

January 12, 2016

via IZIS

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

Re: BZA Application No. 19165

Dear Chairperson Heath and Members of the Board:

On behalf of 3317 16th Street LLC, enclosed please find one copy of the Transportation Assessment for 1301 H Street, N.E. The Assessment has also been shared with the District Department of Transportation for review.

Sincerely,



Alexandra Garcia



symmetra design

MEMORANDUM

TO: Jamel El-Hamri DDOT

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

DATE: December 22, 2015

RE: 1301 H Street, NE Transportation Assessment
BZA Case # 19165

INTRODUCTION

The following memorandum is a Transportation Assessment for the proposed 1301 H Street, NE project. The subject site (Square 1027, Lot 156 herein "Site") is situated in the southeastern corner of the H Street, NE/13th Street, NE intersection. The Site is zoned HS-A/C-2-A and has a land area of 6,100 square feet. The applicant is proposing to raze the existing structure on Site and construct a new four-story mixed-use building with 9 residential units and 5,619 square feet of ground floor and cellar-level retail.

The proposed project will allow for a 15-foot wide easement¹ via 13th Street that will provide access to two parking spaces. A total of 14 spaces are required; 5 spaces for the residential use and 9 spaces for the retail use. Therefore, parking relief is being requested for 12 spaces. Loading relief is being requested to forego the 30-foot loading berth and 100 square foot platform requirements.

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

¹ The existing easement is 5 foot wide

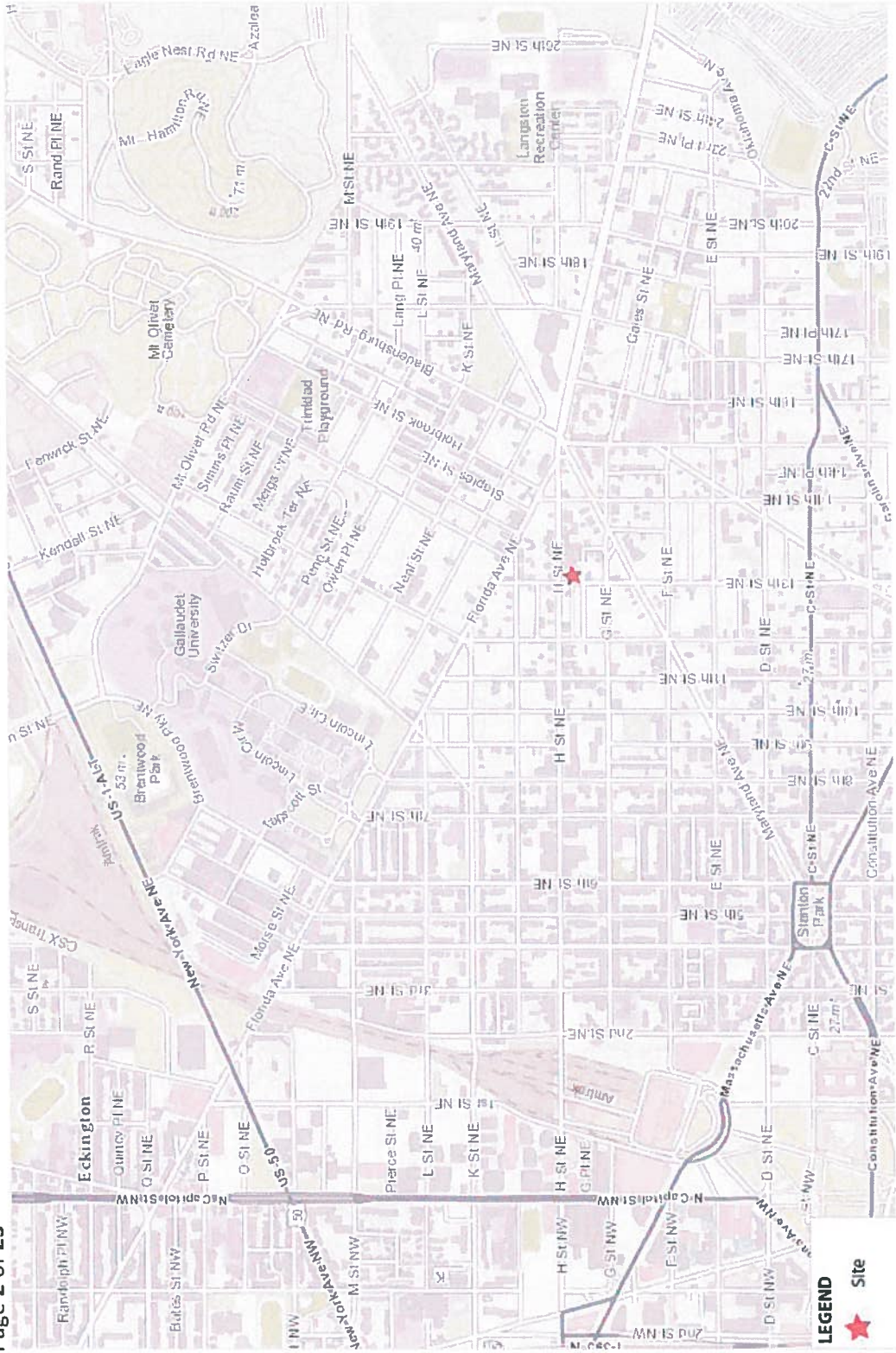


Figure 1: Site Location

727 15th Street, NW
 Suite 1000
 Washington, DC 20005
 T 202.370.6000
 F 202.370.6001
 www.symmetricdesign.com

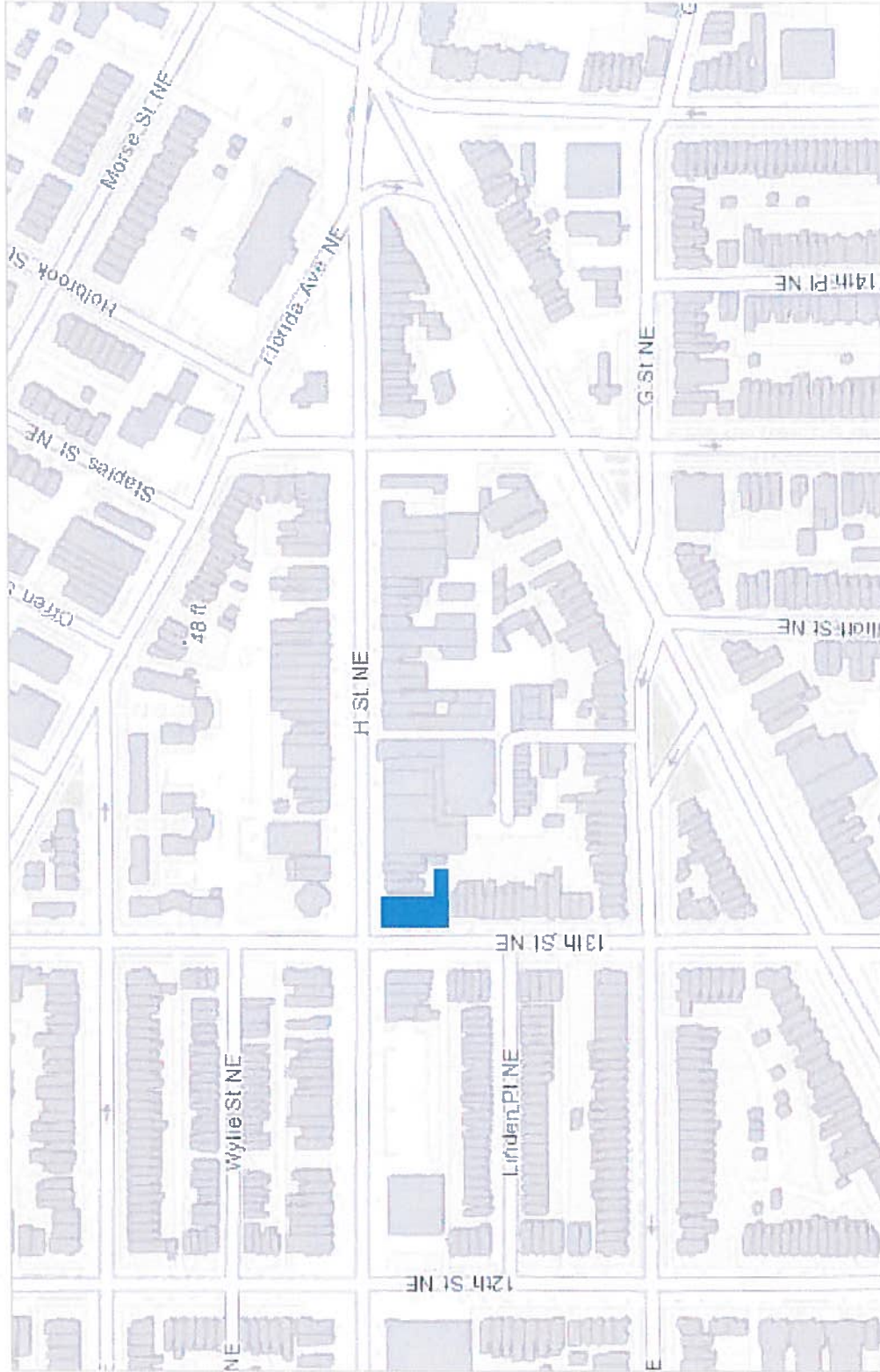


Figure 2: 1301 H Street, NE

727 15th Street, NW
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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 Management and Transportation Demand Management.

EXISTING PARKING CONDITIONS

Off-Street Parking

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

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 (12th Street and 14th Street)
- 12th Street, NE (between G Street and I Street)
- 13th Street, NE (between G Street and I Street)
- 14th Street, NE (between Maryland Avenue and Florida Avenue)
- G Street (between 12th Street and Maryland Avenue)
- Wylie Street, NE (between 12th Street and 14th Street)
- Linden Place, NE (between 12th Street and 13th Street)
- I Street, NE (between 12th Street and Florida Avenue)
- Florida Avenue, NE (between I Street and 14th Street)
- Maryland Avenue, NE (between 14th Street and G Street)

The parking supply by type is illustrated in **Figure 4**. **Table 1** identifies parking supply and control, including restrictions such as loading zones and street cleaning, for the parking study area. 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.

