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March 3, 2015

Lloyd Jordan, Chairperson
Board of Zoning Adjustment
441 4th Street, NW
Suite 210S
Washington, DC 20001

**Re: Application No. 18946 – 1745 N Street NW (Square 158, Lot 84)
Prehearing Statement of the Applicant**

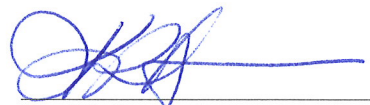
Chairperson Jordan and Honorable Members of the Board:

On behalf of N Street Venture, LLC, please find enclosed the Prehearing Statement for the above-referenced application. The application is scheduled to be heard before the Board of Zoning Adjustment on March 17, 2015.

Thank you for your attention to this matter.

Sincerely,

GRIFFIN, MURPHY,
MOLDENHAUER & WIGGINS, LLP



By: Kinley R. Bray

Enclosures:

Cc: Advisory Neighborhood Commission 2B
c/o Noah Smith, Chair
Abigail Nichols, SMD 2B05 Representative (via email)
Office of Planning (via email)

Board of Zoning Adjustment
District of Columbia
CASE NO. 18946
WWW.WASHLAW.COM
EXHIBIT NO.33

**BEFORE THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT**

**APPLICATION OF
N STREET VENTURE, LLC**

**BZA APPLICATION NO. 18946
HEARING DATE: MARCH 17, 2015**

PREHEARING STATEMENT OF THE APPLICANT

I. NATURE OF RELIEF SOUGHT

This statement is submitted on behalf of N Street Venture, LLC (the “Applicant”), the owner of property located at 1745 N Street NW, Washington DC, 20036 (Sq 158, Lot 84) (the “Property”) in support of its application for special exception relief, pursuant to 11 DCMR §3104, regarding the parking requirement for historic structures (§2120.6) to allow the Applicant to provide 13 parking spaces¹ rather than the 15 parking spaces required for an addition to historic structures for multifamily dwelling use at the Property.

II. EXHIBITS IN SUPPORT OF THE APPLICATION

Exhibit A: Gorove/Slade Report

III. SPECIAL EXCEPITON RELIEF AND STANDARD OF REVIEW

The Applicant has requested special exception relief regarding the parking requirement for historic structures, under §2120.6, to allow the Applicant to provide 13 parking spaces rather than the 15 parking spaces required. Under D.C. Code §6-641.07(g)(2) and 11 DCMR §3104.1, the Board is authorized to grant a special exception where it finds that the special exception will be in harmony with the general purpose and intent of the Zone Plan and will not tend to adversely affect the use of neighboring property, subject in each case to the special conditions specified. Relief granted through a special exception is presumed appropriate, reasonable, and compatible with other uses in the same zoning classification,

¹ Under §2120.5, parking spaces provided for a historic resources must be a minimum of 8 ft. x 16 ft. in size. All 13 parking spaces provided are 8 ft. x 16 ft. or larger.

provided the specific regulatory requirements for the requested relief are met. In reviewing an application for special exception relief, “[t]he Board’s discretion . . . is limited to a determination of whether the exception sought meets the requirements of the regulation.” *First Baptist Church of Washington v. District of Columbia Bd. of Zoning Adjustment*, 423 A.2d 695, 706 (D.C. 1981 (quoting *Stewart v. District of Columbia Bd. of Zoning Adjustment*, 305 A.2d 516, 518 (D.C. 1973))). If the applicant meets its burden, the Board must ordinarily grant the application. *Id.*

IV. APPLICANT MEETS BURDEN OF PROOF FOR SPECIAL EXCEPTION

The Applicant meets the burden of proof for special exception relief regarding (§2120.6). Pursuant to §2120.6, the Board may grant special exception relief from all or part of the parking requirements of §2120 if the owner of the property demonstrates that, as a result of the nature or location of the historic resource, providing the required parking would result in significant architectural or structural difficulty in maintaining the historic integrity and appearance of the historic resource. Additionally, §2120.6 provides four factors to consider in determining whether the requested relief can be granted without adversely affecting the use of the neighboring property owners. The Applicant described in detail in the Initial Application how the project meets the special exception criteria. *See* Statement of the Applicant, p 4-6, **Initial Application, Tab 7.**

Since filing the Initial Application, the Applicant has worked closely with the Office of Planning and DDOT to demonstrate compliance with the special exception standard. Gorove/Slade, the Applicant’s transportation consultant, has prepared a detailed analysis of the transportation conditions at the Property and concluded that due to the proximity to ample transit services, coupled with the Transportation Demand Management (TDM) Plan, the parking supplied by the development will adequately serve the needs of the residents. *See* Gorove/Slade Report at **Exhibit A.** The TDM Plan includes implementation of a TDM coordinator, on-site services such as TransitScreen and printed materials available to residents, and bicycle amenities including 19 secure bicycle parking spaces. In addition, and at the request of DDOT on the day of filing this Prehearing Statement, the

Applicant agrees to provide annual Capital Bikeshare memberships to the initial residents.

V. COMMUNITY OUTREACH

Following the submission the Initial Application, the Applicant has done considerable community outreach. In February, the Applicant presented to the ANC 2B Zoning, Preservation & Development Committee. On February 11, the Applicant presented to the full ANC 2B, which voted unanimously to recommend support for the project. *See Case Log, Exhibit 30*. Recognizing the history of the Property, the Applicant sent individual letters to over 30 nearby embassies and institutions explaining the project and encouraging them to reach out to the Applicant with any questions. The Historic Preservation Review Board approved the proposed project at their November 21, 2013 meeting. The Historic Preservation Office Staff commended the Applicant in its Staff Report for their carefully developed plans, both interior and exterior, which retain the character-defining features of the historic buildings. *See HPRB Action and Staff Report at Initial Application, Tab 10*.

VI. WITNESSES

The following witnesses will appear on behalf of the Applicant:

1. Russell Rosenberger, on behalf of the Applicant
2. Sean Pichon, on behalf of PGN Architects
3. Erwin Andres, on behalf of Gorove/Slade

VII. CONCLUSION

For the reasons stated above, and for the reasons enumerated in the Applicant's prior filings in this case, we hereby submit that the application meets the requirements for area variance relief. We look forward to presenting our case to the Board on March 17, 2015.

Respectfully submitted,

GRIFFIN, MURPHY,
MOLDENHAUER & WIGGINS, LLP

A handwritten signature in blue ink, appearing to be 'M.H. Moldenhauer', written over a horizontal line.

