

EXHIBIT B



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MEMORANDUM

To: Lex Lefebvre, Rooney Properties

Cc: Jeffrey Utz, Goulston & Storrs

From: Jami L. Milanovich, P.E.
Jason J. Shetler, E.I.T

Date: October 9, 2015

Re: DRAFT Transportation Assessment
3701 New Hampshire Avenue (Square 3030, Lot 805)
Washington, DC

OVERVIEW

Rooney Properties (referenced herein as the Applicant) proposes to redevelop the property located at 3701 New Hampshire Avenue NW in Washington, DC. The subject site is located on Square 3030 (Lot 805) in Ward 4, as shown on Figure 1. The site is zoned C-3-A and is located in the Georgia Avenue Neighborhood Commercial overlay district. The Applicant proposes approximately 21 residential units and approximately 3,428 SF of ground floor retail space fronting New Hampshire Avenue and Rock Creek Church Road. The proposed site plan is shown on Figure 2. A full set of plans is included in Attachment A.

No parking is proposed in conjunction with the redevelopment. Pedestrian access to the site is proposed via an entrance on New Hampshire Avenue.

The proposed redevelopment will be located within close proximity to an abundance of non-auto transportation options. Most notably, the site is located approximately across New Hampshire Avenue from the Georgia Ave-Petworth Metro Station and is served by seven Metrobus routes. Other non-auto transportation options are available in the site vicinity, including nine car-sharing vehicles located within a ¼ mile of the site. One Capital Bikeshare station with fifteen docks is located across the street from the site.

As demonstrated herein, both national and regional trends show that auto ownership and auto travel have declined in recent years. In Washington, DC, the increased use of non-auto modes of travel is, in large part, due to the City's investment in a variety of transportation options. This investment, coupled with private entrepreneurial investment, has resulted in a comprehensive transportation system that is among the best in the nation. The Applicant's proposed, comprehensive Transportation Demand Management (TDM) plan will further enable the use of non-auto transportation modes.



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A formal scoping process was undertaken with the District Department of Transportation (DDOT) at the outset of the project to determine the scope and proposed methodologies of the study. The agreed upon scoping document is included in Attachment B.

PUBLIC INVESTMENT IN TRANSPORTATION

Over the years, the District has invested heavily in non-auto modes of transportation. As summarized below, these efforts have resulted in a world-class public transportation system and the first bikeshare program in North America.

Metrorail/Metrobus

Metro is the cornerstone of the District's transportation system. Since its opening in 1976, Metrorail has grown to 91 stations and 118 miles of track. Metrobus provides service 24 hours a day, seven days a week via 1,500 buses.

Metro operates the nation's second busiest heavy rail system behind only New York. In 2013, the average weekday ridership on all Metrorail lines was 725,770 passenger trips per day.¹ The annual ridership for 2013 was approximately 208,900,000 passenger trips.² Metro also operates the sixth largest bus system in the U.S.

In 2012, Metro began to implement Metro Forward, a six-year improvement program. The \$5 billion program will modernize Metro by renovating and rebuilding infrastructure (including track, railcars, and buses) and updating technology.

In addition, construction of Phase 1 of a 23.1 mile extension of the Metrorail system, known as the Silver Line, opened on July 26, 2014. Phase 1 of the extension extends rail service from the existing Orange Line in Falls Church west through Tysons to Reston. The expanded Metrorail system provides another option for residents in the western suburbs who commute to the District, and for residents of the District to access more of the region. Phase 2 of the extension is predicted to open in 2018 and will extend the Silver line to Dulles International Airport and eastern Loudoun County.

While the Metro system has been the cornerstone of the District's transportation system, several years ago, the District undertook a study to identified gaps in transit and identified ways to enhance the City's public transportation options and to better meet the needs of its residents. As a result of that effort, DDOT began focusing, in part, on expanding transit service in the form of the DC Circulator and streetcar.

¹ http://www.wmata.com/pdfs/planning/FY12_Historical_Ridership_By_Station.pdf

² http://www.wmata.com/about_metro/scorecard/documents/Vital_Signs_CY_2013.pdf



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DC Circulator

The DC Circulator is the result of a public-private partnership between DDOT, WMATA, and DC Surface Transit, Inc. Begun in 2005, the DC Circulator provides efficient, low-cost transportation options by providing 10 minute headways and \$1 fares. In June 2015, DC Circulator added a new route that connects passengers to key attractions on and around the National Mall. The route consists of 15 stops, beginning at Union Station, traveling along Louisiana Avenue and looping around the Mall. The six existing Circulator routes link the District's neighborhoods and Rosslyn, VA to downtown. In 2013, ridership on the five Circulator routes, excluding the new National Mall route, exceeded 5.5 million passengers.³

DC Streetcar

The planned streetcar system will serve 150,000 people daily and will stretch 37 miles.⁴ The first phase of the streetcar system, the H/Benning Road Line has completed construction and is in the final phase of testing before passenger service can begin. The H/Benning Road Line will provide direct service to Union Station to the west (providing access to Metro's Red Line) and will terminate at Benning Road/Oklahoma Avenue to the east. Ultimately, the H/Benning Road Line will be just one piece of the overall One City Line that will traverse the city east to west from beyond the Anacostia to the Georgetown waterfront.

Bicycling

The District also has made great strides in promoting and facilitating bicycling as an emergent mode of transportation. Today, the District has 69 miles of bicycle lanes, 56 miles of trails, and six miles of cycletracks.⁵

In 2008, DC became the first city in North America to implement a bikesharing system. The system initially began as SmartBike DC with just 120 bicycles at 10 stations in the District. In 2010, the District joined forces with Arlington County and launched Capital Bikeshare, which has grown to 3,000 bicycles at 353 stations in Washington, DC, Arlington and Alexandria, VA, and Montgomery County, MD.⁶ Another 58 stations, 40 of which will be in the District, are planned for the fall of this year.

³ DC Circulator. 2013 Ridership. <http://circulatordashboard.dc.gov/cirdashboard/#Ridership/StartDate=9/6/2013EndDate=2/6/2014PubDate=2/6/2014>.

⁴ Sustainability DC – Sustainable DC Plan, http://sustainable.dc.gov/sites/default/files/dc/sites/sustainable/page_content/attachments/DCS-008%20Report%20508.3j.pdf.

