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## MEMORANDUM

**TO:** Robyn Jackson DDOT  
Anna Chamberlin DDOT

**FROM:** Nicole White, P.E., PTOE Symmetra Design  
Kelvin Robinson Symmetra Design

**DATE:** August 16, 2016

**RE:** 1355-1357 U Street, NW Comprehensive Transportation Review  
BZA Case # 19343

## INTRODUCTION

The following memorandum outlines the Comprehensive Transportation Review (CTR) for the proposed 1355-1357 U Street project. The subject site (Square 236 Lots 64 and 65 herein “Site”) is situated on the north side of U Street, NW between 13<sup>th</sup> Street and 14<sup>th</sup> Street. The project is located in the Uptown Arts Mixed-Use Overlay area<sup>1</sup> zoned CR. The site currently consists of two two-story buildings.

The Goldstar Group (the “applicant”) plans to build 23 residential units and 8,223<sup>2</sup> square feet of gross floor area dedicated to retail (on the first floor and second floor). The site is well served by a number of transportation options such as Metrorail and Metrobus and it is anticipated that the majority of residents will utilize non-automobile transportation options to access the site.

The project will provide for three (3) parking spaces on the site premises. Parking relief is being requested for fifteen (15) parking spaces eight (8) residential spaces and seven (7)<sup>3</sup> retail spaces.

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<sup>1</sup> Per the Office of Zoning, the purposes of the Uptown Arts-Mixed Use (ARTS) Overlay District are to require uses that encourage pedestrian activity, especially retail, entertainment, and residential uses, in the 14<sup>th</sup> and U Street, NW area.

<sup>2</sup> A total of 11,587 square feet of retail is planned including an additional 3,364 on the cellar level

<sup>3</sup> The retail parking requirement applies to retail uses above ground only and does not apply to the cellar retail square footage

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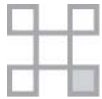
Board of Zoning Adjustment  
District of Columbia  
CASE NO. 19343  
Transportation Planning, Traffic Engineering  
EXHIBIT NO. 30C

The zoning parking requirement for the residential use is one space for every three units and one space per 750 square feet gross floor area over 3,000 square feet for the retail use.

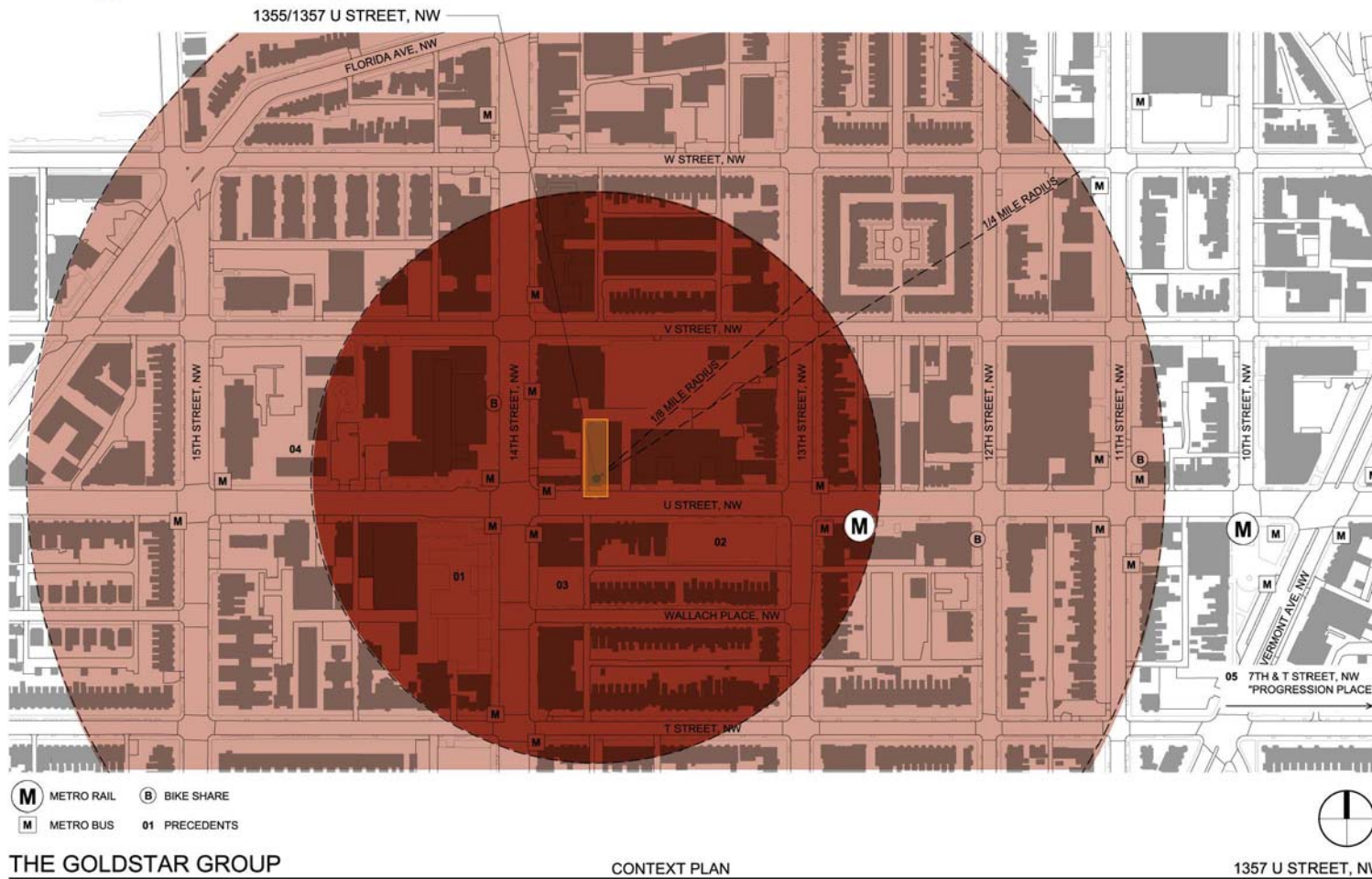
The following conclusions were made regarding the 1355-1357 U Street, NW development:

- The 1355-1357 U Street, NW project will provide up to 23 residential units and 11,587 square feet of retail. A total of three (3) parking spaces will be provided on-site. The property is located along a highly-walkable corridor with numerous restaurants, shops, grocery stores, and other amenities nearby, so it is entirely realistic for residents of the project to live without a car. The proposed retail will be neighborhood-serving and therefore would likely generate minimal vehicle or parking demand.
- The U Street corridor is well served by a number of Metrobus lines and is within a block of the U Street/African-American Civil War Memorial/Cardozo Metrorail station. There is also convenient access for pedestrians to/from the Site and Metrobus stops.
- The Walkscore for the area is 99 out of 100. Bicycling in the area is a viable transportation option as the Site is accessible to a number of bicycle facilities such as bike lanes, Capital Bikeshare and bicycle racks in public space.
- Development of the Site will not adversely impact existing transportation or parking conditions.
- The applicant has proposed a robust Transportation Demand Management plan to encourage future residents to utilize non-automobile travel options.

See **Figure 1** for a site location map



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**Figure 1: Site Location Map**

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## SCOPE OF STUDY

The applicant has completed the scoping process with the District Department of Transportation (DDOT). The scope of this Comprehensive Transportation Review (CTR) was confirmed and approved by DDOT. The final approved scoping form is attached.

This CTR provides a summary of the on-Site and off-Site parking conditions, existing provisions for pedestrians and cyclists, a summary of Transit Services, a description of the project's plan for Loading and a Transportation Demand Management Plan.

## SITE TRIP GENERATION SUMMARY

The Site is projected to generate 7 AM and 11 PM peak hour vehicle trips. The AM and PM projected trip generation is less than the recommended maximum threshold (25 vehicle trips during any one peak hour) and therefore this project does not warrant roadway capacity analysis. The methodology, transportation modal split and resulting site trips by mode is provided in the scoping form.

## EXISTING PARKING CONDITIONS

### Off-Street Parking

The Franklin D. Reeves Center garage located at 1425 U Street offers daily parking. A total of 145 parking spaces are provided within the garage and it is operational Monday through Friday from 6:00 AM to 1:00 AM, Saturday from 7:00 AM to 3:00 AM and Sunday from 7:00 AM to 1:00 AM.