Meridith H. Moldenhauer

Kinley Bray

1912 Sunderland Place, N.W.

Washington, D.C. 20036

(202) 429-9000

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 3rd day of March, 2015, a copy of the foregoing was sent via U.S. and/or electronic mail to the following parties:

Advisory Neighborhood Commission 2B
c/o Noah Smith, Chair
9 Dupont Circle, NW
Washington DC 20036
Noah.smith@anc.dc.gov

Abigail Nichols
Advisory Neighborhood Commissioner, SMD 2B005
Abigail.nichols.anc2b@gmail.com

Megan Rappolt
Office of Planning
Megan.rappolt@dc.gov



Kinley R. Bray

Exhibit A

TECHNICAL MEMORANDUM

To: Charles Battle
Meridith Moldenhauer
N Street Venture, LLC/Madison Homes
Griffin, Murphy, Moldenhauer, & Wiggins

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

Date: March 3, 2015

Subject: 1745 N Street NW Parking and Loading Statement

INTRODUCTION

This memorandum reviews the loading, parking, and sufficiency of alternative modes of transportation of a residential development located at 1745 N Street near Dupont Circle in Northwest Washington, DC. Figure 1 identifies the site location within the District. The existing historic building will be expanded to the rear to include 39 new residential units in the development. This will give the development a total of 70 units when the expansion is completed. Thirteen (13) total parking spaces will be provided on the north side of the property accessed via the alley that serves the rear of the building from 17th Street to the east. Zoning requires that the site provide a total of 15 parking spaces. No loading facilities are required based on Zoning Regulations and since the expansion is planned to be along the rear of the building near the alley, no significant changes are planned to accommodate new loading facilities. Due to site constraints, loading will continue to occur via the alley or curbside from N Street as it does today.

The following conclusions have been made regarding the 1745 N Street 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, it was determined that the parking supplied by the development will be adequate to serve the needs of residents.
- Based on an analysis of comparable residential units and an estimation of loading and trash activity for the development, it was determined that the amount of loading and trash activity expected to take place at the site will be adequately served along N Street or the alley as the site is served today.
- A TDM plan for the development will include the implementation of a TDM coordinator, on-site services, and bicycle amenities.

EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, and pedestrian facilities in the site vicinity. 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 nearby.

Transit

Local transit services that provide access to and from the 1745 N Street NW site primarily include Metrorail via the Dupont Circle station, which is located two and a half blocks (or approximately 0.20 miles) from the building, the Farragut North station, which is located three and a half blocks (or approximately 0.30 miles), and Metrobus routes. Metrobus service is operated by the Washington Metropolitan Area Transit Authority (WMATA) and is currently the fifth largest bus network in the nation. Figure 2 illustrates the site proximity to the Dupont Circle Metrorail station as well as existing Metrobus and MetrobusExpress routes.

The Dupont Circle Metro and Farragut North Metro stations is a short walk from the site. Numerous Metrobus and MetrobusExpress routes operate along Connecticut Avenue, 18th Street, Massachusetts Avenue, P Street, Dupont Circle, New Hampshire Avenue, N Street, 20th Street, 19th Street, and M Street NW within walking distance of the site. Table 1 shows a summary of the bus route information for the lines that serve the study area, including service hours and headways. The closest Metrobus stop to the site is located just west of the site at the Connecticut Avenue and N Street intersection and serves the 42, 43, L2, N2, N4, and N6 lines. A second Metrobus stop is located on Massachusetts Avenue NW near its intersection with 18th Street and serves the N2, N4, and N6 lines. Additionally, there is at least one stop within walking distance of the site for every bus route listed below.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Typical Headway
37	Wisconsin Avenue Limited Line	Weekdays: SB 6:52 am – 9:51 am NB 4:23 pm – 7:18 pm	15 minutes
42,43	Mount Pleasant Line	Weekdays: SB 4:28 am – 2:34 am NB 4:57 am – 3:09 am Saturdays: SB 4:38 am – 2:34 am NB 5:08 am – 3:12 am Sundays: SB 4:38 am – 12:44 am NB 5:08 am – 1:14 am	15 - 35 minutes
D1, D2	Glover Park – Federal Triangle Line	Weekdays: EB 5:49 am – 1:58 am WB 5:54 am – 2:04 am Saturdays: EB 6:48 am - 2:08 am WB 6:54 am – 2:15 am Sundays: EB 7:02 am – 12:38 am WB 7:07 am – 12:46 am	10 – 30 minutes
D3	Ivy City-Dupont Circle Line	Weekdays: WB 6:05 am – 9:15 am EB 3:00 pm – 5:50 pm Saturdays: WB 6:25 am – 8:30 am EB 4:00 pm – 5:50 pm	20-30 minutes
D6	Sibley Hospital – Stadium-Armory Line	Weekdays: WB 4:41 am – 1:21 am EB 5:36 am – 2:06 am Saturdays: WB 5:16 am – 2:02 am EB 6:04 am – 2:45 am Sundays: WB 5:43 am – 12:38 am EB 6:30 am – 12:43 am	10 - 30 minutes
G2	P Street – LeDroit Park Line	Weekdays: WB 5:26 am – 12:37 am EB 5:56 am - 1:05 am Saturdays: WB 6:21 am – 12:40 am EB 6:47 am – 1:05 am Sundays: WB 6:47 am – 12:04 am EB 7:08 am – 12:29 am	15 -30 minutes
H1	Brookland – Potomac Park Line	Weekdays: SB 6:46 am – 9:28 am NB 4:12 pm – 6:55 pm	15 – 25 minutes
L1, L2	Connecticut Avenue Line	Weekdays: SB 7:05 am – 9:10 am NB 5:56 am - 1:05 am	15 minutes

Route Number	Route Name	Service Hours	Typical Headway
N2, N3, N4, N6	Massachusetts Avenue Line	Weekdays: EB 5:55 am – 11:58 pm WB 5:49 am – 12:16 am Saturdays: EB 6:09 am – 11:59 pm WB 6:26 am – 12:18 am Sundays: EB 6:26 am – 10:39 pm WB 6:46 am – 10:57 pm	10-30 minutes
S1, S2, S4, S9	16 th Street Line	Weekdays: 4:45am – 2:45am	10 minutes
DCDGR (Circulator)	Dupont Circle – Georgetown - Rosslyn	Sunday – Thursday: 7:00 am – 12:00 am Friday – Saturday: 7:00 am – 2:00 am	10 minutes

Bicycle Facilities

An inventory of the bicycle facilities found throughout the study area and the adequacy of each facility is provided in Figure 3. Although there are some roadways with poor bicycling conditions such as Massachusetts Avenue, there are several existing bike facilities, planned bike facilities, and local streets with safe conditions surrounding the site. Safe north-south connectivity is provided by dedicated bike lanes on 17th Street, New Hampshire Avenue north of Dupont Circle, and the on street signed route on 19th Street NW north of Dupont Circle. Further from the site, there is also the one-way pair of bike lanes on 15th Street NW and the Rock Creek Park Trail, which runs adjacent Rock Creek. East-west connectivity is best via M Street, L Street, Q Street, and R Street, which all provide on-street bike lanes.

In addition, the Capital Bikeshare program has placed over 200 bike share stations across Washington, DC, Arlington, and Alexandria, VA, and most recently, Montgomery County, MD with more than 1,800 bicycles provided. Capitol Bikeshare has plans to expand the system and potential new station locations have been identified throughout the study area. Figure 3 identifies existing station locations in the study area. Capitol Bikeshare currently has four existing bike share locations within an approximately quarter-mile walk of the site. The nearest station is located at the northwest corner of Rhode Island Avenue and 17th Street NW, just over half a block (or about 650 feet) from the site. Six additional stations are accessible within walking distance of the site.

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 site vicinity 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.

On-Street Parking Facilities

An inventory of street parking restrictions on study area roadways was conducted to determine the availability of residential street parking in the site vicinity. Street parking restrictions were grouped into four different categories: 24-Hour parking available for Zone 2 residents, metered parking only available for long-term resident parking during overnight hours, unmetered parking only available for long-term resident parking during overnight hours, and block faces where no vehicular parking is permitted at any time of the week. As shown on Figure 4, the majority of street parking in the immediate site vicinity is metered or restricted during the week or prohibited entirely. However, some residential permit parking is available, mainly along P Street NW north and east of the site.