⁵ <http://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/BikeFactSheet%20year%20end%202014%20r4.pdf>

⁶ <http://capitalbikeshare.com/about>

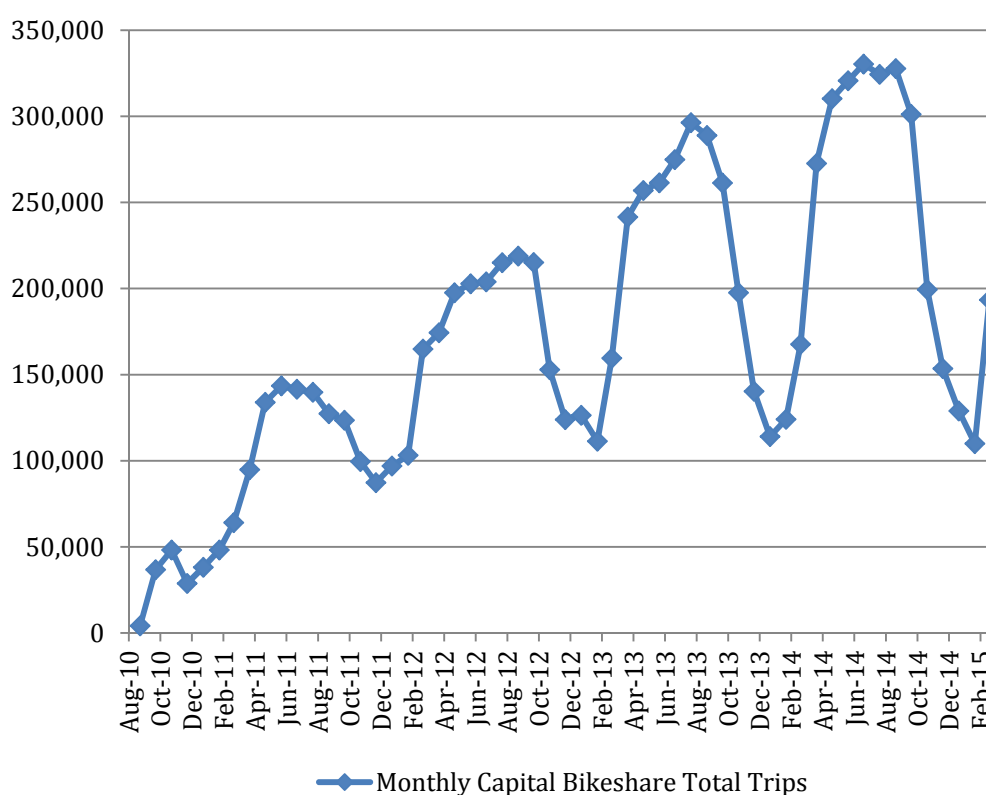


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As a result of the District's investment in bikeshare, the number of annual members has increased steadily, with 27,600 annual members in October 2014.⁷ The number of trips taken using Capital Bikeshare also has increased, with expected seasonal declines during the winter. As shown on Chart 1, the number of Capital Bikeshare trips reached a peak in July 2014 with 330,309 trips for the month.

Chart 1
Monthly Capital Bikeshare Trips⁸



According to a 2014 survey of Capital Bikeshare members, the average driving reduction among respondents was 158 miles per year, which when extrapolated to all annual members, yields a reduction of 4.4 million vehicle miles per year.⁹

⁷ 2014 Capital Bikeshare Member Survey Report. LDA Consulting, April 3, 2015.

⁸ <http://capitalbikeshare.com/about>

⁹ 2014 Capital Bikeshare Member Survey Report. LDA Consulting, April 3, 2015.



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Forty percent of the members surveyed indicated that they do not have a personal vehicle. Approximately six percent of those surveyed indicated that they sold a car since joining Capital Bikeshare and that bikeshare was a factor in their decision.¹⁰

PRIVATE INVESTMENT IN TRANSPORTATION

Washington, DC also has seen significant investment in private transportation options. Perhaps most significant is the advent of car-sharing services in the District. Car-sharing was first introduced in the District in 2001 when Flexcar was awarded a contract from WMATA to establish and operate a car-sharing operation at select Metro stations. Since then, DDOT has encouraged the growth of car sharing. In 2005, DDOT reserved over 80 curbside parking spaces for car-sharing vehicles. More recently, DDOT granted a permit that allows Car2Go vehicles to park in any legal space in the City.¹¹ Currently, three car-sharing companies provide service in the District.

An online survey of the nation's leading car-sharing providers conducted in 2008 revealed that auto ownership decreased from 0.47 vehicles per household before joining car-sharing to 0.24 vehicles per household after joining car-sharing (a reduction of nearly 50 percent).¹² Importantly, 80 percent of those surveyed did not own any vehicles after joining car-sharing.¹³

Additional transportation options continue to emerge. One such option is Uber, which is a private on-demand car service offered in the Washington, DC area. Four types of services are available: 1) a traditional taxi-like Black Car service, 2) a similar service that operates with SUV livery, 3) non-taxi ridesharing called UberX that is operated by private drivers, and 4) traditional taxi service booked through Uber. The service is available via a mobile app, text message, or the internet, which allows anyone to request a ride. Customers can track their car's location via the app. The customer's credit card on file is then charged after the ride and a receipt detailing the trip is sent through email. Uber's pricing is similar to metered taxis. If the Uber car is traveling at a speed greater than 11 mph, the price is calculated on a distance basis. Otherwise, the price is calculated on a time basis. Similar services, such as Lyft and Sidecar also operate in the District.

¹⁰ Ibid.

¹¹ Chavez, Nicole. "Car-sharing picks up speed in D.C." *The Washington Post*. August 11, 2013. *The Washington Post*. Web. February 26, 2014.

¹² Martin, Elliot and Susan Shaheen. "The Impact of Carsharing on Household Vehicle Ownership." *Access* 38. Spring (2011): 23-27. University of California Transportation Center Web. February 26, 2014.

¹³ Ibid.



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TRANSPORTATION OPTIONS FOR THE PROJECT

The subject site is well-situated to capitalize on the public and private transportation investments that have been made in the District. As described below, the site is well served by both Metrorail and Metrobus and is proximate to car-sharing services and Capital Bikeshare. Additionally, pedestrian and bicycle amenities make the area pedestrian and bicycle friendly.

Metrorail Service/Facilities

As shown on Figure 3, the site is located in close proximity to the Georgia Avenue -Petworth Metro Station. The entrance to the station is located directly across New Hampshire Avenue from the site.

The Georgia Ave-Petworth Metro Station provides service to Metro's Green and Yellow Lines, which provide direct service to Red Line at Gallery Place – Chinatown Metro Station to the south and the Fort Totten Metro Station to the north and the Blue, Orange, and Silver Lines at the L'Enfant Plaza Metro Station. Table 1 presents the minimum, maximum, and average headways for Metrorail routes in the site vicinity.

