



symmetra design

MEMORANDUM

TO: Ryan Westrom, P.E., PTP DDOT
Anna Chamberlin, AICP DDOT

FROM: Samantha Williams Symmetra Design
Nicole White, P.E., PTOE Symmetra Design

DATE: January 31, 2015

RE: 1371-1375 H Street, NE Transportation Assessment
BZA Case # 18940

INTRODUCTION

The following memorandum is a Transportation Assessment for the proposed 1371-1375 H Street, NE project. The subject site (Square 1027, Lot 848 herein "Site") is situated in the southwestern corner of the H Street, NE/ 14th Street, NE intersection and is 5,040 square feet. The project is located in the H Street-Arts Overlay (HS-A) and is zoned C-3-A.

H Street Legacy, LLC is planning to build a multifamily residential building with 27 units and 2,400 square feet of ground floor retail. The target demographics for future Site residents are urban professionals whom are increasingly choosing to live without an automobile.

The Site has no alley access or curb cut. The applicant is seeking relief from the Board of Zoning Adjustment ("BZA") to provide no parking on the site premises. The zoning requirement is one space for every two units, or 14 total spaces. There is no loading requirement for the project.

See **Figure 1** for a Site location map. **Figure 2** is an illustration of the Site boundary.

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Board of Zoning Adjustment
District of Columbia
CASE NO. 18940
EXHIBIT NO. 30B
Transportation Planning, Traffic Engineering