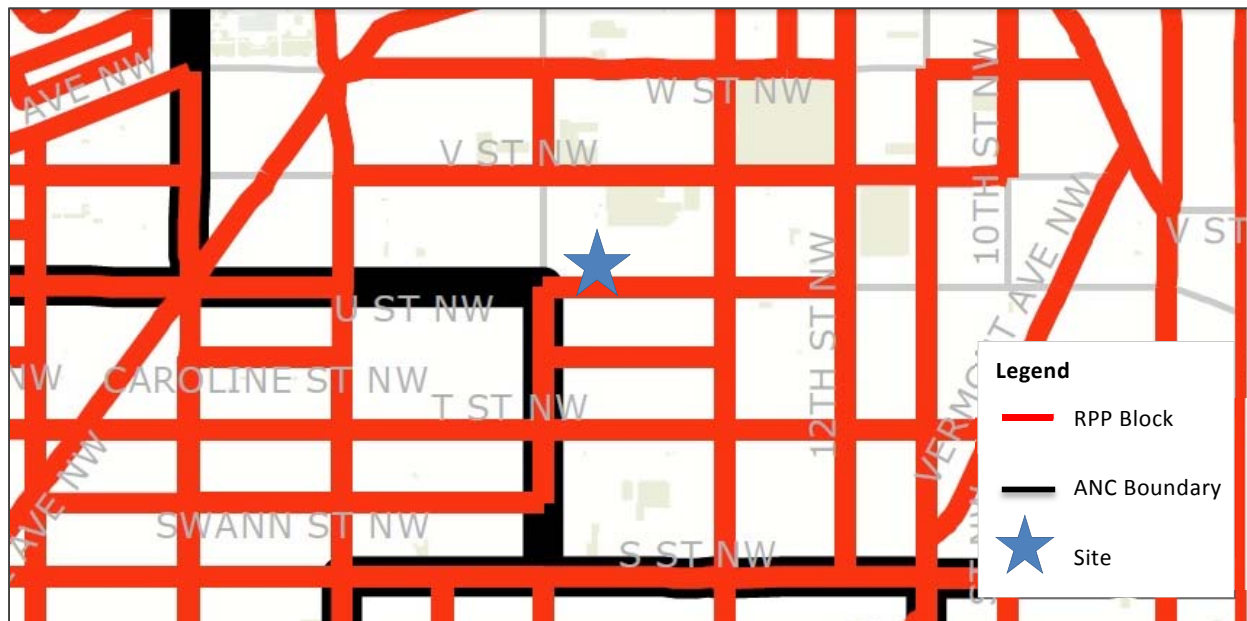
### On-Street Parking

On-street parking surveys were not required per the DDOT scoping process. Curb parking in the area was as high as 99% utilization<sup>4</sup>.

**Figure 2** is a snapshot of DDOT's RPP map. The map indicates U Street between 13<sup>th</sup> Street and 14<sup>th</sup> Street is a RPP street; however, in the field this parking is *Pay to Park* Monday through Saturday.

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<sup>4</sup> Wallach Place Parking and Loading Management Plan September 12, 2013



**Figure 2:** DDOT ANC/RPP Map (source: DDOT)

## BICYCLE FACILITIES

The bicycle network surrounding the Site provides both north-south and east-west bicycle connectivity. The following bicycle facilities are located near 1355-1357 U Street, NW:

- Bike Lanes along both sides of 14<sup>th</sup> Street
- Bike Lane along the south side of T Street
- Bike Lanes along the north side of V Street
- Bike Lane along the south side of T Street
- Cycle Track along the west side of 15<sup>th</sup> Street
- On-street signed route on 13<sup>th</sup> Street

There are numerous U-shaped bicycle racks within public spaces near the Site along U Street, 14<sup>th</sup> Street and 13<sup>th</sup> Streets. There are two Capital Bikeshare stations near 1355-1357 U Street. They are located on the west side of 14<sup>th</sup> Street near V Street and on the west side of 12<sup>th</sup> Street near U Street. The bikeshare station on 14<sup>th</sup> Street offers 27 bicycles and the bikeshare station on 12<sup>th</sup> Street offers 33 bicycles. Field observations<sup>5</sup> indicated 4 of 27 bicycles and 3 of 33 bicycles were

<sup>5</sup> Conducted July 2015

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available for use. Bikeshare stations are also located along 14<sup>th</sup> Street further north at the intersection with Belmont Street and along 14<sup>th</sup> Street to the south at the intersection with R Street.

Per Walkscore.com, the bike score for the Site is rated at 95 out of 100. This is indicative of the convenient access to bikeshare and the location of the Site in proximity to a number of bicycle facilities such as bike lanes.

## **CAR SHARING**

The following carshare stations are located within close proximity of the Site:

- U Street/African-American Civil War Memorial/Cardozo Metrorail station (13<sup>th</sup> Street/T Street) – 4 vehicles
- 13<sup>th</sup> Street/ U Street- 2 vehicles
- 14<sup>th</sup> Street/ U Street- 2 vehicles
- 1315 W Street- 2 vehicles
- 2303 14<sup>th</sup> Street- 2 vehicles
- 14<sup>th</sup> Street/Swann Street- 1 vehicle
- 14<sup>th</sup> Street/ S Street- 1 vehicle
- New Hampshire Avenue/ V Street- 2 vehicles
- 2101 16<sup>th</sup> Street- 2 vehicles

See **Figure 3** for an illustration.

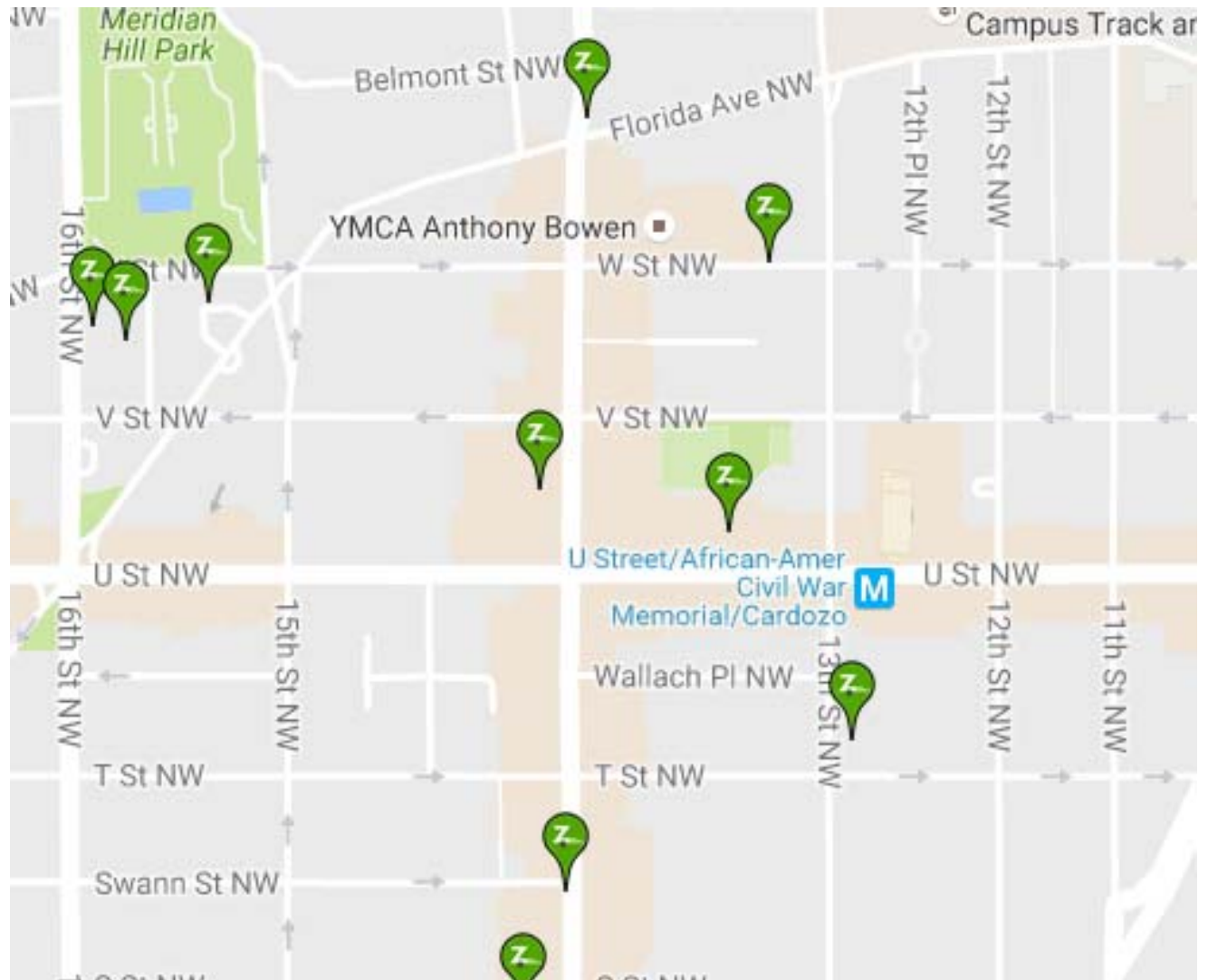


Figure 3: Zipcare locations

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## PEDESTRIAN ASSESSMENT

An assessment of walkability to/from the Site and the U Street Metrorail Station and an inventory of pedestrian facilities and conditions along the surrounding roadways is provided in the following sections.