Table 1
Metrorail Headways (in minutes)

HEADWAY	NORTHBOUND			SOUTHBOUND		
	AM Peak Period 5:00 AM – 9:30 AM	Midday Period 9:30 AM – 3:00 PM	PM Peak Period 3:00 PM – 7:00 PM	AM Peak Period 5:00 AM – 9:30 AM	Midday Period 9:30 AM – 3:00 PM	PM Peak Period 3:00 PM – 7:00 PM
GREEN LINE (GEORGIA AVE-PETWORTH METRO STATION)						
Min	0:06	0:12	0:06	0:06	0:12	0:06
Max	0:06	0:12	0:06	0:06	0:12	0:06
Avg	0:06	0:12	0:06	0:06	0:12	0:06
YELLOW LINE (GEORGIA AVE-PETWORTH METRO STATION)						
Min	0:06	0:12	0:06	0:06	0:12	0:06
Max	0:06	0:12	0:06	0:06	0:12	0:06
Avg	0:06	0:12	0:06	0:06	0:12	0:06



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Bus Service/Facilities

The Washington Metropolitan Area Transit Authority (WMATA) currently provides extensive public bus service in the site vicinity. Seven Metrobus lines provide service with stops located within ¼ mile of the site. The Georgia Avenue-7th Street Line (Route 70), Georgia Avenue MetroExtra Line (Route 79), Takoma-Petworth Lines (Routes 62 and 63), Fort Totten-Petworth Lines (Routes 60 and 64), and Park Road-Brookland Line (Route H8) have stops at the Georgia Ave-Petworth Metro Station.

Figure 3 displays the bus routes that service the area surrounding the site and Table 2 presents the minimum, maximum, and average headways for Metrobus routes in the site vicinity.

Table 2
Metrobus Headways (in minutes)

HEADWAY	NORTHBOUND/WESTBOUND			SOUTHBOUND/EASTBOUND		
	AM Peak Period	Midday Period	PM Peak Period	AM Peak Period	Midday Period	PM Peak Period
	7:00 AM – 10:00 AM	10:00 AM – 4:00 PM	4:00 PM – 7:00 PM	7:00 AM – 10:00 AM	10:00 AM – 4:00 PM	4:00 PM – 7:00 PM
FORT TOTTEN – PETWORTH LINES (60, 64)						
Min	0:02	0:00	0:00	0:01	0:01	0:00
Max	0:16	0:20	0:17	0:18	0:20	0:18
Avg	0:09	0:12	0:08	0:09	0:13	0:09
TAKOMA – PETWORTH LINES (62, 63)						
Min	0:10	0:09	0:09	0:08	0:02	0:10
Max	0:22	0:16	0:14	0:15	0:19	0:15
Avg	0:14	0:14	0:11	0:11	0:14	0:12
GEORGIA AVENUE METROEXTRA LINE (79)						
Min	0:12	0:10	N/A	0:09	0:10	N/A
Max	0:12	0:12	N/A	0:12	0:12	N/A
Avg	0:12	0:11	N/A	0:11	0:11	N/A
PARK ROAD – BROOKLAND LINE (H8)						
Min	0:12	0:14	0:13	0:12	0:11	0:13
Max	0:24	0:26	0:15	0:20	0:25	0:23
Avg	0:15	0:23	0:14	0:16	0:22	0:15
GEORGIA AVENUE – 7TH STREET LINE (70)*						
Min	0:12	0:12	0:12	0:12	0:12	0:12
Max	0:12	0:12	0:12	0:12	0:12	0:12
Avg	0:12	0:12	0:12	0:12	0:12	0:12
* Georgia Avenue – 7 th Street Line (70) departs every 12 minutes from 7:00 AM to 7:00 PM.						



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Car-Sharing Services

Three car-sharing providers currently operate in the District. Zipcar requires a \$25 application fee and members can choose from four plans: occasional driving plan - \$70 per year (pay as you go based on the standard hourly or daily rate), monthly plan - \$7 per month (pay as you go based on the standard hourly or daily rate), 10/10 plan - \$10 per month and receive \$10 in free driving every month (pay as you go based on a discounted hourly or daily rate), and the works - \$10 per month and receive one free day on a three day weekend rental with Budget. Cars must be returned to the same designated parking spaces from which they were picked up. Eight Zipcars are located within ¼ mile of the site, as shown on Figure 3. The nearest Zipcars to the site are located at 3801 Georgia Avenue NW.

Car2Go requires a one-time \$35 application fee. No reservation is required and car usage is charged by the minute, with hourly and daily maximum fees. Unlike Zipcar, a Car2Go vehicle does not have to be returned to its original location; a Car2Go vehicle can be parked in any unrestricted curbside parking space, in any metered/paystation curbside parking space (without paying meter/paystation fees), or in any residential permit parking space. Car2Go currently has 500 vehicles in the District.

Enterprise CarShare has a \$40 annual membership fee. Cars can be reserved by the hour or day (hourly and daily fees are charged per usage). In the District, cars must be returned to their original location. Currently, no Enterprise CarShare vehicles are located within ¼ mile of the site.

Capital Bikeshare

Capital Bikeshare is an automated bicycle rental or bicycle sharing program that provides over 3,000 bicycles at 353 stations across Washington, DC, Maryland, and Virginia.

Membership, which is required to use Capital Bikeshare, includes four options for joining: 24 hours (\$8), three days (\$17), 30 days (\$28), or one year (\$85). The first 30 minutes of use are free; users then are charged a usage fee for each additional 30-minute period. Bicycles can be returned to any station with an available dock.

The closest Bikeshare station is located on the southwestern corner of the New Hampshire Avenue/Georgia Avenue/Rock Creek Church Road intersection. The station includes 15 docks. The location is shown on Figure 3.

Bicycle Facilities

Several dedicated bicycle lanes exist in the vicinity of the subject site. Dedicated bicycle lanes are provided on 7th Street and Warder Street on the east side of the roadway for northbound bicycle traffic and on 5th Street and Park Place for southbound bicycle traffic.



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Dedicated bicycle lanes are provided on Rock Creek Church Road east of 5th Street for northbound and southbound bicycle traffic.

The District of Columbia Bicycle Master Plan¹⁴ (the Bicycle Plan) seeks to create a more bicycle-friendly city by establishing high-quality bicycle facilities and programs that are safe and convenient.

The Bicycle Plan provides bicycle levels of service (BLOS) for roadways in the District where bicycles share the road with vehicles. The Bicycle Plan also reports the number of bicycle crashes that occurred between 2000 and 2002.

Finally, the Bicycle Plan identifies areas and corridors that are barriers to cyclists. These barriers include “freeways, railroad and highway grade separations, neighborhoods with heavy traffic, and other impediments to bicycle travel.” No barrier areas or corridors identified in the Bicycle Plan fall within the study area.

Bicycle facilities and likely biking routes to the Metro Station, nearest bus stops within a ¼ mile of the site, and key generators in the site vicinity are shown on Figure 4. As shown, a variety of amenities, including grocery stores, pharmacies, banks, convenience stores, and restaurants are located within biking distance of the site.

