

TECHNICAL MEMORANDUM

To: Frank Economides
47th Avenue, LLC

From: Jim Watson, PTP
Erwin N. Andres, P.E.

Date: October 14, 2014

Subject: 4700 Wisconsin Avenue Parking Statement

INTRODUCTION

This memorandum reviews the parking and sufficiency of alternative modes of transportation of a mixed-use development located at 4700 Wisconsin Avenue in the Tenleytown neighborhood of Northwest Washington, DC. Figure 1 identifies the site location within the District. The site will be redeveloped into a mixed-use project with 16 residential units (all of which will be studio and one-bedroom units) and 3,724 square feet (sf) of retail space. The current “Steak & Egg” restaurant on the site will return to the building upon completion and will occupy approximately one-half of the retail space. The remaining retail space is planned to serve the neighborhood and certain uses will be restricted through an agreement with the local Advisory Neighborhood Commission. Eight (8) parking spaces will be provided off of the private alley from Chesapeake Street in satisfaction of the residential parking requirement under the zoning regulations. The retail space generates a requirement for two parking spaces and none will be provided. No loading facilities are required for this development.

The following conclusions have been made regarding the 4700 Wisconsin Avenue development:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation;
- Based on the site location near ample transit services in addition to an analysis of comparable residential sites, and coupled with a TDM plan, the on-site parking proposed for this site will be adequate to serve the development;
- A TDM plan for the development will include providing 7 secure on-site long-term bicycle parking.

EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, and pedestrian facilities in the vicinity of the site. The site is served by several public transportation sources, including Metrorail and Metrobus. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by an on-street bicycle network, consisting of bike lanes, cycle tracks, and signed bicycle routes.

October 14, 2014



Figure 1: Site Location

Transit

Local transit services that provide access to the development include Metrorail and Metrobus. These services are operated by the Washington Metropolitan Area Transit Authority (WMATA). WMATA operates Metrorail, the nation's second largest heavy rail transit system, as well as Metrobus, the nation's fifth largest bus network. Figure 2 illustrates the existing rail and bus service near the site.

The nearest Metrorail Station to the site is the Tenleytown station. The west portal is located at Wisconsin Avenue and Albemarle Street NW, approximately 1,200 feet (or less than one quarter mile) from the development. The Tenleytown station serves the Red Line, which travels southbound from the Shady Grove station in Maryland, through downtown Washington, DC providing access to Union Station, and travels northbound from Union Station to Glenmont, Maryland. This provides excellent connectivity for the site. On the Red Line, trains run frequently during the weekday morning and afternoon peak hours from 5:00 AM to 9:30 AM and 3:00 PM to 7:00 PM. Trains run every 6 to 12 minutes during the weekday midday hours from 9:30 AM to 3:00 PM and every 10 to 20 minutes during the weekday off-peak periods and on weekends. Metrorail generally closes at approximately midnight on weekdays and 3:00 AM on weekends.

In addition to Metrorail, the site is also served by numerous Metrobus and MetroExpress bus routes that operate along Wisconsin Avenue, Chesapeake Street, and Nebraska Avenue within walking distance of the site. Most routes have a stop located within 1,200 feet of the site with the nearest stop servicing the 30N/S, 31, 33, and N2 routes at the intersection of Wisconsin Avenue and Chesapeake Street, immediately adjacent to the site. The majority of routes provide extensive service with short headways during peak periods. The variety of service also allows for excellent north-south and east-west connectivity resulting in access to many key regions within the District. Table 1 shows a summary of the bus route information for the lines that serve the study area, including service hours and the headways.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Headway
30N/S, 31, 33	Wisconsin Avenue Line	Weekdays 4:30 am-2:15 am Saturdays 4:30 am-2:45 am Sundays 4:30 am-2:30 am	10-30 minutes
37	Wisconsin Avenue Limited Line	Weekdays 6:30-9:30 am, 4:30-7:30 pm	15 minutes
N2	Massachusetts Avenue Line	Weekdays 5:50 am-8:30 pm	15-20 minutes
M4	Nebraska Avenue Line	Weekdays 6:10 am-9:20 pm Saturdays 6:10 am-9:20 pm	20-30 minutes
96	East Capitol Street-Cardozo Line	Weekdays 5:20 am-12:50 am Saturdays 6:00 am-12:40 am Sundays 6:10 am-12:45 am	25-35 minutes
X3	Benning Road Line	Weekdays 6:50-9:30 am, 3:30-5:30 pm	35 minutes
H2, H3, H4	Crosstown Line	Weekdays 5:00 am-1:30 am Saturdays 5:20 am-1:30 am Sundays 5:30 am-12:40 am	15-20 minutes