March 3, 2015



Figure 1: Site Location

March 3, 2015

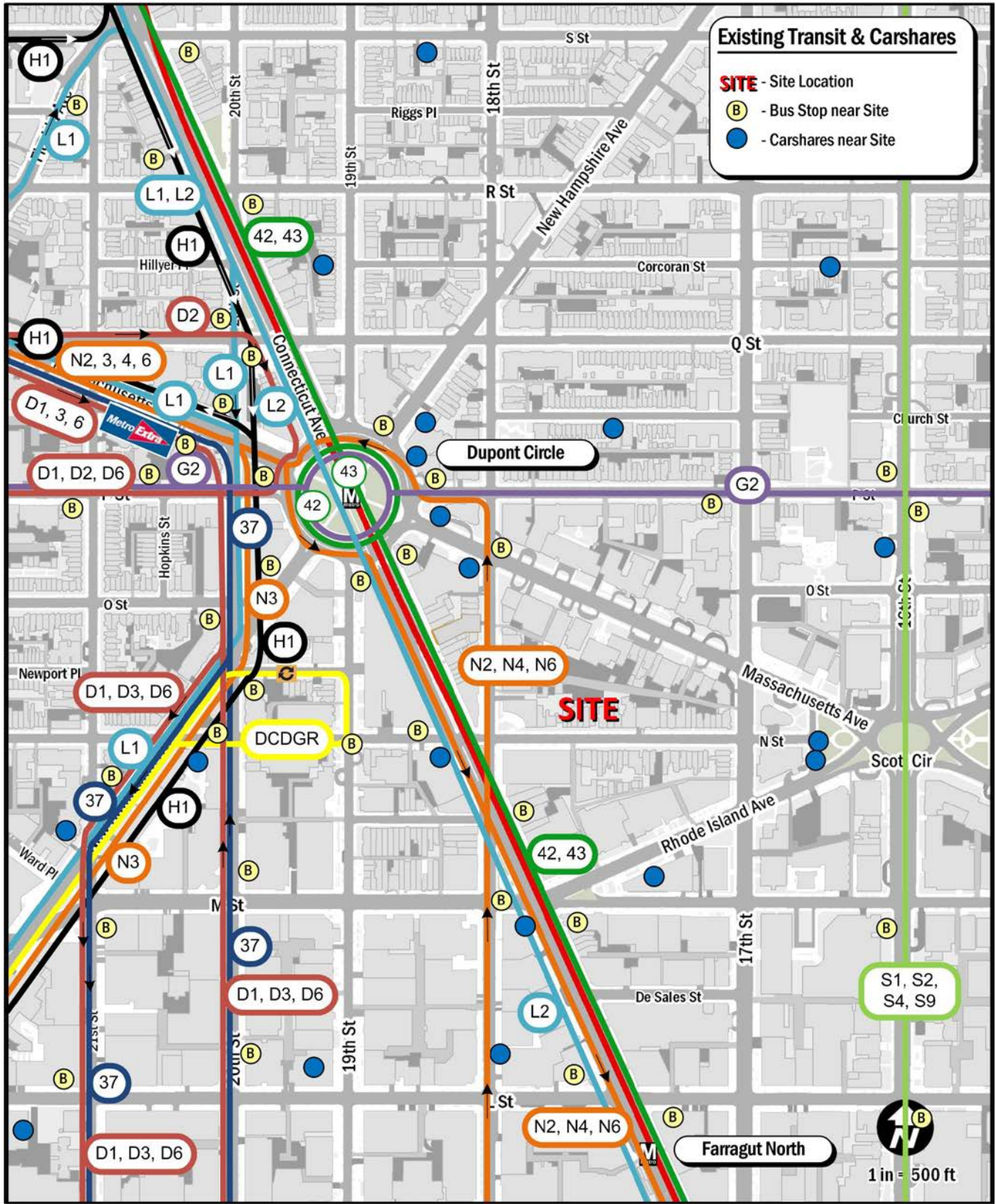


Figure 2: Existing Transit Facilities and Carshare Vehicles

March 3, 2015

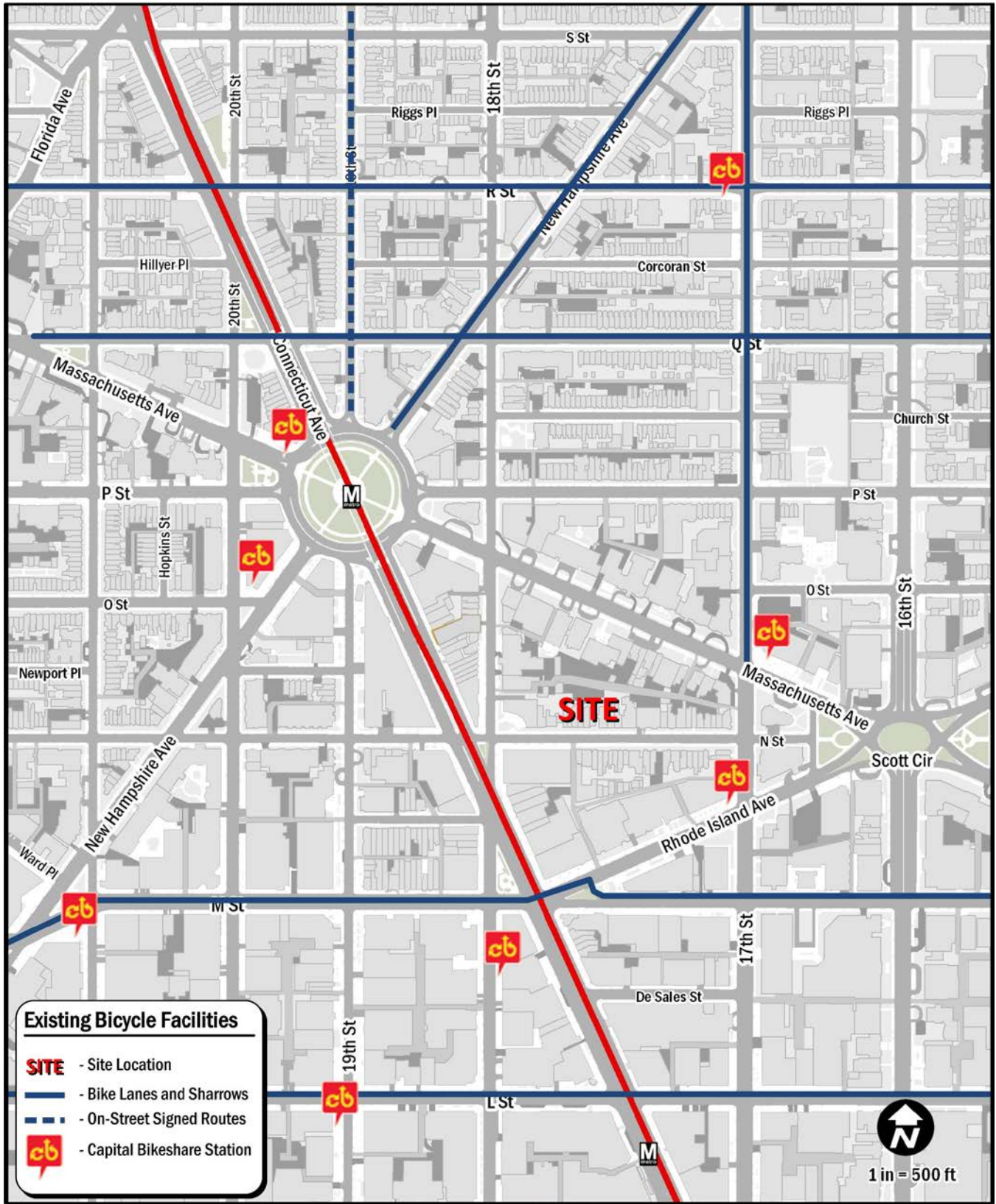


Figure 3: Existing Bicycle Facilities

March 3, 2015

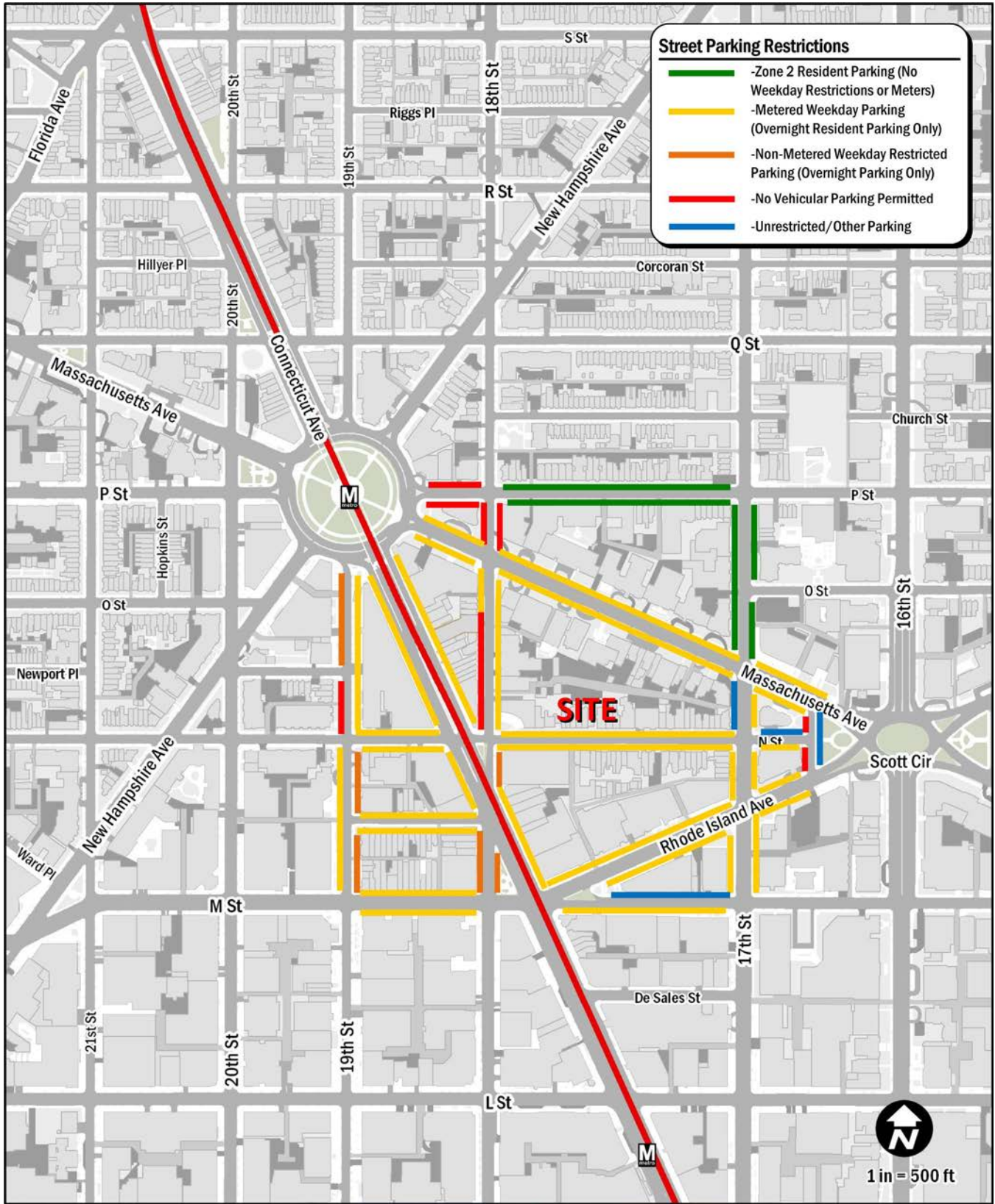


Figure 4: Current Street Parking Restrictions in the Site Vicinity

Off-Street Parking

An evaluation of the off-street parking availability was also included in the survey of parking near the site. Given the site’s excellent access to numerous modes of transportation, minimal vehicular parking is anticipated to be necessary. However, in the event that additional parking should be needed for residents, parking will be available in a few nearby parking garages. An assessment of nearby parking facilities revealed ample off-street parking availability near the site in 28 parking garages that could absorb any additional parking needs of the development, three of which of these have indicated to the Applicant that availability exists to absorb parking from the development. The parking facilities are noted on Figure 5.

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. Both Zipcar and Enterprise CarShare have locations near the project site. Table 2 lists the car-sharing locations near the project and shows that 42 carsharing vehicles are available within a short walk of the site with many others within an additional reasonable walking distance. Carshare locations are also shown on Figure 2.

