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MEMORANDUM

To: District of Columbia Board of Zoning Adjustment

Cc: Evelyn Israel, District Department of Transportation
David Tuchmann, Akridge Development
Christy Shiker, Holland & Knight

From: Jami L. Milanovich, P.E.
Amelia R. Martin, E.I.T

Date: April 26, 2016

Re: Transportation Assessment
1701 Rhode Island Avenue NW, Washington, DC
BZA Case No. 19267

1420 Spring Hill Road
Suite 610
Tysons, Virginia 22102
703-917-6620
703-917-0739 FAX
www.mjwells.com

OVERVIEW

1711 Rhode Island Avenue Owner LLC (referenced herein as the Applicant) proposes to redevelop the property located at 1701 Rhode Island Avenue NW, Washington, DC¹, which will include renovation and conversion of the existing building, which was constructed in the late-1970s as a private club operated by the YMCA, to approximately 98,565 SF of office space². As shown on Figure 1, the subject site is located on the northwest corner of the Rhode Island Avenue/17th Street intersection and occupies Lot 87 of Square 159. The site generally is bounded on the east by 17th Street, on the south by Rhode Island Avenue, on the west by an existing building, and on the north by a public alley that varies in width from 10 to 20 feet. The site is zoned SP-1 and is located in the Dupont Circle overlay district. The site currently is occupied by an existing seven-story building that housed a YMCA until December 31, 2015 when it closed. A private alley currently runs along the western edge of the site.

Currently, no on-site parking or loading facilities exist. As part of the conversion of the existing building, the Applicant proposes to convert the existing below-grade space used as a swimming pool into a two level below-grade parking garage with approximately 47 parking spaces (35 zoning compliant spaces and 12 non-compliant spaces, which include six tandem spaces). A van accessible space will be provided at-grade for a total of 48 parking spaces (36 zoning compliant spaces and 12 non-compliant spaces, including six tandem spaces). Additionally, at-grade loading facilities consisting of a 20-foot delivery space, a 30-foot loading berth, and a 120 SF loading platform will be created on site. Access to the garage, at-grade parking space, and loading facilities will be provided via the existing public alley network. The existing private alley on the property and corresponding curb cut on Rhode Island Avenue will

¹ The subject property currently is known as 1711 Rhode Island Avenue NW. The Applicant intends to change the address to 1701 Rhode Island Avenue NW.

² Excluding the penthouse, which has a potential habitable space between 0 and 6,700 SF.



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be eliminated to accommodate the proposed loading berth at the rear of the property and a landscaped area along the western façade of the building. The proposed site plan is shown on Figure 2. Full size plans, including ground level and below-grade levels, are included in Attachment A.

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

TRANSPORTATION OPTIONS

The subject site is located within close proximity of an abundance of alternative transportation options. Most notably, the site is accessible via four Metro Lines (Red, Blue, Orange, and Silver) via the Farragut North Metro Station (approximately 0.25 miles walking distance), Farragut West Metro Station (approximately 0.4 miles walking distance), Dupont Circle Metro Station (also approximately 0.4 miles walking distance), and McPherson Square Metro Station (approximately 0.6 miles walking distance). The site also is served by 17 bus routes (11 WMATA routes, a DC Circulator route, and five Maryland Transit Authority Commuter routes) with stops within ¼ mile of the site. Other alternative transportation options are available in the site vicinity, including 18 car-sharing vehicles³ and four Capital Bikeshare stations, with a total of 80 docks located within a ¼ mile of the site. One of those Bikeshare stations is located on Rhode Island Avenue immediately in front of the subject site. The Bikeshare station will either be relocated permanently to a new location in close proximity or will temporarily be relocated nearby during construction and then will be permanently installed on site. The Applicant has begun discussions with DDOT regarding the relocation of the Bikeshare station and will continue to coordinate during the public space process.

The transportation options proximate to the site are illustrated on Figure 3.

Walk, Transit, and Bike Scores

The proposed redevelopment site is considered to be a “Walker’s Paradise,” a “Rider’s Paradise,” and a Biker’s Paradise” according to the Walk Score website (www.walkscore.com). The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks are to the site. The transit score considers how close rail and bus services are to the site. The bike score measures whether a location is good for biking based on availability of on- or off-street bicycle lanes/paths, topography, destinations and road

³ The number of car sharing vehicles does not include Car2Go vehicles. A Car2Go vehicle does not have to be returned to its original location and can be parked in any unrestricted curbside parking space, in any metered/pay station curbside parking space (without paying meter/pay station fees), or in any residential permit parking space. As a result, the number of Car2Go vehicles in a particular area varies over the course of a day and from day-to-day. Car2Go currently has 500 vehicles in the District.



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connectivity, and the bicycle commuting mode share. The scales utilized by Walk Score are shown in Table 1.

The proposed site scores a 99 out of a possible 100 on the walk score scale, a 100 out of a possible 100 on the transit score scale, and a 91 out of a possible 100 on the bike score scale. As such, employees of the proposed office building will not need to rely on automobiles for commuting to/from work.

Table 1
Walk, Transit, and Bike Score Scales

WALK SCORE	DESCRIPTION
90-100	Walker's Paradise — Daily errands do not require a car.
70-89	Very Walkable — Most errands can be accomplished on foot.
50-69	Somewhat Walkable — Some amenities within walking distance.
25-49	Car-Dependent — A few amenities within walking distance.
0-24	Car-Dependent — Almost all errands require a car.
TRANSIT SCORE	DESCRIPTION
90-100	Rider's Paradise — World-class public transportation.
70-89	Excellent Transit — Transit is convenient for most trips.
50-69	Good Transit — Many nearby public transportation options.
25-49	Some Transit — A few nearby public transportation options.
0-24	Minimal Transit — It is possible to get on a bus.
BIKE SCORE	DESCRIPTION
90-100	Biker's Paradise — Daily errands can be accomplished on bike.
70-89	Very Bikeable — Biking is convenient for most trips.
50-69	Bikeable — Some bike infrastructure.
0-49	Somewhat Bikeable — Minimal bike infrastructure.

TRANSPORTATION DEMAND MANAGEMENT PLAN

While the location of the proposed office building proximate to the Farragut North, Dupont Circle and Farragut West Metro Stations and other transportation options will naturally encourage the use of non-auto modes of transportation, the Applicant also has developed a TDM plan with strategies to encourage non-auto travel to/from the project. Specifically, the TDM plan would include:

- 1) An electronic display will be provided in the lobby of the building and will provide public transit information such as nearby Metrorail stations and schedules, Metrobus



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stops and schedules, car-sharing locations, and nearby Capital BikeShare locations indicating the number of bicycles available at each location.

- 2) Information on and/or links to the following programs and services will be provided on the property management website:
 - Capital Bikeshare,
 - Car-sharing services,
 - Uber,
 - Ridescout,
 - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters,
 - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency,
 - Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience, and
 - ParkMe.com or similar website that shows parking options near the site.
- 3) Shower and changing facilities will be provided in the building for employees who bike, walk, or jog to work.
- 4) Secure, covered bicycle spaces will be provided in the P1 level of the garage for employees of the building who bike to work. A minimum of 17 spaces will be provided.
- 5) Short-term bicycle parking will be provided in public space for visitors. The exact number and location of short-term bicycle spaces will be determined in consultation with DDOT during the public space process.

SITE EVALUATION

Site Trip Generation

The total number of trips generated by the project would be comprised of vehicular trips and non-auto trips (i.e., walk, bike, transit, etc.). Based on rates/equations contained within the Institute of Transportation Engineers' (ITE) Trip Generation Manual (9th Edition), Land Use Code (LUC) 710 – Office, the project is anticipated to generate 189 total AM peak hour trips (all modes) and 189 total PM peak hour trips (all modes).



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Due to the abundance of transportation options available in close proximity to the site, a significant portion of trips to/from the site will be made by non-auto modes of transportation.

The non-auto mode split for the proposed office use was determined based on data from the 2005 WMATA Ridership Survey. As noted in the Survey, when sites are sorted by location type (CBD, Suburban – Inside the Beltway, Suburban – Outside the Beltway), there are significant variations in the observed mode split. The subject site is in the CBD and is located 1,600 feet from the Farragut North Metro Station. A similarly-situated project located in the CEA is located at 1701 Pennsylvania Avenue, NW. The project is also located approximately 1,000 feet from a metro station (the Farragut West Metro Station) and has a non-auto mode split of 75 percent. Thus, a more conservative non-auto mode split of 60 percent was assumed for the proposed office use.

As shown in Table 2, after the non-auto reductions were applied, the proposed redevelopment is anticipated to generate just 75 AM peak hour vehicle trips and 76 PM peak hour vehicle trips.

Importantly, the vehicle trips generated by the proposed office building will not be new vehicle trips in the area. When the building was in use as a YMCA, a certain number of trips were generated by the YMCA. Based on rates/equations contained within the Institute of Transportation Engineers' (ITE) Trip Generation Manual (9th Edition), LUC 495 – Recreational Community Center, the YMCA generated 202 total AM peak hour trips (all modes) and 270 total PM peak hour trips (all modes).

As with the proposed office use, a significant number of trips generated by the YMCA would have been made by non-auto modes of transportation. The non-auto mode split for the YMCA was assumed to be 50 percent, based on a previously approved study conducted for a YMCA in the District.⁴ As shown in Table 2, after the non-auto reductions were applied, the YMCA generated an estimated 100 AM peak hour vehicle trips and 135 PM peak hour vehicle trips.

Accordingly, the proposed office building is expected to generate fewer peak hour trips than that generated by the YMCA. On a weekly basis, the vehicular trip reduction is even more pronounced. When in operation, the YMCA was a seven day a week operation. The proposed office is largely a Monday through Friday operation with minimal traffic on Saturday and Sunday. The YMCA generated an estimated 9,448 trips on a weekly basis, whereas the office is anticipated to generate an estimated 2,729 trips on a weekly basis, resulting in a 71 percent reduction.

⁴ Square 234 YMCA Site Transportation Impact Study, Wells + Associates, October 24, 2007.



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Table 2
Site Trip Generation Summary

LAND USE TRIP TYPE	AM PEAK HOUR			PM PEAK HOUR		
	TO	FROM	TOTAL	TO	FROM	TOTAL
Proposed Use: Office - LUC 710 (98,565 SF¹)						
Total Trips ²	166	23	189	32	157	189
Non-Auto Reduction (60%) ³	100	14	114	19	94	113
Transit	83	12	95	16	79	95
Bike	7	1	8	1	6	7
Pedestrian	10	1	11	2	9	11
Vehicle Trips	66	9	75	13	63	76
Existing Use: YMCA- LUC 495 (98,565 SF)						
Total Trips ²	133	69	202	154	116	270
Non-Auto Reduction (50%) ⁴	67	35	102	77	58	135
Transit	40	21	61	46	35	81
Bike	10	5	15	11	8	19
Pedestrian	17	9	26	20	15	35
Vehicle Trips	66	34	100	77	58	135
Net Trips						
Total Trips	33	(46)	(13)	(122)	41	(81)
Non-Auto Reduction	33	(21)	12	(58)	36	(22)
Transit	43	(9)	34	(30)	44	14
Bike	(3)	(4)	(7)	(10)	(2)	(12)
Pedestrian	(7)	(8)	(15)	(18)	(6)	(24)
External Vehicle Trips	0	(25)	(25)	(64)	5	(59)
¹ Excludes penthouse, which may include up to 6,700 SF of habitable space, of which some or all may be devoted to tenanted office space. Any increase in trip generation associated with the habitable penthouse space would be de minimis (i.e. up to five additional vehicle trips during the AM peak hour and up to two additional vehicle trips during the PM peak hour). ² Trips generated using Institute of Transportation Engineers (ITE) <u>Trip Generation</u> , Ninth Edition. ³ Non-Auto Mode Split based on 2005 WMATA Ridership Survey. Transit, bike, and pedestrian trips are based on the mode split for the 1701 Pennsylvania Avenue site, taken from the 2005 WMATA Ridership Survey. ⁴ Non-Auto Mode Split based on a previously approved study for a YMCA in the District. Transit, bike, and pedestrian trips are based on the assumption that the majority of non-auto trips to/from the YMCA would be made on foot or by bike.						



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Site Access

Access to the below-grade parking garage and at-grade loading areas will be provided via the public alley. The parking and loading access has been located so that vehicles can access them via the 20 foot portion of the alley. Additionally, a portion of the northwest corner of the building will be cut away to facilitate access to the parking and loading facilities. Vehicular and loading circulation are shown on Figure 4A.

Bicycle parking will be located in the P1 level of the garage and will provide a minimum of 17 spaces. Access to the bicycle parking will be provided via the alley, using the vehicular ramp to the garage. Bicycle circulation is shown on Figures 4B and 4C.

The primary pedestrian access to the building will be provided through the lobby, which is accessible via Rhode Island Avenue. A secondary pedestrian entrance is located on the west side of the building adjacent to the landscaped area. Direct access from the sidewalk to the tenant spaces on either side of the lobby also may be provided. Pedestrian access is shown on Figure 4B.

PARKING ASSESSMENT

Off-street Parking Requirements

Pursuant to Section 2101.1 of the Zoning Regulations, office uses in the SP-1 District are required to provide one parking space for every 1,800 SF of gross floor area in excess of 2,000 SF. Therefore, the proposed 98,565 SF office building would require 57 parking spaces.⁵

As proposed, the project would provide a total of 48 parking spaces, 36 of which would be zoning compliant. Therefore, the Applicant is seeking variance relief from §2101.1 of the DCMR. Of the 36 zoning compliant spaces, 15 (or 41.7 percent) are proposed to be compact spaces. As such, the Applicant also is seeking relief from §2115.2 of the Zoning Regulations, which permits a maximum of 40 percent compact spaces, to allow up to 50 percent of the zoning compliant spaces provided to be designated as compact spaces. The Applicant also is seeking variance relief from §2115.4 of the Zoning Regulations, which requires compact spaces to be provided in groups of five or more. Due to the constraints imposed by the existing building, and a desire to maximize the total number of parking spaces provided, it is not feasible to provide compact spaces in contiguous groups of five or more in all locations.

A table summarizing the on-site parking for the project (including compliant, non-compliant, standard size spaces, and compact spaces) is included in Attachment C.

⁵ For purposes of calculating the required parking, the potential 6,700 square feet of penthouse habitable space was included. Since the amount of tenanted, non-communal habitable penthouse space is unknown at this time, the entire penthouse square footage was included in the parking calculation to provide a conservative estimate



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The Applicant is seeking relief of 21 spaces from the Zoning Regulations. From a practical standpoint, 12 non-compliant spaces in the garage would be used, resulting in a shortfall of only nine spaces. An inventory of public parking garages in the area reveals that there are 40 garages within $\frac{1}{4}$ mile of the subject site that easily could handle this potential shortfall. Of the 40 garages, 37 offer monthly and daily parking, two offer only daily parking, and one offers only monthly passes. Nearby parking garages are shown on Figure 5.

According to §2119 of the Zoning Regulations, bicycle parking for office buildings must be provided in the amount equal to five percent of the required vehicle parking. Therefore, with 57 required vehicle parking spaces, three bicycle spaces are required. The Applicant is proposing approximately 17 bicycle spaces on the P1 level of the garage.

Parking Accessibility

Because the Applicant is creating two levels of parking below an existing building, existing columns are present that cannot be relocated. As a result, there are eight locations (four on each level) where the minimum drive aisle width ranges from 14' to 19'-4" rather than the 20 foot width required per §2117.5 and 2117.6 of the Zoning Regulations. The proposed location and designation of parking spaces (i.e. compact versus standard) have been designed to ensure that the locations of the columns do not create accessibility issues for any of the spaces provided. Swept-area diagrams for the parking spaces and drive aisles potentially impacted by the reduced aisle width are included in Attachment D.

LOADING ASSESSMENT

Pursuant to Section 2201.1 of the Zoning Regulations, office uses with 30,000 to 100,000 SF of gross floor area require one 30-foot loading berth with a 100 SF platform, and a 20-foot service/delivery space. The proposed conversion of the existing building will include the required loading facilities.