1371-1375 H Street, NE Transportation Memorandum

January 31, 2015

Page 2 of 23

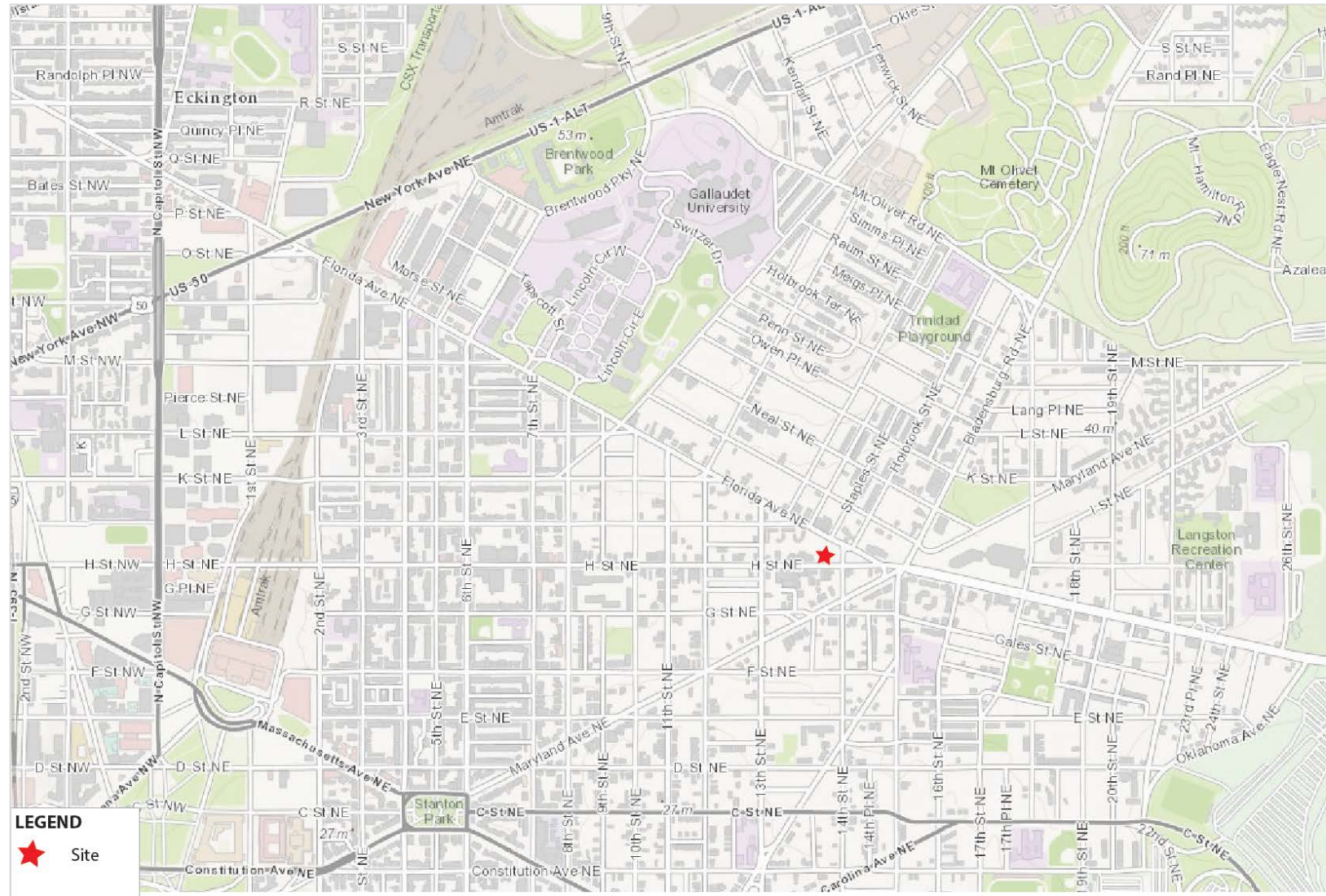


Figure 1: Site Location

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Transportation Planning, Traffic Engineering.

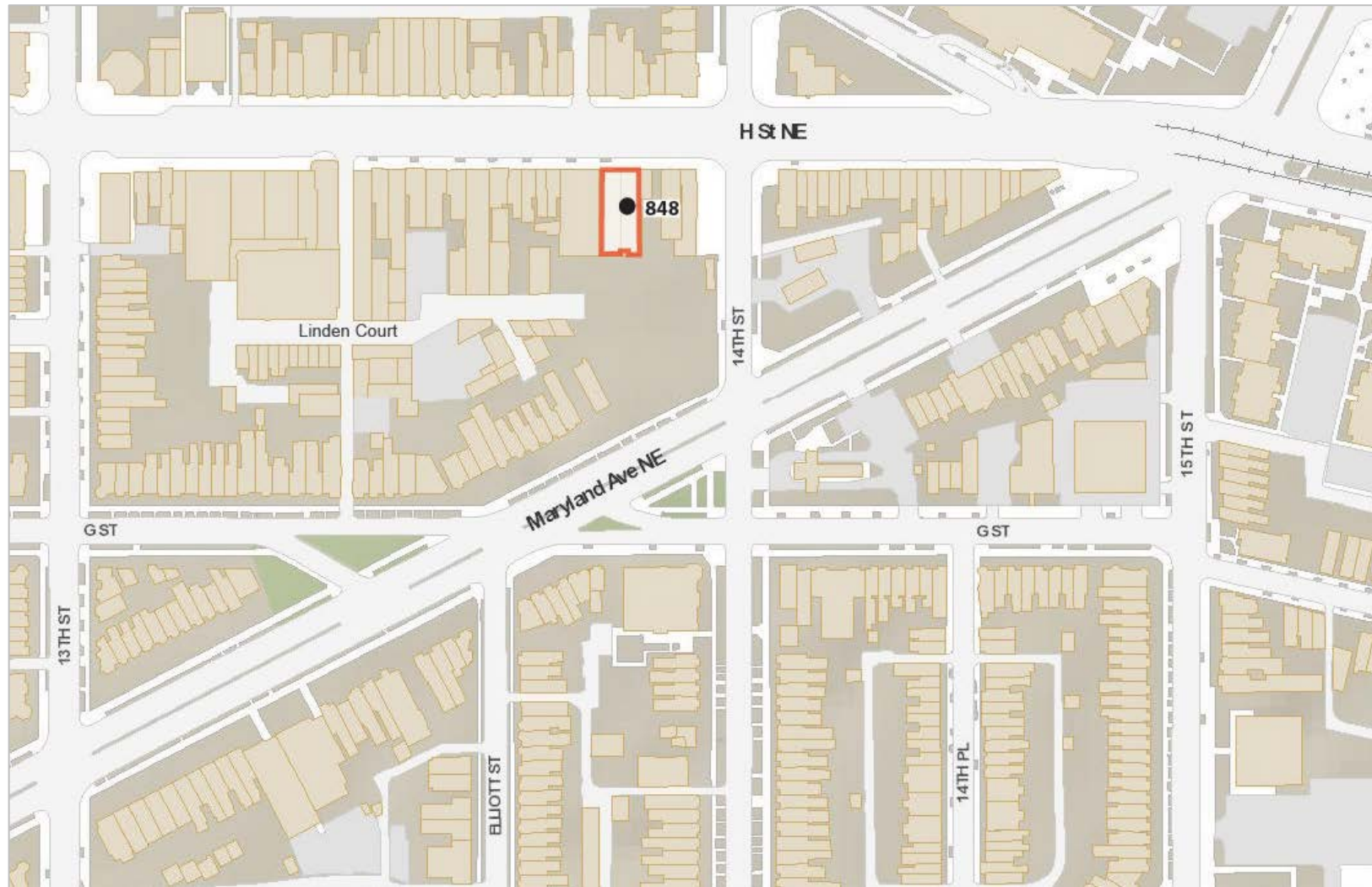


Figure 2: 1371-1375 H Street, NE

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SCOPE OF STUDY

The scope of this transportation memorandum was confirmed and approved by District Department of Transportation (DDOT). The final approved scoping form is attached.