Figure 4 also shows the BLOS for roadways in the study area and the reported bicycle crashes in the study area, per the Bicycle Plan.

Pedestrian Facilities

Improvements to the pedestrian infrastructure at the New Hampshire Avenue/Georgia Avenue/Rock Creek Church Road intersection were recently made as part of DDOT’s Middle Georgia Avenue/Petworth Transportation and Streetscape Improvements initiative.¹⁵ Improvements included thermoplastic treatment for the center of the intersection and special pavement treatment on the crosswalks. The crosswalks were improved as part of a community request to emphasize each crossing at the unusually-configured intersection to help improve pedestrian safety.

The primary path to the Georgia Ave-Petworth Metro Station entrance from the site is shown on Figure 5. Sidewalks are present along the route from the proposed project to the Metro station entrance, as shown on Figure 5.

¹⁴ District of Columbia Bicycle Master Plan, District Department of Transportation, April 2005, [<http://ddot.dc.gov/DC/DDOT/On+Your+Street/Bicycles+and+Pedestrians/Bicycles/Bicycle+Master+Plan/DC+Bicycle+Master+Plan+-+April+2005>].

¹⁵ Middle Georgia Avenue/Petworth Transportation & Streetscape Improvements, August 2007, [<https://comp.ddot.dc.gov/Documents/Middle%20Georgia%20Avenue-Petworth%20Transportation%20and%20Streetscape%20Improvements.pdf>].



Figure 5 also shows likely walking routes to the variety of amenities near the site. As shown, a grocery store, pharmacy, bank, convenience stores, and restaurants are located within walking distance of the site.

DDOT's Design and Engineering Manual (DEM) outlines various requirements for pedestrian facilities. Specifically, the following requirements were assessed at the New Hampshire Avenue/Georgia Avenue/Rock Creek Church Road intersection:

- Section 43.3.1 (Size and Dimension of Pavement Markings): Crosswalks shall be 10 feet wide on local streets, 15 feet wide on collector streets, and 20 feet wide on major arterials, unless otherwise noted.
- Section 43.7 (Crosswalks): High visibility crosswalks are required at all uncontrolled crosswalks and all crosswalks (including signalized or stop-controlled crosswalks) leading to a block with a school, within a designated school zone area, along a designated school walking route, or on blocks adjacent to a Metro station.
- Section 43.7 (Crosswalks): Handicap ramps must be included within a crosswalk at all times. Handicap ramps must be installed in pairs of two, one for each pedestrian travel direction. Any corner and/or mid-block crosswalk having handicap ramps [sic].
- Section 39.2.4 (Pedestrian Safety): All handicap ramps shall be located within the crosswalk. At least one of the ramp's side flares must align, as close as possible to the back edge line of the crosswalks. Handicap ramps must be installed for each travel direction at a corner.
- Section 29.5 (Curb Ramps): Detectable warning surfaces shall extend 24 inches minimum in the direction of travel and the full width of the curb ramp (exclusive of flares), the landing, or the blended transition.

Existing pedestrian infrastructure at the New Hampshire Avenue/Georgia Avenue/Rock Creek Church Road intersection has been analyzed to identify infrastructure deficiencies. The intersection meets all pedestrian facility requirements per the DDOT DEM.



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TRANSPORTATION DEMAND MANAGEMENT

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by Transportation Demand Management (TDM) plans implemented by those in the private sector. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

TDM measures have proven to be effective in reducing vehicle travel and parking demand. As indicated in Arlington County's Residential Building Performance Monitoring Study, vehicle ownership has decreased in residential projects where TDM measures were employed.¹⁶ Additionally, Wells + Associates' own experience in the Washington, DC metropolitan area shows that TDM plans reduce the number of vehicle trips generated by developments with TDM plans. Several projects were reviewed in order to determine the effectiveness of TDM plan in reducing vehicular trip generation. Table 3 summarizes the characteristics of each project.

Table 3
Effectiveness of TDM Plans
Project Characteristics

PROJECT	LOCATION	DISTANCE TO METRO	DEVELOPMENT PROGRAM [†]
Square 54	Northwest DC, across from Foggy Bottom Metro	350'	335 Apartments 439,600 SF Office 69,157 SF Retail
Mosaic District	Fairfax, VA (Merrifield)	0.7 miles	749 Apartments 150,000 SF Office
The Reserve	Tysons, VA	1.75 miles [‡]	478 Apartments
The Ridgewood	Fairfax, VA	> 4 miles	483 Apartments
[†] Development program listed reflects occupancy at the time annual monitoring reports were complete.			
[‡] Monitoring study was conducted pre-Silver Line.			

¹⁶ Residential Building Performance Monitoring Study, Arlington County Commuter Services, September 2013.



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Each project is required to conduct an annual monitoring report to determine either the peak hour trip generation for the site or the percentage of non-single occupant vehicle (SOV) trips made to/from the site. A summary of each project's trip generation or non-SOV goals compared to the actual trip reduction achieved is provided in Table 4. As shown in Table 4, each project exceeds the goal set forth for the project.

Table 4
Effectiveness of TDM Plans
Summary of Goals vs. Actual Reduction

PROJECT	GOAL	ACHIEVEMENT	MONITORING YEAR
Square 54	60% AM/PM peak hour trip reduction	70% AM peak hour; 82% PM peak hour	September 2014
Mosaic District	30%/20% residential/office peak hour trip reduction	51% residential 51% office	October 2014
The Reserve	20% non-SOV	33% non-SOV	January 2014
The Ridgewood	20% PM peak hour trip reduction	46% PM peak hour	November 2013

The Square 54 project is located adjacent to the Foggy Bottom Metro Station. As such, it is not possible to discern what portion of the trip reduction is attributable to its location next to the metro station and what portion of the trip reduction is attributable to the TDM plan. Additionally, the project is located on the George Washington University campus and, as such, potentially has a substantial number of student tenants in the residential portion of the project. The student tenants potentially are contributing to the high non-auto trip generation of the residential component. However, it also should be noted that the garage that service both the residential and office components of the project also is open to public parking. As a result, the overall trip generation for the site likely contains some portion of trips not directly associated with the Square 54 development. In any case, the project has much higher rates of trip reduction than the goal.

The other examples are located further from Metro. Mosaic District is approximately $\frac{3}{4}$ mile from the Dunn Loring Metro Station and the remaining projects are located more than one mile from the nearest metro station. As a result, the reduction achieved is more directly attributable to the implementation of the TDM and not by virtue of simply being located next to a Metro Station.