The proposed loading area would be accessed via the public alley system, as shown on Figure 4A. Trucks would enter the alley system front-first via Rhode Island Avenue or N Street and then would back into the proposed loading berth from the alley. The northwest corner of the building will be cut back to accommodate trucks backing into the proposed loading berth. Trucks then would exit front-first into the alley and then depart the public alley system front-first onto N Street. The swept-area diagrams showing trucks accessing the proposed loading berth are included in Attachment E.

Although a 30-foot truck can access the proposed loading berth, the Applicant will limit trucks using the loading berth to 26 feet or shorter due to the existing confines of the alley system. The following loading management plan has been developed in support of the Applicant's operational plan:



- 1) A loading dock manager will be designated for the site (duties may be part of other duties assigned to the individual). He or she will coordinate with vendors and tenants to schedule deliveries and will be on duty from approximately 9:00 AM to 5:00 PM and will coordinate with the community and neighbors to resolve any conflicts should they arise.
- 2) All tenants will be required to schedule deliveries that utilize the loading dock (any loading operation conducted using a truck 26' in length or smaller). In the event that a delivery or move-in/move-out requires a truck longer than 26 feet, the tenant will be required to use the commercial loading zone on 17th Street north of N Street or obtain "Emergency No Parking Signs" in accordance with DDOT policies so that curbside loading may take place on Rhode Island Avenue.
- 3) The dock manager will schedule deliveries such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when the berth is available so as not to compromise safety or impede alley function.
- 4) Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route Map (godcgo.com/truckandbusmap).
- 5) The dock manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading dock as well as notifying all drivers of any access or egress restrictions. The dock manager will also distribute materials such as DDOT's Freight Management and Commercial Vehicle Operations document to drivers, as needed, to encourage compliance with idling laws. The dock manager will also post these documents and notices in a prominent location within the loading area.



CONCLUSIONS

The proposed office building will be well served by non-auto modes of transportation, providing employees and visitors a variety of transportation alternatives. Specifically, the proposed redevelopment will be located within a 0.6 mile walk of four Metro Stations making the site easily accessible by Metro's Blue, Orange, and Silver lines (via the Farragut West and McPherson Square Metro Stations) and by the Red line (via the Farragut North and Dupont Circle Metro Stations). Thirteen bus routes also serve the site. Capital Bikeshare and car sharing vehicles also are available proximate to the site.

The availability of a variety of transportation options in close proximity of the site coupled with the Applicant's proposed TDM plan will result in over half (an estimated 60 percent or more) of the office trips being made by non-auto modes of transportation. As demonstrated herein, the peak hour vehicular trip generation for the office building is expected to be less than that generated by the YMCA when it was in operation.

To the extent that spillover parking occurs as a result of the requested variance, the 40 off-street parking facilities located within ¼ mile of the site could easily accommodate the additional parking. The garages provide both daily and monthly parking options, which would accommodate visitors and employees as may be necessary.

As demonstrated herein, the parking garage has been designed to ensure that access to the garage and each parking space within the garage operates safely and efficiently despite the relief sought.

The modification to the northwest corner of the building coupled with the Applicant's proposed loading management plan will ensure that the loading for the site will be sufficiently accommodated and will not have an adverse impact on the surrounding area.

Considering all of the transportation related elements discussed herein, the proposed conversion of the existing building to an office use will not create dangerous or other objectionable traffic conditions surrounding the site. Should you require any additional information, please do not hesitate to contact us at 703-917-6620, jlmlanovich@mjwells.com, or armartin@mjwells.com.



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FIGURES

1701 Rhode Island Avenue
Transportation Assessment
Washington, DC
April 15, 2015

Transportation Consultants
INNOVATION + SOLUTIONS

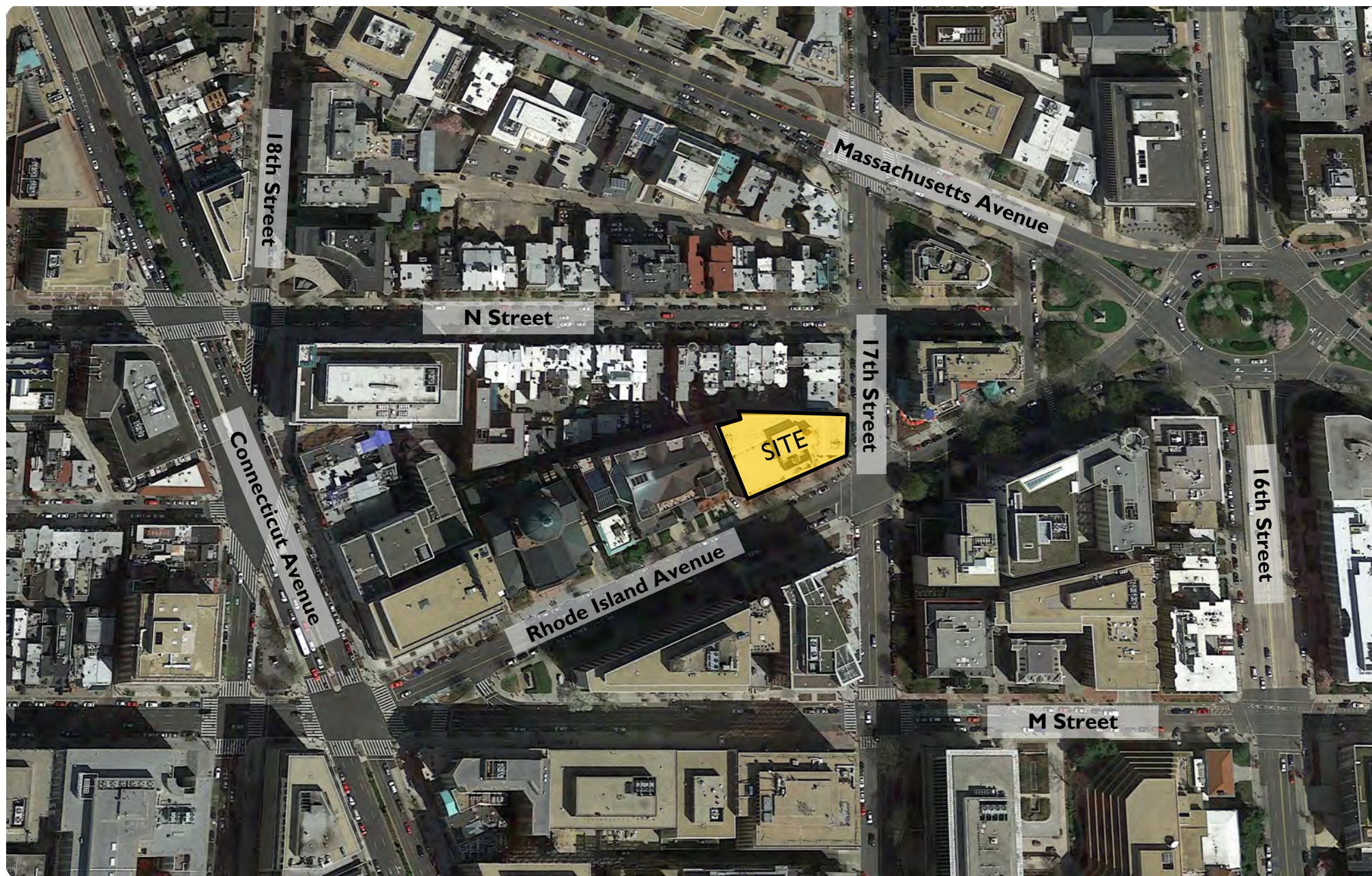


Figure I
Site Location

1701 Rhode Island Avenue NW
Washington, DC



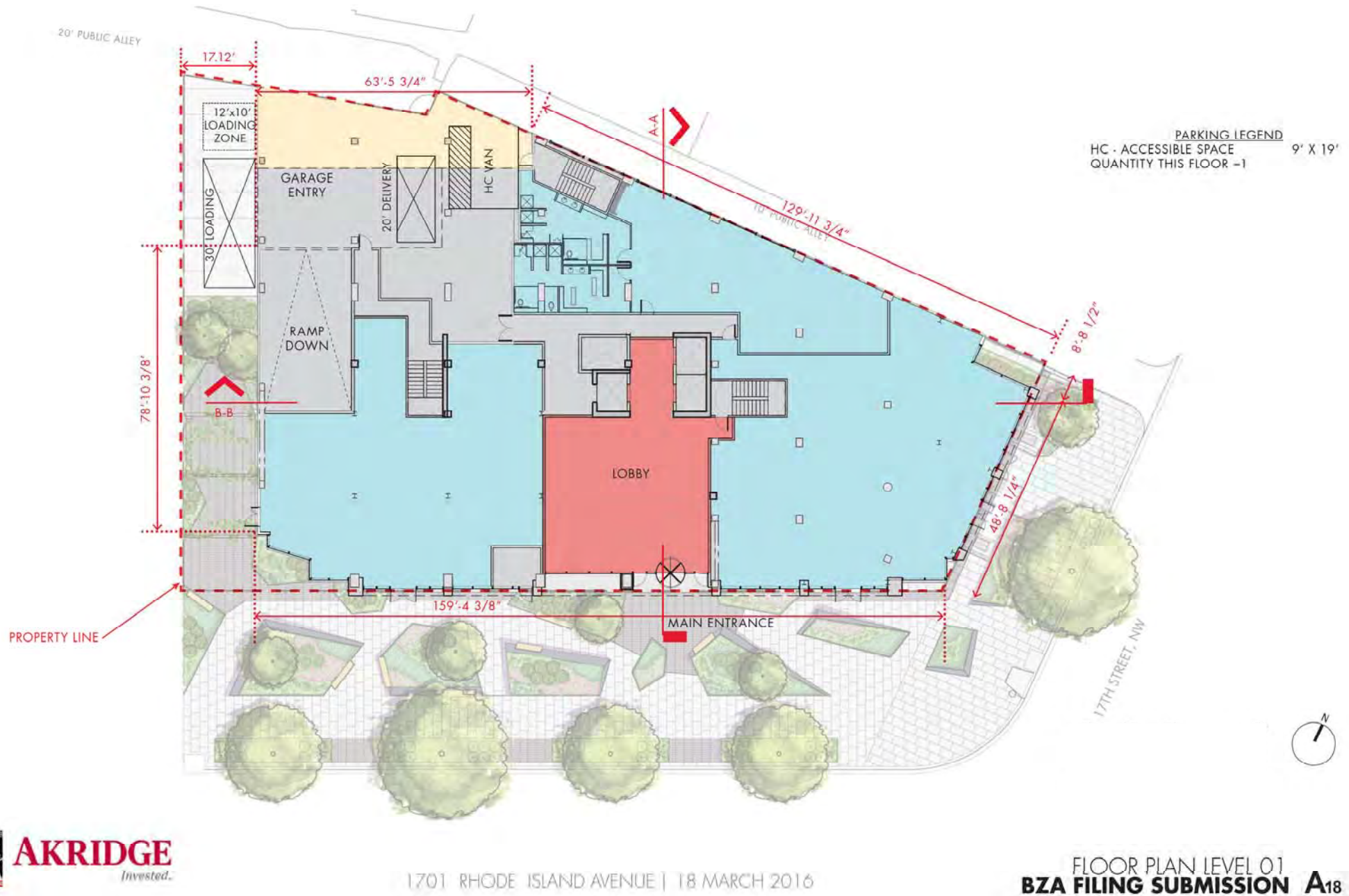


Figure 2
Proposed Site Plan

1701 Rhode Island Avenue NW
Washington, DC

Source: Akridge - BZA Filing Submission
Date: March 18, 2016
N.T.S.