Bicycle Facilities

An inventory of the bicycle facilities found throughout the study area and the adequacy of each such facility as noted on the DDOT Bicycle Map is provided in Figure 3. In addition, the Capital Bikeshare program has placed over 200 bike share

stations across Washington, DC, Arlington, VA, and Alexandria, VA, and most recently Montgomery County, MD with more than 1,800 bicycles provided. Capital Bikeshare has plans to expand the system and potential new station locations have been identified throughout the study area. Figure 3 identifies the existing station location in the study area. Capital Bikeshare currently has one existing bike share station within a quarter mile of the site at the intersection of Wisconsin Avenue and Albemarle Street, with 14 available docks.

Pedestrian Facilities

The roadways in the immediate vicinity of the proposed development provide satisfactory pedestrian facilities and connectivity throughout the area. Wide, continuous sidewalks line all of the study area's roadways with crosswalks linking segments at intersections within the area. Moreover, the presence of on-street parking along both sides of many roadways in the vicinity of the site act as a barrier between the sidewalk and the travel way.

Adequate crosswalks with ladder striping and pedestrian countdown signals are present at signalized intersections near the site for all crossing movements. Uncontrolled crosswalks are provided at the Wisconsin Avenue and Chesapeake Street intersection, immediately adjacent to the site.

Car Sharing

Three car-sharing companies serve the District: Zipcar, Enterprise CarShare, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Zipcar has locations near the project site. Table 2 lists the car-sharing locations in the vicinity of the project and shows that six (6) carsharing vehicles are available within a short walk of the site. Carshare locations are also shown above on Figure 2.

Table 2: Car Share Locations and Vehicles

Carshare Location	Number of Vehicles
Zipcar	
Wisconsin Avenue/Brandywine Street	2 Vehicles
4501 40 th Street	2 Vehicles
Tenleytown Metro Station	2 Vehicles
Total Number of Car Share Vehicles in Study Area	30 Vehicles

Car-sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar and Enterprise CarShare, which require two-way trips, Car2Go can be used for one-way rentals. Car2Go currently has a fleet of vehicles located throughout the District. Car2Go vehicles may park in any non-restricted metered curbside parking space or Residential Parking Permit location in any zone throughout the defined "Home Area". Members do not have to pay the meter or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however availability is tracked through their website, which provides an additional option for car-sharing patrons.