In regards to walkability, the Walkscore was sourced which is a ranking of walkability for a neighborhood scored 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 99, which indicates daily errands do not require a car.

From the Site, pedestrians would have convenient access to the U Street Metrorail station. Pedestrians destined to the station would head east along U Street and cross U Street at 13<sup>th</sup> Street to access the station. Crosswalks and pedestrian signals are provided at all approaches of the 13<sup>th</sup> Street/ U Street intersection.

### Sidewalks

Sidewalks are provided along all roadways within proximity of the Site including 14<sup>th</sup> Street, 13<sup>th</sup> Street, U Street, V Street, T Street and Wallach Place. Sidewalks are generally in fair to good condition. During observations, a section of sidewalk along the south side of U Street (opposite of the proposed Site) was closed due to the construction of the 13|U Street development<sup>6</sup>. A temporary covered sidewalk has been provided.

Sidewalk width requirements vary for each roadway based on the classification of the roadway and zoned use. U Street and 14<sup>th</sup> Street (south of U Street) are principal arterials. Both 13<sup>th</sup> Street and 14<sup>th</sup> Street (north of U Street) are minor arterials. All other roadways within the study area are classified as local streets. Sidewalk requirements, by functional classification, according to the *DDOT Public Realm Design Manual* (2011) are shown below in **Table 1**.

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<sup>6</sup> The project will allow for 129 residential units, 15,750-square-feet of street-level retail and 48 below-grade parking spaces



**Table 1 Sidewalk and Buffer Zone Width Requirements**

Street Type	Tree Box Area	Sidewalk (does not include tree box)	
Local/Collector	4 ft. min/ 6 ft. preferred	(Residential) 6 ft. min	(Commercial) 10 ft. min
Principal and Minor Arterials	6 ft. min	(Residential) 8 ft. min	(Commercial) 10 ft. min

**Table 2** identifies sidewalk widths including buffer zones for roadways within proximity of the Site.

**Table 2 Sidewalk and Buffer Zone for Study Roadways**

Street Type		Tree Box Area	Sidewalk	Total	Meets Standards
Principal/ Minor Arterial	14 <sup>th</sup> Street <sup>7</sup>	4-ft.	12-ft.	16-ft.	No
	U Street <sup>8</sup>	4-ft.	5-ft.	9-ft.	No
	13 <sup>th</sup> Street	5-ft.	3-ft.	8-ft.	No
Local Roadway	V Street	3-ft.	7-ft.	10-ft.	No
	Wallach Place	3-ft.	5-ft.	8-ft.	No
	T Street	3-ft.	5-ft.	8-ft.	No

The studied sidewalks sections do not meet DDOT’s requirements as the tree box areas are all less than the minimum 6 feet for arterials and 4 feet for local roadways. In addition, 14<sup>th</sup> Street near U Street exceeds the minimum 10-foot sidewalk clear zone however all other sidewalks sections in the study area do not meet the 10-foot requirement.

**Crosswalks**

Crosswalks are provided at all approaches of the intersections with U Street at 13<sup>th</sup> Street and at 14<sup>th</sup> Street. The crosswalk along the east leg of the 14<sup>th</sup> Street/ U Street intersection is slightly faded. All other crosswalks markings are in fair conditions and are visible for both pedestrians and motorists.

Crosswalks are also provided at the intersections with T Street, U Street, V Street and W Street along 13<sup>th</sup> Street and 14<sup>th</sup> Street. Crosswalk markings are in fair condition and are visible for both pedestrians and motorists.

<sup>7</sup> Northeast corner of the intersection with U Street

<sup>8</sup> Fronting proposed Site

## TRANSIT FACILITIES AND SERVICES ASSESSMENT

The site is well served by Washington Metropolitan Area Transit Authority (WMATA) Metrorail and Metrobus. Per Walkscore.com, transit service near the site is rated at 87 out of 100. This is a favorable score and indicates travel by way of transit is convenient for most trips.

The U Street/African-American Civil War Memorial/Cardozo Metrorail station on WMATA's Green/Yellow line is located within 600 feet of the Site and is about a three minute walk (assuming a 3.5 feet per second walking pace). On weekdays, during peak period<sup>9</sup> service, the U Street Metrorail station provides six minute headways in both directions. During off-peak periods, trains service the station in both directions every 12 to 20<sup>10</sup> minutes. Weekend service headways are 12 to 15 minutes in both directions during the daytime on Saturday and Sunday and are extended to 20 minute for later service.

In addition, the Site is located along the U Street corridor and adjacent to the 14<sup>th</sup> Street corridor. Both corridors provide access to multiple WMATA Metrobus lines. Metrobus routes and bus stop locations are shown in **Table 3**. The bus stop fronting the Metrorail Station on U Street and the bus stops on 14<sup>th</sup> Street near U Street are sheltered and fitted with amenities such as seating for patrons. WMATA bus routes and bus stop locations are illustrated in **Figure 4**.

The DDOT's Circulator Bus Woodley Park – Adams Morgan – McPherson Square route also runs along 14<sup>th</sup> Street. Circulator bus route is also illustrated in **Figure 4**.

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<sup>9</sup> 5:00 – 9:30 AM and 3:00 – 7:00 PM

<sup>10</sup> for late night 9:30 PM – Close

**Table 3: Metrobus/Circulator Routes and Bus Stop Locations**

Route	Route Name	Bus Stop Locations
52 53 54	14 <sup>th</sup> Street Line	<ul style="list-style-type: none"> <li>• Southeast corner of 14<sup>th</sup> Street at T Street</li> <li>• East side of 14<sup>th</sup> Street near U Street</li> <li>• Northeast corner of 14<sup>th</sup> Street at W Street</li> <li>• Northwest corner of 14<sup>th</sup> Street at W Street</li> <li>• Northwest corner of 14<sup>th</sup> Street at U Street</li> <li>• Northwest corner of 14<sup>th</sup> Street at T Street</li> </ul>
90 92 93	U Street – Garfield Line	<ul style="list-style-type: none"> <li>• Northeast corner of U Street at 11<sup>th</sup> Street</li> <li>• Southwest corner of U Street at 11<sup>th</sup> Street</li> <li>• Northeast corner of U Street at 13<sup>th</sup> Street</li> <li>• Southeast corner of U Street at 13<sup>th</sup> Street</li> <li>• Northeast corner of U Street at 14<sup>th</sup> Street</li> <li>• Southwest corner of U Street at 14<sup>th</sup> Street</li> <li>• Northeast corner of U Street at 15<sup>th</sup> Street (90, 93 only)</li> <li>• Southwest corner of U Street at 15<sup>th</sup> Street (90, 93 only)</li> </ul>
96	East Capitol Street – Cardozo Line	<ul style="list-style-type: none"> <li>• Northeast corner of U Street at 11<sup>th</sup> Street</li> <li>• Southwest corner of U Street at 11<sup>th</sup> Street</li> <li>• Northeast corner of U Street at 13<sup>th</sup> Street</li> <li>• Southeast corner of U Street at 13<sup>th</sup> Street</li> <li>• Northeast corner of U Street at 14<sup>th</sup> Street</li> <li>• Southwest corner of U Street at 14<sup>th</sup> Street</li> <li>• Northeast corner of U Street at 15<sup>th</sup> Street</li> <li>• Southwest corner of U Street at 15<sup>th</sup> Street</li> </ul>
X3	Benning Road Line	<ul style="list-style-type: none"> <li>• Northeast corner of U Street at 11<sup>th</sup> Street</li> <li>• Southwest corner of U Street at 11<sup>th</sup> Street</li> <li>• Northeast corner of U Street at 13<sup>th</sup> Street</li> <li>• Southeast corner of U Street at 13<sup>th</sup> Street</li> <li>• Northeast corner of U Street at 14<sup>th</sup> Street</li> <li>• Southwest corner of U Street at 14<sup>th</sup> Street</li> <li>• Northeast corner of U Street at 15<sup>th</sup> Street</li> <li>• Southwest corner of U Street at 15<sup>th</sup> Street</li> </ul>

Route	Route Name	Bus Stop Locations
64	Fort Totten – Petworth Line	<ul style="list-style-type: none"><li>• Northwest corner of 11<sup>th</sup> Street at U Street</li><li>• Southeast corner of 11<sup>th</sup> Street at U Street</li></ul>
Circulator	Woodley Park – Adams Morgan – McPherson Square	<ul style="list-style-type: none"><li>• East side of 14<sup>th</sup> Street near U Street</li><li>• Northwest corner of 14<sup>th</sup> Street at U Street</li></ul>