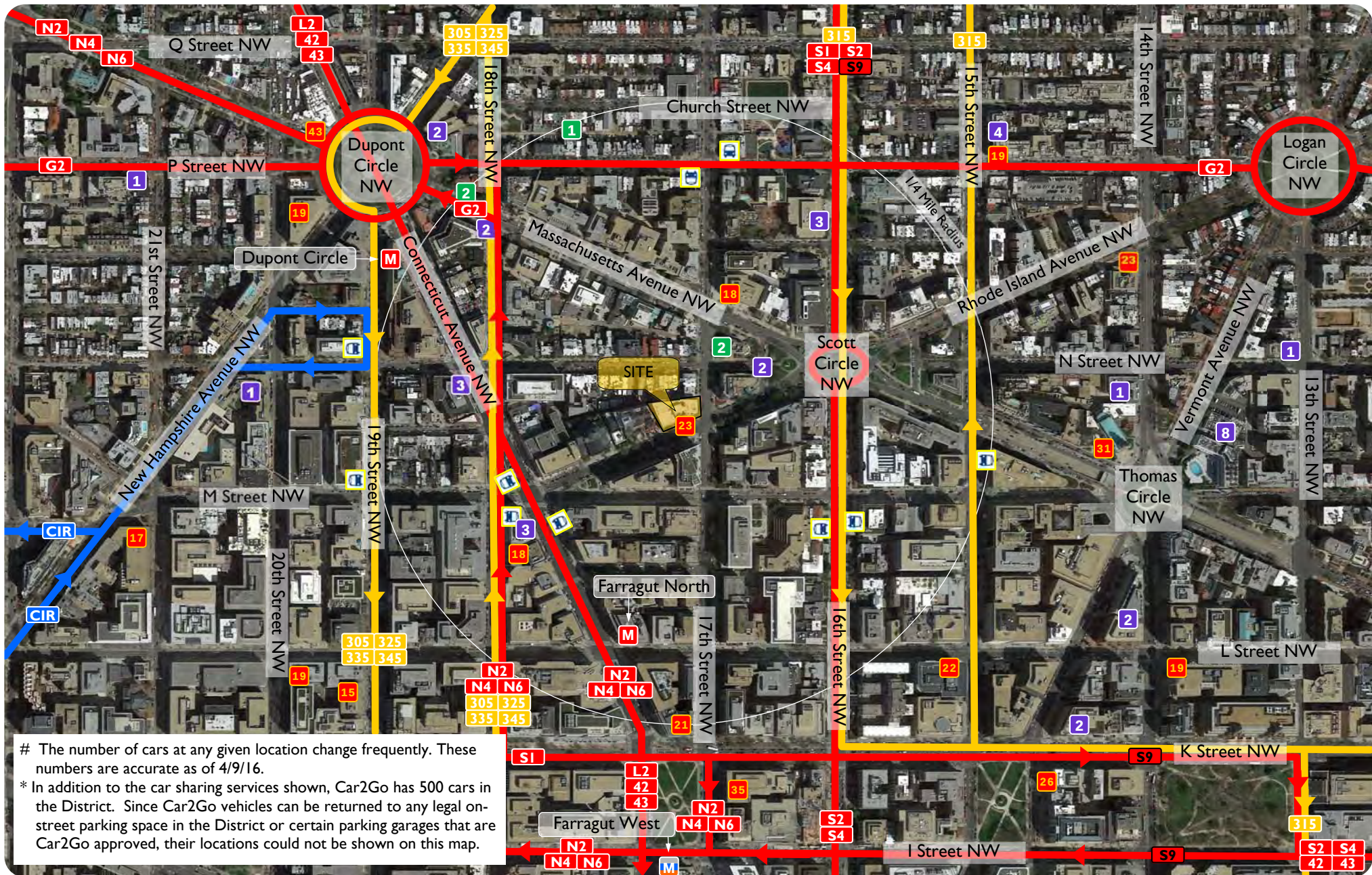


Figure 3
Alternate Modes of Transportation

1701 Rhode Island Avenue NW
Washington, DC



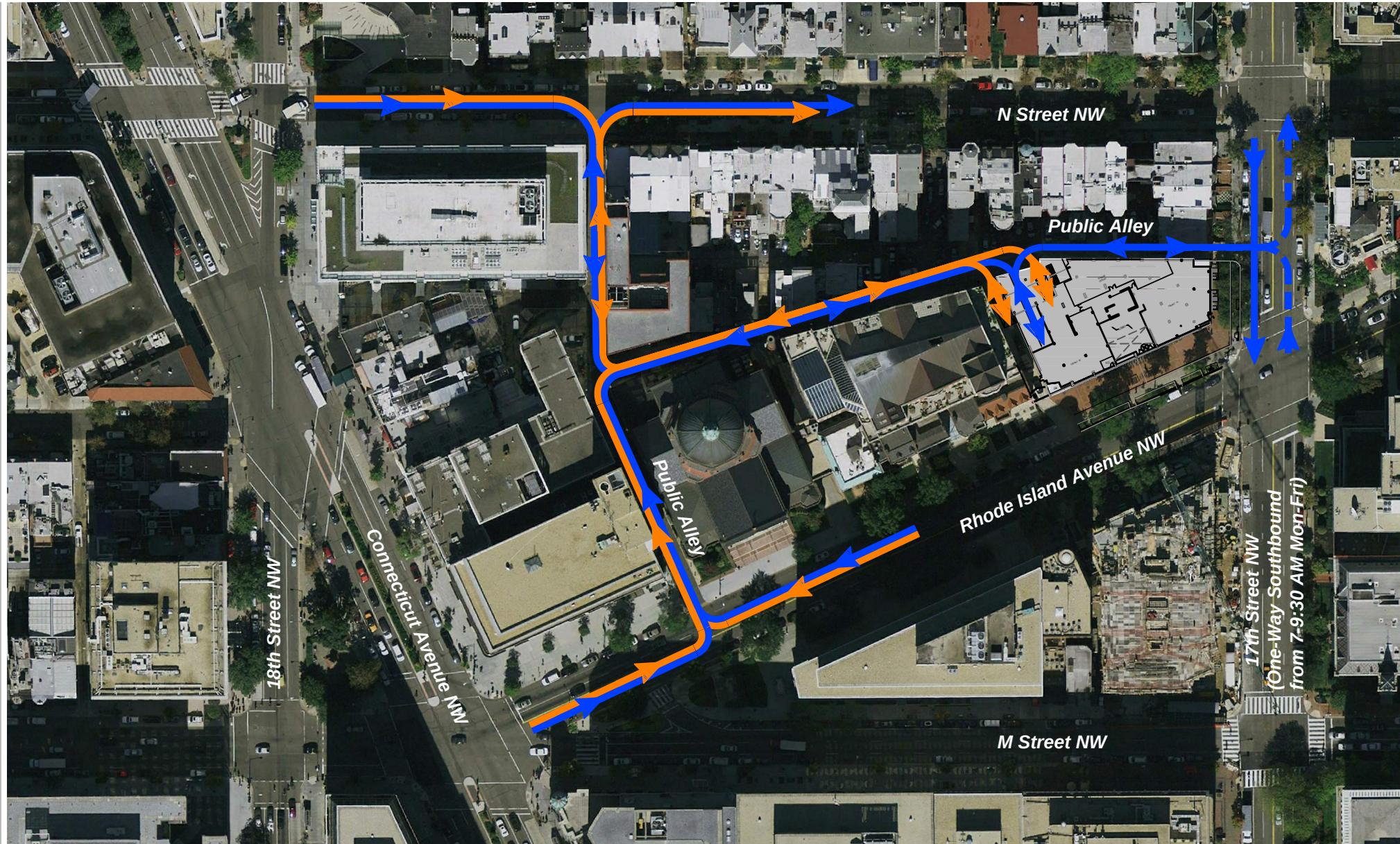
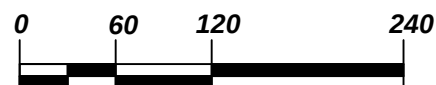


Figure 4A
Vehicular Site Circulation

1701 Rhode Island Avenue
Washington, DC



- Vehicular Circulation
- - - Vehicular Maneuvers Prohibited from 7-9:30 AM (Mon-Fri)
- Loading/Truck Circulation





Figure 4B
Pedestrian and Bike Circulation
Ground Level

1701 Rhode Island Avenue
Washington, DC



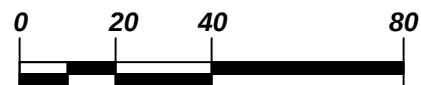
- Pedestrian Circulation
- Bike Circulation
- - - Bike Maneuvers Prohibited from 7-9:30 AM (Mon-Fri)





Figure 4C
Bike Circulation
P1 Level

1701 Rhode Island Avenue
Washington, DC



 Bike Circulation



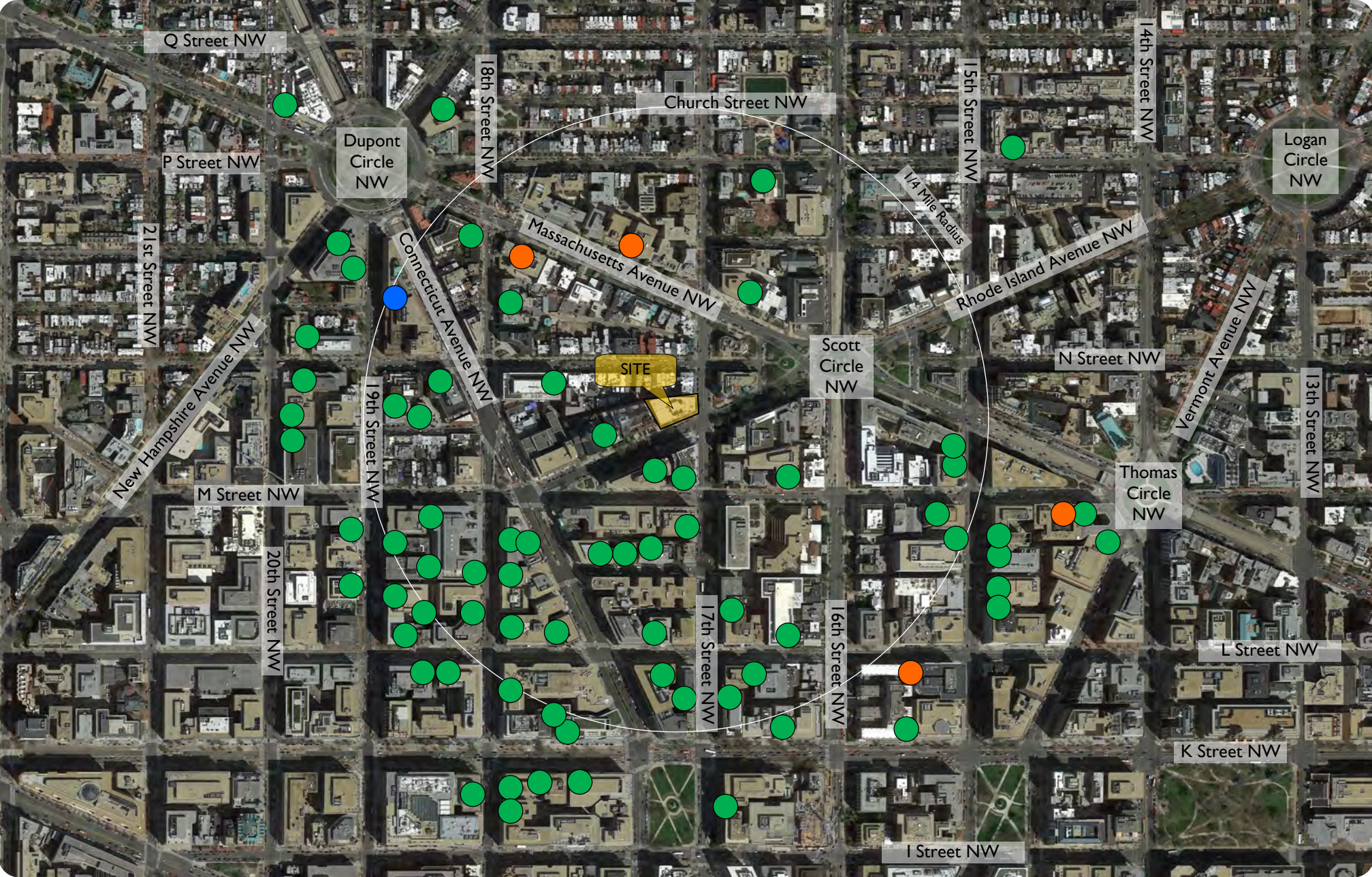


Figure 5
Off-Site Parking Facility Locations

1701 Rhode Island Avenue NW
Washington, DC

- Orange circle: Daily Public Parking Facilities
- Blue circle: Monthly Public Parking Facilities
- Green circle: Daily and Monthly Public Parking Facilities





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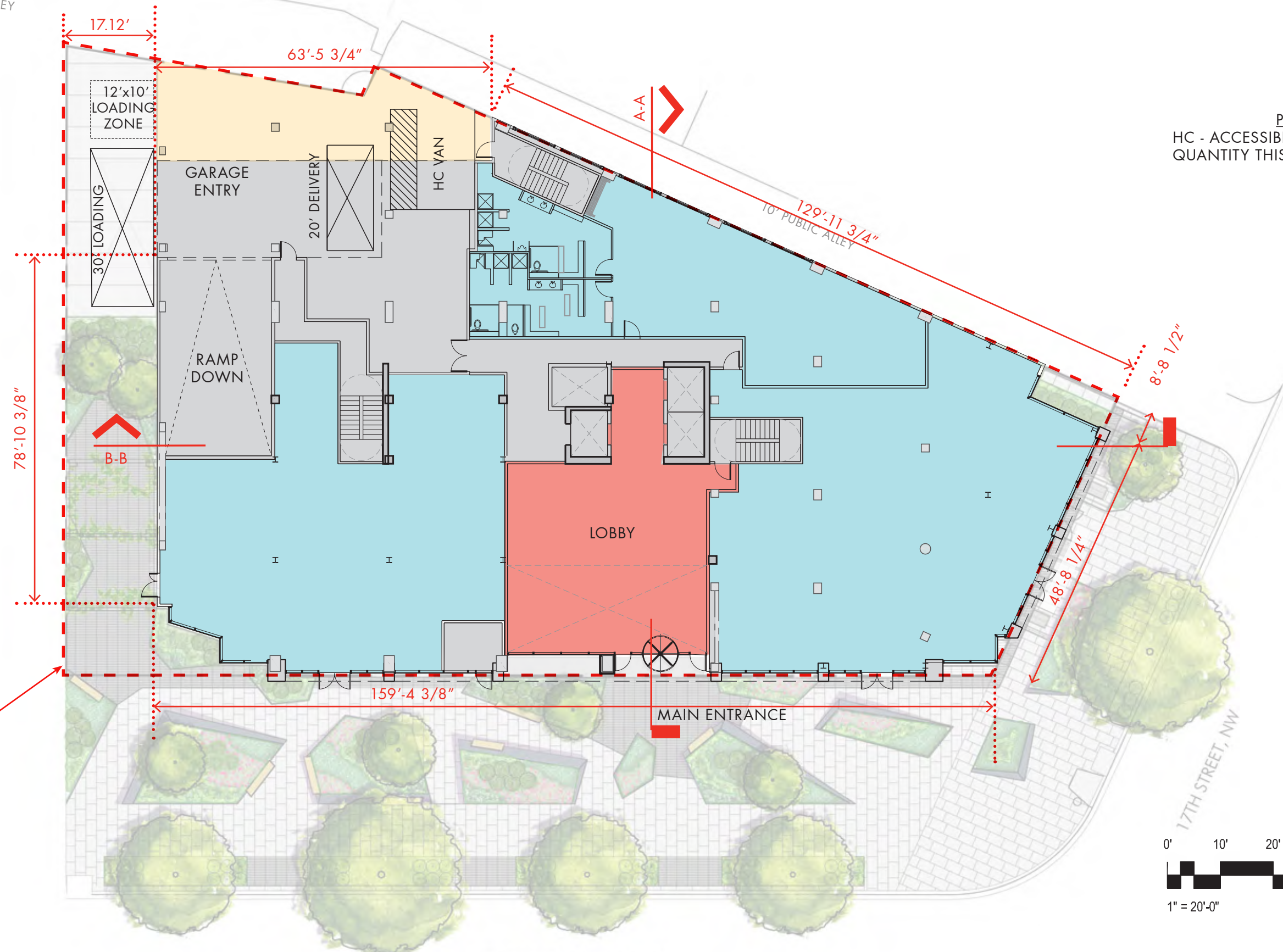
ATTACHMENT A

PLANS

1701 Rhode Island Avenue
Transportation Assessment
Washington, DC
April 15, 2015

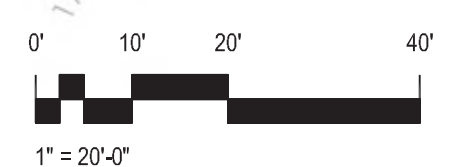
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20' PUBLIC ALLEY



PARKING LEGEND
HC - ACCESSIBLE SPACE 9' X 19'
QUANTITY THIS FLOOR =1

PROPERTY LINE



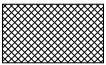
AKRIDGE
Invested.

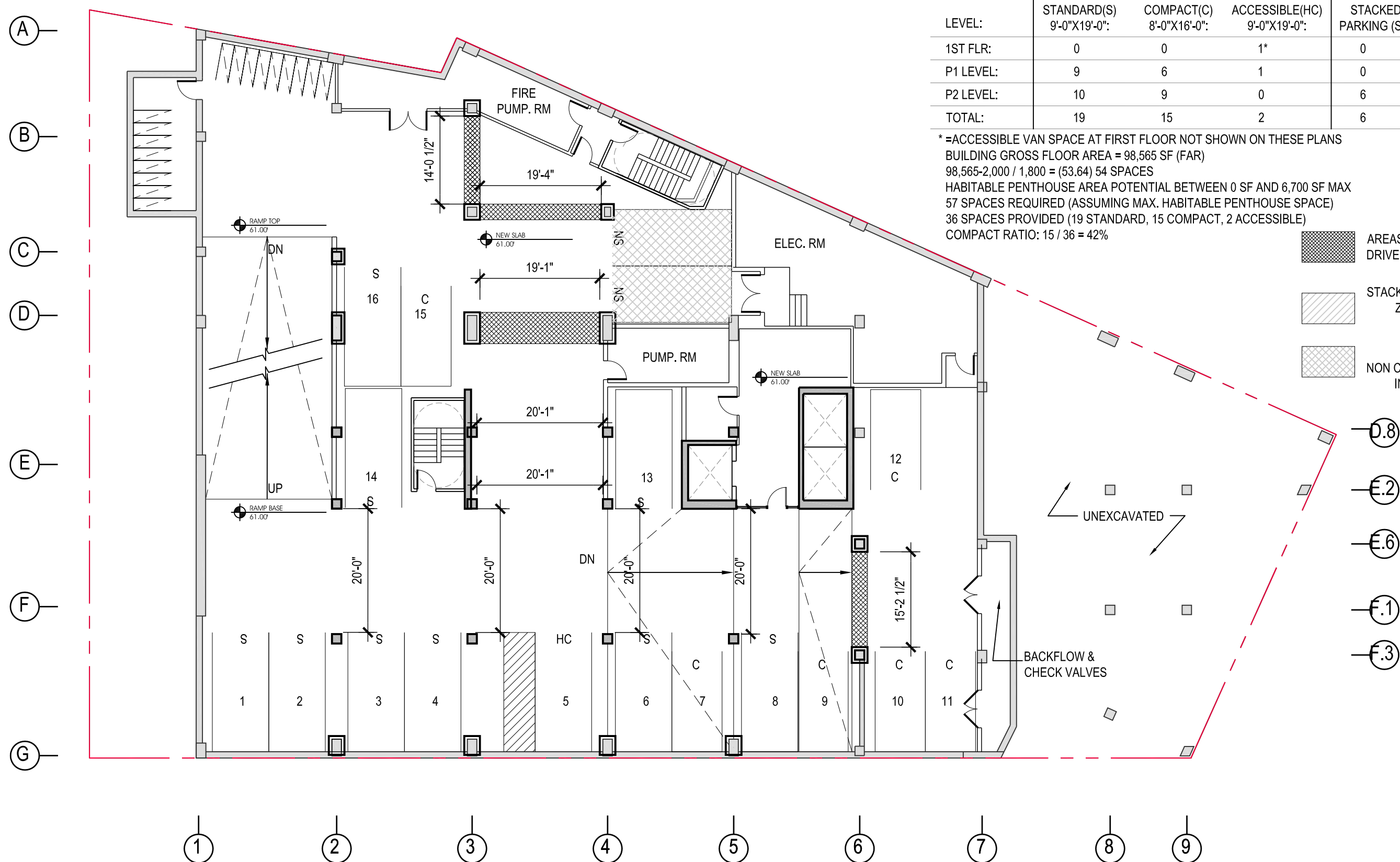
1701 RHODE ISLAND AVENUE | 18 MARCH 2016