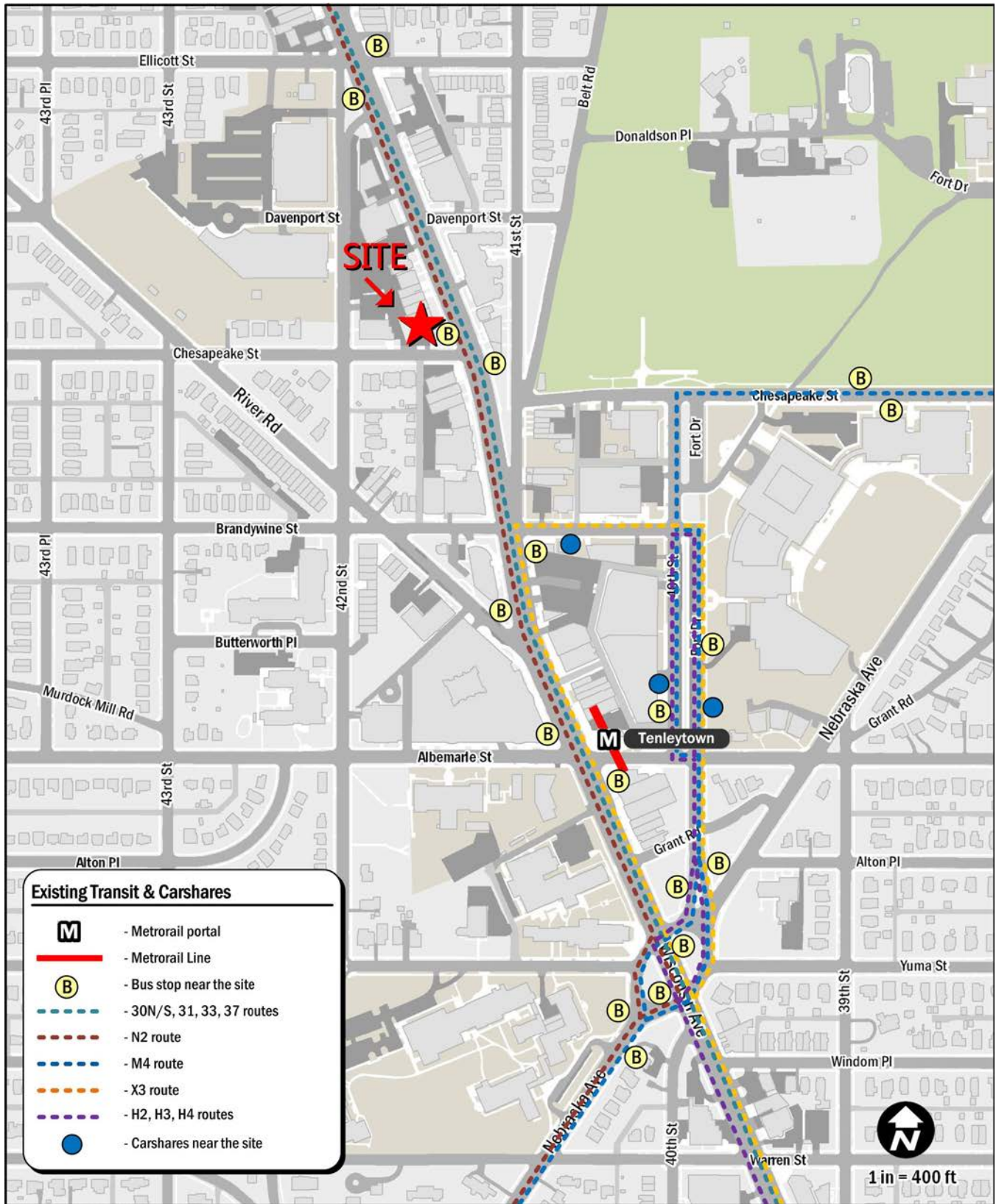


Figure 2: Existing Transit and Carshare Facilities



Figure 3: Existing Bicycle Facilities

DESIGN REVIEW

This section provides an overview of the transportation features of the proposed development. The development program consists of 3,724 sf of retail space and 16 residential units, which will be made up entirely of studio and one-bedroom units, which typically require very little parking. As such, under the Zoning Regulations, eight (8) parking spaces are required and will be provided on the lower level of the building, accessed from Chesapeake Street. Loading will be provided via the below grade parking area as well. Figure 4 displays the site access strategies, including pedestrian and vehicular access. Figure 5 displays the lower level parking area.

