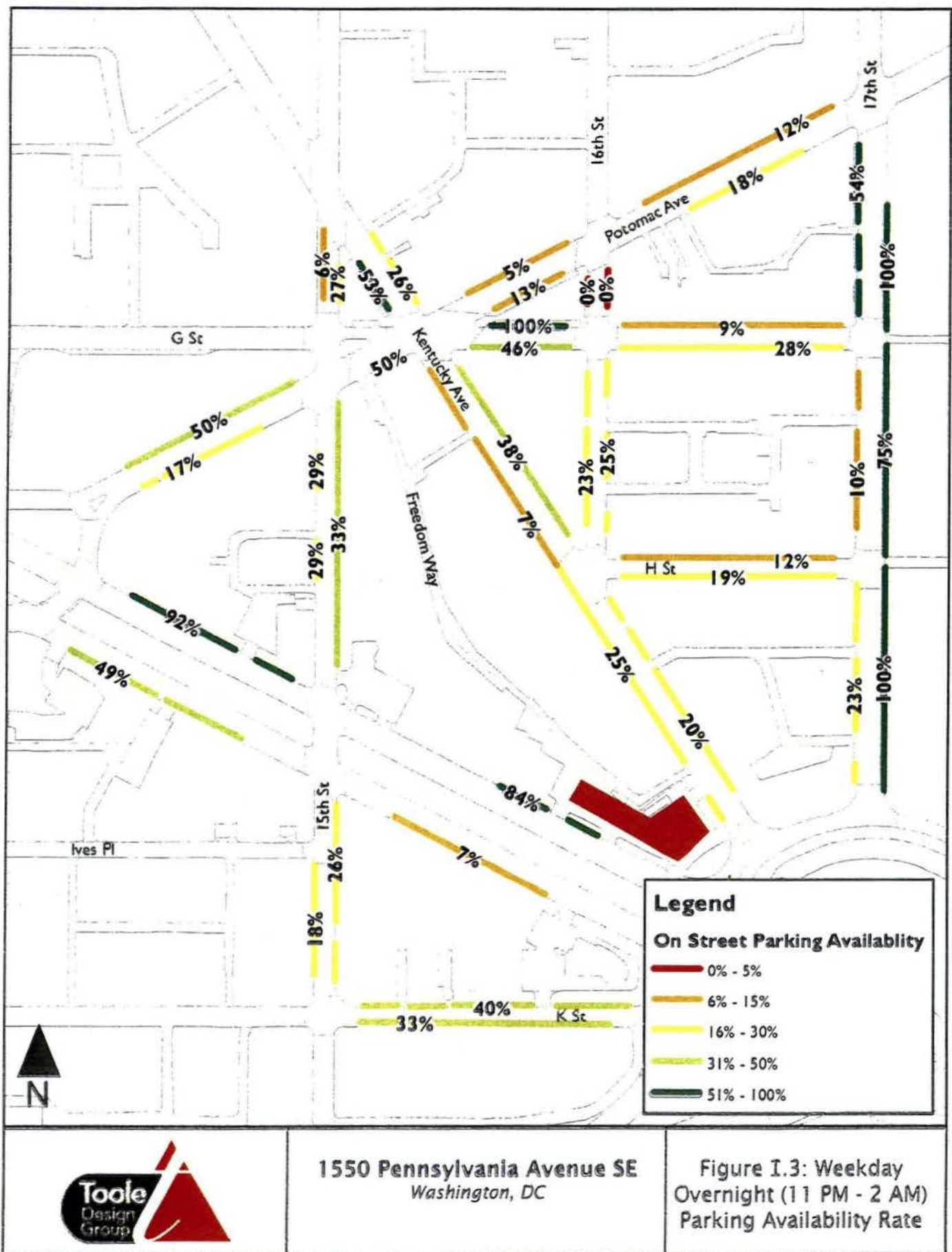
1550 Pennsylvania Avenue SE
Washington, DC

Figure H.5: Weekend
Evening (7-9 PM)
Parking Availability











1550 Pennsylvania Avenue SE
Washington, DC

Figure I.2: Weekday
Evening (7-9 PM)
Parking Availability Rate