Table 2: Car Share Locations and Vehicles

Carshare Location	Number of Vehicles
Zipcar	
Behind 1618 19 th Street NW	2 Vehicles
11 Dupont Circle NW Central Parking Garage	3 Vehicles
Corcoran Street and 16 th Street NW	2 Vehicles
18 th Street and Massachusetts Avenue NW	1 Vehicle
1400 16 th Street NW Colonial Parking Garage	3 Vehicles
Dupont South at 1250 Connecticut Avenue	3 Vehicles
Corcoran Street and 16 th Street NW	2 Vehicles
1730 Rhode Island Avenue NW Colonial Parking Garage	4 Vehicles
1150 Connecticut Avenue Colonial Parking Garage	2 Vehicles
Scott Circle West On Street	2 Vehicles
1120 Connecticut Avenue NW Colonial Parking Garage	2 Vehicles
1901 L Street NW LAZ Parking Garage	2 Vehicles
Enterprise CarShare	
Dupont Circle, Books-A-Million Garage	3 Vehicles
1743 P Street NW	2 Vehicles
1800 Massachusetts Avenue NW	4 Vehicles
Scott Circle West	2 Vehicles
1230 New Hampshire Avenue NW, The Bond Apartments	1 Vehicle
1101 New Hampshire Avenue NW	2 Vehicles
Total Number of Car Share Vehicles in Study Area	42 Vehicles

Car sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar and Enterprise CarShare, 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. 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.