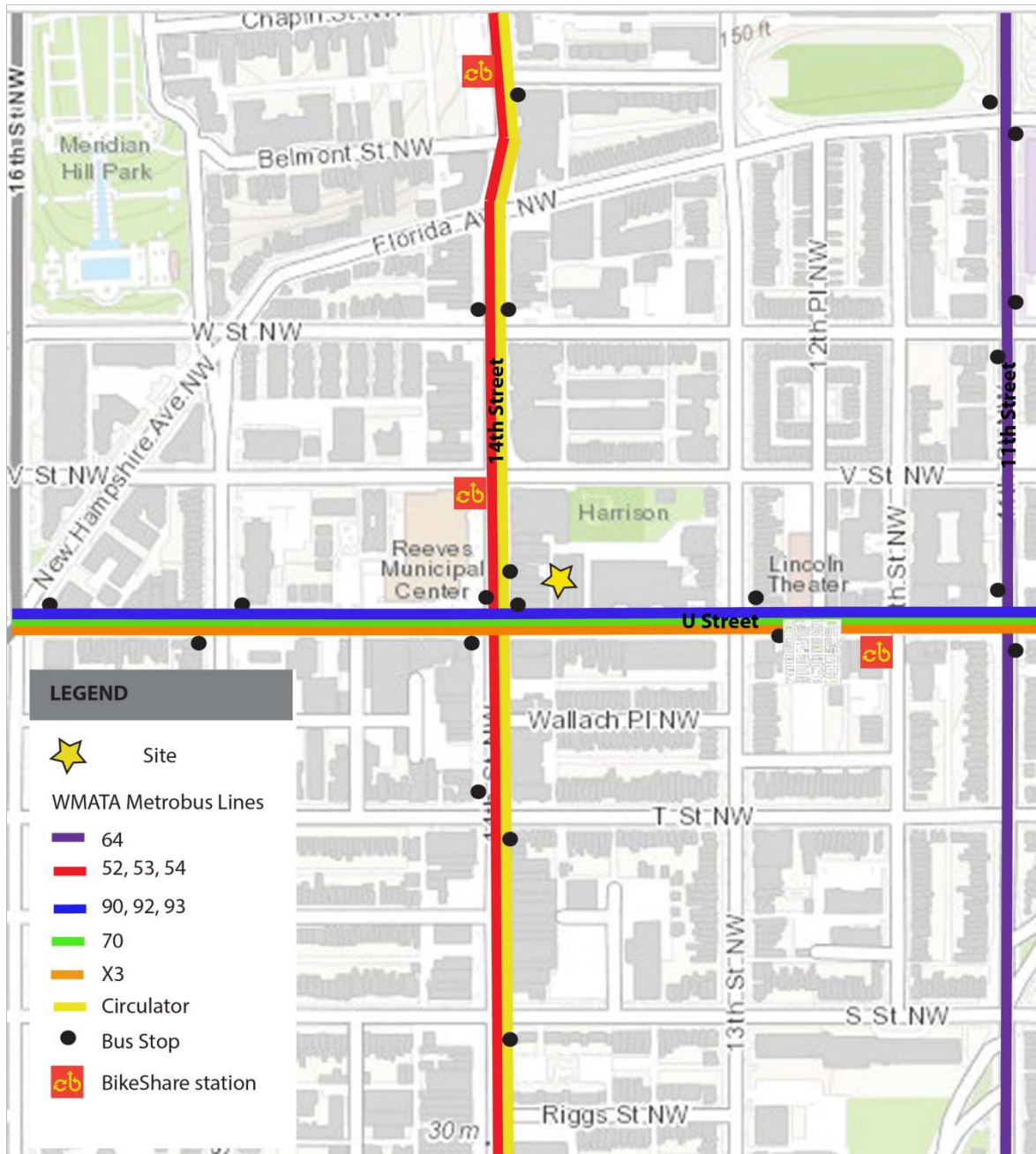


Figure 4: Transit and Multi-modal Facilities

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## **SITE PLAN**

The site plan for the 1355 - 1357 U Street development is shown in **Figure 5**.



Figure 5: 1355 U Street, NW Proposed Floor Plan

**SITE ACCESS**

Vehicles will be able to access the site via the alley adjacent to 1355-1357 U Street. There will be three parking spaces located behind the building for residential use. The spaces will be sold as a separate limited common element assigned to specific units (likely the 3 penthouse units). Ground floor retail access for pedestrians will be along U Street. There would be no physical impact to existing curb spaces as a result of the development.

The proposed zoning regulations require at least one (1) long term secure bicycle parking space for each three (3) residential units and one (1) short term space per 20 dwelling units. A total of eight (8) long term bicycle spaces and two (2) short term bicycle spaces are required per the District’s proposed zoning regulations<sup>11</sup>. The bicycle room on the cellar level could accommodate over 100 bicycles therefore the applicant will exceed the long term requirement. While the specific location has not yet been determined for the short term residential bicycle spaces, the applicant believes the spaces could be accommodated in the rear of the property.

The proposed zoning regulations also state the retail component should be allotted one (1) long term bicycle parking space per 10,000 square feet of retail and one (1) short term space for each 3,500 square feet of retail. A total of two (2) long term and four (4) short term bicycle spaces are required for the retail use. Retail employees will also have access to the cellar level bicycle storage. As previously stated, the location of short term bicycle spaces is being confirmed by the applicant and architect but will likely be provided in the rear of the property.

The applicant also coordinated with DDOT on the preferred bicycle space supply for this project. A summary is shown in **Table 4**.

**Table 4: Bicycle Spaces Required per Proposed Zoning and per DDOT Request**

1355-1357 U Street Development	Number of Bicycle spaces required by proposed zoning 2016		DDOT Requested Bicycle Spaces	
	Long Term	Short Term	Long Term	Short Term
Residential - 23 units	8	2	23	2
Retail- 11,587 square feet <sup>12</sup>	2	4	6	4
<b>Total</b>	<b>10</b>	<b>6</b>	<b>29</b>	<b>6</b>

<sup>11</sup> ZR 2016 effective September 2016

<sup>12</sup> Including the cellar level retail



As shown in the **Table 4**, a total of 29 long term and 6 short term bicycle parking spaces are being requested for this project. The applicant will comply with this request as the bicycle room on the cellar level could accommodate over 100 bicycles and short term bicycle parking spaces will also be provided.

## **LOADING**

A trash area is planned to be located in the rear of the Site and will be accessed via the existing alley between 1351 U Street and 1357 U Street. The north-south portion of the alley (with direct access to U Street) is 10 feet wide and the east-west portion of the alley (in the rear of the proposed Site) is 30 feet wide. Trash trucks would circulate and maneuver within the existing alley easement to load trash.

Per DCMR11 2201.1 loading requirements, there is no loading berth, platform or service/delivery space requirement for a residential building with less than 50 units. The retail loading requirement was waived for a historic waiver.

Residents would need to reserve temporary no parking zones on U Street (fronting the property) for move-ins.

## **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. *DDOT's TDM in the Development Process Report* was used as a reference to guide development of this TDM plan. The applicant will provide all expected TDM measures as outlined in the TDM Recommendations Matrix which identifies TDM measures based on the level of projected vehicle trips for the project.

The applicant will commit to the following:

- Offer a Capital Bikeshare and car sharing memberships to each initial purchaser of a unit for the period of one year
- Provide at least 29 long term and 6 short term bicycle parking spaces
- Provide a bike repair station within the indoor bicycle storage room
- Reserve one space for zipcar or car sharing service for one of three parking spaces on the property
- Designate a TDM coordinator who will work with goDCgo, DDOT's TDM arm, to verify the installation and implementation of TDM measures. Provide the TDM coordinator's full name, email, and telephone number with DDOT;
- Provide at least two shopping carts with wheels for use by residents
- Provide a packet with transportation information and TDM requirements to all new residents and employees

## CONCLUSION

The 1355 -1357 U Street, NW project will provide 23 residential units and 8,223<sup>13</sup> square feet of retail (on the first and second floors) with three parking spaces. The three parking spaces will support the residential component.

The area surrounding the Site provides a robust multi-modal transportation network. Given the Site context, it is expected non-automobile transportation will be the primary mode choice for future residents. In the event supplemental parking is required for residents, an off-site parking garage offers daily short term parking at the Franklin D. Reeves Center (corner of 14<sup>th</sup> Street and U Street).

The applicant will commit to Transportation Demand Management measures to encourage future residents to utilize non-automobile transportation options.

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<sup>13</sup> A total of 11,587 square feet of retail will be provided including 3,364 square feet on the cellar level

1355-1357 U STREET, NW  
Washington, DC

**Transportation Assessment Technical Appendix**  
August 16, 2016



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## **I. CTR Scoping Form and Technical Appendix**

**TRAFFIC ASSESSMENT SCOPING FORM**

**Project Name:** 1355 - 1357 U Street, NW

**Applicant Team:** The Goldstar Group

**Case Type & No. (PUD, LTR, etc.):** BZA Case # TBD

**Project Location:** Ward 1; Generally bounded by U Street to the south, commercial properties and service alley to the west, commercial properties to the east and residential properties to the north (Square 236, Lots 64 and 65). See attached aerial.

