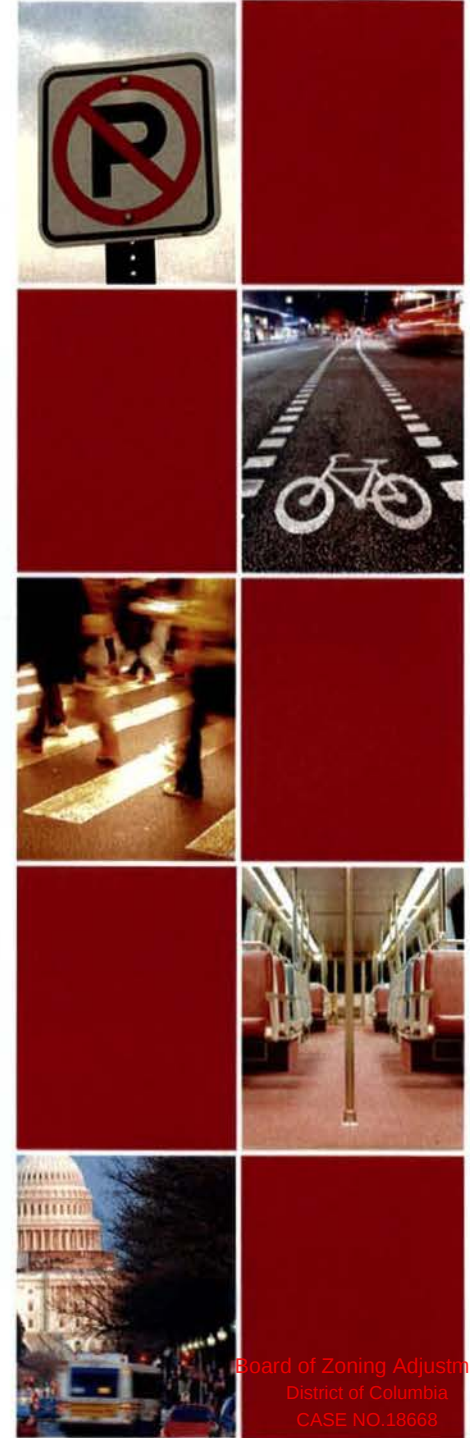


1101 Rhode Island Avenue, NW

Transportation Assessment



WELLS + ASSOCIATES





Parking Requirements (C-2-A District)

■ Residential

- 1 Parking Space for every 2 Residential Units
- 38 Proposed Condominium Units
- 19 Required Parking Spaces