FLOOR PLAN LEVEL 01
BZA FILING SUBMISSION A18

LEVEL:	STANDARD(S) 9'-0"X19'-0":	COMPACT(C) 8'-0"X16'-0":	ACCESSIBLE(HC) 9'-0"X19'-0":	STACKED PARKING (SP)	NON-COMPLIANT PARKING (NS & NC)
1ST FLR:	0	0	1*	0	0
P1 LEVEL:	9	6	1	0	2
P2 LEVEL:	10	9	0	6	4
TOTAL:	19	15	2	6	6

*=ACCESSIBLE VAN SPACE AT FIRST FLOOR NOT SHOWN ON THESE PLANS
 BUILDING GROSS FLOOR AREA = 98,565 SF (FAR)
 $98,565 - 2,000 / 1,800 = (53.64)$ 54 SPACES
 HABITABLE PENTHOUSE AREA POTENTIAL BETWEEN 0 SF AND 6,700 SF MAX
 57 SPACES REQUIRED (ASSUMING MAX. HABITABLE PENTHOUSE SPACE)
 36 SPACES PROVIDED (19 STANDARD, 15 COMPACT, 2 ACCESSIBLE)
 COMPACT RATIO: $15 / 36 = 42\%$

-  AREAS OF NONCOMPLIANT DRIVE AISLE WIDTH
-  STACKED PARKING (NOT INCLUDED IN ZONING COUNT)
-  NON COMPLIANT PARKING (NOT INCLUDED IN ZONING COUNT)



COMMENT:
P1 PARKING LEVEL

PROJECT NAME:
1701 RHODE ISLAND AVE NW
 PROJECT NO.: 16002.00

ISSUED UNDER:

DRAWING REF.:

SCALE:
1/16"=1'-0"

DATE:
4/21/16

1023 31st Street, NW
Washington, DC 20007

P 202.667.9776
 F 202.667.2260
 www.hickokcole.com



ASK#
PSK-1

LEVEL:	STANDARD(S) 9'-0"X19'-0":	COMPACT(C) 8'-0"X16'-0":	ACCESSIBLE(HC) 9'-0"X19'-0":	STACKED PARKING (SP)	NON-COMPLIANT PARKING (NS & NC)
1ST FLR:	0	0	1*	0	0
P1 LEVEL:	10	5	1	0	2
P2 LEVEL:	10	9	0	6	4
TOTAL:	20	14	2	6	6

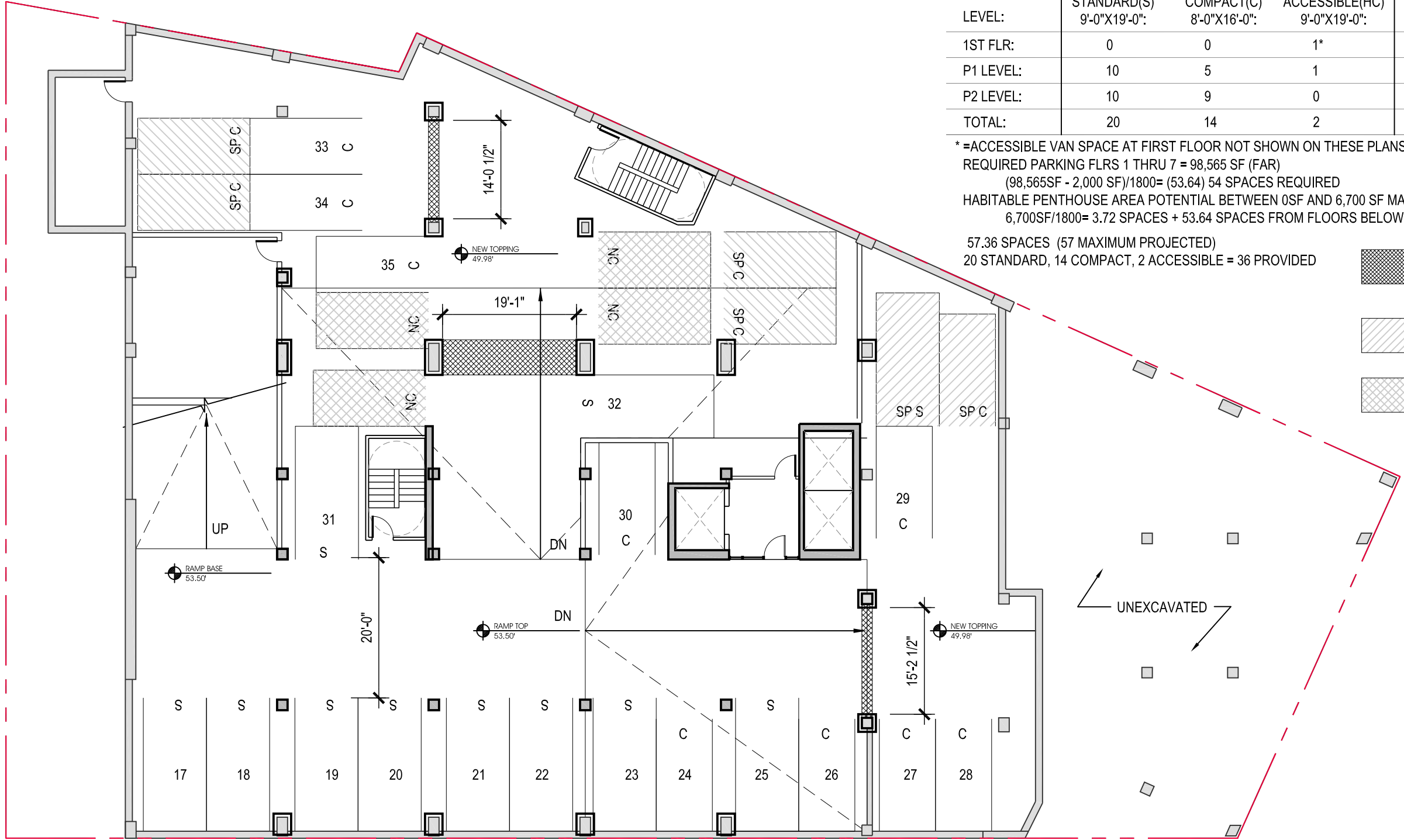
*=ACCESSIBLE VAN SPACE AT FIRST FLOOR NOT SHOWN ON THESE PLANS
 REQUIRED PARKING FLRS 1 THRU 7 = 98,565 SF (FAR)
 (98,565SF - 2,000 SF)/1800= (53.64) 54 SPACES REQUIRED
 HABITABLE PENTHOUSE AREA POTENTIAL BETWEEN 0SF AND 6,700 SF MAX
 6,700SF/1800= 3.72 SPACES + 53.64 SPACES FROM FLOORS BELOW = (57.36) 57 MAX
 57.36 SPACES (57 MAXIMUM PROJECTED)
 20 STANDARD, 14 COMPACT, 2 ACCESSIBLE = 36 PROVIDED

TWO WAY DRIVEWAY MIN. 14' WIDE
 PER 11 DCRM 2117.8(C)(2)

STACKED PARKING (NOT INCLUDED IN
 ZONING COUNT)

NON COMPLIANT PARKING (NOT INCLUDED
 IN ZONING COUNT)

A
B
C
D
E
F
G



D.8
E.2
E.6
F.1
F.3

COMMENT:
P2 PARKING LEVEL

PROJECT NAME:
1701 RHODE ISLAND AVE NW
 PROJECT NO.: 16002.00

ISSUED UNDER:

DRAWING REF.:

SCALE:
1/16"=1'-0"

DATE:
4/19/16

1023 31st Street, NW
 Washington, DC 20007

P 202.667.9776
 F 202.667.2260
 www.hickokcole.com



ASK#
PSK-2



ATTACHMENT B

SCOPING DOCUMENT

Project Name & Applicant Team:	
Project Name:	1701 Rhode Island Avenue NW
Project Applicant:	Akridge David Tuchmann 601 13 th Street NW Suite 300 North Washington, DC 20005 Traffic Consultant Wells + Associates Jami Milanovich/Amelia Martin 1420 Spring Hill Road, Suite 610 Tysons, VA 22102
Case Type & No. (PUD, LTR, etc.): BZA Case No. 19267: Special exceptions under §508.1 and §2108.1, and variance under §2117.5	
Street Address:	1701 Rhode Island Avenue NW Washington, DC 20018
Current Zoning and/or Overlay District:	SP-1, Dupont Circle Overlay District
Date of Filing:	March 21, 2016
Estimated Date of Hearing:	May 17, 2016
Description of Project:	
The Applicant proposes to redevelop the property at 1701 Rhode Island Avenue NW, Washington, DC. The subject site is located on Square 159, Lot 87 on the northwest corner of the Rhode Island/17th Street intersection. The site is zoned SP-1 and currently is occupied by a building that until recently housed a YMCA. No new curb cuts are proposed with the redevelopment and the Applicant plans to abandon an existing curb cut on Rhode Island Avenue. The Applicant proposes to renovate the building and convert the use to approximately 98,565 SF of office space with approximately 47 parking spaces (43 zoning compliant and 4 stacked). A penthouse with approximately 4,500 SF of habitable space will be added to the building¹. Access to the below-grade parking and at-grade loading facilities is proposed via the 20-foot public alley system that serves the square and provides access to the rear of the building. Per Section 2101.1 of the Zoning Regulations (11 DCMR §2101.1), the 98,565 SF of existing office space plus penthouse habitable space would require a minimum of 56 parking spaces. The Applicant is seeking special exception relief to reduce the minimum parking requirement to 43 spaces. Pursuant to 11 DCMR §2201.1, the Applicant will meet the minimum loading requirements by providing a 30-foot loading berth, one 120 SF loading area, and a 20-foot delivery space.	

¹ The amount of tenanted, non-communal penthouse habitable space that will be provided is unknown at this time. Thus, to conservatively calculate the parking requirement for the project, all 4,500 SF of penthouse habitable space was assumed to be tenanted, office space; and therefore, included in the minimum parking calculation.



The site location is included as Figure 1. A preliminary plan for the site has been provided as Figure 2.

1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
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. Proposed Documents: • DDOT Design and Engineering Manual • District of Columbia Municipal Regulations • District of Columbia Pedestrian Master Plan • District of Columbia Bicycle Master Plan • Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the Nation Capitol Region Transportation Research Board) • DDOT Public Realm Design Manual	
2. Roadway Network, Capacity, & Operations	DDOT Comments/Action Items
Vehicle Trip Generation Assumptions Guidelines: Provide preliminary 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 guideline for further information. Proposed preliminary mode split and supporting documentation: • ITE LUC 495 (Recreational Community Center) was used for the recently vacated YMCA use. LUC 710 (Office) was used for the proposed office space. • The non-auto mode splits for the YMCA was determined based on a previously approved study for a YMCA in the District. A non-auto mode split of 50 percent was used. • The non-auto mode split for the proposed office use was determined based on excerpts from the 2005 WMATA Ridership Survey. As noted in the survey, when sites are sorted by location type (CBD, Suburban-inside the Beltway, and Suburban-outside the Beltway) there are significant variations in the observed mode split. It is important to note the proposed site is in the CBD and is approximately 1,600 feet from the Farragut North Metro Station. Similarly, one surveyed office site in the CBD (1701 Pennsylvania Avenue) is approximately 1,000 feet from the Farragut West Metro Station and has a non-auto mode split of 75 percent. Therefore, a conservative non-auto mode split of 60 percent was applied to the proposed office use. • Supporting trip generation documentation, including WMATA Ridership Survey data, is provided In Attachment A.	

Table 1: 1701 Rhode Island Avenue Site Trip Generation



					AM Peak Hour			PM Peak Hour			Weekday
Land Use	ITE Code	Size	Units		IN	OUT	TOTAL	IN	OUT	TOTAL	ADT
PROPOSED USES:											
<i>Office</i>	710										
<i>Existing Bldg.</i>		98,565	SF								
<i>Penthouse</i>		4,500	SF								
Total Trips ¹					166	23	189	32	157	189	1,298
<i>Non-auto Reduction ²</i>		60%			100	14	114	19	94	113	779
	<i>Transit</i>	50%			83	12	95	16	79	95	649
	<i>Bike</i>	4%			7	1	8	1	6	7	52
	<i>Pedestrian</i>	6%			10	1	11	2	9	11	78
Vehicle Trips (Total – Non-auto)					66	9	75	13	63	76	519
EXISTING USES:											
<i>YMCA</i>	495	98,565	SF								
Total Trips ¹					133	69	202	154	116	270	3,333
<i>Non-auto Reduction ²</i>		50%			67	35	102	77	58	135	1,667
	<i>Transit</i>	30%			40	21	61	46	35	81	1,000
	<i>Bike</i>	7%			10	5	15	1	8	19	233
	<i>Pedestrian</i>	13%			17	9	26	20	15	35	433
Vehicle Trips (Total – Non-auto)					66	34	100	77	58	135	1,666
NET TRIPS:											
Total Trips ¹					33	(46)	(13)	(122)	41	(81)	(2,035)
<i>Non-auto Reduction ²</i>					33	(21)	12	(58)	36	(22)	(888)
	<i>Transit</i>				43	(9)	34	(30)	44	14	(351)
	<i>Bike</i>				(3)	(4)	(7)	(10)	(2)	(12)	(181)
	<i>Pedestrian</i>				(7)	(8)	(15)	(18)	(6)	(24)	(355)
Vehicle Trips (Total – Non-auto)					-	(25)	(25)	(64)	5	(59)	(1,147)
Notes: To provide a more conservative calculation, both the existing building square footage and the entire potential penthouse habitable space was included in the trip generation estimate. As noted above, the amount of tenanted, non-communal (trip generating) penthouse habitable space that will be provided is unknown at this time.											
¹ Trips generated using Institute of Transportation Engineers (ITE) Trip Generation , 9th Edition.											
² Non-Auto Mode Splits based on 2005 WMATA Ridership Survey data.											

Based on the trip generation presented above, the number of vehicle trips that would be generated by the proposed redevelopment would NOT surpass the 25 directional trip threshold that would require a full traffic impact study.



<u>Vehicle Site Access</u> Guidelines: If vehicle access is needed, at a minimum the CTR will provide the 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): Access to the below-grade parking and at-grade loading facilities is proposed via an existing 20-foot alley to the north of the subject site. Access Control: Unsignalized. Existing curb cuts utilized: None. Existing curb cuts abandoned: One curb cut on Rhode Island Avenue will be abandoned. Proposed curb cuts: No curb cuts are proposed. Curb cut width and radii: N/A.	
<u>CTR Triggers for further vehicle analysis (for sections below)</u> 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 <i>Roadway Network, Capacity & Operations</i> section of the scoping form is required.	
<u>Development Scenarios</u> Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. Proposed Development Scenarios: N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed.	
<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): N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed.	
<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: N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed.	
<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 3.2.8 of the CTR guidelines. Proposed roadway improvements: N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, no roadway improvements will be included.	



<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 – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, no background developments will be needed.	
<u>Background Growth</u> 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. Proposed annual background growth: N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, a background growth rate is not applicable.	
<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. Proposed site distribution and assignment (attach figures, as needed, at end of Scoping Form): N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, no site distribution or assignment will be needed.	
<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. Proposed analysis methodology: N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, the analysis methodology is not applicable.	
<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 DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
3. Bicycle and Pedestrian Facilities	DDOT Comments/Action Items
<u>CTR Triggers for Bike and Pedestrian Mode Share</u> Guidelines: A CTR is required to include some level of 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.	