**Current Zoning and/or Overlay District:** UPTOWN ARTS MIXED-USE OVERLAY/CR

**Date of Filing:** July 1, 2016

**Estimated Date of Hearing:** TBD

The applicant, GS U Street, LLC, proposes to build approximately an 85.3 foot tall mixed-use building with approximately 11,587 square feet of retail on the cellar, ground floor and second floor and 23 multi-family residential units above. The site is well served by Metrobus and is located approximately 600 feet from the U Street Metrorail station. The property is located along a highly-walkable corridor with numerous restaurants, shops, grocery stores, and other amenities nearby, so it is entirely realistic for residents of the project to live without a car. The existing buildings on the site are currently unoccupied.

Per zoning, the retail component requires 1 space per 750 square feet over 3,000 square feet (not including the cellar level) and the residential component requires 1 space per three dwelling units. The project will require a parking variance from the Board of Zoning Adjustment ("BZA") given the multi-family component requires eight (8) residential spaces and seven (7) retail spaces. The project will allow for a total of three (3) spaces therefore a variance is being requested for 12 spaces. There are no loading requirements for the project per zoning regulations.

A memorandum will be submitted inclusive of sections on pedestrian and bicycle access, transit services and facilities, future site plan, provisions for bicycle parking and Transportation Demand Management. The project will include interior secure bicycle storage facilities.

Program/trip generation assumptions:

- Site trips were estimated using the Institute of Transportation Engineers Trip Generation Manual, 9<sup>th</sup> Edition, Land Use Code 230 Condominiums/Townhome<sup>1</sup> (23 units) and Land Use Code 826 Specialty Retail<sup>2</sup>. While the zoning parking requirement (in the overview) for the retail use was determined based on Gross Floor Area and does not include cellar space, the trip generation presented in the following tables is based on Gross Square Footage for the project (11,587) and includes cellar space.
- 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 44 (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). The Ridership Survey studied retail locations along U Street, NW between 12<sup>th</sup> Street and 15<sup>th</sup> Street. The mode split percentages that were associated with the retail establishments along U Street have been used to determine the retail mode split for 1355-1357 U Street.
- **The subject site is projected to generate 7 AM and 11 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 traffic study.**

Detailed site trips by mode are shown in the following 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 9<sup>th</sup> 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 auto 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.

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

<sup>2</sup> 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.

Table 1A: Residential Mode Share

Public Transportation <sup>3</sup>	39% <sup>4</sup>
Auto*	29%
Walk	18%
Bike	7%
Work from Home	7%
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 44 which is inclusive of the proposed 1355-1357 U Street, NW project. The proposed transportation demand management measures to be proffered by the applicant will encourage use of non-automobile travels options and are therefore expected to reduce the automobile mode share to/from the subject site.**

Table 1B: Retail Mode Share

Public Transportation <sup>5</sup>	56%
Auto*	19%
Walk	20%
Bike	5%
Total	100%

Source: 2005 WMATA Development Ridership Survey

<sup>3</sup> Metrorail and Metrobus

<sup>4</sup> Rounded up from 38.3%

<sup>5</sup> The survey reported 44% Metrorail and 13% Metrobus usage. Metrobus percentage was reduced from 13% to 12% for our mode split calculation since the percentages in Table C-22 were greater than 100 percent.



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	3	13	16	12	6	18
Converted Person Trips	3	15	18	14	7	21
Retail						
Base Vehicles Trips	4	4	8	14	17	31
Converted Person Trips	7	7	14	25	30	55

Table 3A Residential Person Site Trips by Mode

(Separate the walk and bike trips)

Mode Share	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto	1	4	5	4	2	6
Public Transportation	1	6	7	5	3	8
Walk	1	3	4	3	1	4
Bike	0	1	1	1	1	2
Work from home	0	1	1	1	0	1
<b>Total</b>	<b>3</b>	<b>15</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>21</b>

Table 3B Retail Person Site Trips by Mode

(Separate the walk and bike trips)

	AM Peak Generation			PM Peak Generation		
Mode Share	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto	1	1	2	5	6	11
Public Transportation	4	4	8	14	17	31
Walk	2	2	4	5	6	11
Bike	0	0	0	1	1	2
<b>Total</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>25</b>	<b>30</b>	<b>55</b>

Table 3C Total Person Site Trips by Mode

(Separate the walk and bike trips)

	AM Peak Generation			PM Peak Generation		
Mode Share	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto	2	5	7	9	8	17
Public Transportation	5	10	15	19	20	39
Walk	3	5	8	8	7	15
Bike	1	1	1	2	2	4
Work from Home	0	1	1	1	0	1
<b>Total</b>	<b>10</b>	<b>22</b>	<b>32</b>	<b>39</b>	<b>37</b>	<b>76</b>

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 Person Trips Auto Mode Share (plus work from home) <sup>6</sup>	1	5	6	5	2	7
Residential Vehicle Trips (person trips converted to vehicle trips using 1.13 AVO)	1	4	5	4	2	6
Retail Person Trips	1	1	2	5	6	11
Retail Vehicle Trips Auto Mode Share (person trips converted to vehicle trips using 1.78 AVO)	1	1	2	3	3	6
<b>Total</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>12</b>

Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
<p><b>Proposed Documents:</b></p> <p>The study will address how the proposed development considers the primary planning documents of the District, as well as localized studies. We propose that the study include a section addressing the following documents:</p> <ul style="list-style-type: none"> <li>• DC Comprehensive Plan</li> </ul>	<p>OK</p>

<sup>6</sup> Since work from home trips would not have been included in ITE’s base trip generation calculations, work from home trips from the Census Tract 44 mode split were added back to vehicle trips for the total vehicle trip generation.

**TRAFFIC ASSESSMENT SCOPING FORM**

<ul style="list-style-type: none"> <li>• DC Bicycle Master Plan</li> <li>• DC Pedestrian Master Plan</li> <li>• DC Circulator Transit Development Plan</li> <li>• DDOT Design and Engineering Manual</li> <li>• DCMR Title 11 – Zoning Regulations (Sections 16,21,22,23 and 24)</li> <li>• DC’s Transit Future System Plan</li> <li>• SustainableDC Plan</li> <li>• Move DC</li> </ul>	
<p><b><u>Roadway Network, Capacity &amp; Operations</u></b></p>	<p><b>DDOT Comments/Action Items</b></p>
<p><b>Proposed Scope:</b>                  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. Since the proposed project does not meet the criterion to require a complete TIS, no scope has been identified for the Roadway Capacity &amp; Operations section.</p>	<p>OK</p>
<p><u>Vehicle Site Access</u></p> <p><b>Access Location(s):</b> Parking will be located at the rear of the site. The parking will be accessed via existing curb cuts along U Street adjacent to 1357 U Street and adjacent to 1351 U Street</p> <p><b>Access Control:</b> Access to the site parking is via left turn/right turn to and from U Street</p> <p><b>Existing curb cuts utilized:</b> The curb cuts along U Street will continue to be utilized</p> <p><b>Existing curb cuts abandoned:</b> N/A</p> <p><b>Proposed curb cuts:</b> N/A</p> <p><b>Curb cut width and radii:</b> The existing curb cut widths are 15 feet adjacent to 1357 U Street and 21 feet adjacent to 1351 U Street.</p>	<p>OK</p>

**TRAFFIC ASSESSMENT SCOPING FORM**

<p><u>Development Scenarios</u></p> <p>Typically, all studies should include the following scenarios:</p> <ul style="list-style-type: none"> <li>Existing conditions</li> <li>Future conditions, at the anticipated build-out year of the development, <u>without</u> the construction of the development (Background Conditions)</li> <li>Future conditions, at the anticipated build-out year of the development, <u>with</u> the construction of the development (Total Future Conditions)</li> <li>Forecast year</li> </ul> <p>If the proposed development will be in stages, with significant trip generation for each stage, individual phases will need to be examined individually.</p> <p><b>Proposed Development Scenario:</b></p> <p>The transportation memorandum will exclude traffic analysis for the existing, future background and future conditions development scenarios since the project is below the threshold criterion for conducting full traffic analysis.</p>	<p>OK</p>
<p><u>Vehicle Study Area</u></p> <p>No vehicle study area will be analyzed for this project.</p>	<p>N/A</p>
<p><u>Data Collection and Hours of Analysis</u></p> <p><b>Proposed turning movement count intersections:</b></p> <p>No turning movement vehicular, pedestrian or bicycle counts will be conducted for this project.</p>	
<p><u>Roadway Improvements</u></p> <p><b>Proposed roadway improvements:</b></p> <ul style="list-style-type: none"> <li>N/A</li> </ul>	<p>N/A</p>
<p><u>Background Developments</u></p>	<p>N/A</p>