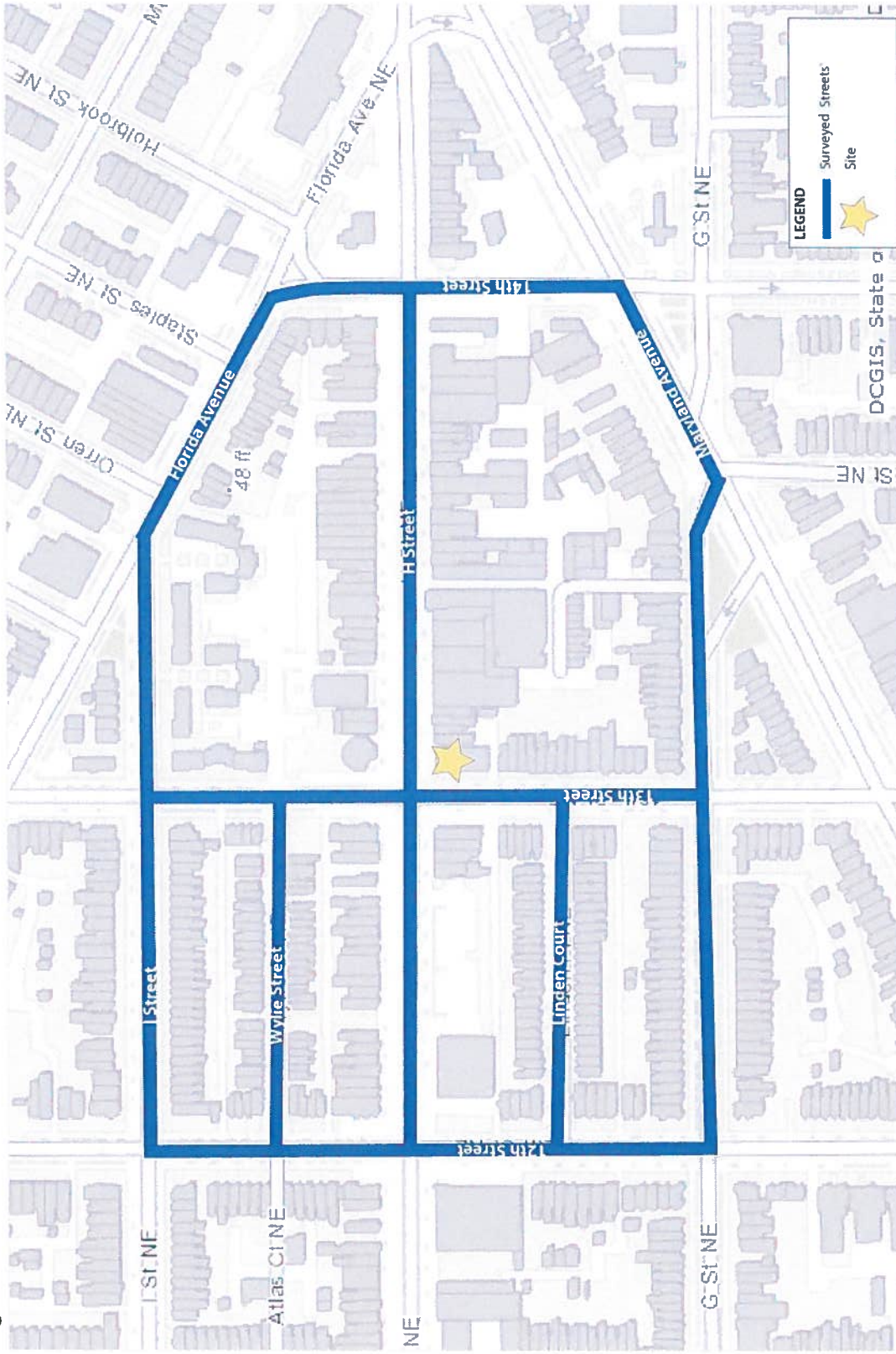


Figure 3: On-Street Parking Survey Study Area

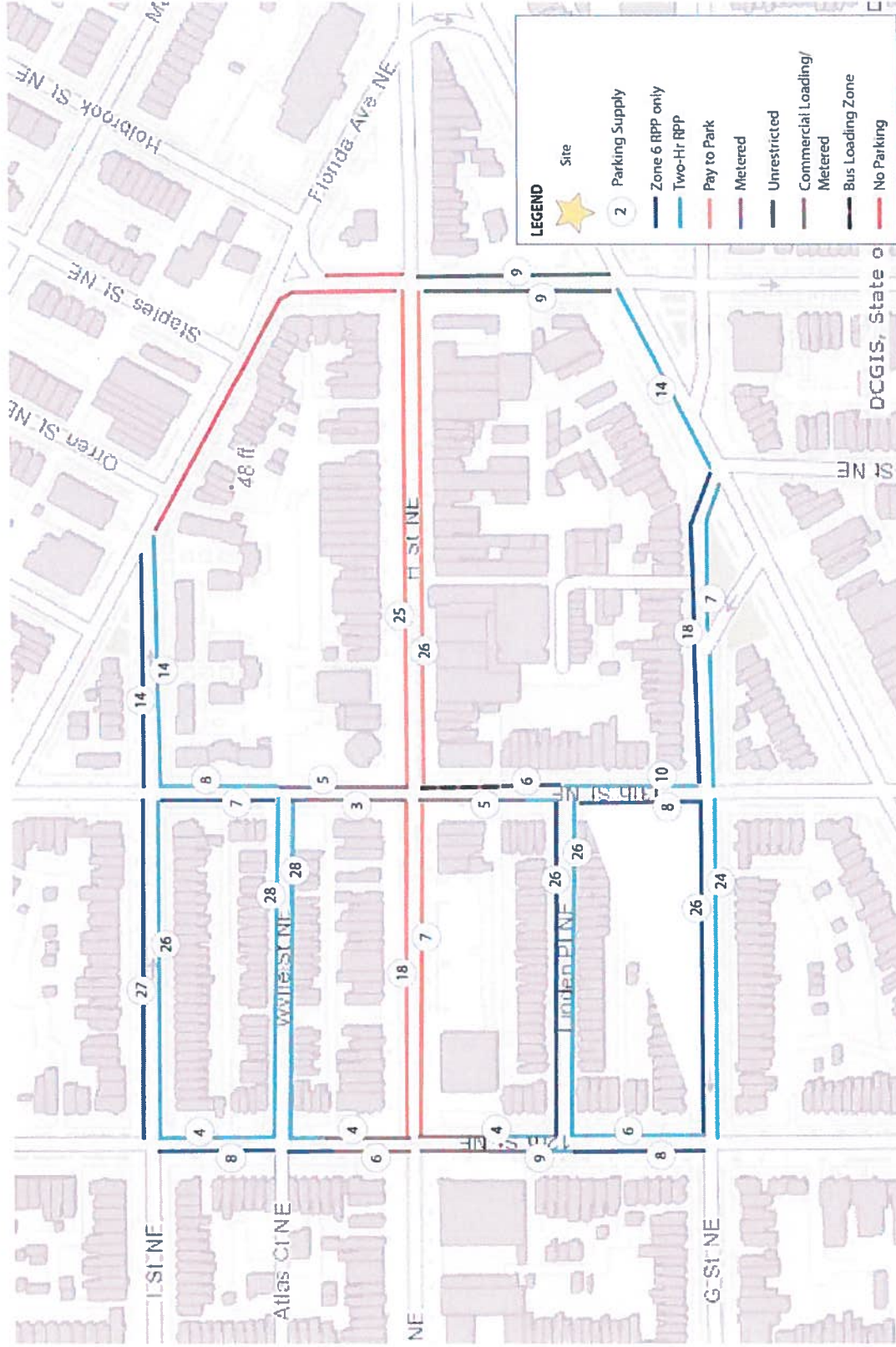


Figure 4: Parking Supply by type

Parking along H Street, NE (within the study limits) primarily allows for temporary Pay to Park spaces. Other roadways such as Wylie Street, I Street, G Street, Linden Place and Maryland Avenue, NE provide Residential Permit Parking (RPP) only. There are some metered parking spaces along 12th Street and 13th Street, NE. There are also a number of locations within the study area that permit commercial parking for loading (controlled by pay to park zones) Mondays through Saturdays from 7:00 AM to 6:30 PM. These loading zones have been implemented as part of the Streetcar project.