<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. Proposed bike and pedestrian study area: A discussion of the existing and proposed pedestrian facilities within ¼ mile and bicycle facilities within ½ mile of the site will be provided. An evaluation of the quality of pedestrian facilities in the immediate vicinity of the site will be included. Substandard facilities in the immediate vicinity of the site will be noted.	
<u>Data Collection and Analysis of Bike and Pedestrian 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. Proposed bike and pedestrian network and facilities analysis: A discussion of the existing and proposed pedestrian and bicycle facilities in the immediate vicinity of the proposed development will be provided. Additionally, relevant information from the Pedestrian Master Plan and Bicycle Master Plan also will be included.	
<u>Mitigation for Bike and Pedestrian Network</u> 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 and pedestrian network. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
4. Transit Service	DDOT Comments/Action Items
<u>CTR Triggers for Transit Mode Share</u> Guidelines: A CTR is required to include some level of 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> section of this scoping form is required.	
<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. Proposed transit study area: The nearest Metro Station (Farragut North Metro Station) is approximately 1,600 feet walking distance from the site. The Farragut North Metro Station provides access to the Metro Red Line. Metro Rail riders can transfer to the Blue, Orange, and Silver lines at the Metro Center Metro Station or can transfer to the Yellow and Green Lines at the Gallery Place – Chinatown Metro Station. Alternatively, the Blue, Orange, and Silver Lines can be accessed at the Farragut West Metro Station, which is located approximately 2,500 feet walking distance from the site. The nearest Metrobus stop is located west of the site on Connecticut Avenue.	
<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. Proposed transit analysis: The existing transit services in the area are expected to adequately accommodate the proposed development. The existing transit service and any planned transit improvements will be discussed in the report.	
<u>Transit Trip Mitigation</u> Guidelines: Proposed mitigation of transit impact may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
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. Proposed loading analysis: <u>Required (Office use with 30,000 to 100,000 SF of GFA)</u> • One 30-foot loading berth • One 100 SF platform • One 20-foot delivery space <u>Proposed</u> • One 30-foot loading berth • One 120 SF platform • One 20-foot delivery space As shown above, the Applicant meets the loading requirements.	



6. Parking	
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 of the CTR guidelines. Proposed parking analysis: <u>Required (Office use with a building on a lot having an area of more than 10,000 SF):</u> • In excess of 2,000 SF, 1 for each additional 1,800 SF of GFA • 56 spaces required <u>Proposed</u> • 47 parking spaces (43 zoning compliant, 4 stacked) As shown above, the Applicant is seeking relief from the parking requirements to reduce the minimum parking requirement to 43 parking spaces. Pursuant to 11 DCMR §2119, bicycle parking is required for office buildings in the amount of 5% of the vehicular parking requirement. Therefore, three bicycle parking spaces would be required. Current plans indicate 21 bicycle spaces will be located on level P1 of the below-grade garage. The appropriate location and quantity of short-term bicycle parking spaces will be determined during the public space permitting process.	
7. Transportation Demand Management	
<u>Triggers for a TDM Plan</u> Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 of the CTR guidelines. Proposed TDM Plan: Transportation Demand Management (TDM) strategies and incentives for encouraging alternate modes of transportation will be identified for the proposed office use. A graphic depicting the nearby transportation facilities/services (bus stops, Metrorail stations, car-sharing locations, and Capital BikeShare locations) will be prepared.	
8. Performance Monitoring & Measurement	
Guidelines: Development 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. For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.	
9. Safety	

Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information. Proposed safety analysis: N/A	
10. Streetscape/Public Realm	
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. These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.	

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

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

Proposed Schedule:

Submit Scoping Document: March 30, 2016

DDOT comments on Scoping Document:

Transportation Consultant/Applicant responses to comments:

Submission of Report to DDOT: At least 45 days prior to BZA Hearing

Zoning Commission or BZA Hearing Date: May 17, 2016

Attach any Figures, Tables, and Appendices here:



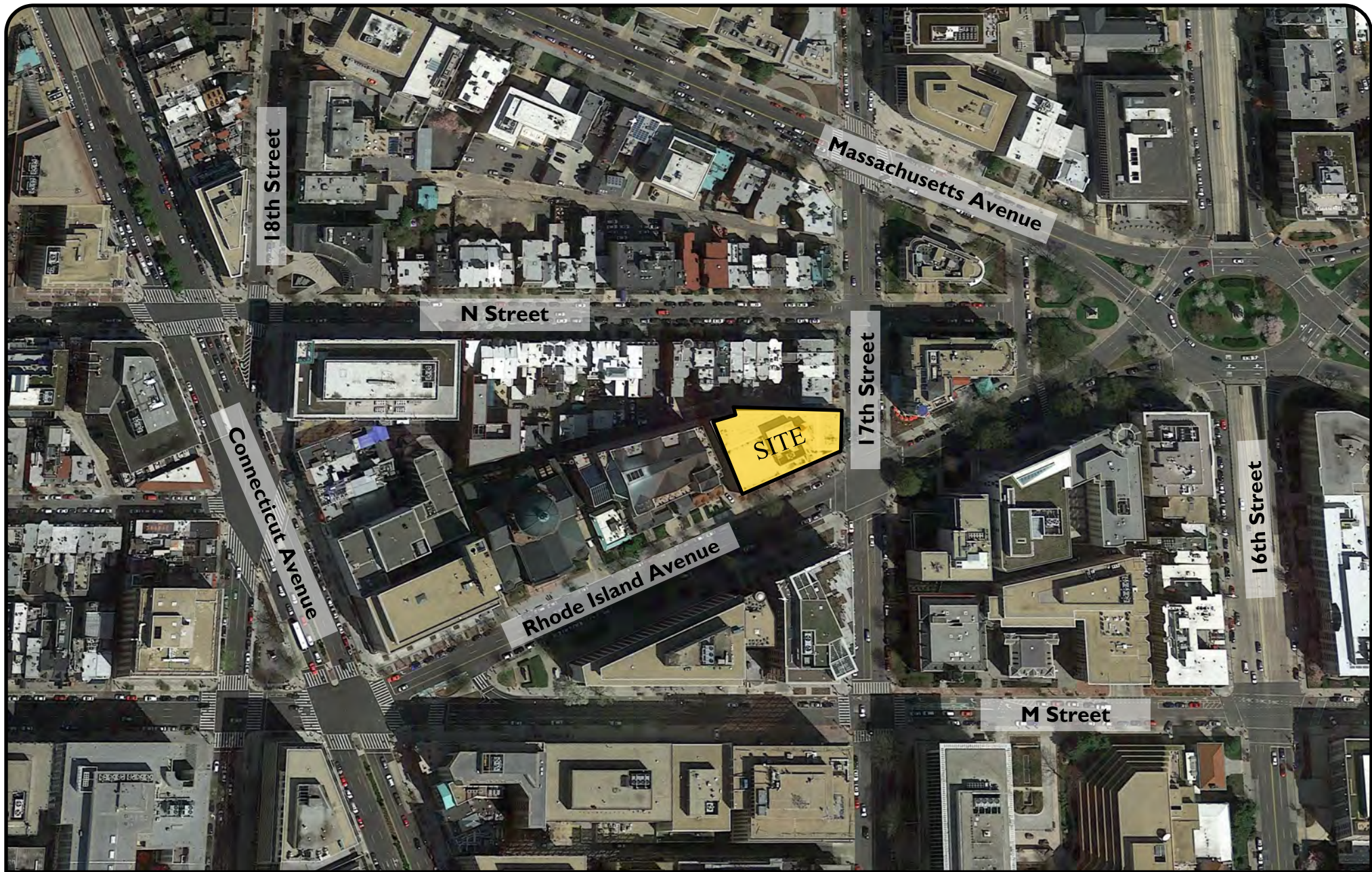


Figure I
Site Location



1701 Rhode Island Avenue
Washington, DC

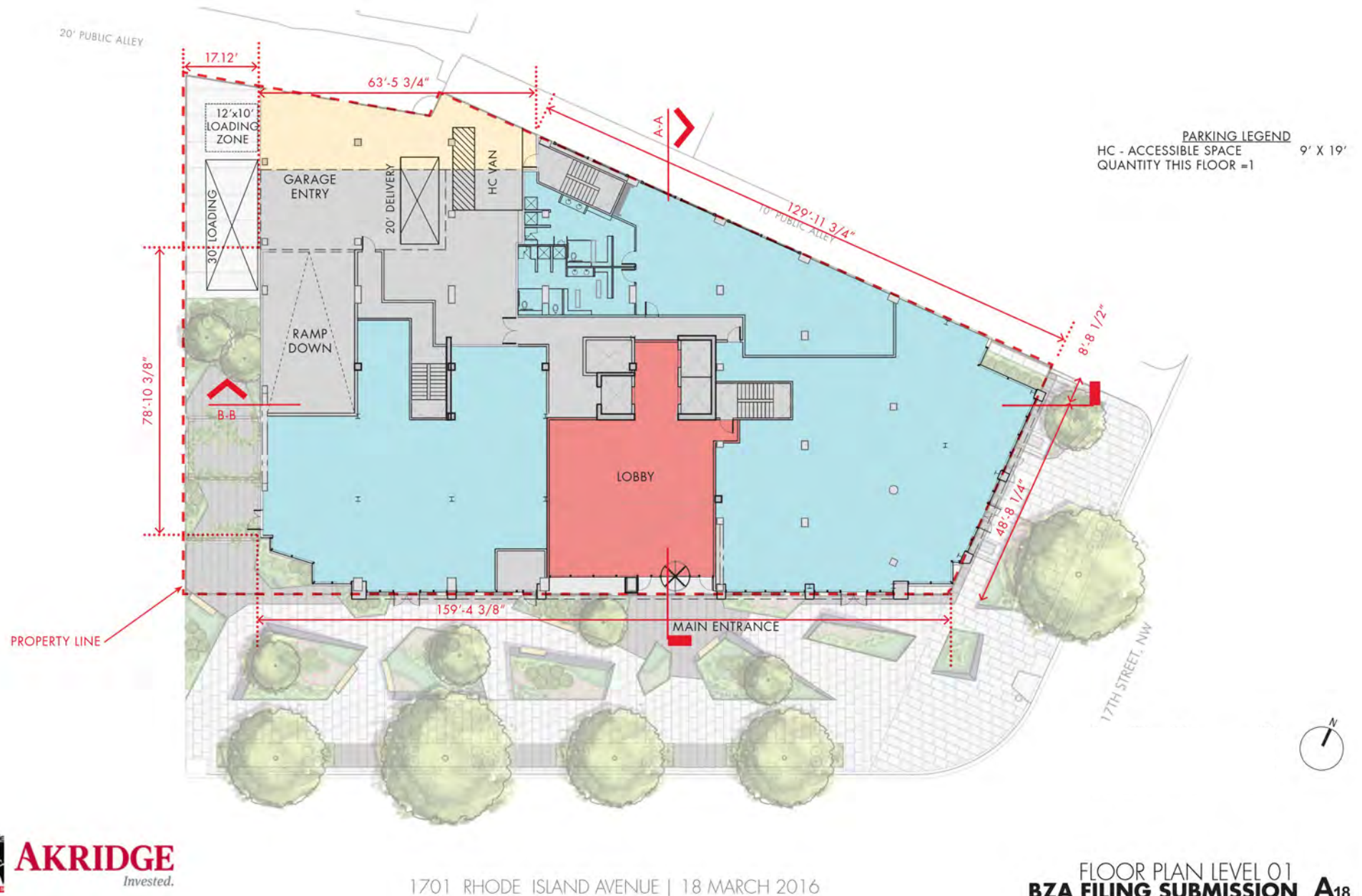


Figure 2
Site Plan

Source: Akridge - BZA Filing Submission
Date: March 18, 2016
N.T.S.

1701 Rhode Island Avenue
Washington, DC

ATTACHMENT A
SITE TRIP GENERATION
SUPPORTING DOCUMENTATION

Table 2
Characteristics of Surveyed Office Sites

Office Site	Number of Surveys Distributed	Distance from Station (feet)	Square Footage (1,000s)	Occupancy Rate (%)	Parking Spaces	Estimated Response Rate (%)	Number of Interviews
Ballston Station Area							
3 Ballston Plaza	932	2,000	303	87	753	15	10
Ballston One	267	1,900	230	--	450	5	N/A
Court House Station Area							
2100-2200 Clarendon Blvd.	850	0	584	--	1681 ⁴	47	61
Courthouse Tower	500	450	165 ²	--	430	4	15
Crystal City Station Area							
Crystal Park IV	1227	2,600 ¹	484	89	1,122	6	35
Crystal Square 2	851	850	412	--	1,899 ⁵	15	60
Farragut West Station Area							
1634 I Street	138	0	69	100	0	51	53
1701 Pennsylvania Avenue	275	1,000	190	90	N/A ⁶	32	18
Friendship Heights Station Area							
2 Wisconsin Circle	800	100	235	90	301	11	32
Chevy Chase Plaza	400	700	163	--	225	6	N/A
King Street Station Area							
333 John Carlyle	250	1,400	153	95	280	17	N/A
King Street Station	250	700	784	75	1,159	13	N/A
New Carrollton Station Area							
8400 Corporate Drive	550	3,000	149	--	503	7	17
Silver Spring Station Area							
8380 Colesville Road	228	600	74	93	400	26	51
8720 Georgia Avenue	400	1,600	87	--	129	19	36
Metro Plaza 1	364	200	619	90	442	7	5
U Street/African American Civil War Memorial/Cardozo Station Area							
Reeves Center	1550	950	512 ³	--	255	7	106

Notes: ¹ Distance was measured via an indoor route, in this case, via underground corridors. The walking distance may be less if measured partially outdoor.

² This figure does not include 84,000 square feet occupied by one tenant that did not participate in the survey. Total square footage for Court House Tower is 249,000.

³ Includes first floor lobby.

⁴ Parking for the 2100-2200 Clarendon Blvd. is shared with other Court House Plaza users and includes 197 spaces for 2200 Clarendon.

⁵ Parking for Crystal Square 2 is shared with other buildings in Crystal Square.

⁶ Only valet parking is available, and cars valet parked are stacked.

--: Unknown or unavailable; NA: Not Applicable.

Table 3
Commute Mode Share at Office Sites

Office Site	Mode			
	Metrorail ¹	Metrobus & Other Transit ²	Auto ³	Walk & Other ⁴
Ballston Station Area				
3 Ballston Plaza	17%	1%	79%	2%
Ballston One	8%	0%	85%	8%
Court House Station Area				
2100-2200 Clarendon Blvd.	20%	2%	70%	8%
Courthouse Tower	35%	5%	60%	0%
Crystal City Station Area				
Crystal Park IV	12%	2%	81%	5%
Crystal Square 2	28%	14%	58%	1%
Farragut West Station Area				
1634 I Street	69%	7%	16%	7%
1701 Pennsylvania Avenue	56%	16%	25%	3%
Friendship Heights Station Area				
2 Wisconsin Circle	31%	1%	67%	0%
Chevy Chase Plaza	43%	0%	57%	0%
King Street Station Area				
333 John Carlyle	26%	19%	50%	5%
King Street Station	10%	19%	71%	0%
New Carrollton Station Area				
8400 Corporate Drive	8%	3%	89%	0%
Silver Spring Station Area				
8380 Colesville Road	9%	7%	74%	9%
8720 Georgia Avenue	13%	6%	77%	4%
Metro Plaza 1	17%	26%	43%	13%
U Street/African American Civil War Memorial/Cardozo Station Area				
Reeves Center	26%	9%	58%	7%
Average Among All Sites	25%	9%	62%	6%

Notes: ¹ Includes multimodal trips that may have involved auto 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.

When sorted by concentric location typology (CBD location, Suburban-inside the Beltway and Suburban-Outside the Beltway) as shown in [Table 4](#), wide variations in modal splits result. For those sites in CBD locations, which only included the two sites in the Farragut West station area, Metrorail usage for commute trips averaged 63 percent. For those sites located in Suburban-inside the Beltway and Suburban-Outside the Beltway locations, the Metrorail usage averages were 21 percent and 8 percent respectively. However, only one office, 8400 Corporate Drive, is located in a Suburban-Outside the Beltway location.