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While the location of the proposed redevelopment proximate to the Georgia Avenue-Petworth Metro Station and other transportation options will naturally encourage the use of non-auto modes of transportation, the Applicant also has developed a TDM plan with strategies to limit the need for vehicles at the proposed residential building. Specifically, the TDM plan would include:

- 1) Designate a member of the property management team as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.
- 2) Provide information on and/or links to current transportation programs and services on the property management website. Such programs and services may include:
 - Capital Bikeshare,
 - Car-sharing services,
 - Uber,
 - Ridescout,
 - DDOT's DC Bicycle Map,
 - goDCgo.com,
 - WMATA,
 - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters,
 - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency, and
 - Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.
- 3) Provide an electronic display in a common, shared space in the building, which will include public transit information such as nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the number of bicycles available at each location.
- 4) Provide convenient, covered, and secure bike parking facilities. A bicycle storage room will be provided in the lower level of the building with storage for approximately sixteen bicycles, as shown on Figure 6B.



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- 5) Provide a bicycle repair facility in the lower level of the building.
- 6) Provide a one time, one year Capital Bikeshare membership for all new residents for the first three years the project is open.
- 7) Provide a one time, one year car share membership for all new residents for the first three years the project is open.
- 8) Provide a \$25 SmarTrip card for all new residents for the first three years the project is open.
- 9) Host an annual bicycle training event conducted by the Washington Area Bicycle Association or similar organization for residents, provided there is sufficient demand.
- 10) Maintain a current list of neighborhood retail, services, and amenities and publish the list on the property management website.

ANALYSIS OF RESIDENTIAL MODE SPLIT TRENDS

Regional Trends

Washington, DC currently has the second highest rate of households without cars of all major U.S. cities (second only to New York).¹⁷ In fact, in 2012, 37.9 percent of households in Washington, DC did not have a car, an increase of 2.4 percent since 2007 (the third highest rate of increase among major U.S. Cities).¹⁸

Another recent study evaluated changing travel patterns in urbanized areas in the United States. The study found that in the Washington, DC area, driving has decreased and non-auto travel has increased. Specifically:

- The percentage of workers commuting to work by private vehicle decreased by 4.7 percent from 2000 to 2007-2011 in the Washington, DC urban area (note that the 2007-2011 data was taken from the five year estimates from the American Community Survey while the 2000 data was taken from the 2000 U.S. Census),
- The number of vehicle miles traveled per capita decreased by 4.9 percent in the Washington, DC urban area between 2006 and 2011, and

¹⁷ Has Motorization in the U.S. Peaked? Part 4: Households without a Light-Duty Vehicle, Michael Sivak, University of Michigan Transportation Research Institute, January 2014.

¹⁸ Ibid.



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- The number of passenger miles traveled on transit per capita increased by 7.0 percent in the Washington, DC urban area between 2005 and 2010.¹⁹

Additionally, bicycling in the District increased by an estimated 82 percent between 2005 and 2011²⁰ and increased 30 percent from 2012 to 2013.²¹

The trend toward decreasing auto ownership and increasing use of non-auto modes of transportation in the region is further substantiated by Arlington County's recently published Residential Building Performance Monitoring Study.²² The study is a compilation of 16 performance monitoring studies conducted to gather information about travel and parking behaviors in residential buildings where TDM services are provided by Arlington County Commuter Services. While some of the underlying conditions in the study differ from those in the District, it does illustrate some general trends relating to auto ownership. For example:

- Auto ownership for apartments and condos in Metro corridors were substantially lower than in non-metro corridors,
- Vehicle ownership decreased as the Transit Score increased,
- Vehicle ownership decreased as the number of spaces provided decreased,
- Vehicle ownership decreased as the cost of parking increased, and
- The percentage of residents who walked and biked increased when information on walking and biking was provided and when bicycle parking was provided.

National Trends

A recent study conducted to determine the changing characteristics of the transportation systems in America presents several indications of a decrease in vehicle usage in recent years.²³ The information further substantiates the notion that fewer trips will be made via personal vehicles, car ownership will be lower, and that the recent trends indicate an increase in non-auto transportation modes (i.e. public transit, bicycling, etc.).

The statistics include:

¹⁹ Transportation in Transition. A Look at Changing Travel Patterns in America's Biggest Cities. U.S. PIRG Education Fund and Frontier Group, December 2013.

²⁰ LaFrance, Adrienne. "In Washington, Options Open Up for Commuting on Two Wheels." *The Washington Post*. Updated March 1, 2014. *The Washington Post*. Web. March 3, 2014.

²¹ Tregoning, Harriet. "Transportation and Cities of the Future." Transportation Research Board 93rd Annual Meeting, Washington Hilton, Washington, DC, January 15, 2014. Presentation.

²² Residential Building Performance Monitoring Study, Arlington County Commuter Services, September 2013.

²³ 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.



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- From 2001 to 2009, the annual number of vehicle-miles traveled by 16 to 34 year-olds decreased from 10,300 miles to 7,900 miles per capita, a drop of 23 percent.
- Among people between 30 and 34 years of age, per-capita driving fell by 17 percent from 2001 to 2009.
- In 2011, the percentage of 16 to 24 year-olds with a driver's license dropped to 67 percent, the lowest percentage since 1963.
- In 2009, 16 to 34 year-olds as a whole took 24 percent more total bike trips than they took in 2001, despite the age group shrinking in size by two percent.
- From 2001 to 2009, the number of passenger-miles traveled per capita by 16 to 34 year-olds on public transit increased by 40 percent.
- In 2011, nearly ten percent more trips were made via public transportation than had been made in 2005. This growth continued into 2012, despite reduced services and increased fares in many locations.
- The number of bicycle commuters increased by 39 percent between 2005 and 2011.
- Between 2005 and 2009, the number of people making their commute on foot increased by 20 percent.
- 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.

In addition to the regional and national trends that support a shift toward non-auto transportation options and reduced auto ownership, the Right Size Parking Project in King County, Washington analyzed parking utilization rates of 208 multi-family residential sites.²⁴ The study correlated parking utilization with 100 factors, including urban form (e.g. suburban, urban, or CBD), transit access, walk score, and parking supply to name a few. The study authors found that the data suggests “lower auto ownership households often self-select locations that can support their transportation needs without a private vehicle.” That is, sites within the CBD had lower parking utilization rates than urban sites and both CBD sites and urban sites had lower parking utilization rates than suburban sites. This, despite the fact that the parking supply provided for each urban form exceeded the parking demand.

The study also found that parking utilization at sites with high transit access was 47 percent lower than parking utilization at sites with low transit access and 32 percent lower than parking utilization rates at sites with moderate transit access. The proposed project undoubtedly has high transit access. The site is located immediately across the street from the Georgia Ave-Petworth Metro Station and is served by seven Metrobus routes. The

²⁴ Rowe, Daniel, et. al. “Do Land Use, Transit, and Walk Access Affect Residential Parking Demand?” *ITE Journal* 83.2 (2013): pp. 24-28. Print.