This memorandum provides an assessment of Parking Conditions, Pedestrian and Bicycle Facilities, Transit Service, Loading and Transportation Demand Management.

EXISTING PARKING CONDITIONS

Off-Street Parking

There are no public parking garages within 0.25 miles of the Site.

A private parking garage is planned to support the Maryland Condominium located at 1350 Maryland Avenue, NE. The new condominium building will include 84 units and is located directly behind the 1371-1375 H Street, NE property. The condominium is currently under construction.

On-Street Parking Supply and Restrictions

An inventory of on-street parking supply, control and restrictions were conducted along the following street segments illustrated in **Figure 3**:

- H Street, NE (13th Street and Florida Avenue)
- Florida Avenue, NE (between 13th Street and H Street)
- Maryland Avenue, NE (between 13th Street and Benning Road)
- 13th Street, NE (between I Street and G Street)
- 14th Street, NE (between Florida Avenue and G Street)

A summary of parking supply by type for the aforementioned street segments is shown in **Table 1**. The parking supply along each street segment was determined by first counting the number of parked vehicles. For locations in which there was unoccupied parking area, the allowable space to park was quantified using a measuring wheel. Interruptions such as driveways, fire hydrants and loading zones were excluded. The resulting parking area distance was then divided by 25 feet, to account for an average size vehicle and additional buffer space, and was used to estimate the total number of parking spaces.

Table 2 identifies parking control, including restrictions such as loading zones and street cleaning, for the parking study area. The appendix of this document provides an excerpt from DDOT's August 20, 2014 Residential Parking Permit (RPP)/ANC map.