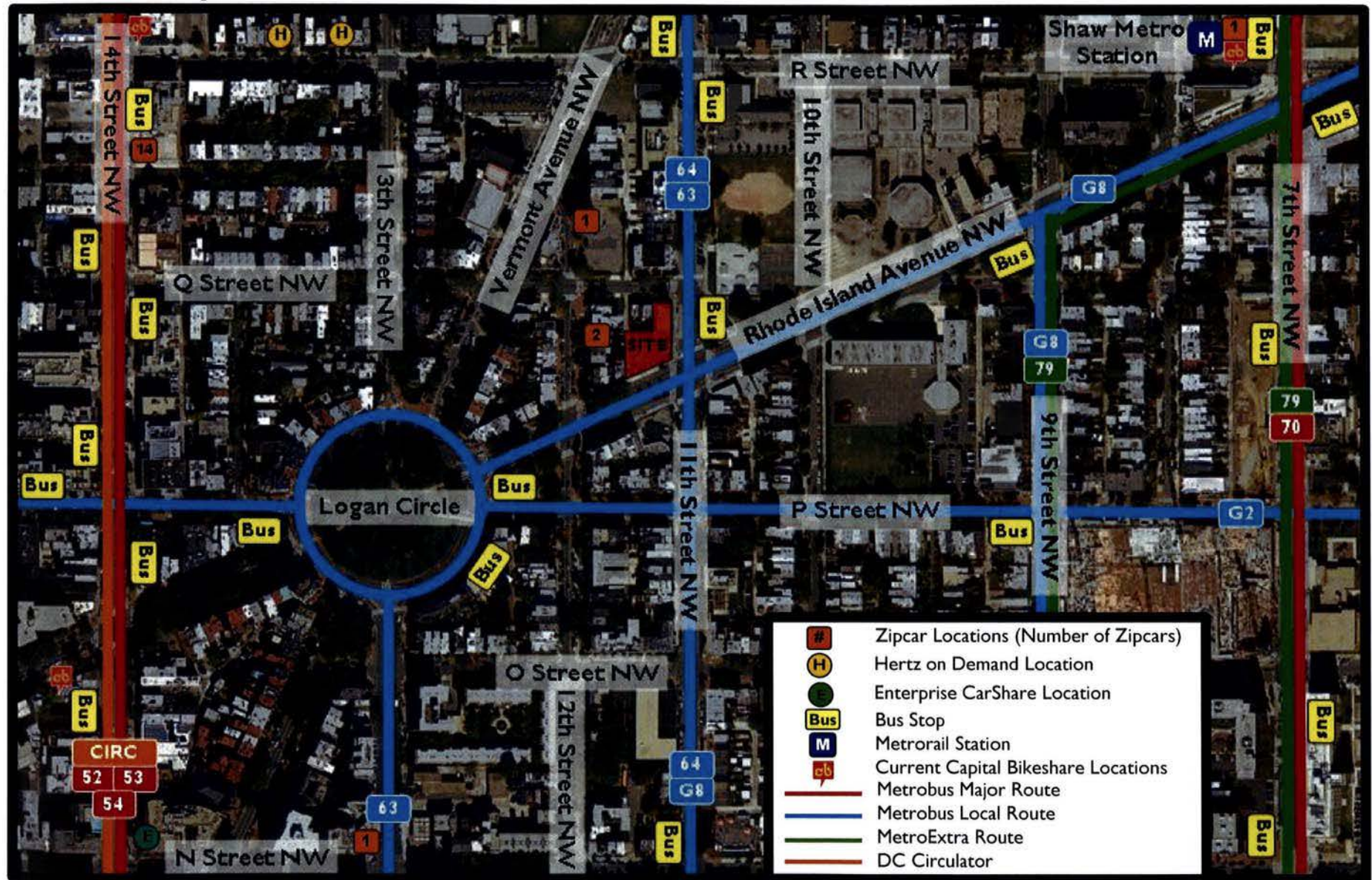
■ Retail

- Parking Required for Space in Excess of 3,000 Square Feet
- 2,550 Square Feet Ground Floor Retail Proposed
- 0 Required Parking Spaces