Table 2: Parking Supply, Control and Restrictions

Street	Block	Side	Total	Control/Restrictions
H Street	12 th Street to 13 th Street	North	18	<ul style="list-style-type: none"> Pay to Park Two Hour Monday to Saturday 7:00AM to 10:00PM Handicap meter (1 space)
		South	7	<ul style="list-style-type: none"> Pay to Park Two Hour Monday to Saturday 7:00AM to 10:00PM Handicap meter (1 space)
	13 th Street to 14 th Street	North	25	<ul style="list-style-type: none"> Pay to Park Two Hour Monday to Saturday 7:00AM to 10:00PM
		South	26	<ul style="list-style-type: none"> Pay to Park Two Hour Monday to Saturday 7:00AM to 10:00PM No parking valet staging zone 6:30 PM to 2:00 AM Wednesday to Saturday (3 spaces)
I Street	12 th Street to 13 th Street	North	27 ²	<ul style="list-style-type: none"> Residential Permit Parking Only Street Cleaning Thursday 9:30 AM to 11:30 AM
		South	26	<ul style="list-style-type: none"> Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM to 9:30PM Street Cleaning Wednesday 9:30 AM to 11:30 AM
	13 th Street to Maryland Avenue	North	14 ³	<ul style="list-style-type: none"> Residential Permit Parking Only Zone 6 Monday through Friday 7:00 AM to 12:00 AM
		South	14	<ul style="list-style-type: none"> Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM to 12:00 AM
Maryland Avenue	G Street to 14 th Street	North	14	<ul style="list-style-type: none"> Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM-8:30PM Street Cleaning Thursday 9:30AM to 11:30 AM
Wylie Street	12 th Street to 13 th Street	North	28	<ul style="list-style-type: none"> Residential Permit Parking Only Zone 6 Monday to Saturday 7:00 AM to 12:00 AM Street Cleaning Wednesday 9:30 AM to 11:30 AM
		South	28	<ul style="list-style-type: none"> Residential Permit Parking Only Zone 6 Monday

² 4 of the 27 spaces were blocked due to construction and debris container (12/03/15 through 04/29/16)

³ 4 of 14 spaces blocked due to construction (11/14/15 through 01/11/16)

Street	Block	Side	Total	Control/Restrictions
				to Saturday 7:00 AM to 12:00 AM <ul style="list-style-type: none"> Street Cleaning Thursday 9:30AM to 11:30 AM
Linden Place	12 th Street to 13 th Street	North	26	<ul style="list-style-type: none"> Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM to 12:00 AM
		South	26	<ul style="list-style-type: none"> Residential Permit Parking Only; Zone 6 Monday to Friday 7:00 AM to 12:00 AM
12 th Street	I Street to Wylie Street	East	4	<ul style="list-style-type: none"> Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM to 8:30 PM
		West	8	<ul style="list-style-type: none"> Residential Permit Parking Only Zone 6 Monday to Friday 7:00 AM to 8:30 PM
	Wylie Street to H Street	East	4	<ul style="list-style-type: none"> Commercial Loading Zone Monday to Saturday 7:00 AM to 6:30 PM; Two Hour Metered Parking Monday to Saturday 6:30 PM to 10:00 PM (2 spaces) Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM to 8:30 PM (2 spaces)
		West	6	<ul style="list-style-type: none"> Commercial Loading Zone; Monday to Saturday 7:00 AM to 6:30 PM; Two hour metered Parking Monday to Saturday 6:30 PM to 10:00 PM; (2spaces) Residential Permit Parking Only Zone 6 Monday to Friday 7:00 AM to 8:30 PM (3 spaces) Reserved Handicap space (1 space)
	H Street to Linden Place	East	4	<ul style="list-style-type: none"> Commercial Loading Zone Monday to Saturday 7:00 AM to 6:30 PM; Two hour metered parking Monday to Saturday 6:30 PM to 10:00 PM (2 spaces) Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM to 12:00 AM (2 spaces)
		West	9	<ul style="list-style-type: none"> Commercial Loading Zone Monday to Saturday 7:00 AM to 6:30 PM; Two hour metered parking Monday to Friday 6:30 PM to 10:00 PM (2 spaces) Two hour metered spaces (3 general and 1 Handicap) Two Hour Parking Limit in Zone 6 Monday to

Street	Block	Side	Total	Control/Restrictions
13 th Street	Linden Place to G Street	East	6	<ul style="list-style-type: none"> Friday 7:00AM to 10:00 AM (3 spaces) Two Hour Parking Limit in Zone 6 Monday to Saturday 7:00AM to 12:00 AM
		West	8	<ul style="list-style-type: none"> Residential Permit Parking Only; Zone 6 Monday to Saturday 7:00 AM to 12:00 AM
	I Street to Wylie Street	East	8	<ul style="list-style-type: none"> Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM to 8:30 PM
		West	7	<ul style="list-style-type: none"> Residential Permit Parking Only Zone 6 Monday to Saturday 7:00AM to 8:30 PM Reserved signed handicap space (1 space)
	Wylie Street to H Street	East	5	<ul style="list-style-type: none"> Commercial Loading Zone Monday to Friday 7:00 AM to 6:30 PM (2 spaces) Two hour metered parking (3 spaces)
		West	3	<ul style="list-style-type: none"> Commercial Loading Zone Monday to Saturday 7:00 AM to 6:30 PM (2 space) Two hour metered parking (1 space)
	H Street to Linden Place	East	6 ⁴	<ul style="list-style-type: none"> Bus Loading and Unloading only Residential Permit Parking Only Zone 6 Monday to Saturday 7:00 AM to 12:00 AM (6 spaces)
		West	5	<ul style="list-style-type: none"> Commercial Loading Zone; Monday to Saturday 7:00 AM to 6:30 PM (2 space) Two hour metered Parking (1 space) Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM to 12:00 AM (2 spaces)
	Linden Place to G Street	East	10	<ul style="list-style-type: none"> Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM to 12:00 AM
		West	8	<ul style="list-style-type: none"> Residential Permit Parking Only Zone 6 Monday to Saturday 7:00 AM to 12:00 AM
14 th Street	Florida Avenue to H Street	East	0	<ul style="list-style-type: none"> No Parking

⁴ 4 of 6 spaces blocked due to construction 01/2016

Street	Block	Side	Total	Control/Restrictions
	H Street to Maryland Avenue	West	0	<ul style="list-style-type: none"> No Parking
		East	9	<ul style="list-style-type: none"> Unrestricted
		West	9	<ul style="list-style-type: none"> Unrestricted
G Street	12 th Street to 13 th Street	North	26	<ul style="list-style-type: none"> Residential Permit Parking Only Zone 6 Monday to Saturday 7:00 AM to 10:00 PM Reserved signed handicap space (1 space)
		South	24	<ul style="list-style-type: none"> Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM to 10:00 PM
	13 th Street to Maryland Avenue	North	18	<ul style="list-style-type: none"> Residential Permit Parking Only Zone 6 Monday to Saturday 7:00 AM to 12:00 AM
		South	7	<ul style="list-style-type: none"> Two Hour Parking Limit in Zone 6 Monday to Friday 7:00AM to 12:00 AM

It is noted a total of 12 spaces⁵ were unavailable due to temporary no parking zones for on-going construction projects.

⁵ 4 spaces along the north side of I Street between 12th Street and 13th Street, 4 along the north side of I Street between 13th Street and Maryland Avenue and 4 along the east side of 13th Street between H Street and Linden Place.

Existing On-Street Parking Demand

Occupancy surveys were conducted to determine existing demand for on-street parking spaces within the study area. Surveys were conducted on Tuesday, December 15, 2015 at 8:00 PM and at 9:00 PM. A summary of peak hour parking occupancy by parking type (RPP, Metered and Unrestricted) is shown in **Table 3**.

Table 3: Parking Occupancy by Parking Type

Space Type	Supply	Weekday evening 8:00 PM			Weekday evening 9:00 PM		
		Occupancy	Utilization	Available	Occupancy	Utilization	Available
RPP only	205	177	86%	28	172	84%	33
Two Hour RPP	148	136	92%	12	135	91%	13
Unrestricted	18	15	83%	3	15	83%	3
Commercial loading/metered ⁶	15	17	113%	-2	17	113%	-2
Pay to Park	74	74	100%	0	72	97%	2
Handicap	6	6	100%	0	6	100%	0
Metered	7	6	86%	1	5	71%	2
Study Area Total	473	431	91%	42	422	89%	51

As shown in **Table 3**, during the peak observation period at 8:00 PM, a total of 40 RPP spaces (28 RPP only and 12 Two Hour RPP), 1 metered and 3 unrestricted spaces were unoccupied and available for use. **Table 4** lists parking occupancy by street. Parking occupancy worksheets are provided in the appendix.

⁶ Metered parking after 6:30 PM Mondays through Saturdays

Table 4: Parking Occupancy for December 15, 2015 (8:00 PM and 9:00 PM)

Street	Supply	(8:00 PM)			(9:00 PM)		
		Occupied Spaces	% Occupied	Vacant	Occupied Spaces	% Occupied *	Vacant
H Street	76	76	100%	0	74	97%	2
I Street	81	67	83%	14	68	84%	13
G Street	75	68	91%	7	68	91%	7
Maryland Avenue	14	14	100%	0	14	100%	0
Florida Avenue	0	0	0%	0	0	0%	0
Wylie Street	56	50	89%	6	50	89%	6
Linden Place	52	51	98%	1	52	100%	0
12 th Street	49	49	100%	0	40	82%	9
13 th Street	52	41	79%	11	41	79%	11
14 th Street	18	15	83%	3	15	83%	3
Total Study Area	473	431	91%	42	422	89%	51

Occupancy levels, shown in Table 4, indicate demand for on-street parking ranged from 89% to 91% of the available supply. The overall study area peak demand for parking spaces occurred during the 8:00 PM survey period during which time there were 42 spaces available.

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 Street, 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)

This convenient access to Capital Bikeshare stations near the Site including one station located on 13th Street, NE near H Street, NE. The 13th Street station furnishes 27 bicycles. There are also a number of locations that provide single U-Shaped bicycle racks within public space.

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.

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.

Transit stops (including Metrobus and Streetcar stops) are also within a convenient walkable distance to/from the Site.

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.

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 5**. Bus stops are distributed along H Street, NE.

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 1301 H Street, NE project. DDOT is currently conducting test runs for Streetcar service. The Streetcar is anticipated to be operational in the near future. The DC Streetcar will connect to Metro and will be in service when the project comes online; which will improve transit accessibility.

Table 5: Metro Bus Routes, Key Destinations, and Service Headways

Route	Route Name	Key Destinations	Service Headways (Weekday Peak) ⁷	Service Headways (Weekends)
X1/X3	Benning Road Line	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Hechinger Mall • Union Station 	14 Minutes AM Peak 22 Minutes PM Peak	40 Minutes
X9	Metro Extra (Limited Express)	<ul style="list-style-type: none"> • Capitol Heights Metro Station • Minnesota Avenue Metro Station • Hechinger Mall • Metro Center 	15 Minutes	Does Not Run on Weekends
B2	Bladensburg Road- Anacostia Line	<ul style="list-style-type: none"> • 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.