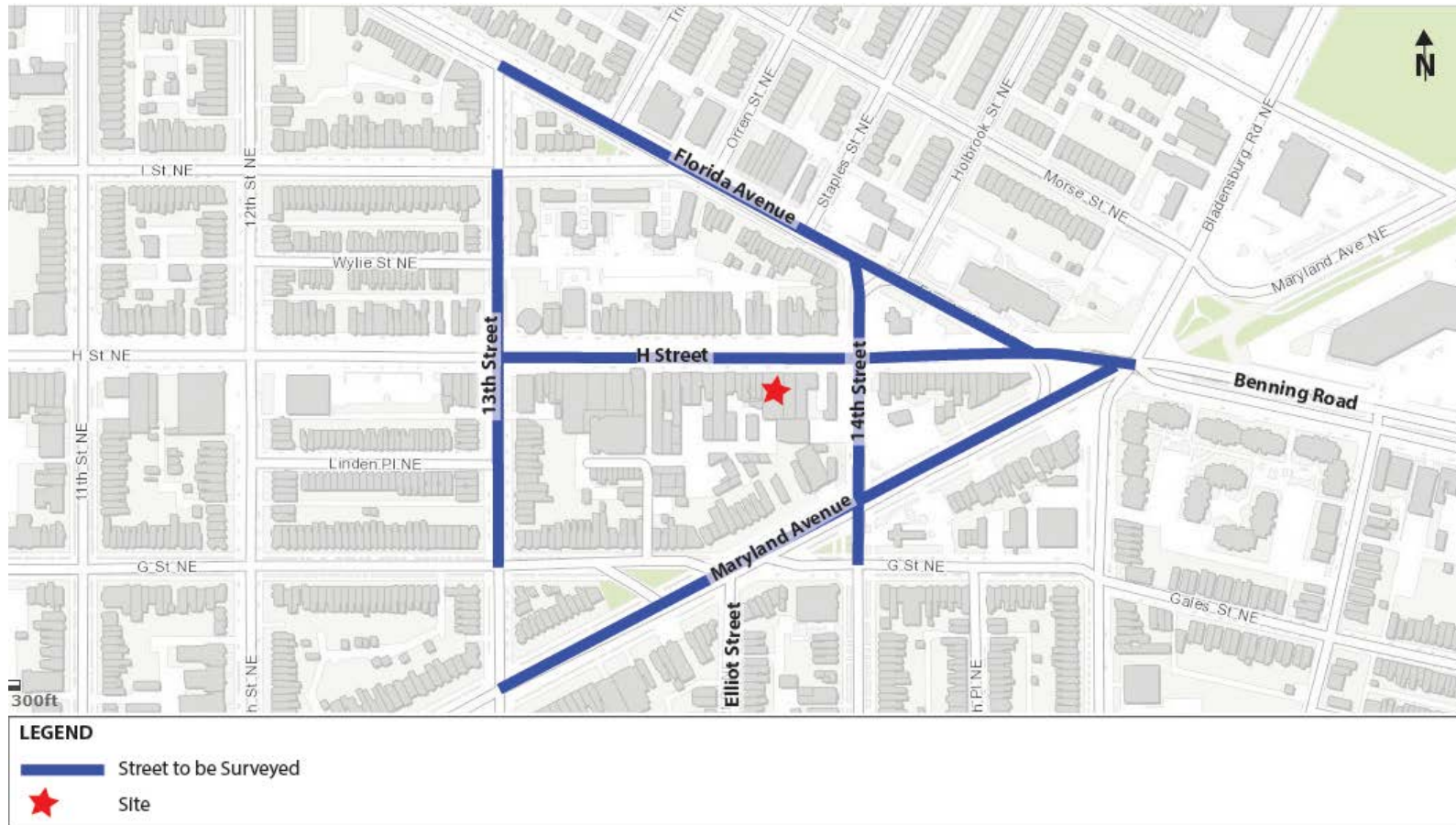


Figure 3: On-Street Parking Survey Study Area

Table 1: On-Street Parking Supply by Type

Street	Block	Side	Two Hour RPP ¹	Exclusive Zone 6 RPP	Meter	Handicap Meter	Handicap Signed	Pay to Park	Not Signed	Rush Hour Restricted	Loading Zone ²	Total
H Street	13 th Street to 14 th Street	North						22	2			24
		South				1		25				26
	14 th Street to Florida Avenue	North				1		2		3		6
		South										
Total			0	0	0	2	0	49	2	3	0	56
Florida Avenue	13 th Street to 14 th Street	North								8		8
		South										0
	14 th Street to H Street	North										0
		South										
Total			0	0	0	0	0	0	0	8	0	8
Maryland Avenue	13 th Street to Elliot Street	North	14									14
		South	12									12
	Elliot Street to 14 th Street	North	14									14
		South	2									2
	14 th Street to Benning Road	North	12									12
		South	13									
Total			67	0	0	0	0	0	0	0	0	67

¹ Two Hour Parking Limit in Zone 6

² Commercial Loading Zone Pay to Load Monday-Saturday 7:00AM to 6:30 PM; Metered parking Monday to Sunday 6:30PM to 10:00PM

1371-1375 H Street, NE Transportation Memorandum

January 31, 2014

Page 8 of 23

Street	Block	Side	Two Hour RPP	Exclusive Zone 6 RPP	Meter	Handicap Meter	Handicap Signed	Pay to Park	Not Signed	Rush Hour Restricted	Loading Zone	Total
13 th Street	I Street to H Street	East	6				2				5 ³	13
		West		5							2 ⁴	7
	H Street to G Street	East		14							2	16
		West	9									3 ⁵
Total			15	19	0	0	2	0	0	0	12	48
14 th Street	Florida Avenue to H Street	North										0
		South										0
	H Street to Maryland Avenue	North										0
		South			7 ⁶							7
	Maryland Avenue to G Street	North										0
		South	2									2
Total			2	0	7	0	0	0	0	0	0	9
Study Area Total			84	19	7	2	2	49	2	11	12	188

³ Four general meter spaces and one handicap meter; Two hour parking

⁴ Four hour parking

⁵ Two Hour parking

⁶ Metered parking is rush hour restricted as spaces are available Monday through Friday between the hours of 9:30AM and 4:00 PM and 6:30PM to 10:00 PM

On-Street parking surrounding the Site is limited. Parking along H Street, NE (within the study limits) primarily allows for temporary Pay to Park spaces. Other roadways such as Maryland Avenue, NE provide RPP only. Use of metered parking along 13th Street, NE between I Street, NE and G Street, NE is permitted Monday through Saturday from 6:30 PM to 10:00 PM. During the hours of 7:00 AM to 6:30 PM (Monday through Saturday), these locations are loading zones for commercial vehicles only. These loading zones are new to the area and have been implemented as part of the Streetcar project (see appendix for the H Street, NE Corridor Loading Zone map).