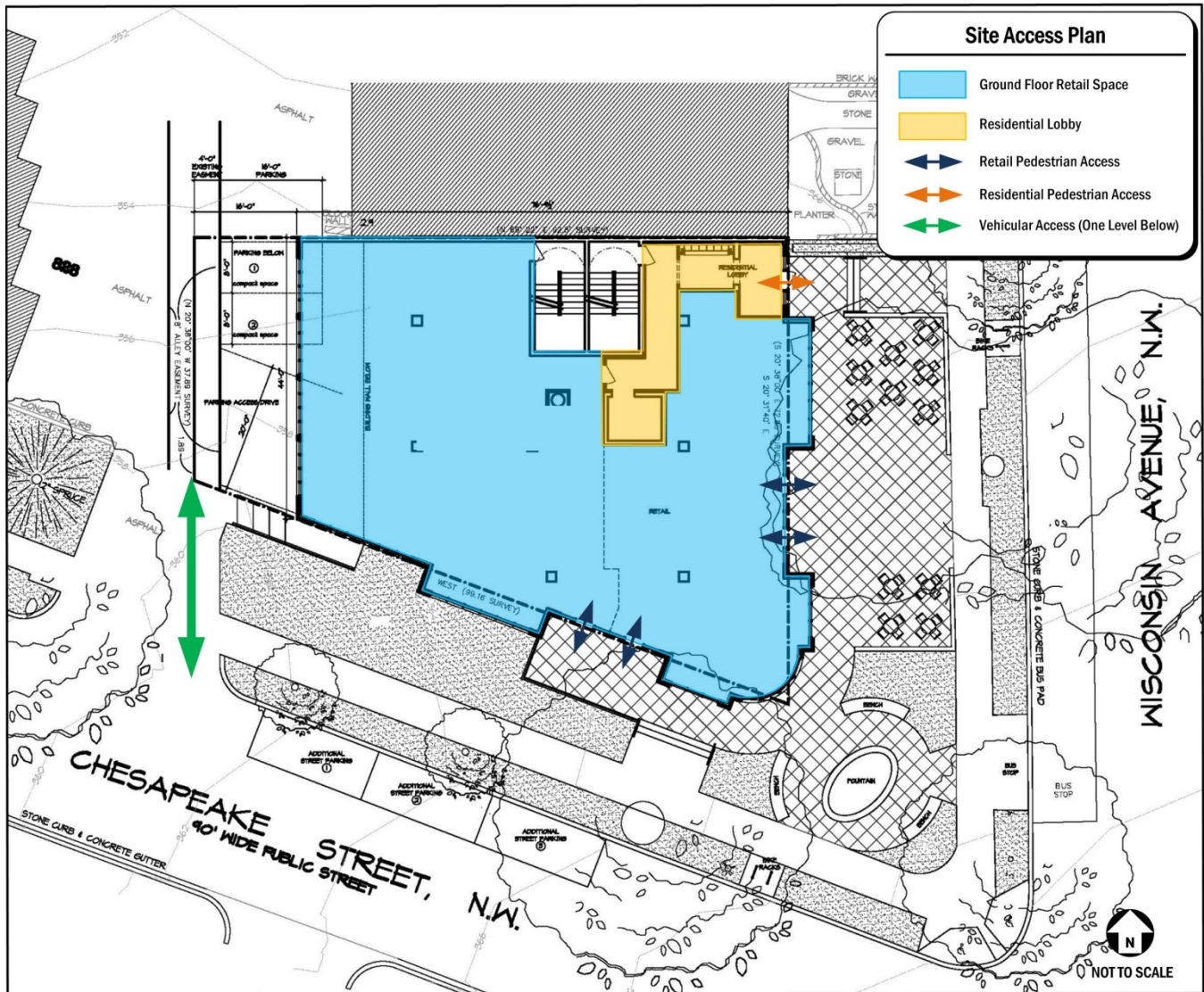


Figure 4: Site Access Plan

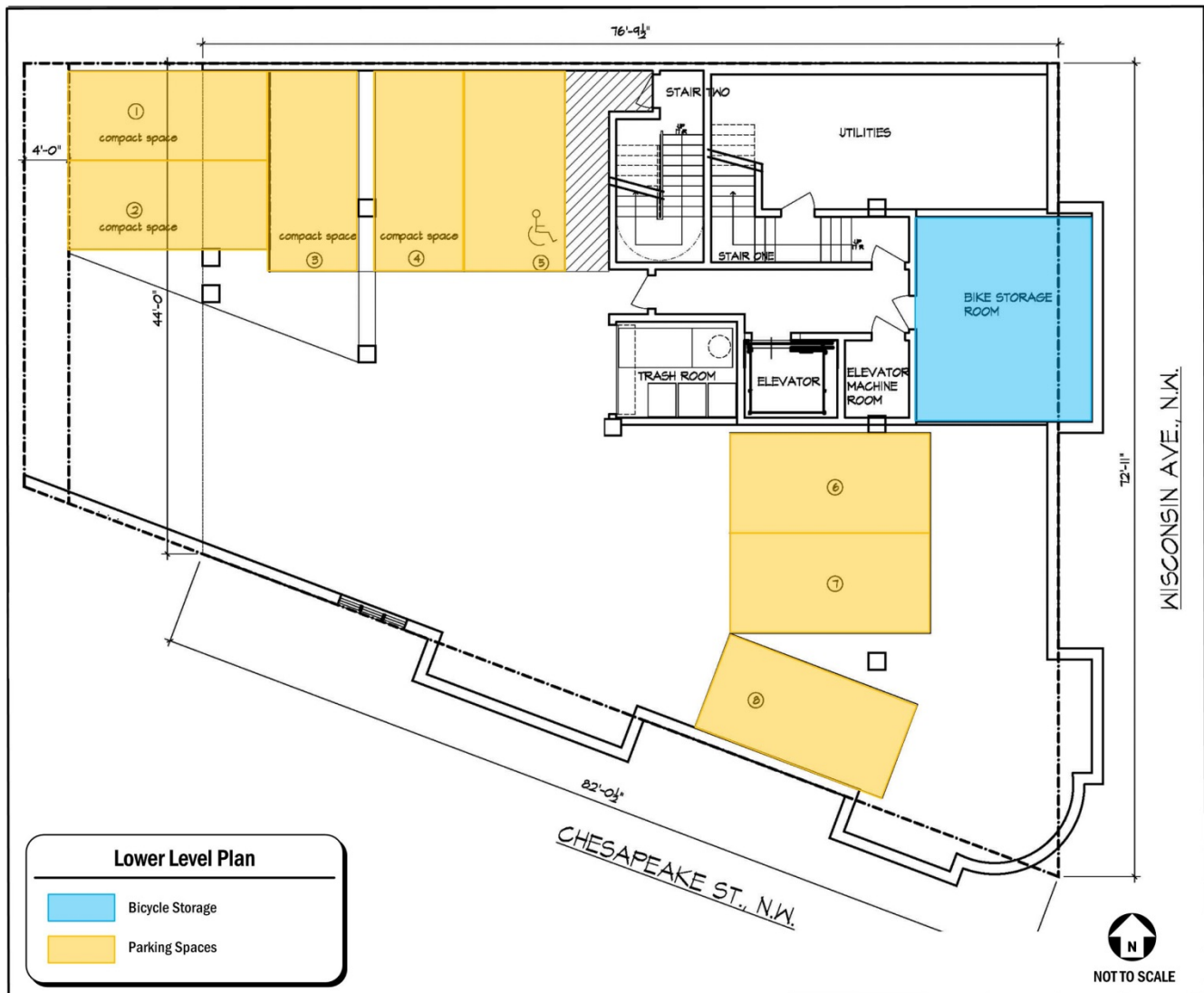


Figure 5: Lower Level Parking Plan

Site Access and Internal Circulation

Site Access

Primary pedestrian access will be located along Wisconsin Avenue and Chesapeake Street. Vehicles accessing the on-site parking spaces will use the existing alley from Chesapeake Street. There will be eight (8) parking spaces for the development, thus there is expected to be minimal vehicular traffic to the site. Loading is planned to be accommodated within the parking area.