⁷ 7:00AM-9:00AM and 5:00PM-7:00PM

SITE PLAN

The Site is planned to include a multifamily four-story residential building with 9 units and 5,619 square feet of retail. The site plan for the 1301 H Street, NE Avenue development is shown in **Figure 5**.

Access

Residential and retail pedestrian access will be provided via H Street, NE and 13th Street, NE. The existing driveway via 13th Street will be maintained and improved. The driveway width will be increased from 5-foot to 15-foot and will allow for both right-turn and left-turn inbound and outbound turn movements. The driveway will be located a safe distance from the pedestrian entryways and will provide access to two parking spaces.

Parking

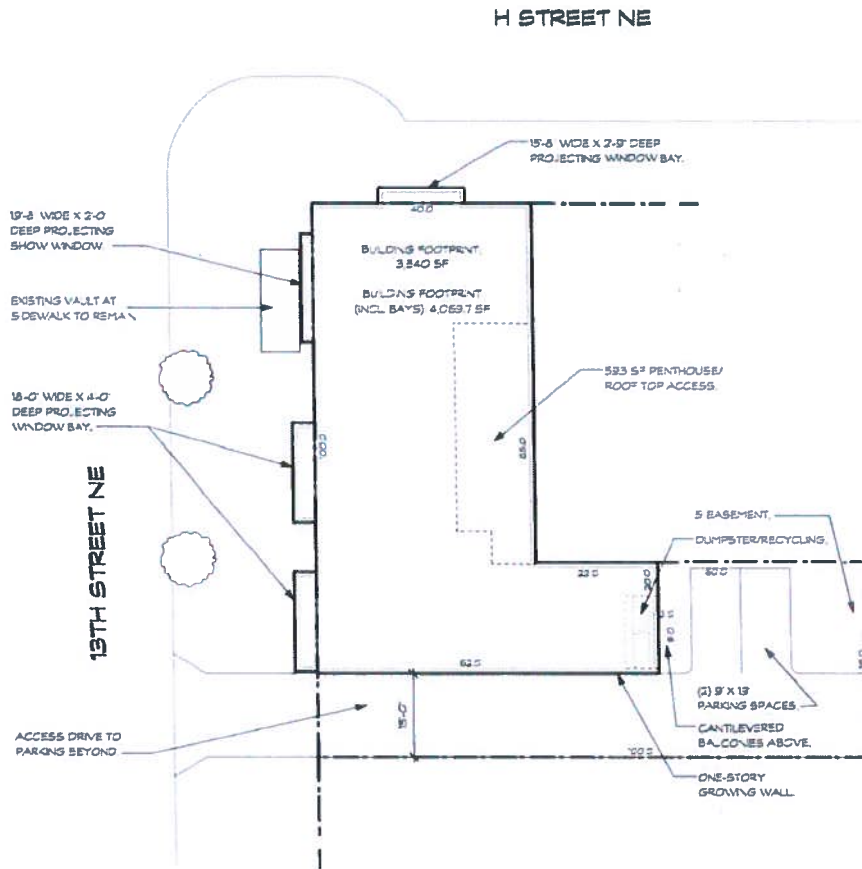
The applicant is seeking relief from the Board of Zoning Adjustment (“BZA”) to provide two parking spaces. The current zoning requirement calls for 14 spaces to support the project.

Minimal residential parking demand is anticipated by the Site. Per zoning, 5 spaces are required. Future residents could apply for and utilize RPP parking within the study area. The appendix of this document provides an excerpt from DDOT’s August 20, 2014 Residential Permit Parking (RPP)/ANC map. Per the parking occupancy survey, a total of 40 RPP spaces were available for use during the peak survey period (8:00 PM).

There would be limited retail-related parking demand. Per zoning, 9 spaces are required. There are short term parking spaces available for future retail patron use, if needed. During the peak survey period, there were 3 unrestricted spaces unoccupied and 1 metered space available. In addition, there were 12 Two Hour RPP spaces unoccupied. These spaces could be utilized to support short term retail parking, if needed.

Bicycle Parking

The Site includes an indoor bike room. The bike room is on the cellar level of the building.



SK-0

1301 H Street NE
 Washington, DC 20002

BENNETT FRANK MCCARTHY
 architects, inc.

9 October 2015

BUILDING SITE PLAN
 Scale: 1/16" = 1'-0"

#1547

1400 Spring Street, Suite 320, Silver Spring, Maryland 20910-2755
 (301) 585-2222 www.bfmarch.com fax (301) 585 8917

Figure 4: 1301 H Street, NE Site Plan

LOADING

Per DCMR11 2201.1 loading requirements, Retail or Service Establishments^[1] with 5,000 to 20,000 square feet of gross area and cellar floor area are required to provide one (1) 30-foot deep loading berth and one (1) 100 square foot loading platform. The applicant is requesting relief from the loading requirements.

All site-related loading would occur at the Bus Loading Zone along 13th Street between H Street and Linden Place. The bus loading zone currently supports tour bus loading/unloading for out-of-town entertainment for the Rock and Roll Hotel. Per the Rock and Roll Hotel, the loading zone is utilized about 20 times a year, with peak activity occurring during the spring. During slower months, the area may only be used once in 30 days. Therefore, the bus loading zone is unoccupied the remaining 345 days per year and would be available for use by the 1301 H Street, NE project.

The applicant will coordinate with the Rock and Roll Hotel representatives to ensure residential move-ins and/or deliveries associated with the 1301 H Street, NE project are not scheduled on concurrent days or time periods.

A description of proposed loading activities is as follows:

- Trash – The trash dumpster for the project will be located in the rear of the building accessed via the site driveway. Trash removal will occur by rolling the dumpster out the driveway to the Bus Loading Zone along 13th Street between H Street and Linden Place. Coordination with the Rock and Roll Hotel's use will not be required for use of the bus loading zone to support trash removal.
- Parcel and Other Deliveries - Parcel loading and other commercial deliveries will occur at the Bus Loading Zone along 13th Street between H Street and Linden Place or at any of the other designated loading zones on 13th Street. Parcel deliveries would be completed within a short timeframe and would not require coordination with the Rock and Roll Hotel. Deliveries associated with the retail use would be scheduled to ensure the Bus Loading Zone is available for use.
- Residential Move-ins – Residents will be required to schedule move-ins with the property manager. The property manager would then coordinate with the Rock and Roll Hotel to ensure that bus loading zone is available for use.

^[1] Other than Grocery Store or Drug Store in C-1, C-2-A, and C-3-A Districts:

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:

- Provide, as a one-time incentive, each initial purchaser (one per household) a bicycle helmet (9 helmets)
- Offer a one-year Capital Bikeshare and Car share membership for each initial residential unit (one per household)
- Provide a convenient-accessible bicycle room for residential bicycle storage
- Provide a repair station within the bike room.
- 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 1301 H Street, NE project will provide 9 residential units, 5,619 square feet of ground floor retail and two on-site parking spaces.

Based on the parking utilization survey, the overall peak demand for parking spaces occurred during the 8:00 PM survey period during which time there were 42 spaces unoccupied in the study area.

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.



symmetra design

1301 H Street, NE

Transportation Memorandum Technical Appendix

Appendix A. CTR Scoping Form

Appendix B. DDOT Residential Parking Permit/ ANC Map Excerpt

Appendix C. Parking Supply and Occupancy Worksheet

Project Name & Applicant Team: 1301 H Street, NE/ 3317 16th Street LLC	
Case Type & No. (PUD, LTR, etc.) BZA application (Case No.19165)	
Street Address: 1301 H Street, NE Washington, DC 20002	
Current Zoning and/or Overlay District: HS-A/C-2-A	
Date of Filing: October 12, 2015	
Estimated Date of Hearing: January 26, 2015	
Description of Project: The applicant is planning to build 9 condominium units with 5,619 square feet of retail (cellar and first floors) and 2 parking spaces. Parking relief is being requested for 12 spaces. A total of 14 spaces are required (five spaces for the residential use and nine spaces for the retail use).	
1. Strategic Planning Elements (Planning Documents)	
Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information.	DDOT Comments/Action Items
Proposed Documents: <ul style="list-style-type: none"> • DC Comprehensive Plan • DC Bicycle Master Plan • DC Pedestrian Master Plan • DC Circulator Transit Development Plan • DDOT Design and Engineering Manual • DCMR Title 11 – Zoning Regulations (Sections 16,21,22,23 and 24) • DC’s Transit Future System Plan • SustainableDC Plan • H/Benning Traffic Study • Union Station to Georgetown Alternative Analysis • DC Streetcar Design Criteria • MoveDC Plan 	
2. Roadway Network, Capacity & Operations	
Vehicle Trip Generation Assumptions Guidelines: Provide <i>preliminary</i> site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guidelines for further information.	DDOT Comments/Action Items



Proposed preliminary mode split and supporting documentation:

- Vehicle site trips were estimated using the Institute of Transportation Engineers Trip Generation Manual, 9th Edition, Land Use Code 230 Condominiums/Townhome¹ (9 units) and Land Use Code 814 Specialty Retail²
- Vehicle site trips were converted to person site trips using the 2009 National Household Travel Survey (NHTS) Average Vehicle Occupancy.
- The residential mode share (transit, automobile and walk/bike) was obtained from the *US Census American Community Survey Data, 2012 5-Year Estimate (2008-2012)* for Census Tract 84.02 (see Appendix).
- Retail mode share data was not available from the US Census American Community Survey Data therefore mode share was obtained from the Washington Metropolitan Area Transit Authority (WMATA) 2005 Development-Related Ridership Survey Final Report Table C-22 Mode Shares at Retail Sites Average among All Sites (see Appendix). For the 1301 H Street, NE project, the distance between the property and the nearest Metrorail station (greater than one mile) is such that the percentage of patrons directly using Metrorail as a mode of transportation to/from the site would be zero (0) percent. Thus, the 29 percent average Metrorail usage from Table C-22 was distributed amongst the other three modes (Metrobuses, Auto, and walk/other) to project the final modal split for the retail component of 1301 H Street, NE. This was accomplished by calculating the weighted percentage among the three remaining modes, multiplying that percentage by the 29 percent (the Metrorail mode share), and adding that new percentage to the original percentage for each of the three modes. For example, the Automobile mode share per the WMATA retail average among all sites is 36%. The total percentage among the three remaining modes (29% Metrobuses, 36% Automobile and 27% Walk/Bike) represents 71%. The weighted average of the Automobile mode share is 51% (36/71). The 51% was then multiplied by the 29% Metrorail mode share to get 15%. The 15% was finally added to the base 36% Automobile mode share to get 51%.
- The subject site is projected to generate 6 AM and 13 PM peak hour vehicle trips. The AM and PM projected trip generation would be less than the required threshold (25 vehicle trips during any one peak hour) and therefore this project does not warrant a full CTR/traffic study.