Table 2: Parking Control and Restrictions

Street	Block	Side	Total	Control/Restrictions
H Street	13 th Street to 14 th Street	North	24	• Pay to Park⁷ (22 spaces) • Not Signed (2 spaces) • Streetcar stop (corner at 13th Street) • Tow Away No Standing or Parking Metrobus Zone (far side of 14th Street/ H Street)
		South	26	• Pay to Park⁸ (25 spaces) • Tow Away No Parking or Standing Valet Staging Zone Wednesday to Saturday 6:30 AM to 2:00 AM • Metrobus Loading Zone (corner of 14th Street) • Handicap Meter (1 space)
	14 th Street to Maryland Avenue/Florida Avenue	North	6	• Pay to Park (2 spaces) • Handicap Meter (1 space) • Tow Away No Standing or Parking Metrobus Zone • Tow Away No Standing or Parking Monday to Friday 7:00AM-9:30AM (3 spaces)
		South	0	• No Parking Anytime
Florida Avenue	13 th Street to 14 th Street	North	8	• Tow Away No Standing or Parking Metrobus Zone • Tow Away No Parking Monday to Friday 7:00AM-9:30 AM (8 spaces)
		South	0	• No Parking or Standing Anytime
	14 th Street to H Street	North	0	• No Parking or Standing Anytime
		South	0	• No Parking or Standing Anytime

⁷ Two Hour Parking Monday to Saturday 7:00AM to 10:00PM⁸ Two Hour Parking Monday to Saturday 7:00AM to 10:00PM

Street	Block	Side	Total	Control/Restrictions
Maryland Avenue	13 th Street to Elliot Street	North	14	- Tow Away No Standing or Parking Metrobus Zone (corner at 13th Street) - Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM-8:30PM (14 spaces) - Street Cleaning Thursday 9:30AM -11:30 AM
		South	12	- Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM-8:30PM (12 spaces) - Tow Away No Parking during Stadium Events Zone 6 Permit Holders Exception - Tow Away No Parking Except Sundays 9:00AM-4:00PM (5 spaces not included in the Total Column) - No Parking Street Cleaning Wednesday 9:30AM-1130 AM
	Elliot Street to 14 th Street	North	14	- Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM-8:30PM (14 spaces) - Street Cleaning Thursday 9:30AM-11:30 AM
		South	2	Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM-8:30PM (2 spaces)
	14 th Street to Benning Road	North	12	- Tow Away No Standing or Parking Metrobus Zone (corner at 13th Street) - Two Hour Parking Limit in Zone 6 Monday to Friday 7AM-8:30PM (12 spaces) - Street Cleaning Tuesday 9:30AM-11:30AM
		South	13	- Two Hour Parking Limit in Zone 6 Monday to Friday 7AM-8:30PM (13 spaces) - Street Cleaning Wednesday 9:30AM-11:30AM

Street	Block	Side	Total	Control/Restrictions
13 th Street	I Street to H Street	East	13	- Commercial Loading Zone (5 spaces) - Handicap Signed (2 spaces) - Two Hour Parking Limit in Zone 6 Monday-Friday 7:00AM-8:30PM (6 spaces)
		West	7	- Meter Spaces⁹ (2 spaces) - Zone 6 Permit Parking Only Monday to Friday 7:00AM-8:30PM (5 spaces)
	H Street to G Street	East	16	- Zone 6 Permit Parking Only Monday to Saturday 7AM-Midnight (14 spaces) - Meter Spaces¹⁰ (1 space) - Handicap Meter (1 space)
		West	12	- Two Hour Parking Limit in Zone 6 Monday to Friday 7AM-Midnight (9 spaces) - Two Hour Pay to Park (3 spaces)
14 th Street	H Street to Maryland Avenue	East	0	
		West	7	- No Stopping or Standing Monday to Friday 7:00AM-930AM and 4:00PM-630PM - Two Hour Metered Parking 9:30AM-4:00PM; 3 ½ Hour Parking Monday to Saturday 6:30PM-10:00pm (7 spaces)
	Maryland Avenue to G Street	East	0	No Parking Anytime
		West	2	Two Hour Parking Limit in Zone 6 Monday to Friday 7AM-830PM (2 spaces)

⁹ Four Hour restriction¹⁰ Two- Hour restriction Monday to Saturday 6:30 PM to 10 PM

Existing On-Street Parking Demand

Occupancy surveys were conducted to determine existing demand for on-street parking spaces within the study area. A 6:30 PM survey was conducted to capture peak commercial parking demand in the area and a 10:00 PM survey was conducted to capture peak residential demand. Surveys were conducted on Wednesday, January 28, 2015. **Table 3** lists parking occupancy by street segment. A detailed worksheet (with parking demand by type of space) for each survey period is provided in the appendix.