Office workers who live in the District were much more likely to use Metrorail than those who live in other jurisdictions. Forty-four percent of District respondents said that they used Metrorail for their commute trip. In addition, nine percent of District respondents used other



ATTACHMENT C

PARKING TABULATIONS

1701 Rhode Island Avenue
Parking Tabulation Summary

	Standard	Compact	Handicap/ Van Accessible	Total
At-Grade				
Zoning Compliant Spaces	0	0	1	1
Spaces with Column Enroachment (Non-compliant)	0	0	0	0
Tandem	0	0	0	0
Sub-total	0	0	1	1
P1				
Zoning Compliant Spaces	9	6	1	16
Spaces with Column Enroachment (Non-compliant)	0	0	2	2
Tandem	0	0	0	0
Sub-total	9	6	3	18
P2				
Zoning Compliant Spaces	10	9	0	19
Spaces with Column Enroachment (Non-compliant)	0	4	0	4
Tandem	1	5	0	6
Sub-total	11	18	0	29
Total Project				
Zoning Compliant Spaces	19	15	2	36
Spaces with Column Enroachment (Non-compliant)	0	4	2	6
Tandem	1	5	0	6
Total	20	24	4	48

Notes:

Percent compact spaces (based on compliant spaces) = 41.7%
Overall Reduction Requested = 36.8%

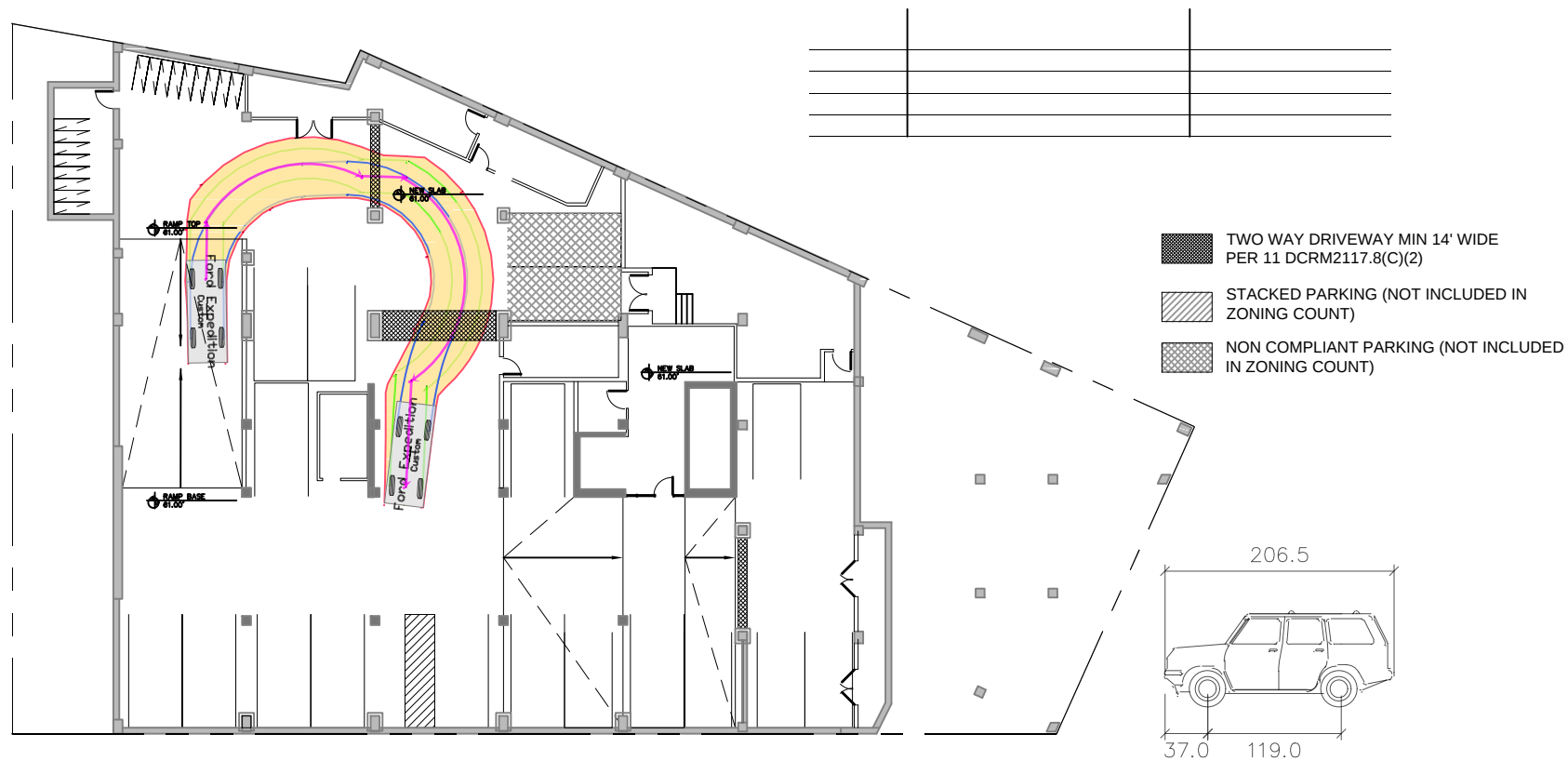


WELLS + ASSOCIATES

ATTACHMENT D
SWEPT-AREA DIAGRAMS
GARAGE

1701 Rhode Island Avenue
Transportation Assessment
Washington, DC
April 15, 2015

Transportation Consultants
INNOVATION + SOLUTIONS



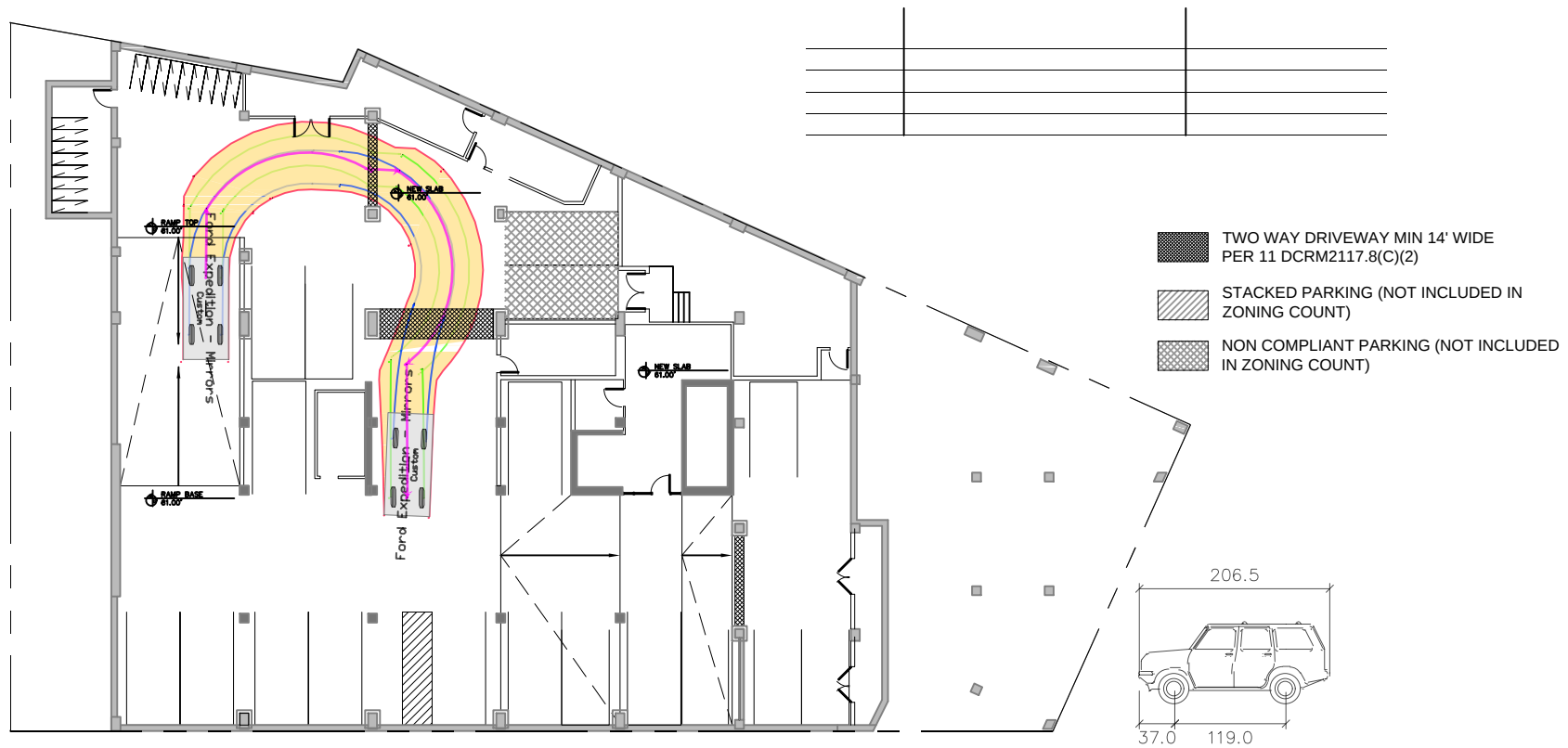
Ford Expedition inches

Width	: 78.8
Track	: 67.2
Lock to Lock Time	: 4.0
Steering Angle	: 30.0

Attachment D-1
P1 Vehicular Circulation
Ford Expedition SUV - without side mirrors

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





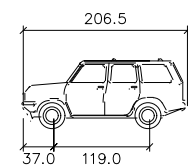
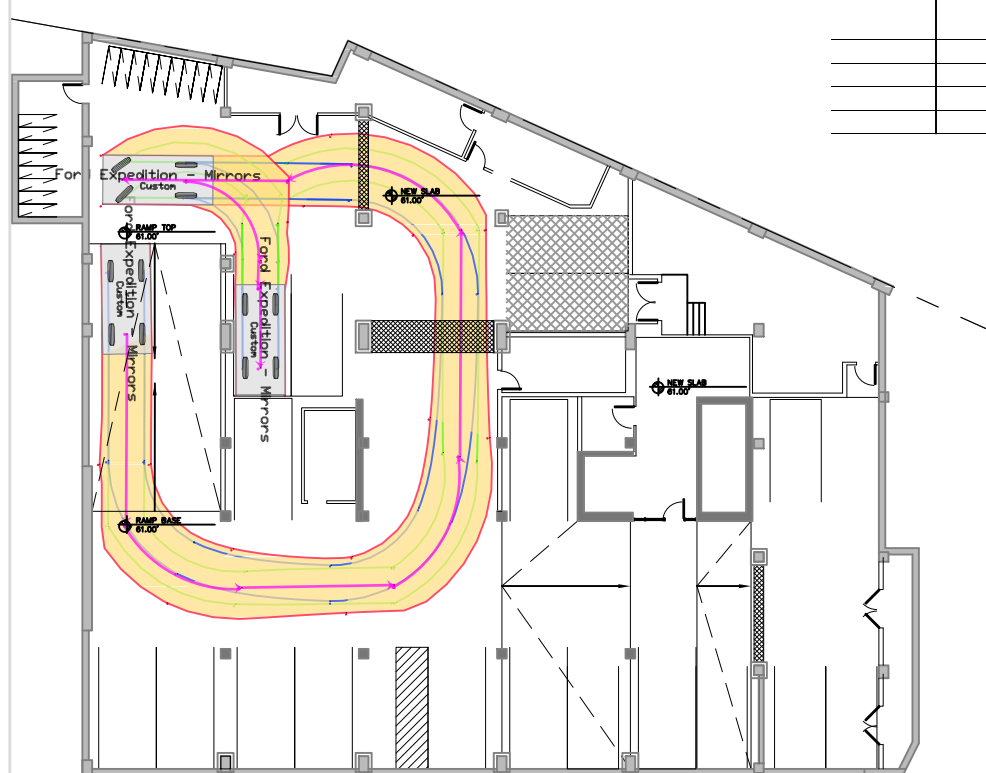
Ford Expedition — Mirrors

Width : 91.8 inches
 Track : 67.2
 Lock to Lock Time : 4.0
 Steering Angle : 30.0

Attachment D-2
 P1 Vehicular Circulation
 Ford Expedition SUV - with side mirrors

Vehicle Body
 Front Tire Tread
 Rear Tire Tread
 Directional Path
 Vehicle Path

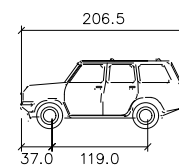
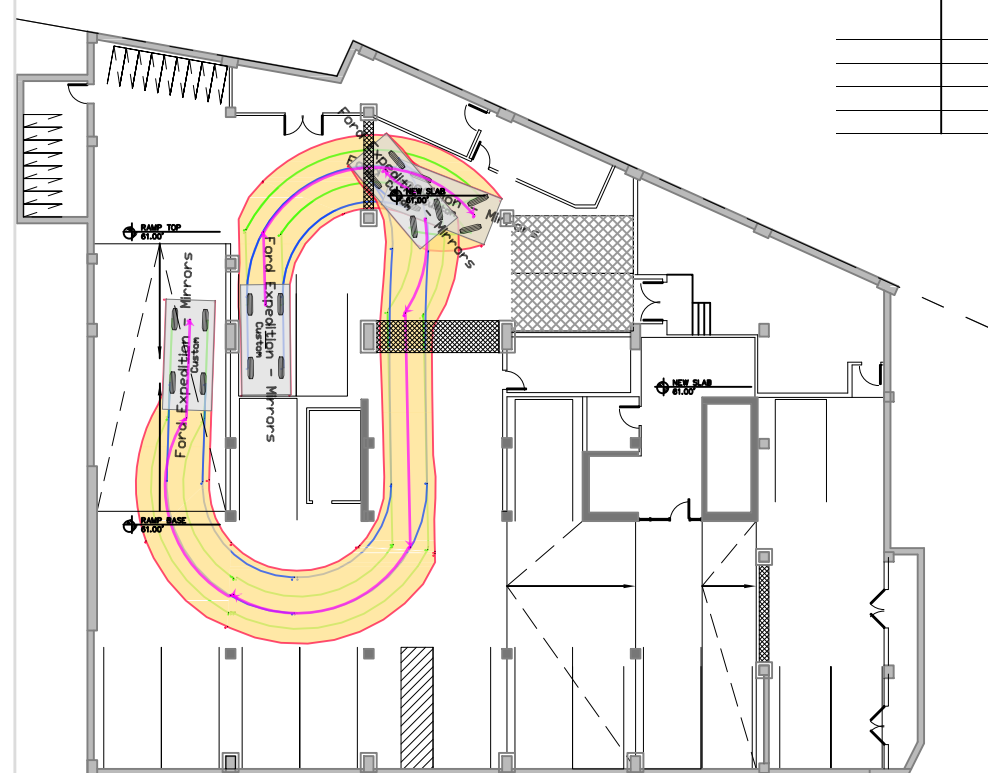




Ford Expedition - Mirrors

Width	: 91.8 inches
Track	: 67.2
Lock to Lock Time	: 4.0
Steering Angle	: 30.0

INGRESS - BACK IN MANEUVER



Ford Expedition - Mirrors

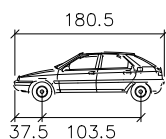
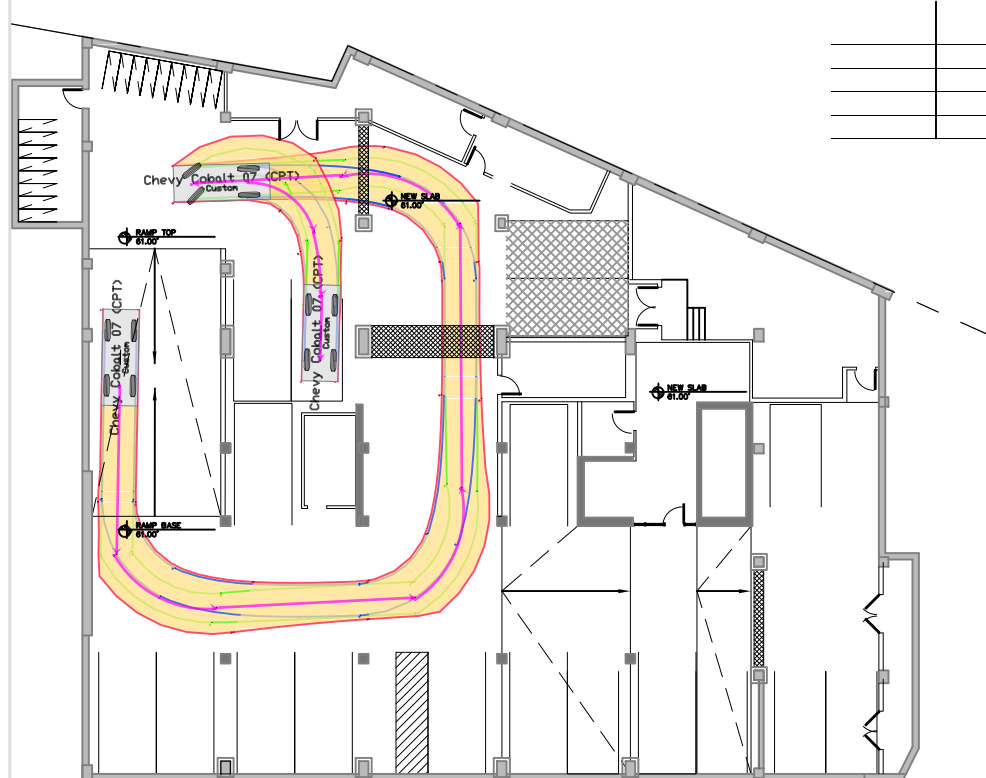
Width	: 91.8 inches
Track	: 67.2
Lock to Lock Time	: 4.0
Steering Angle	: 30.0