¹ Trips were calculated using the fitted curve equation for the AM and PM Peak Hour of Adjacent Street Traffic.

² Trips were calculated using the average rate for the PM Peak Hour of Adjacent Street Traffic. No fitted equation or average rate was available for the AM of adjacent street traffic. The AM peak trip rate was calculated as 25% of the PM site trips. This assumption is based on the AM peak hour site trips for ITE's shopping center (820) land use which is 25% of the PM peak hour site trips.



Detailed site trips by mode are shown in the proceeding tables. Tables 1A and 1B provide the residential and retail modal split.

Table 2 provides baseline vehicular trip generation using the Institute of Transportation Engineers 8th Edition trip rates. The base vehicular trips were converted to person trips by mode using the 2009 National Household Travel Survey (NHTS) Average Vehicle Occupancy (AVO) for Selected Trip Purpose (see Appendix) as also shown in Table 2. The 2009 AVO is 1.13 for trips to/from work and 1.78 for shopping related trips. Tables 3A and 3B provide person site trips by mode and Table 3C summarizes total person site trips by mode. The drive/carpool group was then converted back to vehicles using the residential and retail AVO from the NHTS to obtain total vehicle site trips shown in Table 4.

Table 1A: Residential Mode Share

Metrorail	0%
Metrobus & Other	24%
Auto*	53%
Walk & Other	23%
Total	100%

Source: US Census American Community Survey Data

***The automobile mode share is based on current (2008-2012) travel patterns and available transportation options for census tract 84.02 which is inclusive of the proposed 130H Street, NE project. The planned opening of the DC Streetcar (a new travel mode not shown in Table 1A) and proposed transportation demand management measures to be proffered by the applicant will encourage use of non-automobile travels options and therefore reduce the automobile mode share to/from the subject site.**

Table 1B: Retail Mode Share

Metrorail	0%
Metrobus & Other	11%
Auto*	51%
Walk & Other	38%
Total	100%

Source: 2005 WMATA Development Ridership Survey

***The automobile mode share is calculated using the average mode share at observed retail sites (in Maryland, the District and Virginia) from WMATA's ridership survey. This percentage does not account for the planned opening of the DC Streetcar (a new travel mode not shown in Table 1B) therefore it is anticipated there will be a reduction in the retail automobile mode share in the future.**



Table 2 ITE Base Vehicle Trips and Converted Person Trips using NHTS AVO

	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
	Residential					
Base Vehicles Trips	1	6	7	6	3	9
Converted Person Trips	1	7	8	7	3	10
	Retail					
Base Vehicles Trips	2	2	4	7	9	16
Converted Person Trips	3	4	7	13	16	29

Table 3A Residential Person Site Trips by Mode

Mode Share	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto (Drive Alone & Carpool)	1	3	4	4	2	6
Metrorail	0	0	0	0	0	0
Metrobus	0	2	2	2	1	3
Walk/Bike	0	2	2	1	1	2
Total	1	7	8	7	4	11

Table 3B Retail Person Site Trips by Mode

Mode Share	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto (Drive Alone & Carpool)	2	2	4	7	8	15
Metrorail	0	0	0	0	0	0
Metrobus	1	0	1	1	2	3
Walk/Bike	0	2	3	5	6	11
Total	3	4	7	13	16	29



Table 3C Total Person Site Trips by Mode

Mode Share	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto (Drive Alone & Carpool)	3	5	8	11	10	21
Metrorail	0	0	0	0	0	0
Metrobus	1	2	3	3	3	6
Walk/Bike	0	4	4	6	7	13
Total	4	11	15	20	20	40

Table 4 Total Vehicle Site Trips (converted from person trips using AVO)

Mode Share	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Residential Auto (Drive Alone & Carpool)	1	3	4	3	2	5
Retail Auto (Drive Alone & Carpool)	1	1	2	4	4	8
Total	2	4	6	7	6	13

Vehicle Site Access

Guidelines: If vehicle access is needed, at a minimum the CTR will provide locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements.

Access Location(s): There is an existing driveway from 13th Street. This driveway will be maintained and will support vehicular access to future on-site parking (2 spaces).

Access Control: The driveway will support all movements including left and right-turn-in and left and right-turn-out.

Existing Curb cuts utilized: One, via the driveway from 13th Street.

Existing curb cuts abandoned: N/A

Proposed curb cuts: N/A

Curb cut width and radii: N/A

- Please note that the existing access is not an alleyway, but a driveway.

CTR Triggers for further vehicle analysis (for sections below)

Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the *Roadway Network, Capacity & Operation* section of the



	<p>scoping form is required.</p> <p>The transportation memorandum will exclude traffic analysis for study area intersections since the project will generate less than 25 vehicle trips during any one peak hour. The proposed project does not meet the criterion to require a complete TIS, further vehicle analysis will not be provided.</p>
	<p><u>Development Scenarios</u> Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. Proposed Development Scenario: This section is not applicable for this project.</p>
	<p><u>Vehicle Study Area</u> Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area. Proposed Study Area intersections, including access points (attach Figure at end of Scoping Form as needed): The transportation memorandum will exclude traffic analysis for study area intersections since the project will generate less than 25 vehicle trips during any one peak hour.</p>
	<p><u>Data Collection and Hours of Analysis</u> Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. Proposed turning movement count intersections: This section is not applicable for this project.</p>
	<p><u>Roadway Improvements</u> Guidelines: The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.7 of the CTR guidelines. Proposed roadway improvements: N/A</p>
	<p><u>Background Developments</u> Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines. Proposed background development: N/A <u>Background Growth</u></p>



<p>Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines.</p> <p>Proposed annual background growth: N/A</p>	
<p><u>Site Trip Distribution & Assignment</u> Guidelines: Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment.</p> <p>Proposed site distribution and assignment (attach Figures, as needed, at end of Scoping Form): This section is not applicable for this project.</p>	
<p><u>Analysis Methodology</u> Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines.</p> <p>Proposed analysis methodology: This section is not applicable for this project.</p>	
<p><u>Vehicle Trip Mitigation</u> Guidelines: Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines.</p> <p>For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form. This section is not applicable for this project.</p>	
<p>3. Bicycle & Pedestrian Facilities</p> <p><u>CTR Triggers for bike and pedestrian mode share</u> Guidelines: A CTR is required to include some level analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.</p> <p>Under section 3.3.1 CTR Triggers for Comprehensive Review of Bike and Pedestrian Impacts further analysis of the bike and pedestrian network is required if the project meets one of the following criterion:</p> <ul style="list-style-type: none"> • 200 or more residential units 	<p>DDOT Comments/Action Items</p>



<ul style="list-style-type: none"> • 50,000 Gross Floor Area of commercial/retail • Encompass more than a typical small block-grid • 100 or more peak hour combined pedestrian and bike trips generated by the site 	<p>This project does not meet the above listed criterion thus the CTR will include a description of <u>on-site pedestrian and bicycle accommodations/facilities</u>. A brief summary of the following <u>off-site</u> conditions will however also be provided.</p> <ul style="list-style-type: none"> • Existing and proposed pedestrian and bicycle facilities within a block of the site • Identification of existing and proposed sidewalk widths surrounding the subject site • Description of pedestrian and bicycle access routes to/from the site and transit stops • Evaluation of any deficient pedestrian facilities fronting the project along H Street and 13th Streets.
<p><u>CTR Bike and Pedestrian Study area</u> Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas.</p> <p>Proposed bike and pedestrian study areas: N/A since the project does not trigger criterion for 3.3.1.</p>	
<p><u>Data Collection and Analysis of Bike Network and Facilities</u> Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes.</p> <p>Proposed Bike network and facilities analysis: N/A since the project does not trigger criterion for 3.3.1.</p> <p>Mitigation for Bike network</p>	<p>Guidelines: If deficiencies have been documented in the study area's pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike network.</p>
<p>For Informational purposes only. Mitigation will be documented in the final CTR. No information required in scoping form. <u>This section is not applicable for this project.</u></p>	
<p>4. Transit Service</p> <p>CTR Triggers for transit mode share</p> <p>Guidelines: A CTR is typically required to include some level analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i></p>	<p>DDOT Comments/Action Items</p>



<p>section of this scoping form is required. See Section 3.4.1 of the CTR guidelines</p> <ul style="list-style-type: none"> The CTR will include a summary of existing and proposed public transit facilities and services including bus and rail routes, bus stops, streetcar stops, and service schedules within proximity to the site. 	
<p><u>CTR Transit study area</u> Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area.</p>	
<p>Proposed transit study area: <u>This section is not applicable for this project.</u> <u>Analysis of Transit Network</u> Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information.</p>	
<p>Proposed transit analysis: <u>This section is not applicable for this project.</u></p>	
<p><u>Transit Trip Mitigation</u> Guidelines: Proposed mitigation of transit impacts may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information.</p>	
<p>For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in scoping form.</p>	
<p>5. Site Access and Loading Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies. Freight\Delivery The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. Motorcoach For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines.</p>	<p>DDOT Comments/Action Items</p> <ul style="list-style-type: none"> Presently, a portion of 13th Street is used by a nearby hotel as a bus loading and unloading site. Therefore, a loading/curbside management plan will need to be included within the report