**TRAFFIC ASSESSMENT SCOPING FORM**

<ul style="list-style-type: none"> <li>N/A</li> </ul>	
<p><u>Background Growth</u></p> <ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A
<p><u>Site Trip Distribution &amp; Assignment</u></p> <ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A
<p><u>Analysis Methodology</u></p> <p><b>Proposed analysis methodology:</b></p> <ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A
<p><b><u>Bicycle &amp; Pedestrian Facilities</u></b></p>	<p><b>DDOT Comments/Action Items</b></p>
<p><u>CTR Bike and Pedestrian Study area</u></p> <p><b>Proposed bike and pedestrian study areas:</b></p> <p>The study will identify existing and proposed pedestrian &amp; bicycle services in the vicinity of the site. The proposed study area consists of:</p> <ul style="list-style-type: none"> <li>U Street (between 15<sup>th</sup> Street and 12<sup>th</sup> Street)</li> <li>14<sup>th</sup> Street (between T Street and W Street)</li> <li>13<sup>th</sup> Street (between T Street and W Street)</li> <li>T Street (between 15<sup>th</sup> Street and 13<sup>th</sup> Street)</li> <li>V Street (between 15<sup>th</sup> Street and 13<sup>th</sup> Street)</li> <li>W Street (between 15<sup>th</sup> Street and 13<sup>th</sup> Street)</li> </ul> <p>The bike and pedestrian assessment will include the following :</p> <ul style="list-style-type: none"> <li>Written description and figure of existing and proposed bicycle facilities including trails, bike lanes and bikeshare</li> <li>Description of pedestrian and bicycle access routes to/from the site and transit stops</li> </ul>	OK

**TRAFFIC ASSESSMENT SCOPING FORM**

<p>Identification of existing and proposed sidewalk widths surrounding the subject site</p> <ul style="list-style-type: none"> <li>• Identification of existing Capital Bikeshare locations and demand (based on field observations)</li> <li>• Description of future on-site bicycle parking in private and public space including short term and long term number and location (indoor and outdoor) of bicycle parking spaces, storage and proposed bike rack standards</li> <li>• Comparison of proposed on-site bike parking to zoning requirements</li> <li>• Discussion of key pedestrian and bike destinations near the site and the routes to these locations</li> </ul>	
<p><u>Data Collection and Analysis of Bike Network and Facilities</u></p> <p><b>Proposed Bike network and facilities analysis:</b></p> <ul style="list-style-type: none"> <li>• Evaluation of deficient pedestrian and bicycle facilities within the bike/ped study area</li> </ul>	
<p><b><u>Transit Service</u></b></p>	<p><b>DDOT Comments/Action Items</b></p>
<p><u>CTR Transit study area</u></p> <p><b>Proposed transit study area:</b></p> <p>The study will identify existing and proposed transit facilities that serve the site within the study area (bus and subway routes along U Street, 14<sup>th</sup> Street, and 11<sup>th</sup> Street). The transit assessment will include a description of the following :</p> <ul style="list-style-type: none"> <li>• Existing and proposed transit facilities including routes and services, current and proposed bus stops, amenities and conditions</li> </ul>	
<p><u>Analysis of Transit Network</u></p>	

TRAFFIC ASSESSMENT SCOPING FORM

<p><b>Proposed transit analysis:</b></p> <ul style="list-style-type: none"> <li>N/A</li> </ul>	
<p><b>Site Access and Loading</b></p>	<p><b>DDOT Comments/Action Items</b></p>
<p>The Site access and loading report sections will include the following :</p> <ul style="list-style-type: none"> <li>Description of site access for pedestrians and bicyclists</li> <li>Identification of trash pick-up and operations</li> <li>Identification of existing and proposed commercial access to the site</li> <li>Identification of existing loading zones within one block of the site</li> </ul> <p><b>Freight\Delivery</b></p> <p>The assessment will identify the applicant’s plan to accommodate service delivery and loading.</p> <p><b>Proposed Loading Analysis:</b></p> <ul style="list-style-type: none"> <li>N/A. There are no loading requirements for the project per zoning regulations.</li> </ul>	<p>OK</p>
<p><b>Parking</b></p>	<p><b>DDOT Comments/Action Items</b></p>
<p><b>Proposed Parking Analysis:</b></p> <p>Inventory and occupancy data will be collected for on-street parking along the following roadways segments:</p> <ul style="list-style-type: none"> <li>U Street (between 15<sup>th</sup> Street and 11<sup>th</sup> Street)</li> <li>W Street (between 14<sup>th</sup> Street and 13<sup>th</sup> Street)</li> <li>V Street (between 15<sup>th</sup> Street and 12<sup>th</sup> Street)</li> <li>T Street (between 15<sup>th</sup> Street and 12<sup>th</sup> Street)</li> <li>S Street (between 14<sup>th</sup> Street and 13<sup>th</sup> Street)</li> <li>15<sup>th</sup> Street (between T Street and V Street)</li> <li>14<sup>th</sup> Street (between S Street and W Street)</li> </ul>	<p>Not required by DDOT, unless community concerns need to be answered.</p> <p>Previous studies performed near the site show parking occupancy as high as 99%. The Applicant</p>



**TRAFFIC ASSESSMENT SCOPING FORM**

<ul style="list-style-type: none"> <li>• 13<sup>th</sup> Street (between S Street and W Street)</li> <li>• 12<sup>th</sup> Street (between T Street and V Street)</li> <li>• Swann Street (between 14<sup>th</sup> Street and 15<sup>th</sup> Street)</li> <li>• Wallach Place (between 14<sup>th</sup> Street and 13<sup>th</sup> Street)</li> </ul> <p>The parking inventory will identify existing parking related street signage, RPP, and metered parking. Occupancy data will be collected during a weekday night at 10:00 PM and a Saturday night at 10:00 PM.</p> <p>All public parking lots and garages within the parking survey area will also be identified.</p>	
Transportation Demand Management	DDOT Comments/Action Items
<p><b>Proposed TDM Plan:</b></p> <p>The study will include a description of the applicant’s proffered TDM measures (in-line with DDOT’s TDM guideline).</p>	<p>The Applicant is expected to provide a robust TDM plan to support the parking variance. DDOT expects TDM measures to include the following:</p> <ul style="list-style-type: none"> <li>• Install a TransitScreen or similar device displaying real-time transportation schedules that show the availability and location of Bikeshare stations, local buses, commuter buses, Metrorail, carshare vehicles, and any other public transportation options available within .5-mile of the building;</li> <li>• Offer annual Capital Bikeshare and car sharing memberships to each residential unit and each employee for ten years; or provide a pool of \$12,650 for alternative transportation incentives that can be used for an annual membership for Capital Bikeshare, an annual carshare membership, a carshare driving credit, or for bicycle repair/maintenance. This benefit shall be codified in rental/condominium documents for all of the residential units planned within the project. This fund must be exhausted within ten years</li> </ul>

<p style="text-align: center; color: lightgray; font-size: 48px; opacity: 0.5;">DRAFT</p>	<p>of Certificate of Occupancy, otherwise will be disbursed to a TDM-related entity or organization at DDOT direction;</p> <ul style="list-style-type: none"> <li>• In addition to short and long term bicycle parking spaces required by zoning, provide 4 additional long-term bicycle spaces for retail use and provide a total of 23 long-term bicycle parking spaces for residential use;</li> <li>• Provide an on-site bicycle maintenance facility;</li> <li>• Designate a TDM coordinator who will work with goDCgo, DDOT’s TDM arm, to verify the installation and implementation of TDM measures. Provide the TDM coordinator’s full name, email, and telephone number with DDOT;</li> <li>• Consider providing one car-share space to any carshare organization with a valid business license. The car should be accessible to members/ users 24 hours per day and 7 days per week;</li> <li>• Provide at least two shopping carts with wheels for use by residents; and</li> <li>• <u>Provide</u> a packet with transportation information and TDM requirements to all new residents and employees.</li> </ul>
<p><b>Safety</b></p>	<p><b>DDOT Comments/Action Items</b></p>
<p><b>Proposed Safety Analysis:</b></p> <ul style="list-style-type: none"> <li>• N/A</li> </ul>	<p>N/A</p>

**TRAFFIC ASSESSMENT SCOPING FORM**

Streetscape/Public Realm	DDOT Comments/Action Items
<ul style="list-style-type: none"> <li>Provide a summary overview of the site’s treatment of the streetscape/public realm in proximity to the site.</li> </ul>	OK

**Proposed Schedule:**

- DDOT comments on Scoping Document: 6/2/15
- Transportation Consultant/Applicant responses to comments:
- Submission of Assessment due to DDOT: August 12, 2016
- BZA Hearing Date: September 27, 2016