Table 3: Parking Occupancy for Wednesday, January 28, 2015 (6:30 PM and 10:00 PM)

Street	Supply	(6:30 PM)			(10:00 PM)		
		Occupied Spaces	% Occupied	Vacant	Occupied Spaces	% Occupied *	Vacant
H Street	56	53	95%	3	47	84%	9
Florida Avenue	8	3	38%	5	6	75%	2
Maryland Avenue	67	61	91%	6	68	101%	0
13 th Street	48	39	81%	9	42	88%	6
14 th Street	9	5	56%	4	6	67%	3
Total Study Area	188	161	86%	27	169	90%	20

Occupancy levels, shown in **Table 3**, indicate demand for on-street parking along H Street, NE ranged from 84% to 95% of the available supply and peak demand for parking occurred during the 6:30 PM survey period. The overall study area peak demand for parking spaces occurred during the 10:00 PM survey period during which time there were 20 spaces available (7 Pay to park spaces on H Street, NE and 14th Street, NE; 6 commercial loading zone spaces¹¹ on 13th Street, NE; 5 AM rush hour restriction spaces along H Street, NE and Florida Avenue, NE; 2 handicap meter spaces along H Street, NE).

¹¹ Meter parking after 6:30 PM

BICYCLE FACILITIES

Per Walkscore.com, the bike score near the site is rated at 79 out of 100. This is indicative of a bikeable area with biking being convenient for most trips. Existing bicycle facilities generally provide north-south connections, along 14th Street and 15th Street, within the proximity of the Site. A description of the existing bicycle facilities are as follows:

- Bike Lanes along the west side of 14th Street¹², NE (between G Street, NE and Kentucky Avenue, SE)
- Bike lanes along the east side of 15th Street, NE (between F Street, NE and Pennsylvania Avenue, SE)
- On-street signed routes along West Virginia Avenue, NE (bordering Gallaudet University, continuing along K Street, NE between 8th Street and 11th Street)

There are two Capital Bikeshare stations near the Site, one located on 13th Street, NE near H Street, NE and another station located at the Bladensburg Road, NE/ Benning Road, NE intersection. The 13th Street station furnishes 27 bicycles of which 16 were available for use during field observations¹³ and the Bladensburg Road station furnishes 16 docks of which 10 bicycles were available for use.

There are also a number of locations that provide single U-Shaped bicycle racks within public space. Fronting the Site there are two bicycle racks, along the north side of H Street, NE (opposite the Site) there are five bicycle racks and along 14th Street, NE there are two bicycle racks near the corner at H Street, NE.

The 2005 Proposed Bicycle Facilities Map identifies bicycle lanes along Maryland Avenue and a multi-use trail along Bladensburg Road in close proximity to the Site.

CAR SHARING

Three Zipcar spaces are located within a short walk of the Site including two cars behind 817 11th Street NE, one car at 10th and H Street NE, and one car at 1600 Maryland Avenue, NE.

¹² 14th Street is one-way southbound

¹³ Observations were conducted on the evening of January 28, 2014

PEDESTRIAN ASSESSMENT

Walkscore.com rates the walkability of a neighborhood from 0 (representing a car is necessary to access amenities) to 100 (representing a neighborhood that has essential amenities in a walkable distance). The availability of grocery stores, restaurants, parks, schools and other amenities are accounted for in the scored ranking. Per Walkscore.com, this area has a walk score of 90, which indicates a “walker’s paradise” in which daily errands do not require an automobile. A number of Streetscape enhancements are in-place along the H Street corridor such as pedestrian scaled lighting, bike racks, benches and trash receptacles that allow for a pleasant walking environment.

There are numerous businesses and shops along H Street, NE which are accessible via the existing sidewalk network. There is direct-convenient access to/from the Site and these businesses. Pedestrian access to Hechinger Mall is achieved by crossing approaches at Maryland Avenue, 15th Street and Benning Road. The intersection is controlled by traffic and pedestrian signals.