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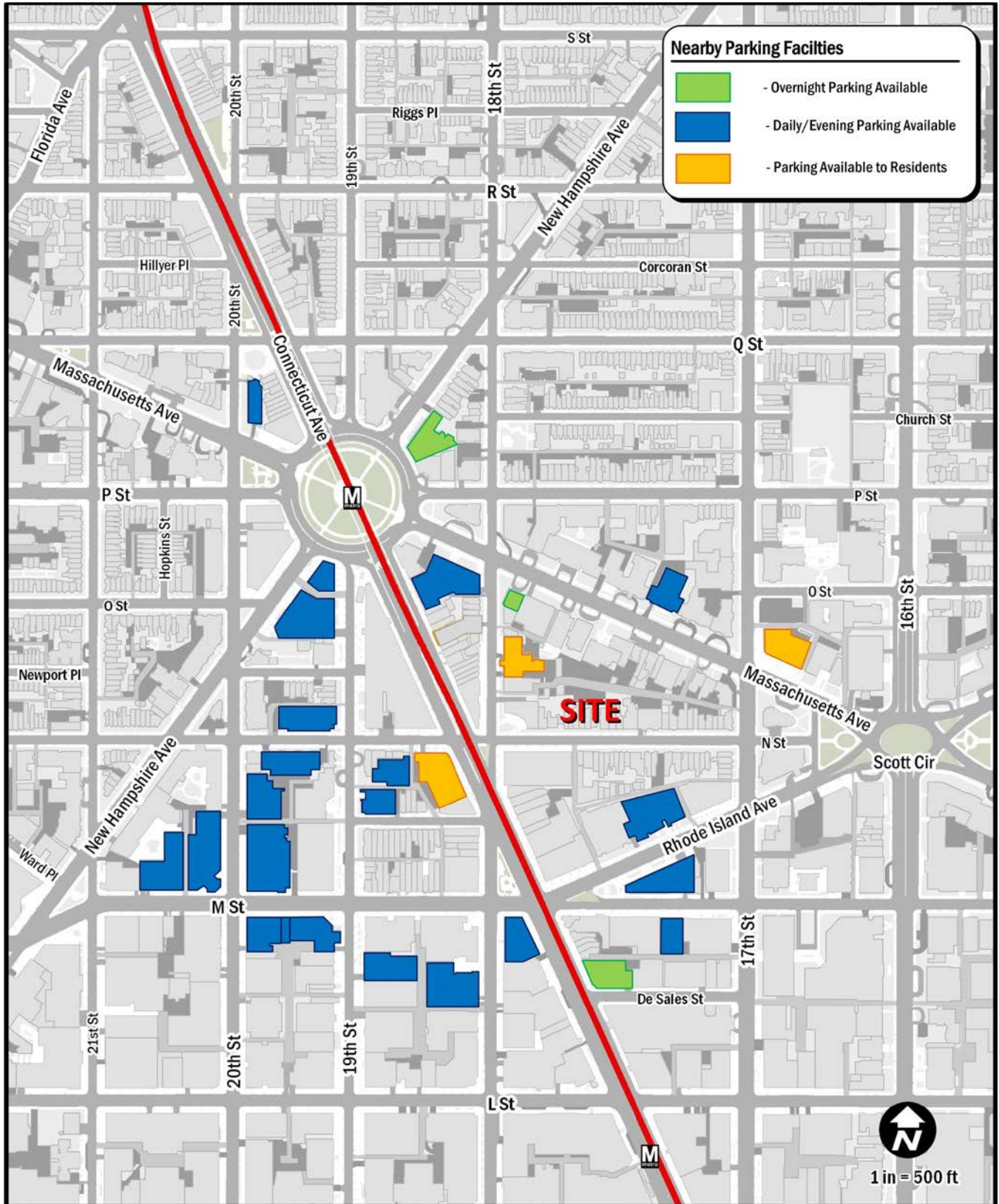


Figure 5: Nearby Parking Facilities

DESIGN REVIEW

This section provides an overview of the transportation features of the proposed development. The development program consists of adding a new rear wing to the existing 1745 N Street building, the newly expanded building would consist of 39 residential units in the expansion with a total of 70 residential units in the entire development. As such, under the Zoning Regulations, 15 spaces are required for the entire 70-unit residential development. Thirteen (13) parking spaces are planned along the rear of the property accessible via the alley from 17th Street. Loading will continue occurring via the alley or curbside along N Street as it does today since site constraints do not allow for on-site loading. Figure 6 displays the site access strategies, including pedestrian and vehicular access.

Site Access and Internal Circulation

Site Access

Primary pedestrian access for the existing uses will continue to be from N Street. Vehicles will access the 13 parking spaces via the existing alley from 17th Street and loading will continue to take place via the alley or curbside along N Street as it does today.

Parking

As mentioned previously, the project will provide 13 parking spaces on-site. According to the current zoning regulations and based upon the existing zoning of the site location, the development is required to provide one parking space for each four dwelling units in the building expansion (or 10 parking spaces for the 39 residential units). Five parking spaces are required for the historic structure. Based on these requirements the site would be required to provide a total 15 parking spaces for the entire residential development.

Although the development does not meet current zoning requirements, the development will realize much less parking demand than required under zoning. As such, the 13 parking spaces are projected to be adequate to serve the demands of the site due to the following various considerations:

- The Dupont Circle Metro and Farragut North Metro stations are located near the site, making transit an attractive option for residents.
- The site is served by 20 DC Circulator, Metrobus, and MetroExpress routes within walking distance of the site.
- Capital Bikeshare has four existing bike share locations near the site. The closest of which is approximately 650 feet from the site at the northwest corner of Rhode Island Avenue and 17th Street NW with six additional locations within walking distance from the site.
- Vehicle ownership among potential residents is anticipated to be minimal since developments such as the one proposed draw more urban-centered residents that do not own vehicles. Given the urban nature of the area, the number of residents expected to park on street in the site vicinity as opposed to utilizing mass transit or other non-auto modes is expected to be minimal.
- The applicant will incorporate 23 secure bicycle parking spaces for residents in a lower level bicycle storage room. In addition, two exterior bicycle racks (accommodating four bicycles) are planned along the N Street frontage of the property. The design of these spaces will reflect similar dimensions as currently incorporated in other development throughout the District.

- The site area has a walkability score of 99 as calculated by WalkScore.com. This categorizes the site and the surrounding areas as a “walker’s paradise.”

Given the urban nature of the site and its proximity to multiple non-auto modes of transportation, the site will adequately serve the vehicular needs of the development.

On-Street Parking

This section presents the findings of an on-street parking study, including full inventory of available parking spaces and a parking occupancy count within walking distance of the proposed development. The purpose of these counts was to determine the amount of parking supply and demand on streets within a walking distance of the site and to identify and trends or patterns associated with this parking demand.

Parking Inventory and Occupancy Counts

The on-street parking study was conducted across an area considered to be within walking distance of 1745 N Street. A map showing the study area block faces is shown in Figure 7. An inventory of available on-street parking facilities was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. A total of 602 parking spaces were inventoried within the study area. Of these, 93 are unrestricted spaces, 360 are metered spaces, 102 are Residential Permit Parking (RPP) spaces, and 47 are other spaces (including Diplomatic, Loading, Valet, and other spaces). While the RPP spaces were located north of the Massachusetts Avenue corridor, the metered spaces in the study area were the primary classification of parking spaces throughout the study area. Figure 4 shows a breakdown of the most predominant parking type by block face for the study area.