**List of Figures, Tables, and Appendices:**

Site Parcel Map

Parking Survey Study Area

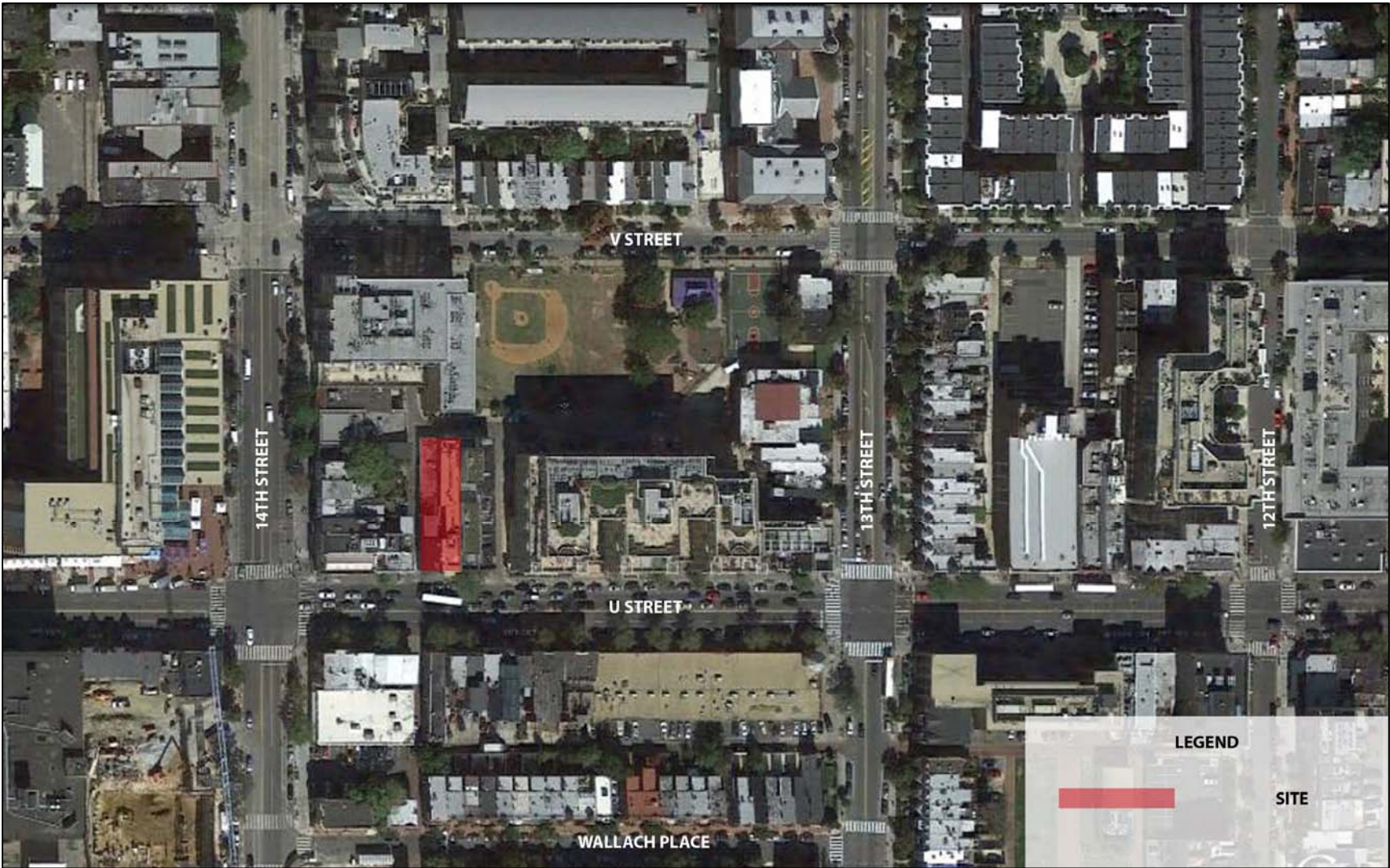
Mode Share and Trip Generation References

- *US Census American Community Survey Data, 2012 5-Year Estimate (2008-2012)* for Census Tract 44 Residential Mode Share
- Washington Metropolitan Area Transit Authority (WMATA) Table C-22 Mode Shares at Retail Sites Average Among All Sites
- 2009 National Household Travel Survey (NHTS) Average Vehicle Occupancy (AVO) for Selected Trip Purpose
- Institute of Transportation Engineers Trip Generation Manual, 9<sup>th</sup> Edition, Land Use Code 230 Condominiums/Townhome and Land Use Code 826 Specialty Retail Charts

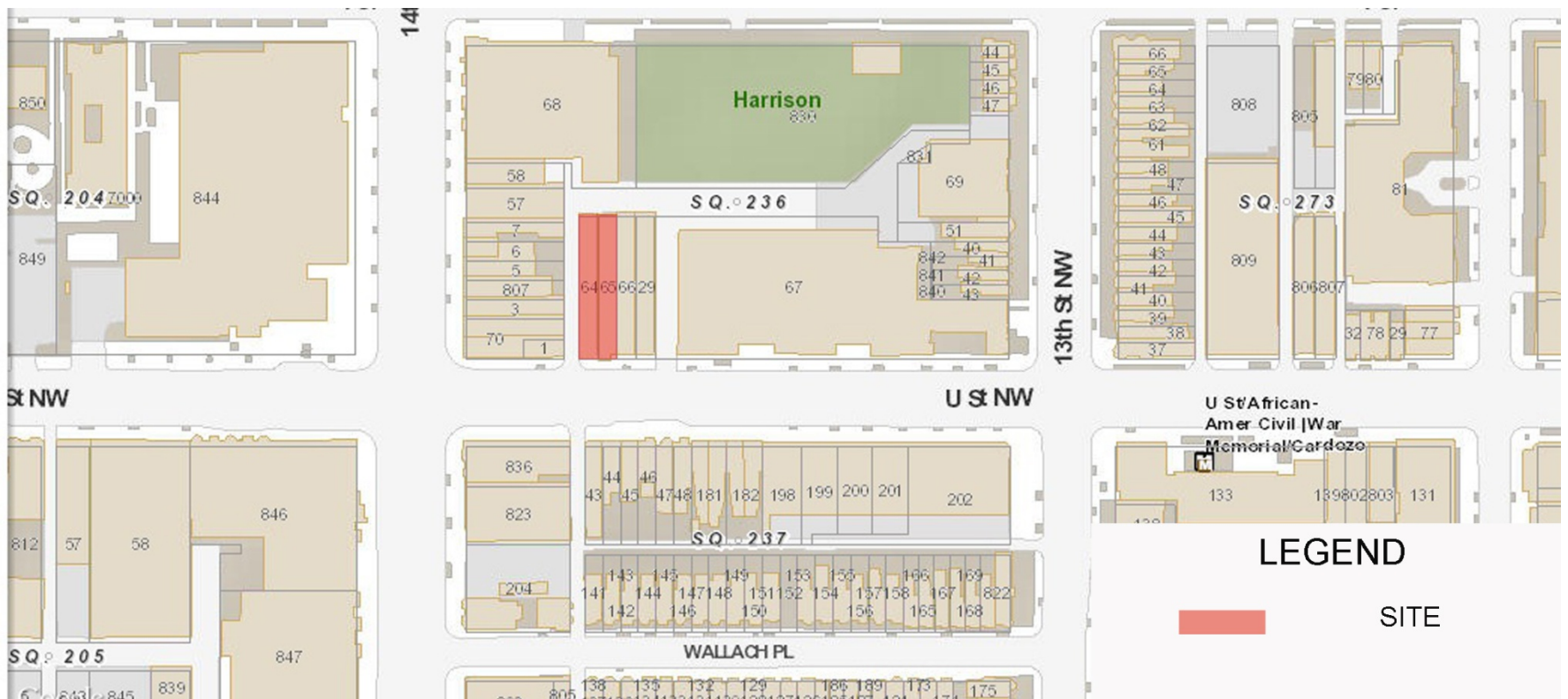
# **1355 – 1357 U Street, NW**

Scoping Appendix

August 2016



Aerial Map



Parcel Map

<b>Geography</b>	<b>Population</b>	<b>Total commuters</b>	<b>Drive alone</b>	<b>Drive alone mode share</b>	<b>Carpool</b>	<b>Carpool mode share</b>	<b>Public transit</b>	<b>Public transit mode share</b>	<b>Walk</b>	<b>Walk mode share</b>	<b>Bicycle</b>	<b>Bicycle mode share</b>	<b>Work at home</b>	<b>Work at home mode share</b>	<b>Total non-car commuters</b>	<b>Non-car mode share</b>
Census Tract 44, District of Columbia, District of Columbia	5,327	4,015	1061	26.40%	110	2.70%	1537	38.30%	730	18.20%	287	7.10%	290	7.20%	2554	63.60%