Parking

As mentioned previously, the project will provide eight (8) on-site parking spaces. According to the zoning regulations set forth by the District, and based upon the existing zoning of the site location, the development is required to provide 1

parking space for each 2 dwelling units and 1 parking space for every 300 additional sf of gross floor area and cellar floor area over 3,000 sf, thus amounting to 10 total spaces (8 residential spaces and 2 retail spaces). Therefore, the applicant is seeking parking relief from the Board of Zoning Adjustment (BZA) to provide no retail parking spaces. This is projected to adequately serve the demands of the site due to the following various considerations:

- Well-situated to be served by Metrorail via the Tenleytown Station.
- Served by 12 bus routes within a quarter-mile walking distance including Metrobus and Metro Express routes.
- Capital Bikeshare has one existing bike share location approximately 1,200 feet from the site at the intersection of Wisconsin Avenue and Albemarle Street NW.
- The census tract of the development has the following data for means of transportation to work according to the 2008-2012 American Community Survey 5-year estimates: 16% travel by car, 59% use public transportation, 2% bike, 20% walk, and the remaining 3% either work from home or use another mode.
- The site area has a walkability score of 86 as calculated by WalkScore.com, which is referred to as a “Very Walkable”.
- The development will be comprised of neighborhood serving retail which typically requires very little parking.
- The project will restore the curb on the north side of Chesapeake Street and return at least two on-street spaces to the parking inventory in the neighborhood.
- Metered parking spaces are located on both sides of Wisconsin Avenue in the 4600 and 4700 blocks; three metered spaces are located on the north side of Chesapeake Street; and three non-metered spaces are located on the south side of Chesapeake Street with a three-hour limit.
- Four parking garages with short-term parking are located within three blocks of the site.

Given the urban nature of the site and its proximity to many non-auto modes of transportation, the availability of on-street parking and the creation of at least two new on-street spaces immediately adjacent to the site, as well as the number of short-term parking garages in close proximity, it is anticipated that the parking needs of the building will be adequately served and that a variance of two retail parking spaces will not adversely affect the immediate area.

Loading

Pursuant to §2201.1, no loading facilities are required as the development is providing less than 50 residential units, such as this development. However, loading functions for the site are planned to be accommodated via the off-street parking area provided along the alley from Chesapeake Street.

Bicycle Facilities

The development will meet or exceed the long term bicycle parking requirement of 6 spaces in a secure bicycle room located on the lower level of the development, accessible via an entrance from the parking spaces off of the alley from Chesapeake Street. According to the Bicycle Commuter and Parking Expansion Act of 2007, a residential building owner shall provide at least one secure bicycle parking space for each 3 residential units for all new residential buildings. Additionally, all other land uses require that the number of bicycle spaces provided shall be at least equal to five percent (5%) of the number of automobile parking required. Based on these regulations the development would require 6 bicycle

parking spaces (6 residential parking spaces and 0 retail parking spaces). Short term bicycle parking along the perimeter of the development site will be provided in coordination with DDOT.

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. TDM's importance within the District is highlighted within section T-3.1 of the DC Comprehensive Plan, where it has its own dedicated section including TDM policies and actions.

Proposed TDM Plan

Based on the DDOT expectations for TDM programs, and analyzing the specific attributes of the development site, the following outlines the proposed TDM plan for the development.

- *Transportation Management Coordinator (TMC)*
Effective Transportation Management Programs (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 information and promotional brochures to residents, visitors, patrons and employees regarding transit facilities and services, pedestrian and bicycle facilities and linkages, ridesharing (carpool and vanpool) and car sharing. In addition, the TMC would be responsible for ensuring that loading activities are properly coordinated and do not impede the pedestrian, bicycle, or vehicular lanes adjacent to the development.
- *Bicycle Amenities*
The developer will encourage all alternative transportation modes including bicycling. Bicycling will be promoted with the provision of at least 6 secure on-site bicycle parking spaces as described above.

Conclusions

This memorandum presents the findings of a parking and loading statement for the 4700 Wisconsin Avenue development. The proposed development is a mixed-use building with 16 residential units, 3,724 sf of retail space, and eight (8) parking spaces in the lower level of the building. The following conclusions were made regarding the 4700 Wisconsin Avenue development:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation;
- Based on the site location near ample transit services in addition to an analysis of comparable residential sites, and coupled with a TDM plan, little on-site parking will be necessary to serve the site;
- A TDM plan for the development will include providing at least 6 secure on-site long-term bicycle parking spaces.