Parking occupancy data was collected on Tuesday, February 24, 2015 from 6:00 AM to 9:00 AM and from 5:00 PM to 10:00 PM to gather information on the parking occupancies of weekday morning and evening conditions when residents or visitors would most likely park on nearby streets. Table 3 gives a summary of the hourly utilization percentages for the weekday morning study period and Table 4 gives a summary of the hourly utilization percentages for the weekday evening study period. The number of available spaces decreases during the peak periods because there are 296 spaces that are restricted during the peak periods. These are primarily metered spaces (as well as some unrestricted and other spaces) along the 19th Street, Connecticut Avenue, 17th Street, Massachusetts Avenue, Rhode Island Avenue, and M Street corridors.

It was determined that the weekday AM parking peak occurs from 9:00 to 10:00 AM with an overall parking utilization of 92 percent (or 280 vehicles occupying the 306 available spaces) and the weekday PM parking peak occurs from 9:00 to 10:00 PM with a parking utilization of 86 percent (or 518 vehicles occupying the 602 available spaces). Table 5 gives a summary of the inventory and occupancy results for the peak hour. Figure 8 shows the parking utilization during the weekday morning peak and Figure 9 shows the parking utilization during the weekday evening peak.

Table 3: Weekday (Tuesday) Morning Hourly Utilization Percentages

	6AM	7AM	8AM	9AM
Occupancy	228	237	251	280
Total Spaces	602	306	306	306
Utilization	38%	77%	82%	92%

Table 4: Weekday (Tuesday) Evening Hourly Utilization Percentages

	5PM	6PM	7PM	8PM	9PM	10PM
Occupancy	256	309	454	514	518	487
Total Spaces	306	306	602	602	602	602
Utilization	84%	101%	75%	85%	86%	81%

Table 5: Peak Hour Inventory and Occupancy Summary

Space Type	Morning Peak Period (9-10 AM)				Evening Peak Period (9-10 PM)			
	Spaces	Occupancy	Utilization	Available	Spaces	Occupancy	Utilization	Available
RPP	102	95	93%	7	102	101	99%	1
Metered	185	176	95%	9	360	362	101%	-2
Unrestricted	10	7	70%	3	93	51	55%	42
Other	9	2	22%	7	47	4	9%	43
All On-Street Spaces	306	280	92%	26	602	518	86%	84

Parking utilization remained generally high throughout the morning and evening study periods. A reduction in the number of vehicles occupying spaces corresponded to the peak period parking restrictions during the morning and afternoon peak commuter hours. Spaces were noted to quickly fill once peak period parking restrictions were lifted with the peak parking occupancies during the PM study hours occurring during the hours after parking restrictions were lifted. The RPP spaces on the north side of Massachusetts Avenue as well as the metered spaces remained highly utilized throughout the study period. In addition, many of the unrestricted spaces noted in the PM peak hour act as primarily loading spaces (classified as “other”) throughout the remainder of the day, reverting to unrestricted parking later in the evening.

Loading

Zoning regulations require no loading facilities for the proposed residential units. Given absence of a loading requirement for the property and the constraints of the site, no formal space for on-site loading can be provided. However, loading for delivery vans and smaller trucks will be accommodated on street from N Street and/or from the alley as it does today. Temporary parking restrictions along N Street will be secured if necessary for move-in/move-out activities. Trash operations will be accommodated via the alley as it does today and will be rolled to the truck in the alley when trash contractors arrive for pick-up. Based on previous studies, it could be expected that the new project would not generate more than three to four (3-4) trucks per day. These are likely to be primarily delivery trucks such as FedEx and UPS, with some occasional residential move-in/out deliveries as well.

Bicycle Facilities

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. Based on these regulations the development would require 13 bicycle parking spaces for the new units (or 23 total bicycle parking spaces for the 70-unit total development). 23 secure bicycle parking spaces for residents will be provided in a bicycle storage room on the lower level of the development, satisfying this requirement. Two short-term bicycle racks (accommodating four bicycles) along the N Street frontage of the development site will also be provided.