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

- Notes: <sup>1</sup> Includes multimodal trips that may have involved auto and/or bus use in combination with Metrorail.  
<sup>2</sup> Includes bus only trips, and commuter rail, such as MARC, VRE or Amtrak.  
<sup>3</sup> Includes trips as driver and passenger of a private automobile.  
<sup>4</sup> 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
<b>All Purposes</b>	<b>1.9</b>	<b>1.75</b>	<b>1.64</b>	<b>1.59</b>	<b>1.63</b>	<b>1.67</b>	<b>0.03</b>

**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.

# Residential Condominium/Townhouse (230)

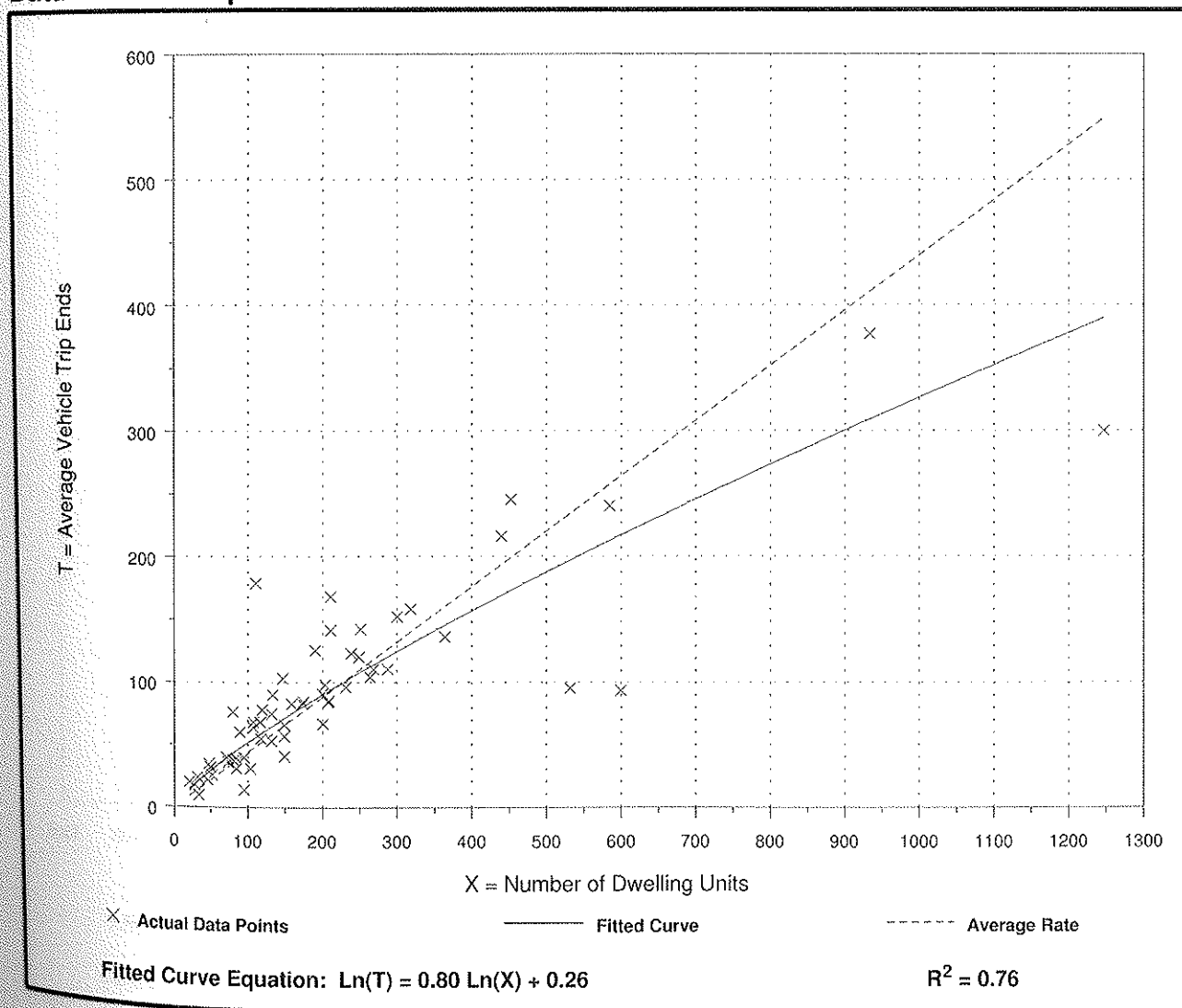
**Average Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

Number of Studies: 59  
 Avg. Number of Dwelling Units: 213  
 Directional Distribution: 17% entering, 83% exiting

### Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.69

### Data Plot and Equation



# Residential Condominium/Townhouse (230)

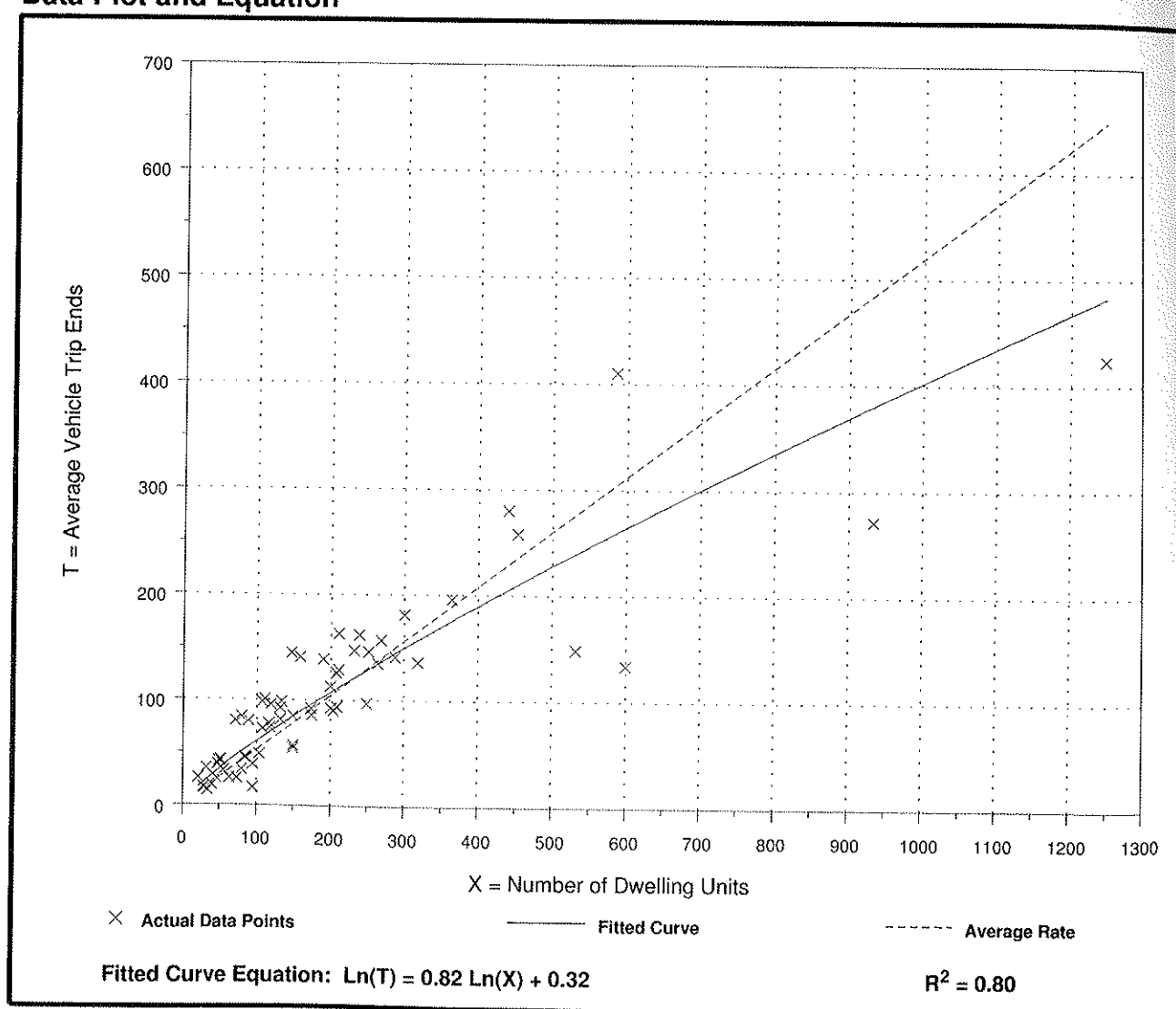
**Average Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

Number of Studies: 62  
 Avg. Number of Dwelling Units: 205  
 Directional Distribution: 67% entering, 33% exiting

## Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

## Data Plot and Equation



# Specialty Retail Center (826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Number of Studies: 5  
Average 1000 Sq. Feet GLA: 69  
Directional Distribution: 44% entering, 56% exiting

## Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
2.71	2.03 - 5.16	1.83

## Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*