<p>Proposed Loading Analysis:</p> <p>The CTR will include note of the following:</p> <ul style="list-style-type: none"> • Identification of existing loading zones within one block of the proposed building • Identification of proposed commercial vehicle access to the site • A plan for loading and trash pickup 	
<p>6. Parking</p> <p>Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6</p> <p>Proposed Parking Analysis:</p> <p>The applicant is proposing relief from the Code ["2101, Schedule of Requirement for Parking Spaces, Apartment house or multiple dwelling, CR"] which requires 3 onsite parking spots for this 9-unit project. The zoning requirement is 1 space per two dwelling units or 5 spaces. This parking would need to be absorbed with use of on-street parking spaces. Existing inventory and occupancy data will be collected for on-street parking along the following roadways segments:</p> <ul style="list-style-type: none"> • 12th Street, NE (between G Street and I Street) • 13th Street, NE (between G Street and I Street) • 14th Street, NE (between Maryland Avenue and Florida Avenue) • H Street, NE (between 12th Street and 14th Street) • G Street (between 12th Street and Maryland Avenue) • Wylie Street, NE (between 12th Street and 14th Street) • Linden Place, NE (between 12th Street and 13th Street) • I Street, NE (between 12th Street and Florida Avenue) • Florida Avenue, NE (between I Street and 14th Street) • Maryland Avenue, NE (between 14th Street and G Street) <p>The inventory will identify parking signage and control by block and face. The inventory will also note RPP eligibility as well as all metered parking locations (with hours of operation). Occupancy data will be collected on a weekday evening hourly between the 7:00 pm and 10:00 PM. The specific date and number of parking occupancy surveys to be provided are as follows:</p> <ul style="list-style-type: none"> • Tuesday, December 15, 2015 <ul style="list-style-type: none"> ○ 8:00 PM -9:00 PM ○ 9:00 PM-10:00 PM 	<p>DDOT Comments/Action Items</p> <ul style="list-style-type: none"> • Please include the required retail parking which will need to be absorbed by on-street parking within the parking occupancy study • Please include the south side of Florida Avenue between I St. and 14th St. and the north side of Maryland Avenue between 14th St. and G St. for your parking occupancy inventory • Please specify the exact number of parking occupancy surveys that will occur



<p>Per zoning, nine spaces are required for retail use. A total of 13 spaces (nine retail and 3 residential) will need to be absorbed through use of on-street parking. The CTR will document if there is available on-street spaces to support the total spill-over demand associated with the project.</p>	
<p>7. Transportation Demand Management</p>	<p>DDOT Comments/Action Items</p>
<p><u>Triggers for a TDM Plan</u> Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7</p> <p>Proposed TDM Plan: The CTR will list the applicant's proffered TDM measures (in-line with DDOT's TDM guideline). The applicant will also consider approved TDM measures from previous parking variance cases to identify measures to reduce vehicle trip generation and encourage use of non-automobile travel modes.</p>	
<p>8. Performance Monitoring & Measurement</p>	<p>DDOT Comments/Action Items</p>
<p>Guidelines: Developments of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information.</p> <p>For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager. This section is not applicable for this project.</p>	
<p>9. Safety</p>	<p>DDOT Comments/Action Items</p>
<p>Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information.</p> <p>Proposed Safety Analysis: This section is not applicable for this project.</p>	
<p>10. Streetscape/Public Realm</p>	<p>DDOT Comments/Action Items</p>
<p>Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation.</p> <p>The CTR will include a summary (where available) of the site's treatment of the streetscape/public realm in proximity to this development, noting the ROW distribution and widths of public parking allotted. The final plan for streetscape/public realm improvements will be handled during the public space process.</p>	



Information/Data Requests (List requested data from DDOT after each field below):

- District planning documents:
- Local planning documents, including small area plans:
- Information on programmed and/or funded roadway improvements in study area:
- Studies for background developments in study area:
- Signal Timings: N/A
- Crash Data: N/A

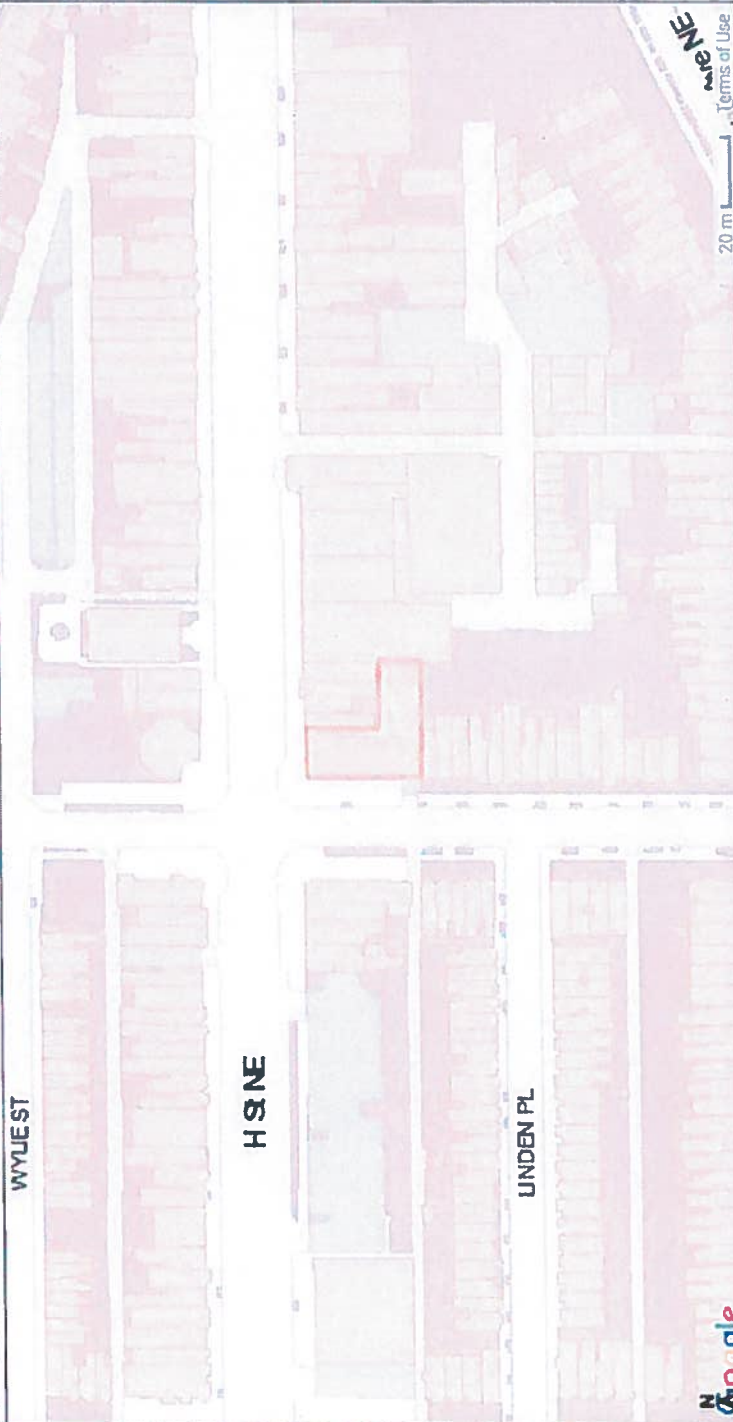
Proposed Schedule:

- DDOT comments on Scoping Document:
- Transportation Consultant/Applicant responses to comments:
- Phase I Completion:
- Phase II Completion:
- Submission of Report to DDOT: December 22, 2015
- Zoning Commission or BZA Hearing Date: January 26, 2015



Zoning Report for Square: 1027 Lot: 0156

October 12, 2015



Zoning Layers

- Zone Districts
- Pending Zones
- Overlays
- Pending Overlays
- Baist Index
- Historic Districts
- Active PUDs
- Pending TDRs
- Campus Plans
- CEA