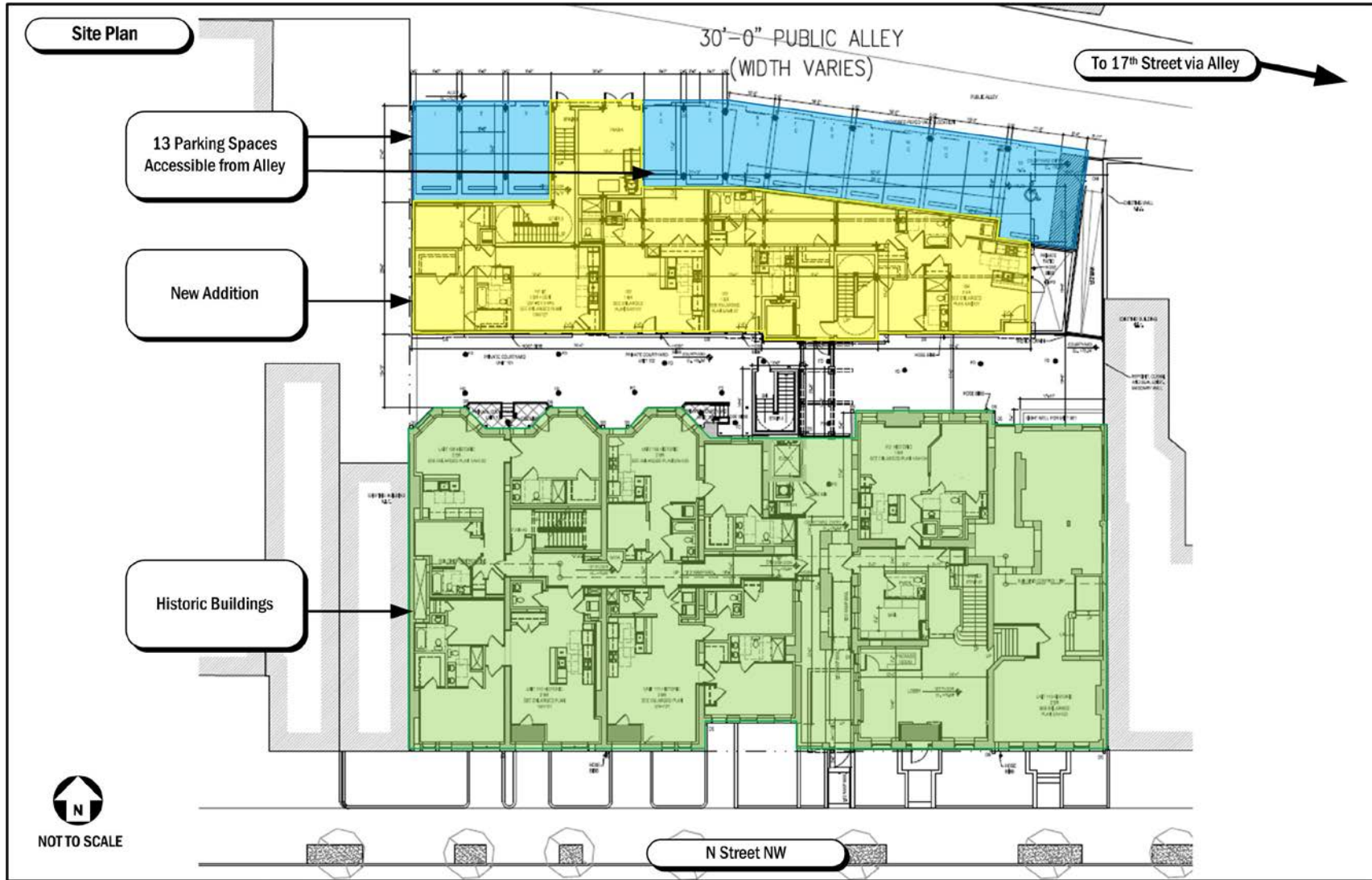


Figure 6: Site Access Plan

March 3, 2015

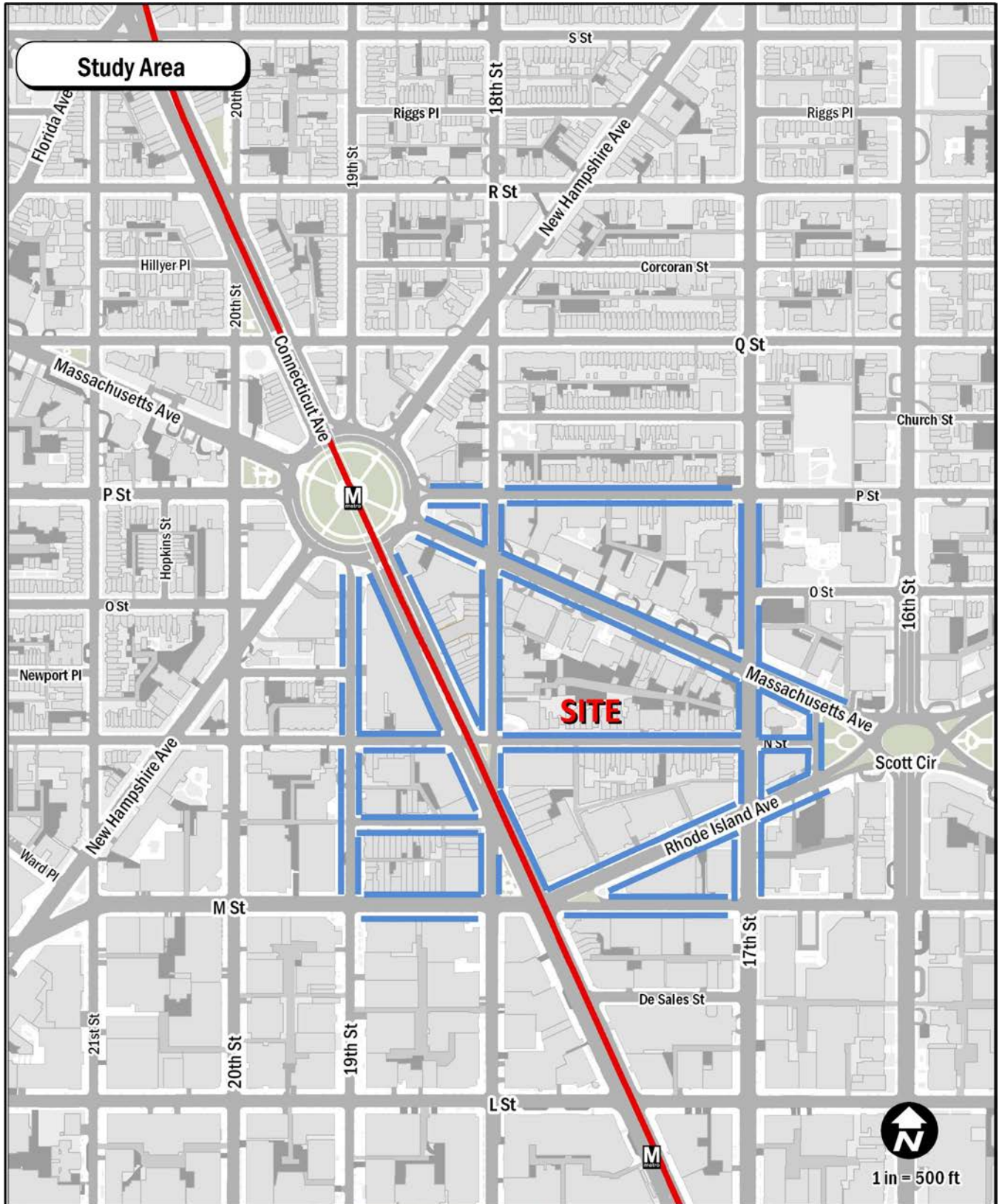


Figure 7: Parking Study Area

March 3, 2015

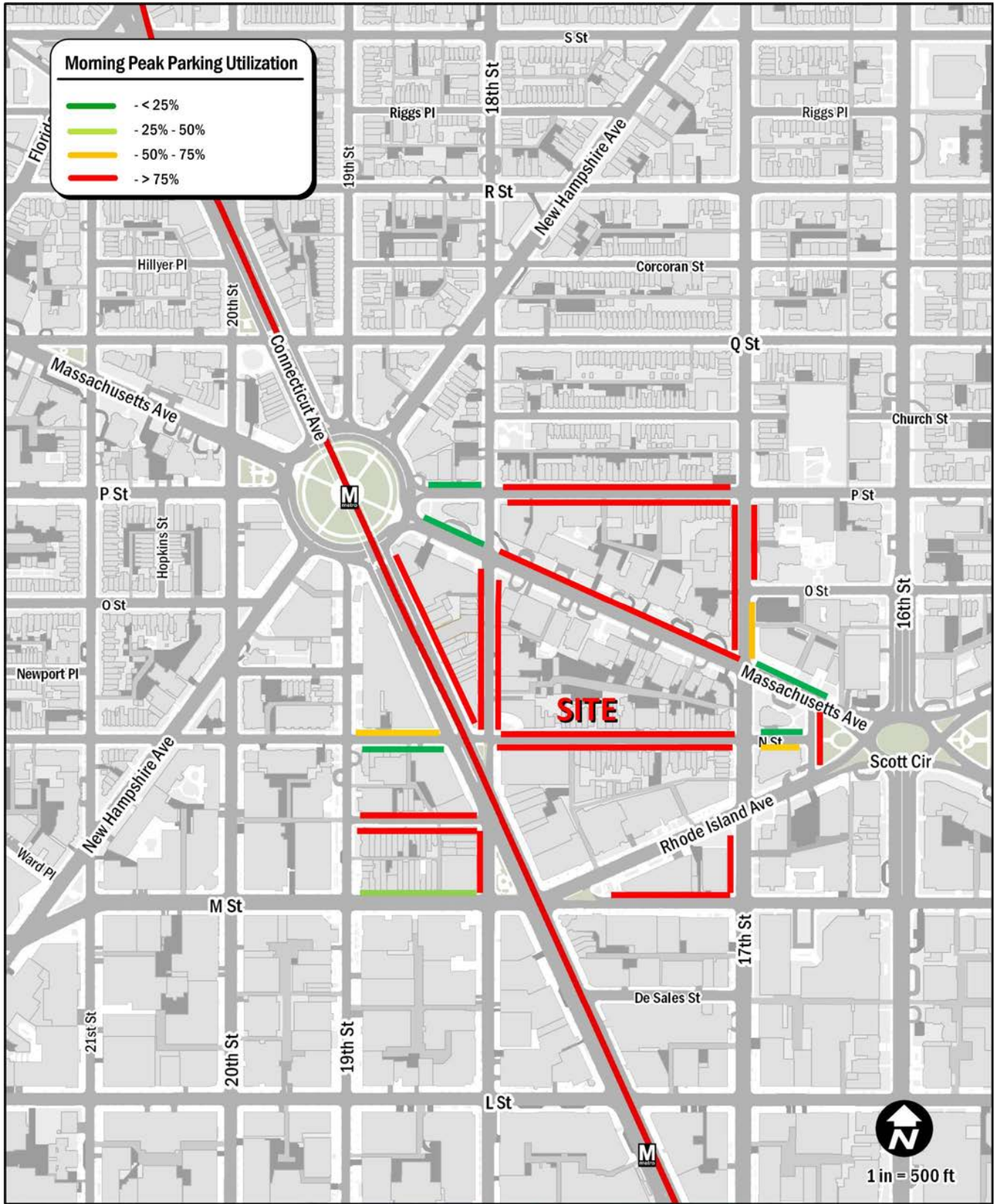


Figure 8: Weekday AM Peak Parking Utilization

March 3, 2015

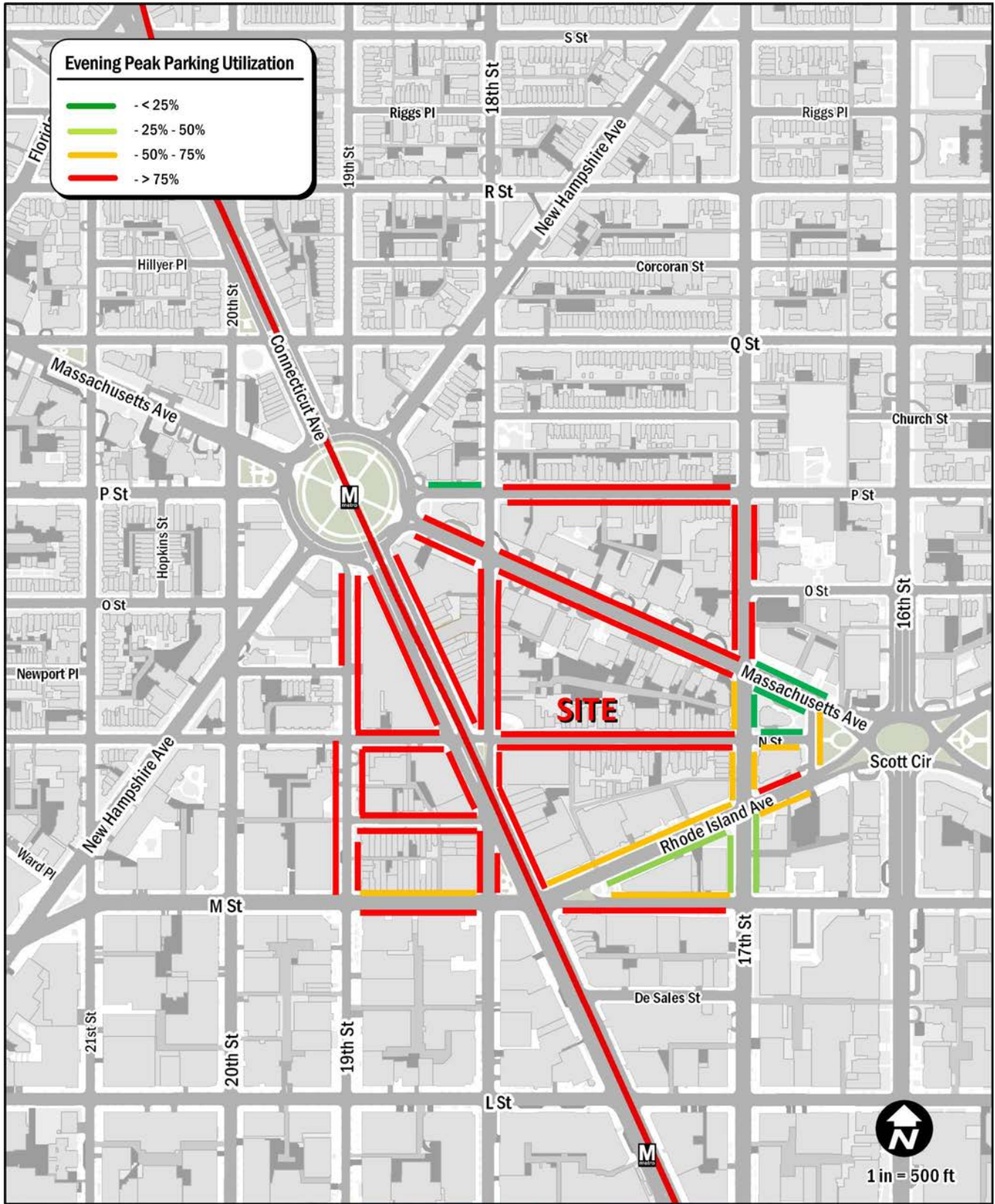


Figure 9: Weekday PM Peak Parking Utilization

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 primarily focuses on reducing the demand of single-occupancy private vehicles during peak period travel times. TDM plans implemented for private developments reduce the demand on public parking and contribution to traffic congestion by incentivizing usage of other modes of transportation. 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

The 1745 N Street development lends itself to a successful robust TDM program based on its location close to existing transit, the availability of nearby bikeshare and carshare facilities, the engaged neighborhood surrounding the development that allows for more walkable personal trips, and the nature of neighborhood tenants who tend to be younger and are looking for well-connected locales that do not rely on the need for an automobile. Based on the DDOT expectations for TDM programs, success with other TDM programs for similar development sites, and analyzing the specific attributes of the development site, the following outlines the proposed TDM plan for the 1745 N Street expansion:

- **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 and visitors 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 and trash activities are properly coordinated and do not impede the pedestrian, bicycle, or vehicular lanes adjacent to the development. The contact information for the TMC would be provided to DDOT/Zoning Enforcement with annual contact updates.
- **On-Site Services**
A TransitScreen will be installed in the residential lobby to keep residents and visitors informed on all available transportation choices and provide real-time transportation updates. In addition, the TMC will make printed materials related to local transportation alternatives available to residents upon request and at move-in for new residents.
- **Bicycle Amenities**
The Applicant will encourage all alternative transportation modes including bicycling. Bicycling will be promoted with the provision of 23 secure bicycle parking spaces for residents as well as four temporary bicycle parking spaces along N Street as described above. The marketing program will include brochures on bicycling in the District and for Capital Bikeshare.

March 3, 2015

Conclusions

This memorandum presents the findings of a parking and loading management plan for the 1745 N Street expansion. The proposed addition of rear wing to the historic building would contain 39 residential units, enlarging the existing development to 70 total residential units. The following conclusions were made regarding the 1745 N Street expansion:

- 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, it was determined that the parking supplied by the development will be adequate to serve the needs of residents.
- Based on an analysis of comparable residential units and an estimation of loading and trash activity for the development, it was determined that the amount of loading and trash activity expected to take place at the site will be adequately served along N Street or the alley as the site is served today.
- A TDM plan for the development will include the implementation of a TDM coordinator, on-site services, and bicycle amenities.