EGRESS

Attachment D-3
P1 Ingress/Egress
Standard Space #1

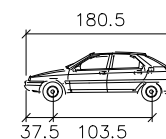
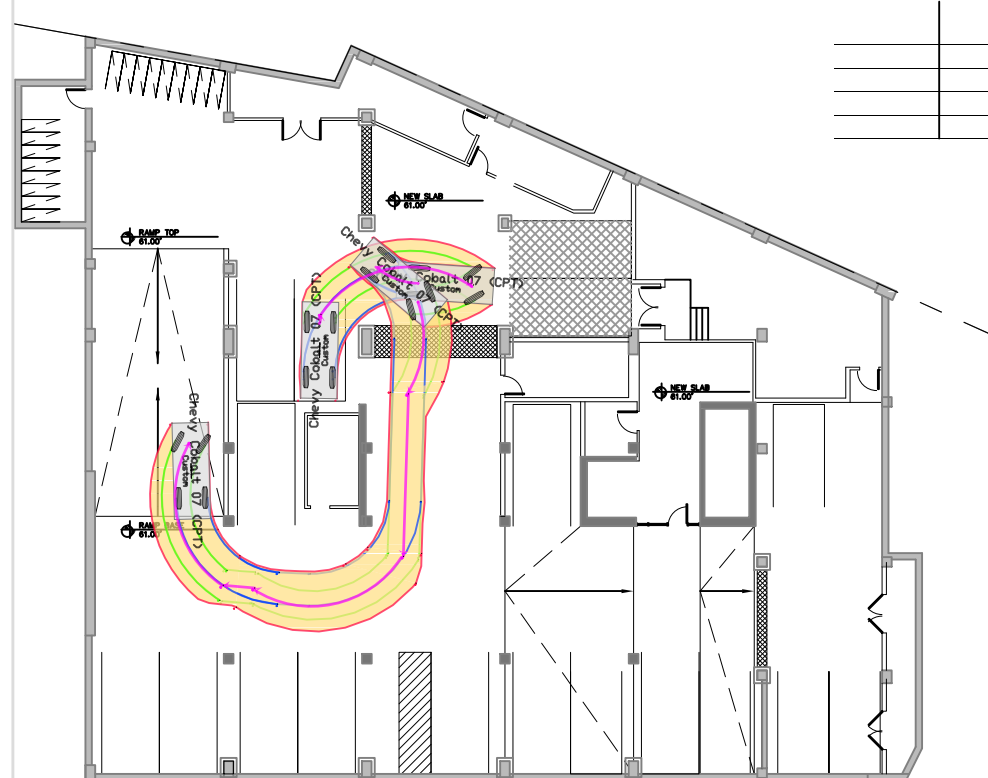
- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

INGRESS - BACK IN MANEUVER



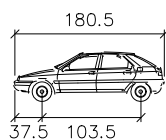
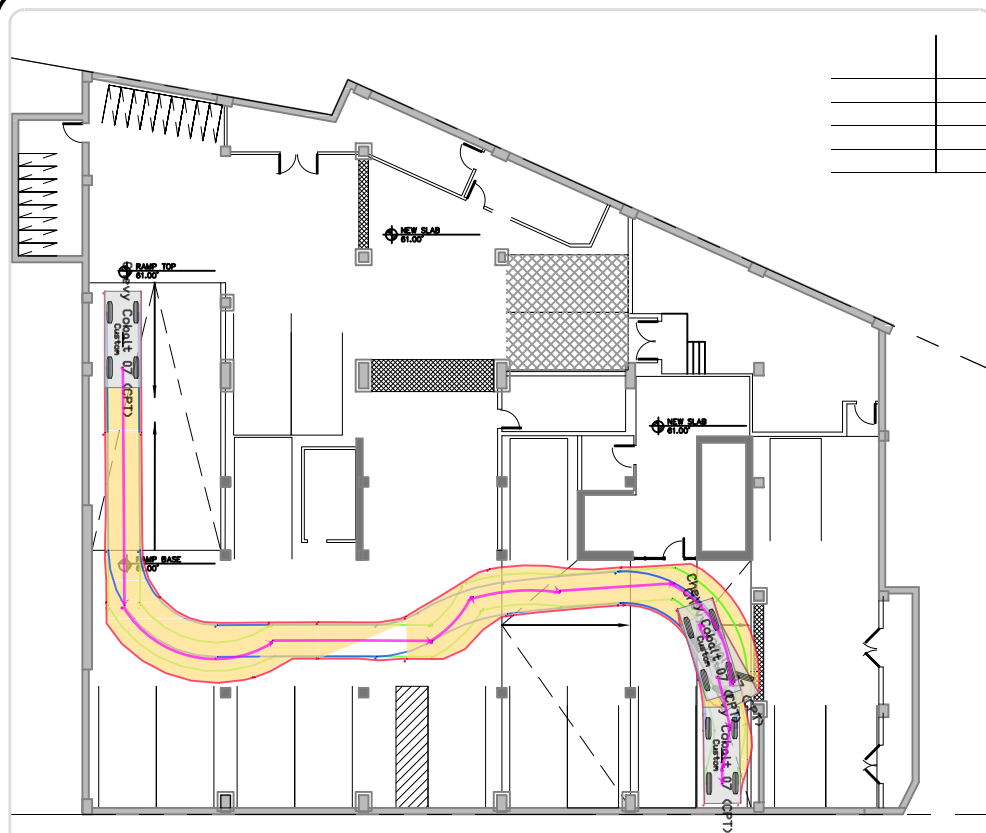
Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

EGRESS

Attachment D-4
 P1 Ingress/Egress
 Compact Space #1

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path

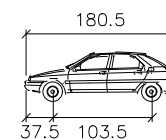
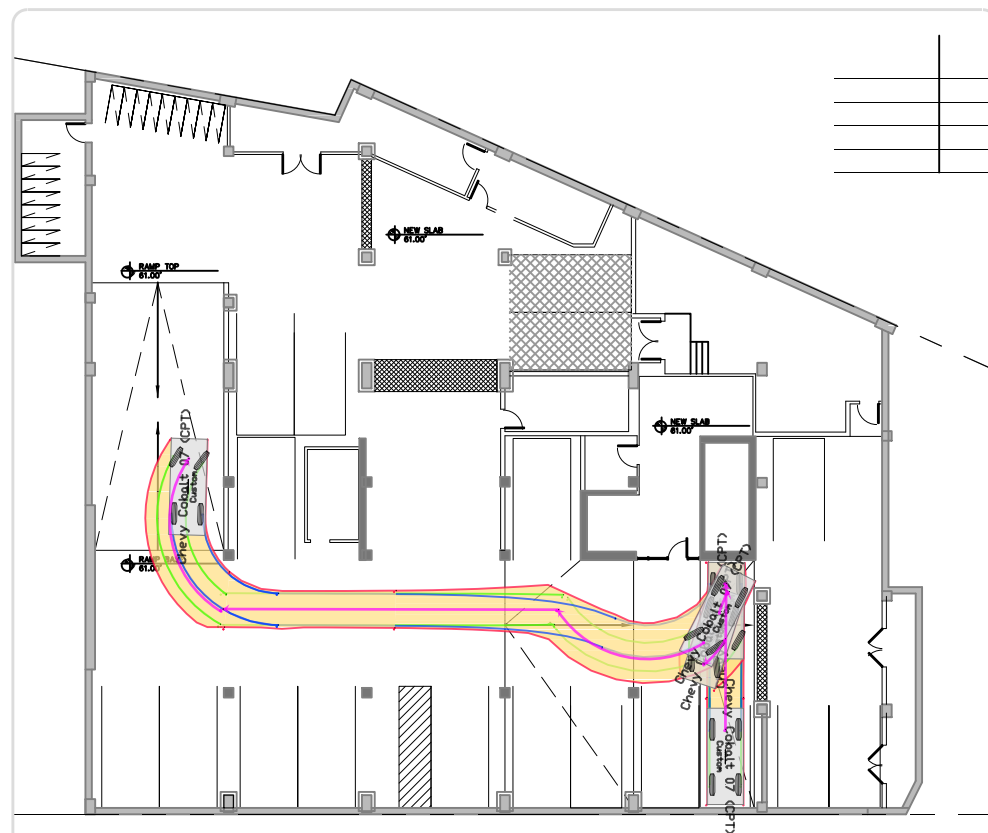




Chevy Cobalt 07 (CPT)

Width : 67.9 inches
Track : 59.4
Lock to Lock Time : 4.0
Steering Angle : 31.0

INGRESS



Chevy Cobalt 07 (CPT)

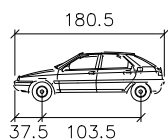
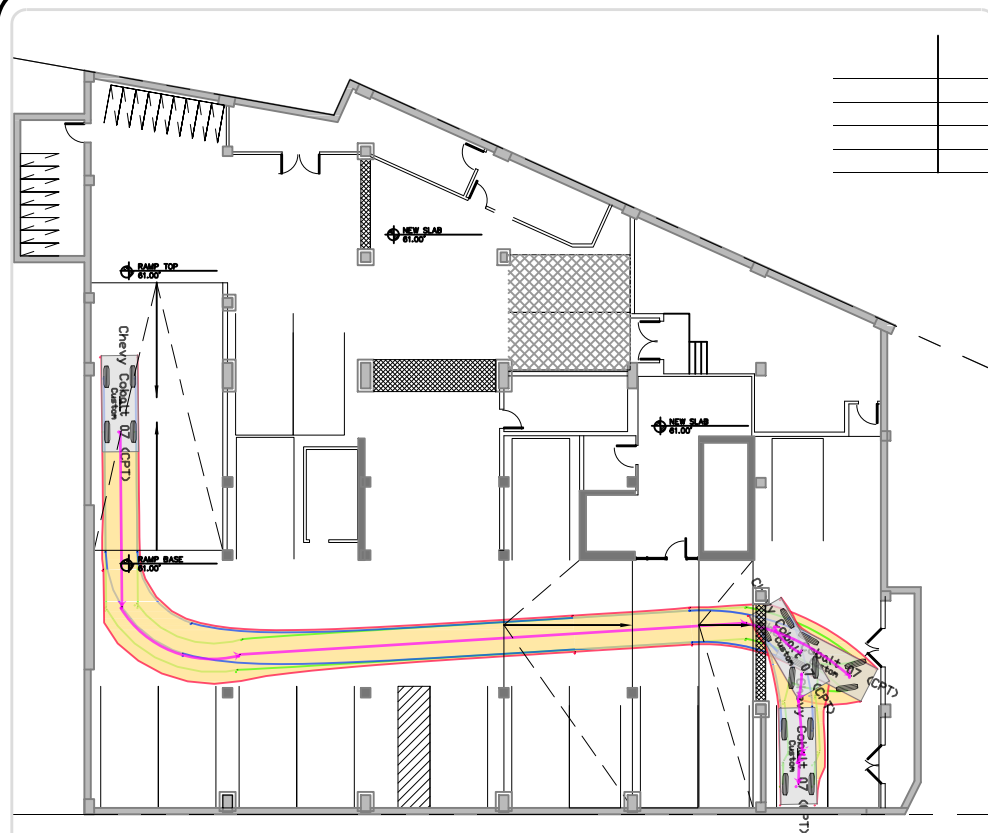
Width : 67.9 inches
Track : 59.4
Lock to Lock Time : 4.0
Steering Angle : 31.0

EGRESS

Attachment D-5
P1 Ingress/Egress
Compact Space #2

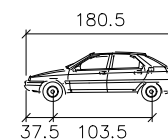
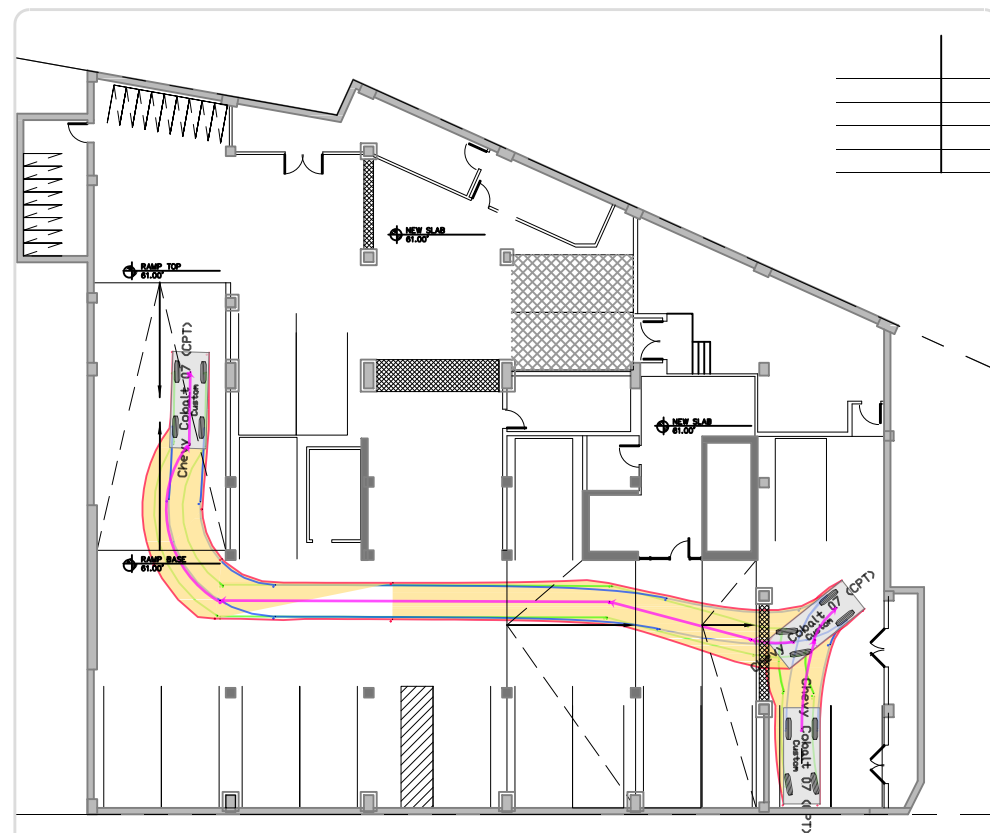
- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