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average rail headways for the Yellow and Green lines is six minutes during the peak hours. The average headways for the bus routes that serve the site are less than 15 minutes during peak times.

The study also found that parking utilization decreased as Walk Score increased. The Walk Score for the subject site is 92 out of 100 and is considered by Walkscore.com as a “walkers’ paradise.”

Importantly, the study also found that “higher supply of parking appears to consistently correlate with greater parking demand.” This finding also is consistent with the Arlington County study, which found that vehicle ownership in residential projects in the County decreased as the number of spaces provided decreased.²⁵

SITE EVALUATION

Site Trip Generation

The total number of trips generated by the proposed redevelopment would be comprised of vehicular trips and non-auto trips (i.e., walk, bike, transit, etc.).

Based on rates/equations contained within the Institute of Transportation Engineers’ (ITE) Trip Generation (9th Edition) Land Use Code (LUC) 230 (Townhouse Condominium) and LUC 820 (Retail), the proposed redevelopment is anticipated to generate 19 total AM peak hour trips (all modes) and 32 total PM peak hour trips (all modes).

However, due to the project’s lack of parking on-site, the proposed TDM plan, and the project’s proximity to transit facilities and amenities within walking/biking distance, the vast majority of trips generated by the proposed redevelopment would be made via non-auto modes of transportation.

A 70 percent non-auto mode split was applied to the residential land use, in accordance with the preliminary scoping coordination with DDOT. The non-auto mode split for the retail use was conservatively estimated to be 50 percent based on the neighborhood serving nature of the proposed retail use and the numerous alternative transportation modes near the subject site, also in accordance with the preliminary scoping coordination with DDOT.

As shown in Table 5, after the non-auto reductions were applied, the proposed redevelopment is anticipated to generate just seven new AM peak hour vehicle trips and just twelve new PM peak hour vehicle trips. As such, it is expected that the minimal number of

²⁵ Residential Building Performance Monitoring Study, Arlington County Commuter Services, September 2013.



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new vehicle trips anticipated to be generated by the proposed redevelopment would not have a significant impact on the operation of intersections in the site vicinity.

Table 5
Site Trip Generation Summary

LAND USE TRIP TYPE	AM PEAK HOUR			PM PEAK HOUR			ADT
	IN	OUT	TOTAL	IN	OUT	TOTAL	
TOWNHOUSE CONDOMINIUM – LUC 230 (21 DU)							
Total Trips ¹	3	12	15	11	6	17	165
Non-Auto Reduction ²	2	8	10	8	4	12	116
Transit	2	7	9	6	3	9	96
Bike	-	-	-	1	-	1	8
Pedestrian	-	1	1	1	1	2	12
Vehicle Trips	1	4	5	3	2	5	49
RETAIL – LUC 820 (3,428 SF)							
Total Trips ¹	2	1	3	6	7	13	146
Non-Auto Reduction ³	1	1	2	3	3	6	73
Transit	1	1	2	2	2	4	51
Bike	-	-	-	-	-	-	9
Pedestrian	-	-	-	1	1	2	13
External Vehicle Trips	1	0	1	3	4	7	73
TOTAL PROPOSED DEVELOPMENT							
Total Trips	5	13	18	17	13	30	311
Non-Auto Reduction	3	9	12	11	7	18	189
Transit	3	8	11	8	5	13	153
Bike	-	-	-	1	-	1	18
Pedestrian	-	1	1	2	2	4	27
External Vehicle Trips	2	4	6	6	6	12	122
¹ Trips generated using Institute of Transportation Engineers (ITE) <u>Trip Generation</u> , Ninth Edition.							
² No internal capture assumed.							
³ Non-Auto Mode Splits for residential uses are based on Census Data.							
⁴ Non-Auto Mode Splits for retail use is based on 2005 WMATA Ridership Survey. Transit, bike, and pedestrian trips are based on the mode split for the U Street Retail Corridor, taken from the 2005 WMATA Ridership Survey.							



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PARKING ASSESSMENT

On-Site Parking

According to the District of Columbia Municipal Regulations (DCMR), in the C-3-A district, one parking space is required for every two residential dwelling units. One parking space also is required for every 300 SF of retail gross floor and cellar area in excess of 3,000 SF. Therefore, the proposed redevelopment would require a minimum of 11 residential parking spaces and one retail parking space. Since no parking is proposed on site, variance relief is sought from §2101.1 of the District of Columbia Municipal Regulations (DCMR).

Although the DCMR does not require bicycle parking for residential buildings, District Law requires that one bicycle parking space be provided for every three residential dwelling units.²⁶ Therefore, the proposed redevelopment would require seven bicycle parking spaces. A bicycle storage room will be located in the lower level of the building with storage for a minimum of sixteen bicycles. Access to the bicycle storage room is shown on Figures 6A and 6B.

In order to estimate the parking demand for the proposed project, a parking survey was conducted of nearby residential buildings. Information regarding the number of units (total and currently occupied) and the number of parking spaces (provided and currently leased/sold) was obtained for eleven residential buildings near the site. The results are summarized in Table 6.

As shown in Table 6, the average parking supply for the residential buildings is 0.54 spaces per unit. Taking into account occupied units, the average parking demand is 0.45 spaces per unit. Of the buildings that provide parking, 28 percent of the parking spaces currently are unused.

It should be noted that the number of residents who may have Residential Parking Permits is not reflected in the data provided in Table 6. Additionally, a number of buildings not only provide parking but provide excess parking, which means that the residents of those buildings are more likely to own vehicles than buildings with no parking. As numerous studies have indicated, residential parking demand increases when parking supply increases. These two factors likely offset each other somewhat; however, the extent to which they offset each other is unknown.

²⁶ D.C. Code § 50-1641.05(b)(1)



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Table 6
Summary of Parking Inventory

Supply			Demand		
No. of Units	No. of Parking Spaces	Parking Ratio	No. of Occupied Units	No. of Leased Parking Spaces	Parking Ratio
The Residence at Georgia Avenue/4100 Georgia Avenue					
72	23	0.32	72	23	0.32
3 Tree Flats/3910 Georgia Avenue					
130	130	1.00	130	115	0.88
Petworth Place/930 Randolph Street					
80	0	0.00	80	0	0.00
Paramount Apartments/829 Quincy Street					
75	0	0.00	4	0	0.00
Griffin Apartments/3801 Georgia Avenue					
49	19	0.39	47	19	0.40
New Quin Apartments/811 Quincy Street					
107	0	0.00	104	0	0.00
3537 11 th Street					
32	0	0.00	32	0	0.00
The Swift/3828 Georgia Avenue					
218	158	0.72	164	70	0.43
New Hampshire House/3728 New Hampshire Avenue					
21	0	0.00	21	0	0.00
3640 New Hampshire Avenue					
6	2	0.33	6	2	0.33
1020 Monroe Apartments					
28	0	0.00	28	0	0.00
Park Place at Petworth Metro					
161	181	1.12	158	138	0.87
Average					
81.58	42.75	0.52	70.5.	30.58	0.43

Off-Street Parking Evaluation

As shown in Table 6, two nearby buildings have excess parking. Specifically, The Swift (3828 Georgia Avenue) and Park Place at Petworth Metro (850 Quincy Street) currently have a total of 131 unused parking spaces. The locations of the residential buildings with available parking with respect to the subject site are shown on Figure 7.