Transit stops are also within a convenient walkable distance to/from the Site as there is a Metrobus stop just steps from the proposed Site entrance (westbound along H Street, NE). There is also an eastbound bus stop along H Street, NE at the intersection with 14th Street, NE.

Sidewalks

The sidewalk network adjacent to the Site provides for a continuous connection for pedestrians in the area. Generally, sidewalks are in good condition and adequately support existing pedestrian demand.

Sidewalk widths along H Street fronting the Site are nine-foot wide with a four-foot brick tree box. H Street right of way is as follows: 90 feet total, 60 feet roadway, 15 feet sidewalks (each) and no parking area¹⁴.

Sidewalk width requirements vary for each roadway based on the classification of the roadway and zoned use. H Street is a principal arterial. Per the *Public Realm Design Manual* (2011), principal arterials in commercial areas should have a minimum ten-foot sidewalk plus a six-foot tree box area. In accordance with this standard, H Street sidewalk widths fronting the site do not currently meet design standards.

¹⁴ District of Columbia Open Data

Crosswalks

There are crosswalks at the 14th Street, NE/ H Street, NE intersection excluding the east leg (or westbound approach). The provided crosswalk markings are in good condition and are visible for both pedestrians and motorists.

TRANSIT FACILITIES AND SERVICES ASSESSMENT

Per Walkscore.com, existing transit service near the site is rated at 62 out of 100. This is a favorable score and indicates there are various transportation options. The site is well served by Washington Metropolitan Area Transit Authority (WMATA) Metrobus by way of routes X1/X3, X8-9 and B2. Metrobus routes, key destinations and service headways are shown in **Table 4**. Bus stops are distributed along H Street, NE. WMATA bus routes and bus stop locations are illustrated in **Figure 4**.

The New York Avenue and Union Station Metrorail stations on WMATA's red line are located just over a mile from the project Site.

The DDOT has plans to commence operation of the H Street-Benning Rd Streetcar line. The line covers two miles along Benning Road from 14th Street, NE to Oklahoma Avenue, NE and along H Street, NE from 3rd Street, NE to 14th Street, NE. In the future, the Streetcar line will connect to the Metrorail Station and provide an additional transportation option in the area. There are seven stops along the route. There is a stop/platform along H Street, NE at 13th Street, NE on the same block of the 1371 H Street, NE project. DDOT is currently conducting test runs for Streetcar service. The anticipated opening of the Streetcar was unavailable at the time of this study.

The DC Streetcar will connect to Metro and will undoubtedly be in service when our project comes online and that it will have a significant impact on our Walkscore transit rating.

Table 4: Metro Bus Routes, Key Destinations, and Service Headways

Route	Route Name	Key Destinations	Service Headways (Weekday Peak) ¹⁵	Service Headways (Weekends)
X1/X3	Benning Road Line	• Minnesota Avenue Metro Station • Hechinger Mall • Foggy Bottom Metro Station (X1) • Gallaudet University (X3) • Reeves Center (X3) • Woodley Park Metro Station (X3) • Tenleytown-AU Metro Station (X3)	X1- 16 Minutes AM Peak 25 Minutes PM Peak X3- 23 Minutes AM Peak 35 Minutes PM Peak	Does Not Run on Weekends
X8	Maryland Avenue Line	• Hechinger Mall • Union Station	14 Minutes AM Peak 22 Minutes PM Peak	40 Minutes
X9	Metro Extra (Limited Express)	• Capitol Heights Metro Station • Minnesota Avenue Metro Station • Hechinger Mall • Metro Center	15 Minutes	Does Not Run on Weekends
B2	Bladensburg Road- Anacostia Line	• Hechinger Mall • Stadium-Armory • Mount Rainier • Anacostia Metro Station	12 Minutes AM Peak-SB 11 Minutes PM Peak –SB 5 Minutes AM Peak-NB 11 Minutes PM Peak –SB	20 Minutes – Sat. 25 Minutes – Sun.

¹⁵ 7:00AM-9:00AM and 5:00PM-7:00PM



Figure 4: WMATA bus routes and bus stop locations

SITE PLAN

The Site is planned to include a multifamily residential building with 27 units and 2,400 square feet of ground floor retail. The site plan for the 1371-1375 H Street, NE Avenue development is shown in **Figure 5**.

Access

The site has no alley access or curb cut. No vehicular access will be provided on-site. Residential and retail pedestrian access will be provided via H Street, NE.

Parking

The applicant is seeking relief from the Board of Zoning Adjustment (“BZA”) to provide no parking on the site premises. The zoning requirement is one space for every two units, or 14 spaces.