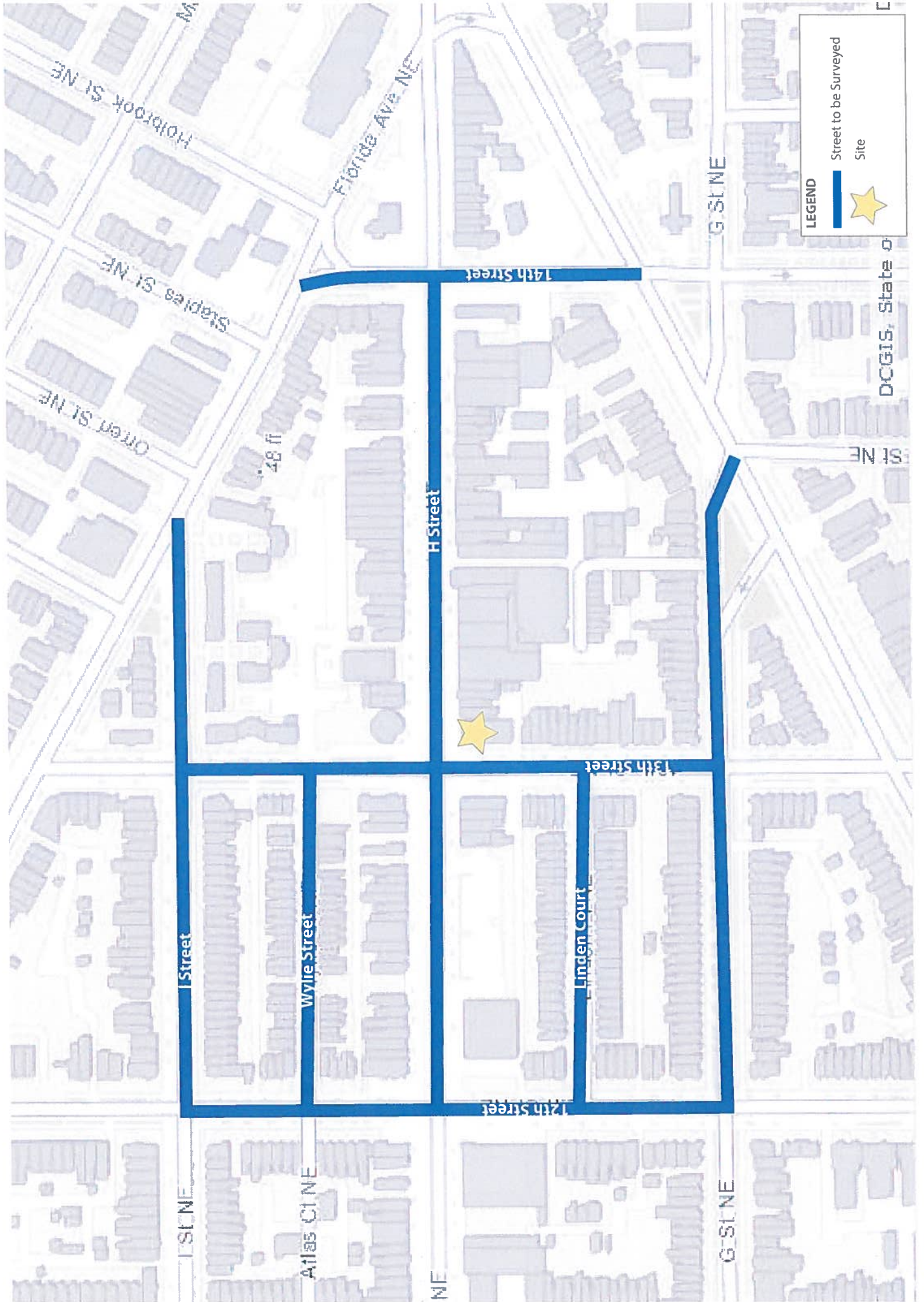
Latitude: NaN, Longitude: NaN

While DCOZ is committed to providing accurate and timely zoning information via the zoning map, DCOZ cannot guarantee the quality, content, accuracy, or completeness of the information, text, graphics, links, and other items contained therein. All data visualizations on the zoning map should be considered approximate. Information provided in the zoning map should not be used as a substitute for legal, accounting, real estate, business, tax, or other professional advice. DCOZ assumes no liability for any errors, omissions, or inaccuracies in the information provided regardless of the cause of such or for any decision made, action taken, or action not taken by the user in reliance upon any maps or information provided herein. DCOZ retains the right to change any content on its zoning map without prior notice.

Zoning Data Summary*	
Square/Suffix/Lot	1027 / n/a / 0156
Premises Address	1301 H ST NE
Zoning District(s)	C-2-A
Overlay District(s)	HS-A
Pending Zoning District(s)	
Pending Overlay District(s)	
PUDs	None
Pending PUDs	None
Ward	6
Council Member	Charles Allen
ANC	6A
ANC Chairperson	Phil Toomajian
SMD	6A06
Commissioner	Stephanie Zimny

* For a detailed explanation of zoning related terms, please refer to the DC Zoning Map Glossary available at http://maps.dcoz.dc.gov/ess/Map_App_User_Guide/Glossary.pdf.

** To the extent an active PUD exists on a particular site, the PUD zoning depicts the zoning in effect for that site.



LEGEND

- Street to be Surveyed
- Site

DCGIS, State of

I St NE

Wylie Street

Linden Court

12th Street

13th Street

H Street

14th Street

G St NE

I St NE

Arliss Ct NE

NE

G St NE

48 ft

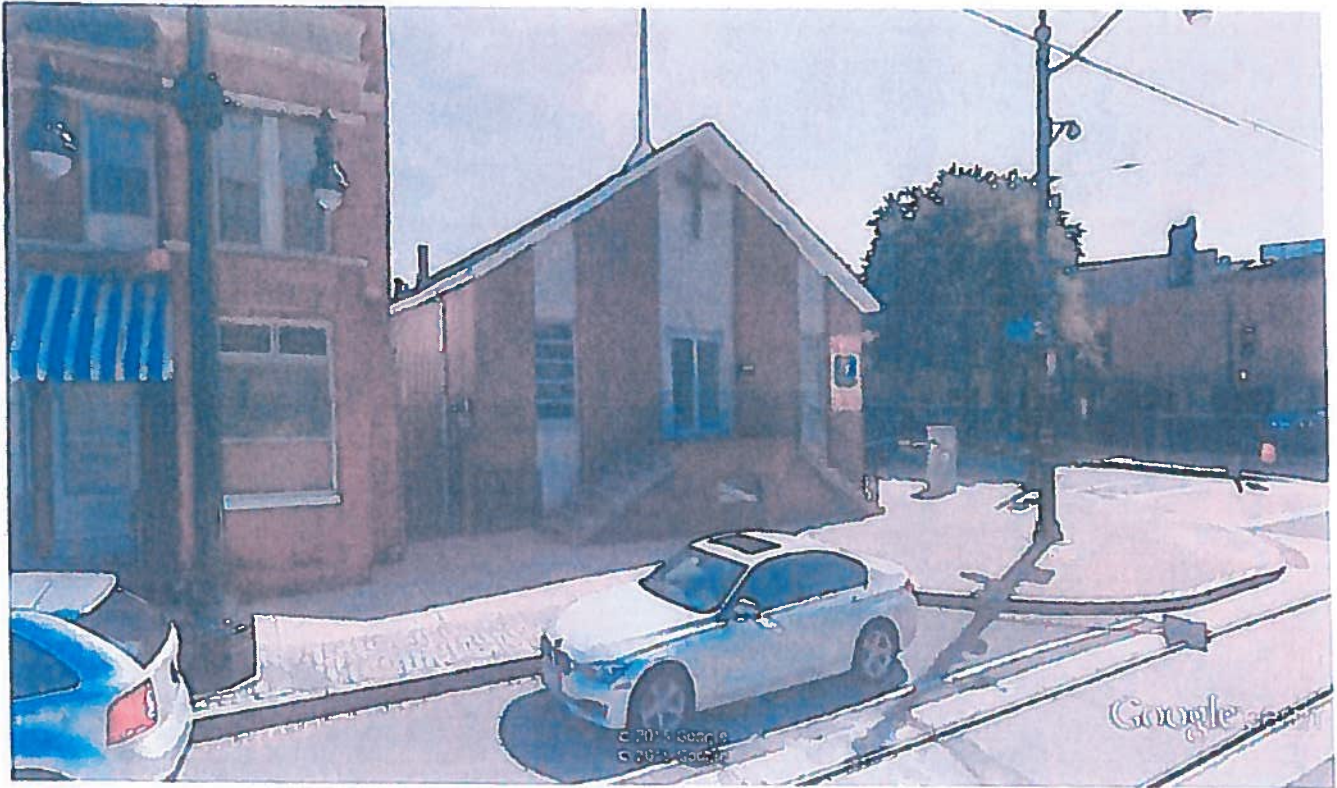
St NE

Staples St NE

Oren St NE

Hook St NE

Florida Ave NE



View from H Street NE

9 October 2015

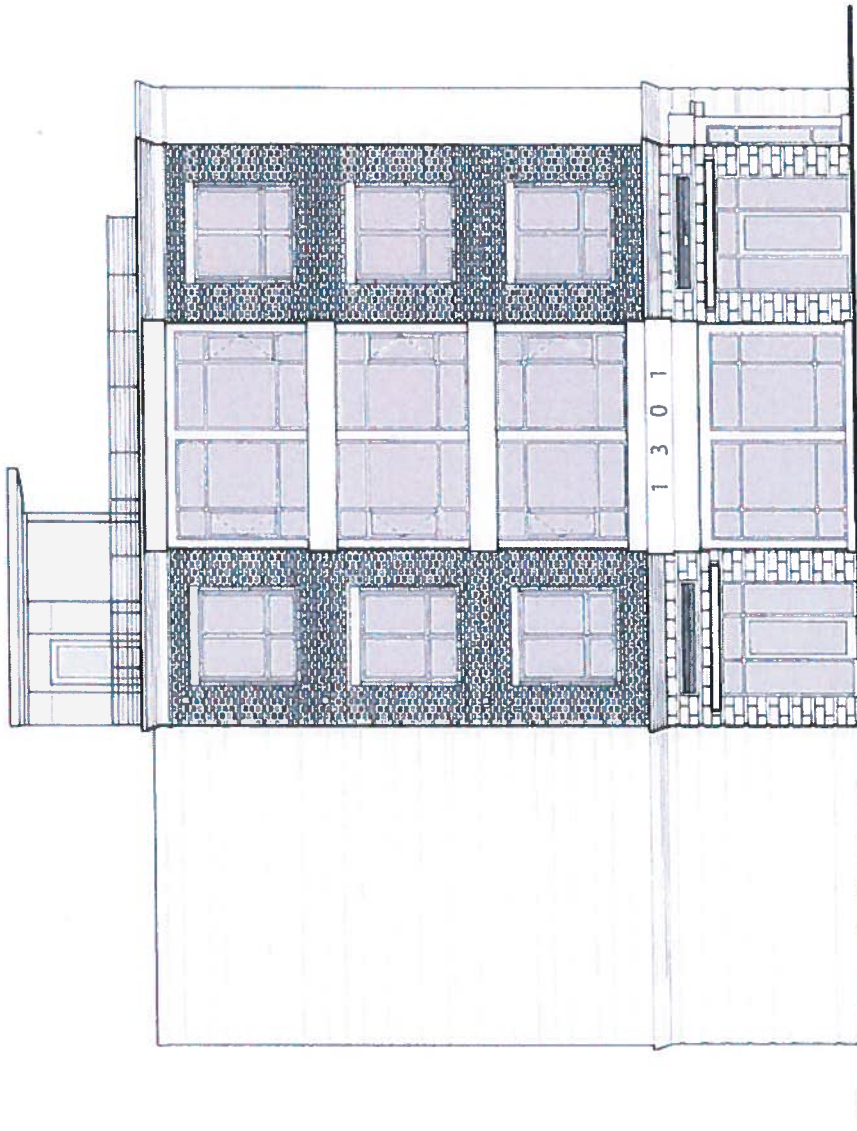
1301 H Street NE
Washington, DC 20002
H STREET NE ELEVATION
Scale: 1/8" = 1'-0"

1547

1400 Spring Street, Suite 320, Silver Spring, Maryland 20910-2755
(301) 585-2222 www.bimarch.com
(301) 585-0917 fax (301) 585-0917

BENNETT FRANK MCCARTHY
architects, inc.