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The Applicant has agreed to provide off-street, off-site parking to residents of the building who want to own a car for the first three years the project is open.

On-Street Parking Evaluation

Petworth Parking Management Plan (PMP)

In 2010, in response to increase in development around the Georgia Avenue – Petworth Metro Station, DDOT conducted a parking analysis around the metro station in order to:

- Survey parking supply and utilization rates;
- Evaluate parking regulations and signage;
- Identify potential issues/problems; and
- Devise strategies to effectively and efficiently utilize existing parking resources to accommodate the proposed development, while protecting parking resources for District residents, businesses and the immediate neighborhood.

DDOT found that while the Georgia Avenue corridor lacks cohesive parking regulations, the parking supply appeared to be adequate on most blocks within the study area. Within the study area, the following recommendations were made:

- 800 block of Quincy Street (Land Use – Residential, Parking Regulations – RPP):
 - o Ensure and increase RPP enforcement (DPW).
- 3700 block of New Hampshire Avenue (Land Use – Residential with a church, Parking Regulations – RPP):
 - o Clarify signs at 3722 New Hampshire Avenue (INCOMPLETE),
 - o Ensure bus pad no parking signs are adequate,
 - o Install meters along south side from 3713 New Hampshire Avenue to Georgia Avenue (COMPLETE), and
 - o Install no parking sign near intersection of Georgia Avenue (COMPLETE).
- 700 block of Rock Creek Church Road (Land Use – Mixed-use, Parking Regulations – RPP):
 - o Install 2- hour parking limit or loading zone from 807 Rock Creek Church Road to Georgia Avenue (COMPLETE) and



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- o Add 2-hour RPP or No Parking in front of Tiny Tot (801 Rock Creek Church Road) from 8th Street to 807 Rock Creek Church Road (15 MINUTE PARKING FROM 6 AM – 9 AM AND 4 PM – 6PM, MONDAY THROUGH FRIDAY ARE INSTALLED).
- 800 block of Rock Creek Church Road (Land Use – Residential, Parking Restrictions – RPP):
 - o Replace fallen U-post (COMPLETE) and
 - o Remove sidewalk closed sign at the intersection with 9th Street (COMPLETE).
- 3600 block of Georgia Avenue NW (CVS site) (Land Use – Commercial, Parking Restrictions – metered and unmetered)
 - o Remove bus stops on both sides and install 2-hour metered parking (COMPLETE).

The Petworth PMP is included in Attachment C. Field verifications on July 13, 2015 confirm that the parking improvements recommended from the PMP have been largely implemented.

On-Street Parking Occupancy

In order to determine the existing parking demand in the neighborhood, parking occupancy counts were conducted on Thursday, June 11, 2015, at hourly intervals from 5:00 PM to 12:00 AM and on Thursday, October 8, 2015, at hourly intervals from 9:00 AM to 12:00 PM. The midday hours were selected to determine if parking is impacted by users from the same ward using the neighborhood streets to effectively park and ride the metro. The evening hours were selected based on the fact that parking in residential areas tend to be highest overnight when residents are at home (e.g. midnight would be reflective of the overnight demand). Evening hours typically reflect the combined residential and retail parking demand. The parking occupancy counts are included in Attachment D. Parking inventory and restrictions for the study area are shown on Figure 8.

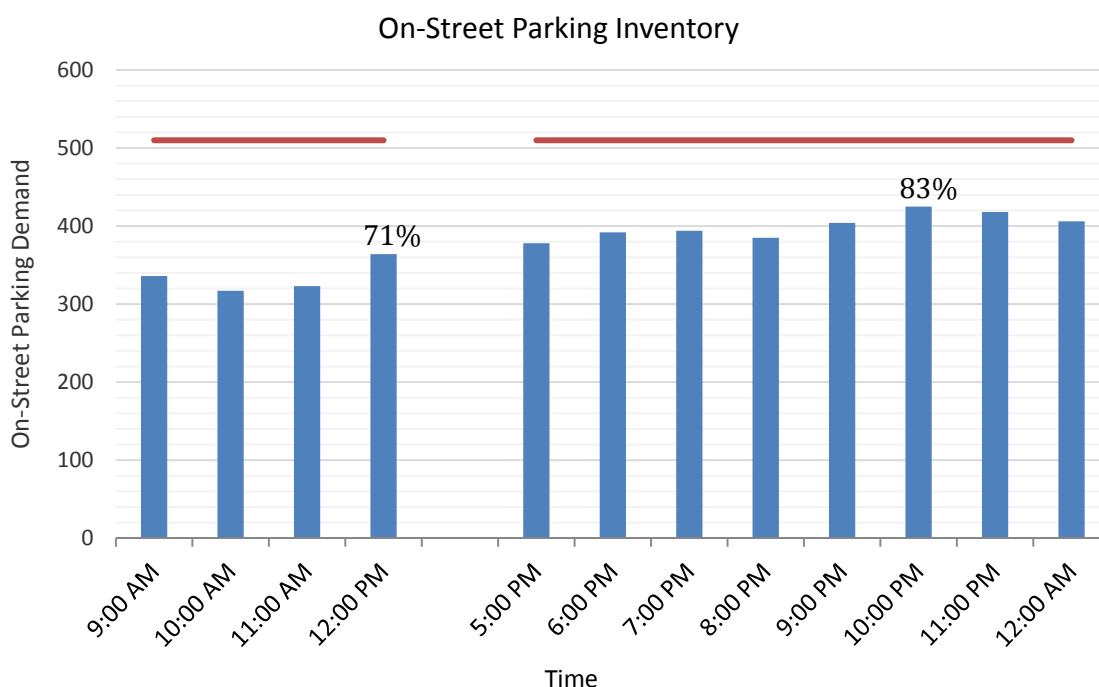
A graph showing parking occupancy by time of day for the study area is shown in Chart 2. Note that the peak hour occurred at 10:00 PM.



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Chart 2
Parking Occupancy per Hour



As shown in Table 7, the weekday midday peak parking demand for the study area occurred at 12:00 PM when 364 of the 510 neighborhood street parking spaces were occupied, resulting in a 71 percent parking occupancy. One hundred forty-six parking spaces were unoccupied during the midday peak period.