Minimal parking demand is anticipated by the Site. Future residents will be excluded from obtaining RPP. The applicant is also coordinating with the Valor Development company to utilize parking spaces there are not sold to residents of the Maryland Condominium being constructed at 1350 Maryland Avenue, NE. Future residents could also utilize metered parking along 14th Street during non-restricted time periods. There would be limited retail parking demand thus retail vehicle trips could be accommodated through use of Pay to Park spaces along H Street, NE.

Bicycle Parking

The Site includes an indoor bike room with 30 individual Dero bicycle storage racks (with integrated four-foot security cables) for residents. The bike room will also accommodate 12 Dero U-lockit racks for visitors. The bike room is on the ground floor and conveniently accessed from the building lobby. The bike room will also feature a bike repair station.

The bicycle storage exceeds the minimum zoning requirement (one space for every three units or 7 spaces).

Page 20 of 23



LOADING

Per DCMR11 2201.1 loading requirements, there is no loading berth, platform or service/delivery space requirement for a residential building with less than 50 units. A description of proposed trash pick-up, parcel and other delivery and residential move-ins are as follows:

- **Trash** – The applicant proposes to engage one of the private hauling services currently working in Square 1027 for trash removal. KMG Hauling, for instance, currently services Rock & Roll Hotel and H Street Country Club from the rear alley (Linden Court) on the project block. Based on the size of the residential component of the building and trash room, daily pickup (Monday through Friday) of three 96 gallon cans is projected (2 for trash, 1 for recycling). KMG Hauling would pick-up during the day (the least disruptive time) and wheel the three cans to the north-south mid-block alley (Linden Court) and use it to connect to the main part of the alley and their truck. This would be coordinated with the pick-up for Rock & Roll Hotel and other businesses to minimize new visits by trash trucks to the neighborhood. The commercial component of the project will also be encouraged to use KMG Hauling or another existing trash vendor.
- **Parcel and Other Deliveries** - Parcel loading and other commercial deliveries will occur on 13th Street or other approved loading zones as illustrated in DDOT's H Street NE Corridor: Loading Zones Map. Parcel vehicles may also park in available metered parking spaces on 14th Street or H Street (in accordance with District parking policies and restrictions).
- **Residential Move-ins** – Residents will be required to obtain a permit for a temporary loading zone. Temporary loading could occur at one of the metered parking spaces on 14th Street (between H Street and Maryland Avenue). Residential move-ins would be required to occur Monday through Friday 9:30AM to 4PM or on weekends.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Transportation Demand Management (TDM) Plan is an active program used to foster alternative transportation choices that are more environmentally friendly than driving alone.

The Plan includes measures that intend to make it disadvantageous for residents to own a vehicle and therefore incentive residents choosing to live car-free.

DDOT's TDM in the Development Process Report was also used as a reference to guide development of this TDM plan.

The applicant has proffered additional measures to the TDM plan to further reduce potential vehicle trip and parking demand by the project. The applicant will commit to the following:

- Restrict the project from being included as RPP eligible
- Provide, as a one-time incentive, each initial purchaser a bicycle helmet (27 helmets)
- Install a Transit Screen in the lobby to keep residents and visitors informed regarding available transportation choices and provide real-time transportation updates
- Offer a one-year Capital Bikeshare and Car share membership for the initial condo residents
- Provide a convenient-accessible bicycle room for both residential and visitor storage
- Post all TDM commitments on-line for a one-year period. The source will also include links to CommuterConnections.com, goDCgo.com, WMATA Metrobus routes, DC Bicycle maps and other useful information in support of car-free urban living.

CONCLUSION

The 1371-1375 H Street, NE project will provide 27 residential units and 2,400 square feet of ground floor retail without on-site parking.

Based on the parking utilization survey, the overall peak demand for parking spaces occurred during the 10:00 PM survey period during which time there were 20 spaces (7 pay to park spaces on H Street and 14th Street, 6 commercial loading zone spaces on 13th Street, 5 rush hour restriction spaces along H Street and Florida Avenue and 2 handicap permit spaces) available in the study area.

The development of the Site will not adversely impact transportation or parking conditions along the surrounding Roadways. The applicant has committed to a Transportation Demand Management Plan that includes a number of measures to encourage future use of non-automobile travel options. The applicant will also exclude future residents of the 1371-1375 H Street, NE project from the RPP system as to not create any adverse impact to existing RPP parking along neighboring Streets.