SK-5



US Census American Community Survey Data, 2012 5-Year Estimate (2008-2012) Residential Transportation Mode Share for Census Tract 84.01

Geography	Population	Total commuters	Drive alone	Drive alone mode share	Carpool	Carpool mode share	Public transit	Public transit mode share	Walk	Walk mode share	Bicycle	Bicycle mode share	Work at home	Work at home mode share	Total non-car commuters	Non-car mode share
Census Tract 84.02, District of Columbia, District of Columbia	2,157	1,290	557	43.20%	128	9.90%	309	24.00%	163	12.60%	61	4.70%	72	5.60%	533	41.30%

nearby buildings. With many nearby office and residential buildings, the Crystal City sites also had high percentages of dining visitors who arrived by the “walk and other” mode (62 and 64 percent). Also, since both Crystal City retail sites are part of the pedestrian network, a very high percentage of respondents reported “personal business” as the purpose of the visit, suggesting that they are workers or visitors walking between office and other buildings.

**Table C-22
Mode Shares at Retail Sites**

Retail Site	Mode			
	Metrorail ¹	Metrobus & Other Transit ²	Auto ³	Walk & Other ⁴
Ballston Station Area				
Ballston Common	23%	7%	43%	27%
Crystal City Station Area				
Crystal Plaza Shops	36%	5%	24%	36%
The Underground	31%	6%	27%	35%
Silver Spring Station Area				
Silver Spring Neighborhood Center	9%	10%	67%	14%
U Street/African American Civil War Memorial/Cardozo Station Area				
U St Main Street	44%	13%	19%	25%
Average Among All Sites	29%	8%	36%	27%

- Notes: ¹ Includes multimodal trips that may have involved auto and/or bus use in combination with Metrorail.
² Includes bus only trips, and commuter rail, such as MARC, VRE or Amtrak.
³ Includes trips as driver and passenger of a private automobile.
⁴ Includes cycling and any other form of transportation one may use.

Table C-24 sorts the mode shares at the surveyed retail sites by the jurisdiction from which the respondents came, and the jurisdiction to which they planned to go after visiting the site. For all five sites, the most popular origin and destination for trips to and from each individual retail site was the jurisdiction of the site’s location. At Ballston Common and the two Crystal City sites, the largest modal share among visitors coming from and going to Arlington County (all three sites are located in Arlington County) was the “walk and other” mode, suggesting large patronage from nearby office workers and residents. The Silver Spring Neighborhood Center did not exhibit this pattern. Its visitors from within Montgomery County overwhelming drove or rode in an automobile (68 percent) to travel to and from the site. U Street Main Street exhibited a different pattern; its largest customer base, those arriving from or going to a District location, tended to use Metrorail (44 percent).



The trend of declining vehicle occupancy may have started to reverse, as overall occupancy shows an increase in 2001 and 2009. In 2009, the rise in occupancy was the result of a significant rise in vehicle occupancy for social and recreational travel – changes in occupancy for other purposes were not noteworthy. The calculated occupancy in this table is miles-weighted, using the reported number of people on the trip and the length of the trip together.

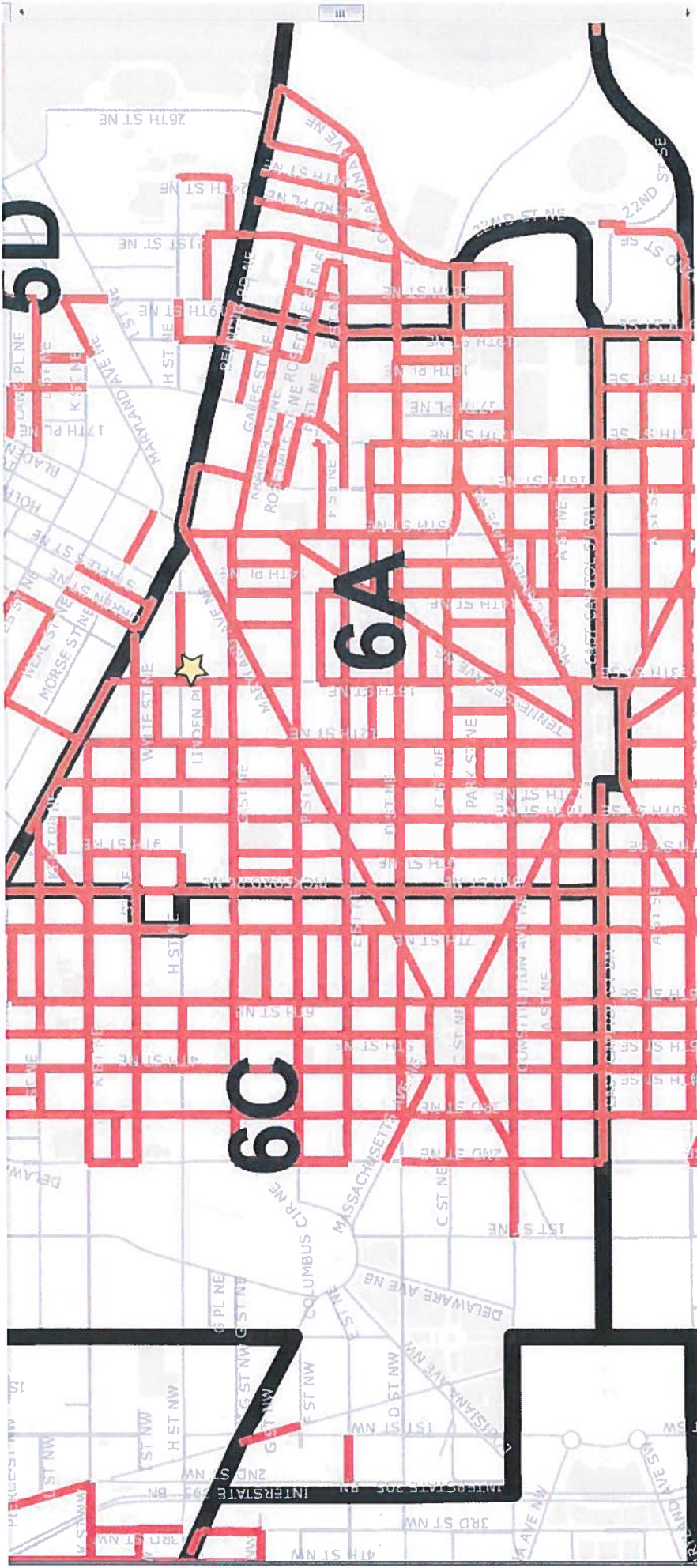
Table 16. Average Vehicle Occupancy for Selected Trip Purpose 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS (Person Miles per Vehicle Mile).

Trip Purpose	1977	1983	1990	1995	2001	2009	95% CI
To or From Work	1.3	1.29	1.14	1.14	1.14	1.13	0.01
Shopping	2.1	1.79	1.71	1.74	1.79	1.78	0.05
Other Family/Personal Errands	2	1.81	1.84	1.78	1.83	1.84	0.04
Social and Recreational	2.4	2.12	2.08	2.04	2.03	2.20	0.06
All Purposes	1.9	1.75	1.64	1.59	1.63	1.67	0.03

Note:

- All purposes includes other trip purposes not shown, such as trips to school, church, and work-related business.
- "Other Family/Personal Errands" includes personal business and medical/dental. Please see Appendix A - Glossary for definition.
- NPTS is Nationwide Personal Transportation Survey. CI is Confidence Interval.

District of Columbia - RPP/ANC Map Excerpt



Legend

- Site

1301 H Street Parking Occupancy Survey

Date 15-Dec-15

Street	Block	Side	Supply	Occupancy 8:00 PM	Occupancy 9:00 PM	
H Street	12 th Street to 13 th Street	North	17	19	17	
		South	6	6	7	
	13 th Street to 14 th Street	North	25	26	23	
		South	23	22	24	
	Total			76	76	74
	I Street	12 th Street to 13 th Street	North	27	22	22
South			26	23	23	
13 th Street to Maryland Avenue		North	14	10	10	
		South	14	12	13	
Total			81	67	68	
Maryland Avenue	G Street to 14 th Street	North	14	14	14	
Total			14	14	14	
Wylie Street	12 th Street to 13 th Street	North	28	25	25	
		South	28	25	25	
Total			56	50	50	
Linden Place	12 th Street to 13 th Street	North	26	26	26	
		South	26	25	26	
Total			52	51	52	
12 th Street	I Street to Wylie Street	East	4	4	5	
		West	8	8	3	
	Wylie Street to H Street	East	2	2	2	
		West	2	2	1	
		West	3	3	3	
	H Street to Linden Place	West	1	1	1	
		East	2	2	2	
		West	2	2	2	
		West	4	4	4	
	Linden Place to G Street	West	3	3	2	
		East	6	6	3	
	Total			49	49	40
13 th Street	I Street to Wylie Street	East	8	6	6	
		West	6	4	4	
	Wylie Street to H Street	West	1	1	1	
		East	2	2	2	
	H Street to Linden Place	West	3	3	2	
		East	3	4	4	
		East	6	2	2	
	Linden Place to G Street	West	2	3	3	
		West	1	0	0	
	Total			52	41	41
14 th Street	Florida Avenue to H Street	East	0	0	0	
		West	0	0	0	
	H Street to Maryland Avenue	East	9	7	7	
		West	9	8	8	
Total			18	15	15	
G Street	12 th Street to 13 th Street	North	25	22	22	
		South	1	1	1	
	13 th Street to Maryland Avenue	South	24	23	23	
		North	18	15	15	
Total			75	68	68	

Total Study Area 473 431 422