As shown in Table 8, the weekday evening peak parking demand for the study area occurred at 10:00 PM when 425 of the 510 neighborhood street parking spaces were occupied, resulting in an 83 percent parking occupancy. Eighty-five parking spaces were unoccupied during the peak period.

The roadway segment labels presented in Table 6 correspond to the roadway segments identified on Figure 9.



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Table 7

Midday On-Street Parking Occupancy Summary

ROAD SEGMENT	AVAILABLE SPACES ¹	12:00 PM PEAK HOUR	
		OCCUPIED SPACES	PERCENT OCCUPIED
A	12	8	67%
B	12	10	83%
C	18	22	122%
D	13	10	77%
E	11	9	82%
F	9	8	89%
G ¹	0	0	N/A
H	12	10	83%
I	19	16	84%
J	19	16	84%
K	14	11	79%
L	12	12	100%
M	17	16	94%
N ²	8	8	100%
O	4	5	125%
P ¹	0	4	N/A
Q	27	14	52%
R	22	10	45%
S	15	10	67%
T ¹	0	0	N/A

¹ Certain segments do not have any available spaces and, therefore, have no occupancy.

² Occupancy rates greater than 100% are due to drivers parking illegally outside of the specified parking zones.

ROAD SEGMENT	AVAILABLE SPACES ¹	12:00 PM PEAK HOUR	
		OCCUPIED SPACES	PERCENT OCCUPIED
U	5	4	80%
V	24	9	38%
W	23	13	57%
X	12	12	100%
Y	9	5	56%
Z	32	19	59%
AA	4	4	100%
AB	6	4	67%
AC ¹	0	1	N/A
AD	7	4	57%
AE ¹	0	3	N/A
AF	29	17	59%
AG	31	15	48%
AH	31	24	77%
AI	18	9	50%
AJ	18	9	50%
AK	13	9	69%
AL ²	4	4	100%
TOTAL	510	364	71%

¹ Certain segments do not have any available spaces and, therefore, have no occupancy.

² Occupancy rates greater than 100% are due to drivers parking illegally outside of the specified parking zones.



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Table 8
Evening On-Street Parking Occupancy Summary

ROAD SEGMENT	AVAILABLE SPACES ¹	10:00 PM PEAK HOUR	
		OCCUPIED SPACES	PERCENT OCCUPIED
A	12	11	92%
B	12	10	83%
C	18	18	100%
D	13	10	77%
E	11	9	82%
F	9	9	100%
G ¹	0	0	N/A
H	12	11	92%
I	19	13	68%
J	19	17	89%
K	14	7	50%
L	12	10	83%
M	17	8	47%
N ²	8	14	175%
O	4	4	100%
P ¹	0	2	N/A
Q	27	22	81%
R	22	18	82%
S	15	13	87%
T ¹	0	0	N/A

¹ Certain segments do not have any available spaces and, therefore, have no occupancy.

² Occupancy rates greater than 100% are due to drivers parking illegally outside of the specified parking zones.

ROAD SEGMENT	AVAILABLE SPACES ¹	10:00 PM PEAK HOUR	
		OCCUPIED SPACES	PERCENT OCCUPIED
U	5	1	20%
V	24	12	50%
W	23	12	52%
X	12	9	75%
Y	9	5	56%
Z	32	30	94%
AA	4	4	100%
AB	6	1	17%
AC ¹	0	0	N/A
AD	7	6	86%
AE ¹	0	5	N/A
AF	29	24	83%
AG	31	29	94%
AH	31	28	90%
AI	18	18	100%
AJ	18	18	100%
AK	13	12	92%
AL ²	4	5	125%
TOTAL	510	425	83%

¹ Certain segments do not have any available spaces and, therefore, have no occupancy.

² Occupancy rates greater than 100% are due to drivers parking illegally outside of the specified parking zones.



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LOADING AND TRASH ASSESSMENT

No loading facilities are required for the redevelopment per the DCMR since the proposed building will have fewer than 50 dwelling units. Therefore, no formal loading berths are proposed for the site.

An existing commercial loading zone is located on Rock Creek Church Road adjacent to the subject site. At the request of ANC 1A, the Applicant will work with DDOT to determine if the commercial loading zone can be relocated to New Hampshire Avenue.

It is anticipated that trash and recycling will be picked up curb side on Rock Creek Church Road. Building operations staff will move trash and recycling carts from the trash room to the curb along Rock Creek Church Road prior to the scheduled pick-up. This will ensure that once the trash or recycling truck arrives, the trash will be picked up in a timely manner.

Loading Management Plan

The Applicant proposes a loading management plan to assist residents for move-in and move-out activities.

- 1) A member of the management team will be designated as a loading coordinator (duties may be part of other duties assigned to the individual). He or she will coordinate loading activities of the building (including deliveries, trash disposal, and residential move-in and move-out activities). The loading coordinator will be responsible for informing residential tenants of the guidelines and procedures for loading and delivery operations.
- 2) Residents will be instructed to inform delivery services to use the commercial loading zone (either on Rock Creek Church Road or New Hampshire Avenue, depending on its ultimate location determined in consultation with DDOT).
- 3) All tenants will be notified of DDOT's policies regarding permits for moving trucks. Tenants will be required to notify the loading coordinator before moving in or out so that the loading coordinator can assist in the establishment of curb-side loading. A copy of the policies is included in Attachment E.



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CONCLUSIONS

The 3701 New Hampshire site is well served by non-auto modes of transportation, providing future residents of the proposed redevelopment a variety of transportation alternatives making travel outside of the immediate area convenient without a car. Most notably, the proposed redevelopment will be located across the street from the Georgia Ave-Petworth Metro Station and will be served by seven bus routes within a ¼ mile radius.

Additionally, the site is surrounded by a variety of nearby amenities, including numerous, pharmacies, grocery stores, banks, restaurants, and convenience stores. These amenities eliminate the need for personal automobiles by making daily errands possible on foot or by bicycle.

To further encourage the use of non-auto transportation options, the Applicant will implement a comprehensive TDM plan that will provide information regarding non-auto transportation options and incentives to use those options.

Other residential buildings in the area currently have excess parking that could be available to future tenants of the project. The Applicant has agreed to provide off-street, off-site parking for the first three years the project is open for residents of the project who wish to own a car. In the event that spillover parking does occur, the analyses presented herein indicate that 146 on-street parking spaces are available during the midday peak period and 85 on-street parking spaces are available during the evening peak period within an approximate two block radius of the site.

Based on the prevalent non-auto transportation options available near the project, nearby amenities, and the Applicant's commitment to implement a comprehensive TDM plan, the requested parking variance is not anticipated to have a negative impact on the surrounding neighborhood.

We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed redevelopment. Should you require any additional information, please do not hesitate to contact us at 703-917-6620, jlmlanovich@mjwells.com, or jjshetler@mjwells.com.

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