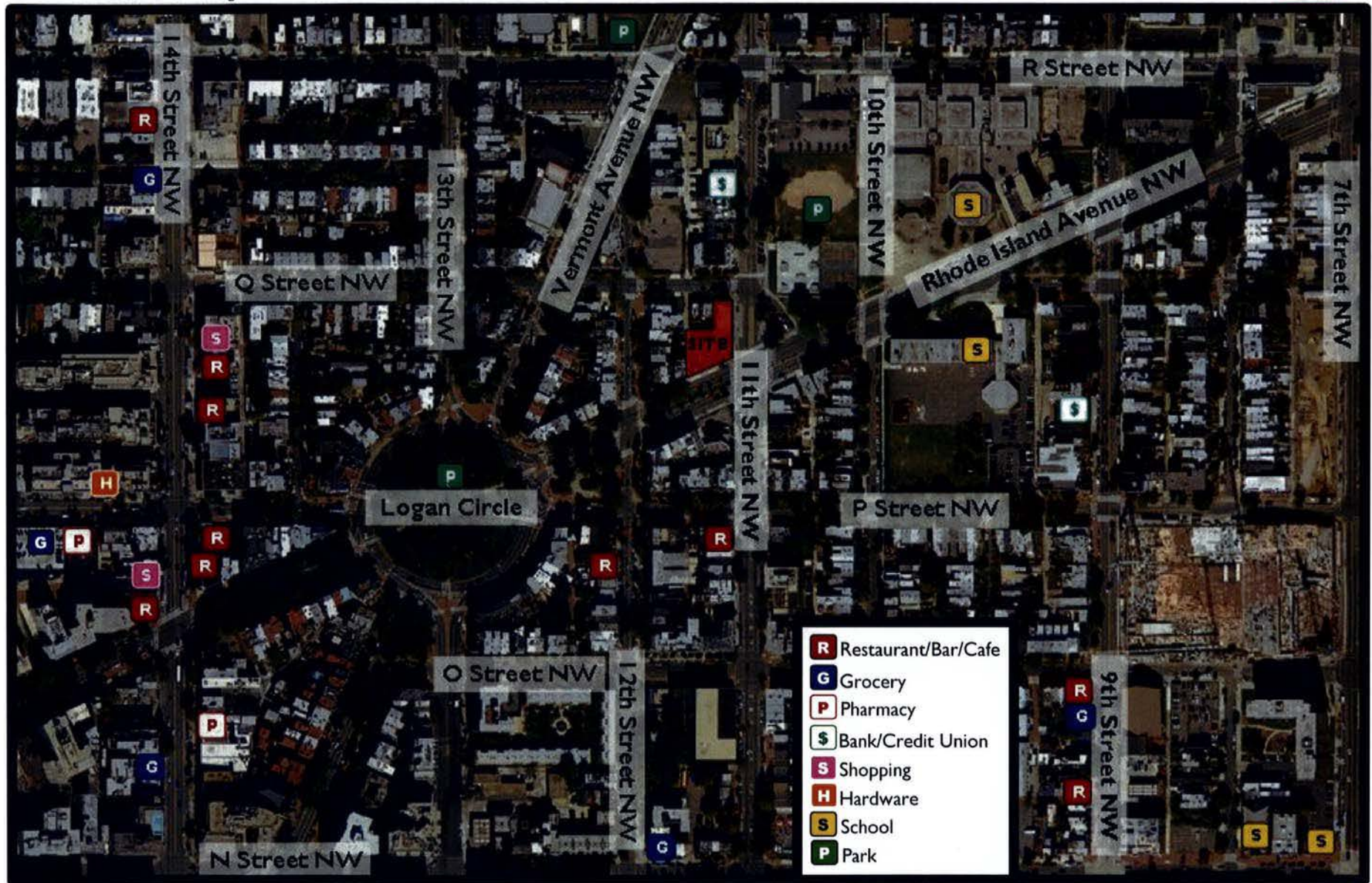
■ Total Proposed Development

- 19 Required Parking Spaces
- 14 Proposed Parking Spaces
 - 5 Standard Spaces
 - 8 Compact Spaces
 - 1 Van/Handicap Accessible Space
- Relief Requested from Number of Spaces and Size of Spaces

Transportation Network



Nearby Amenities





Transportation Demand Management Plan

- Designate a member of the property management team as the Transportation Management Coordinator (TMC)
- Provide information to building tenants regarding transportation options and programs
- Provide links to CommuterConnections.com and goDCgo.com on the property management websites
- Provide information boards in common, shared space that would provide information regarding transportation options
- Provide at least 40 convenient, covered, and secure bike parking spaces
- Provide Carshare memberships for building tenants
- Provide Bikeshare memberships for building tenants

National Trends in Auto Travel/Ownership



Source: *A New Direction: Our Changing Relationship with Driving and the Implications for America's Future.*
U.S. PIRG Education Fund and Frontier Group, Spring 2013.

- From 2001 to 2009:
 - Annual number vehicle-miles traveled for 16 to 34 year-olds decreased by 23% decrease.
 - Driving decreased by 17% among people between 30 and 34 years of age.
 - 16 to 34 year-olds took 24% more total bike trips, despite the age group shrinking in size by 2%.
 - Number of passenger-miles traveled per capita by 16 to 34 year-olds on public transit increased by 40%.
- In 2011, percentage of 16 to 24 year-olds with a driver's license dropped to 67%, the lowest percentage since 1963.
- In 2011, nearly 10% more trips were made via public transportation compared to 2005. This trend continued in 2012, despite reduced services and increased fares in many locations.
- Bicycle commuters increased by 39% between 2005 and 2011.
- Number of people commuting on foot increased by 20% between 2005 and 2009.
- Advancements in technology have broadened the appeal of non-auto travel options, provided new transportation options (car-sharing, bike sharing, taxi booking services, etc.), and have provided substitutes for driving such as teleworking, shopping online, online education, and teleconferencing.

Regional Trends in Auto Travel/Ownership



Source: Residential Building Transportation Performance Monitoring Study.
Arlington County Commuter Services, September 2013.

- Auto ownership for apartments and condos were substantially lower in the Metro corridors than outside the Metro corridors.
- Vehicle ownership decreased as the Transit Score increased.
- Vehicle ownership decreased as the number of parking spaces available decreased.
- There is a substantial reduction in vehicle ownership when the cost of parking increased.
- The percentage of residents who walked and biked increased when information on walking and biking was provided to residents and when bicycle parking was provided.

On-Street Parking Evaluation



Transportation Consultants
INNOVATION + SOLUTIONS



Existing On-Street Parking Demand

- Parking occupancy counts were conducted at hourly intervals on a:
 - Weekday from 5:00 PM to 8:00 PM
 - Saturday from 2:00 AM to 5:00 AM
- The weekday, evening peak parking demand for the entire neighborhood occurred at 8:00 PM when 86% of the parking was occupied leaving 39 unoccupied, available spaces
- The weekend, overnight peak parking demand for the entire neighborhood occurred at 2:00 AM, 4:00 AM, and 5:00 AM when 81% of the parking was occupied leaving 58 unoccupied, available spaces
- Additionally, 4 to 5 new on-street parking spaces would become available with the redevelopment due to the closure of existing curb cuts along the site frontage

Conclusions

- Vehicles traveling to/from the site will be limited due to:
 - The prevalent alternate modes of transportation in the site vicinity
 - The neighborhood-serving nature of the retail use
 - The walkability of the surrounding area including numerous amenities and services within walking distance
 - The size of the units and the target demographic who are less likely to own a personal vehicle
 - The strategies/incentives proposed as part of the TDM plan
- The existing on-street parking supply has excess capacity during peak weekday and weekend time periods
- The proposed redevelopment will result in 4 to 5 additional on-street parking spaces due the closure of existing curb cuts along the site frontage
- The requested relief from the parking requirements will not have an adverse impact on the traffic operations of the surrounding roadway network