INGRESS



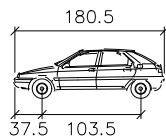
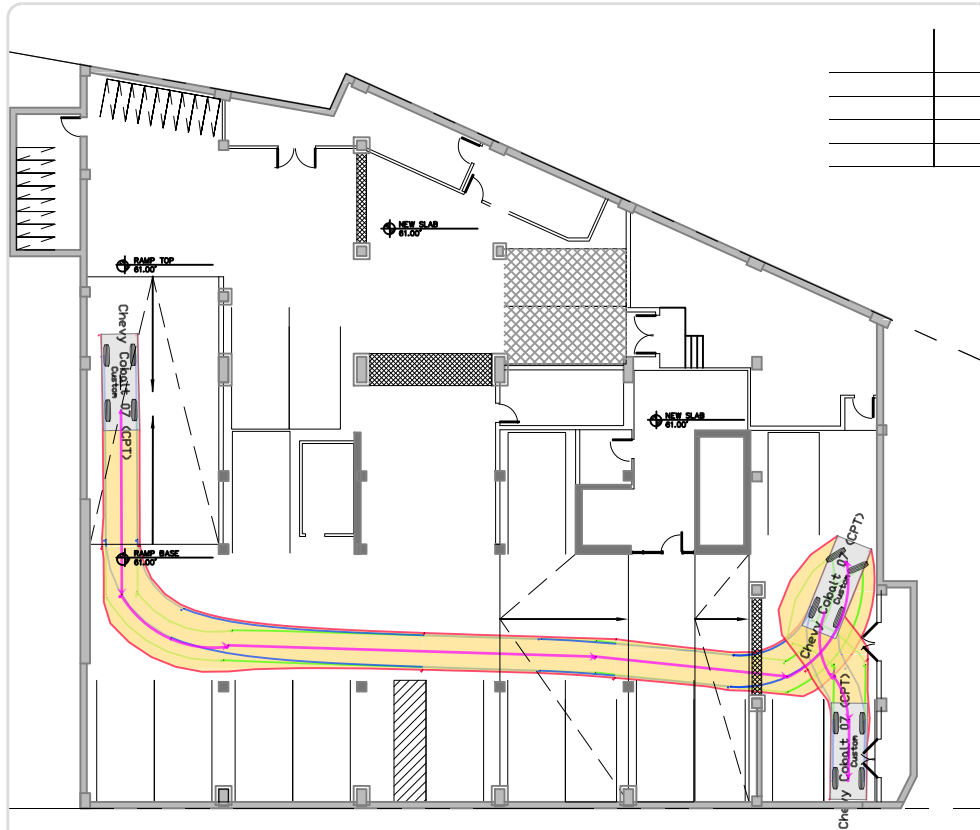
Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

EGRESS

Attachment D-6
 P1 Ingress/Egress
 Compact Space #3

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path

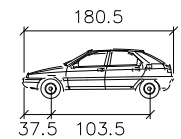
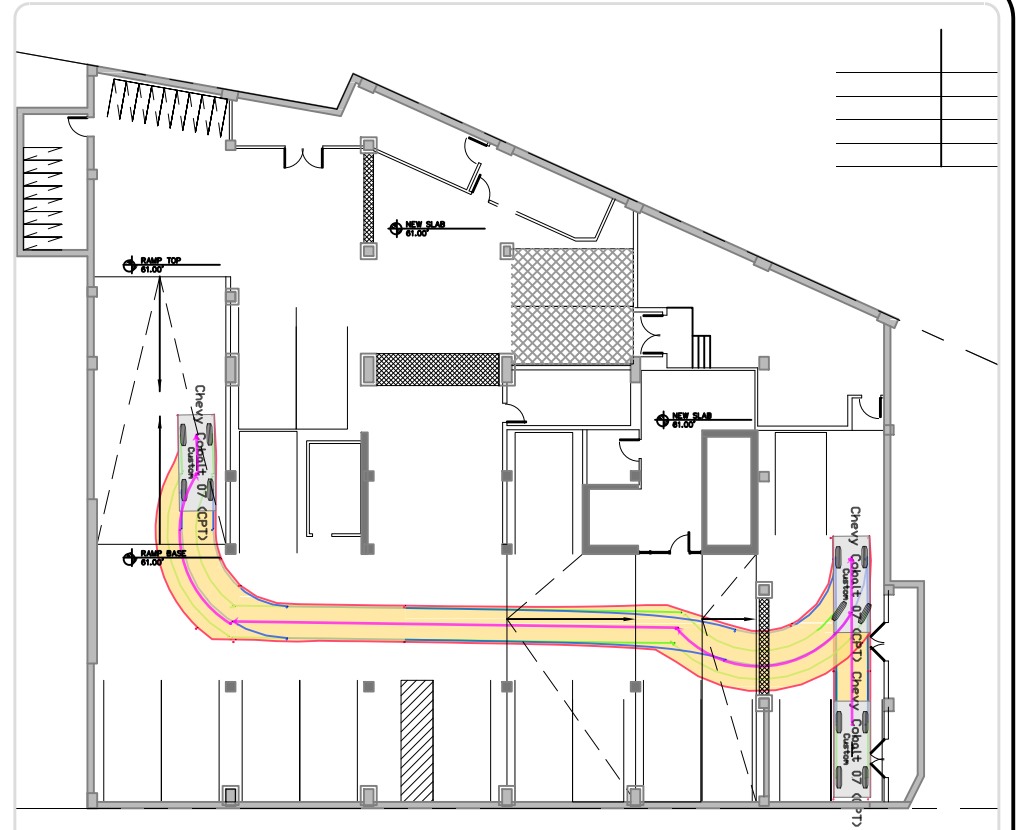




Chevy Cobalt 07 (CPT)

Width : 67.9 inches
Track : 59.4
Lock to Lock Time : 4.0
Steering Angle : 31.0

INGRESS - BACK IN MANEUVER



Chevy Cobalt 07 (CPT)

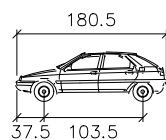
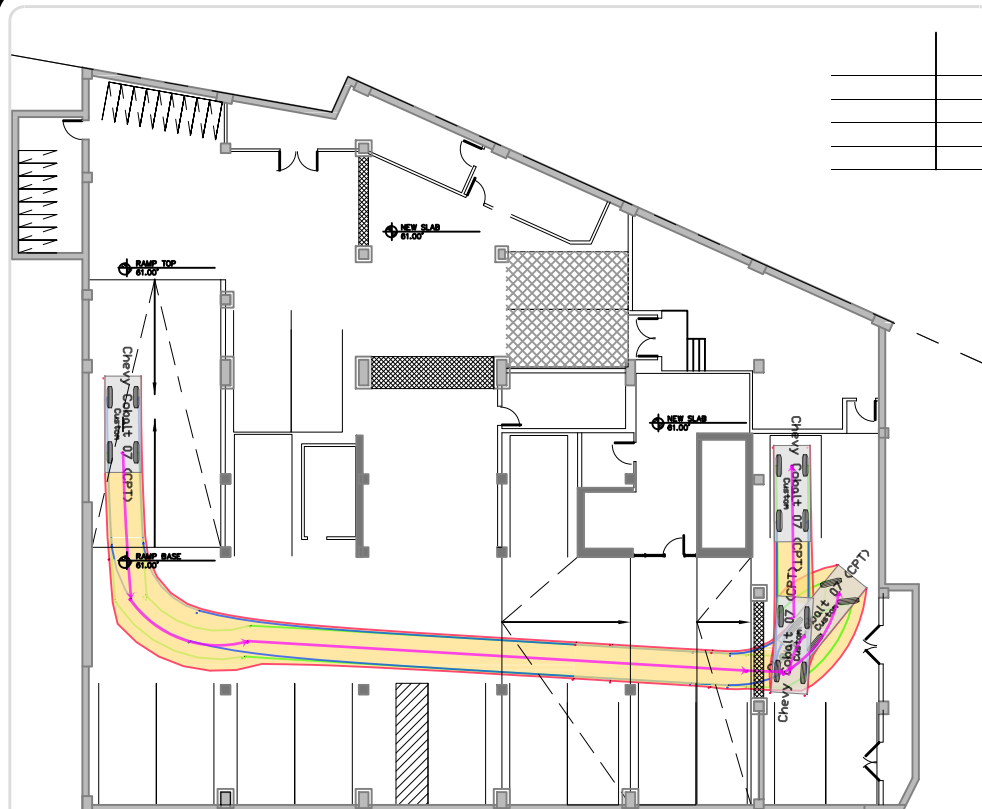
Width : 67.9 inches
Track : 59.4
Lock to Lock Time : 4.0
Steering Angle : 31.0

EGRESS

Attachment D-7
P1 Ingress/Egress
Compact Space #4

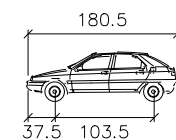
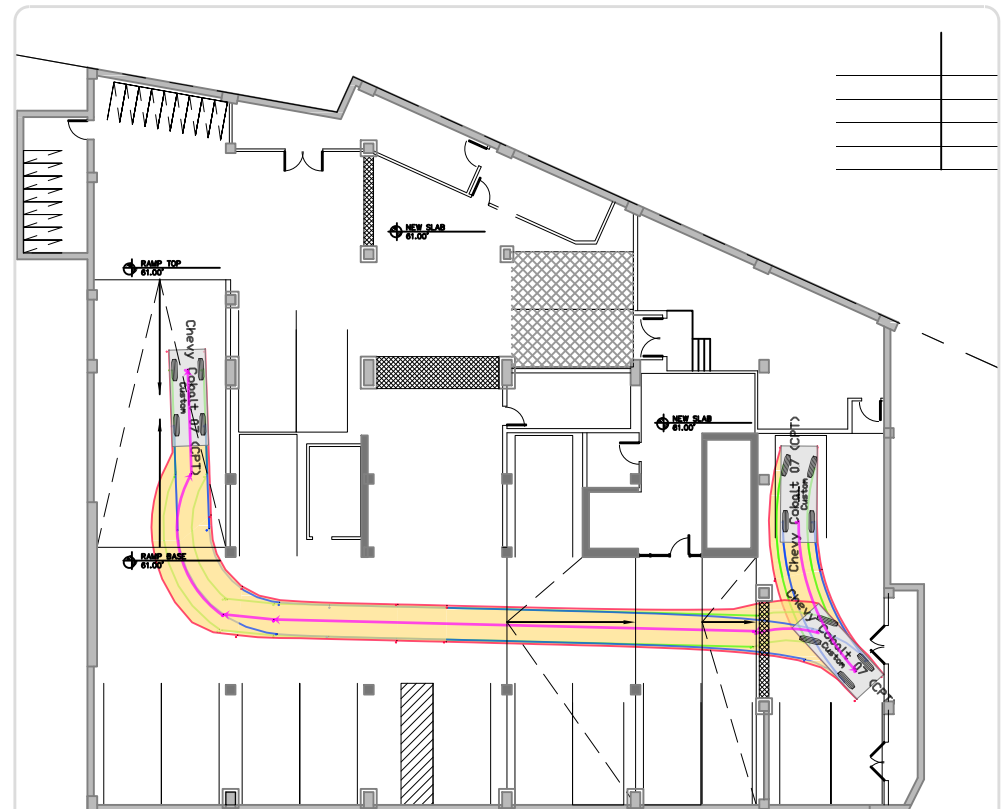
- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

INGRESS



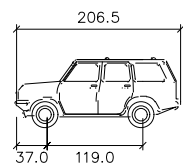
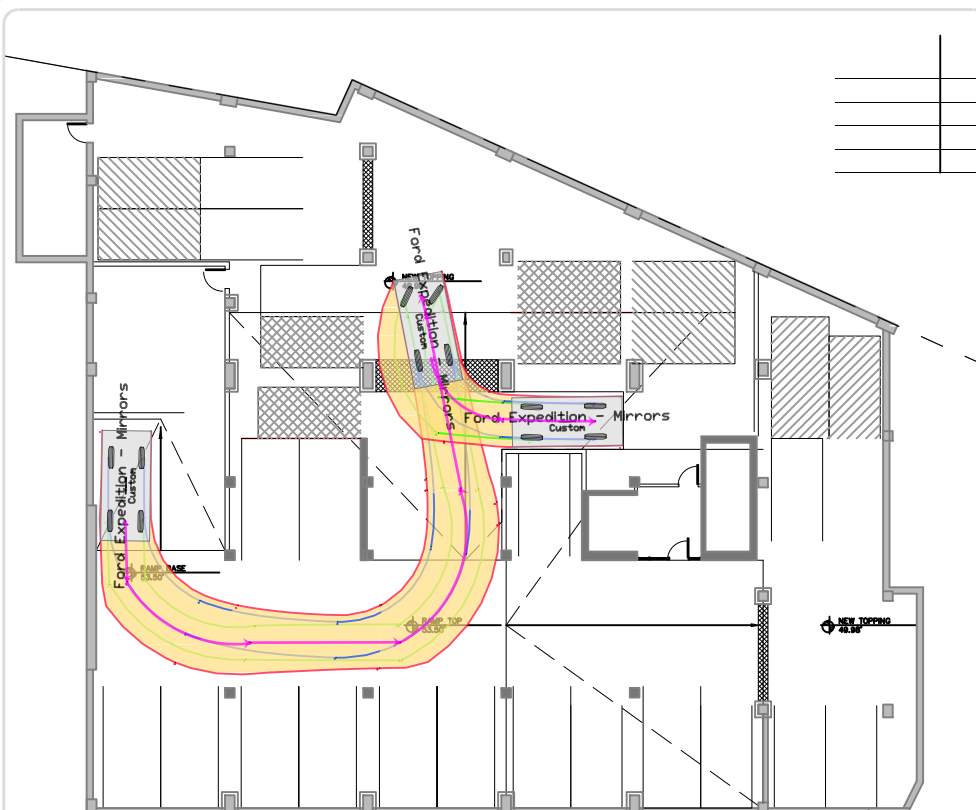
Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

EGRESS

Attachment D-8
 P1 Ingress/Egress
 Compact Space #5

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path

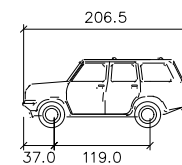
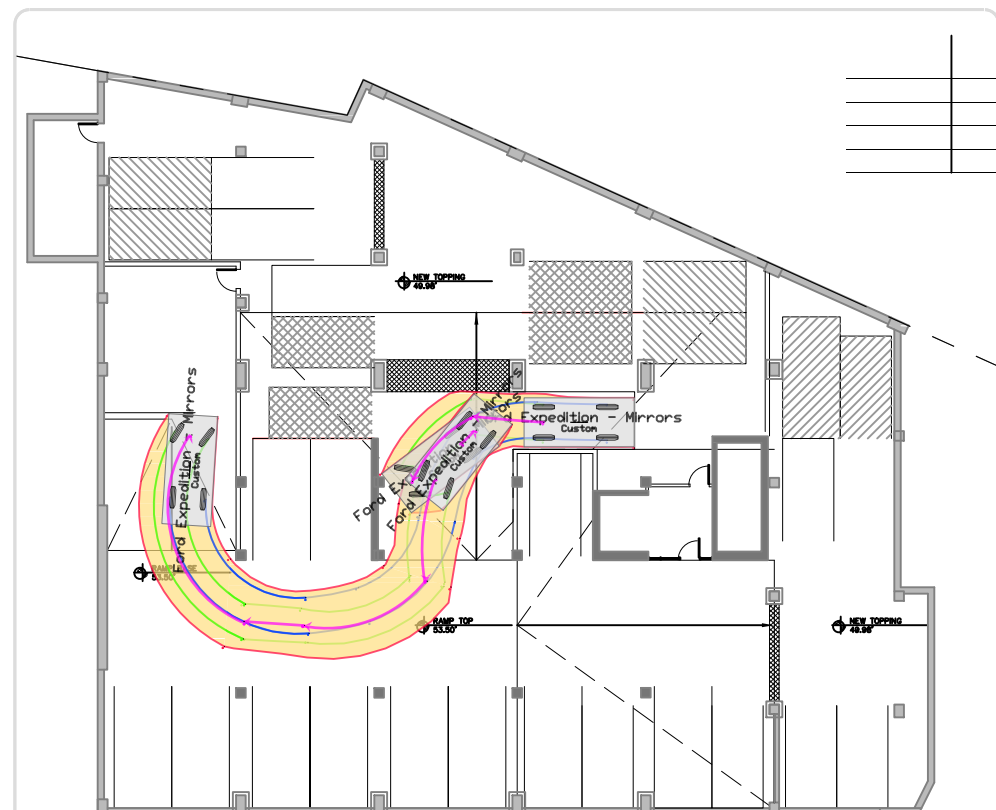




Ford Expedition - Mirrors

Width : 91.8 inches
Track : 67.2
Lock to Lock Time : 4.0
Steering Angle : 30.0

INGRESS - BACK IN MANEUVER



Ford Expedition - Mirrors

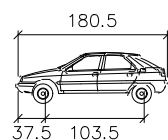
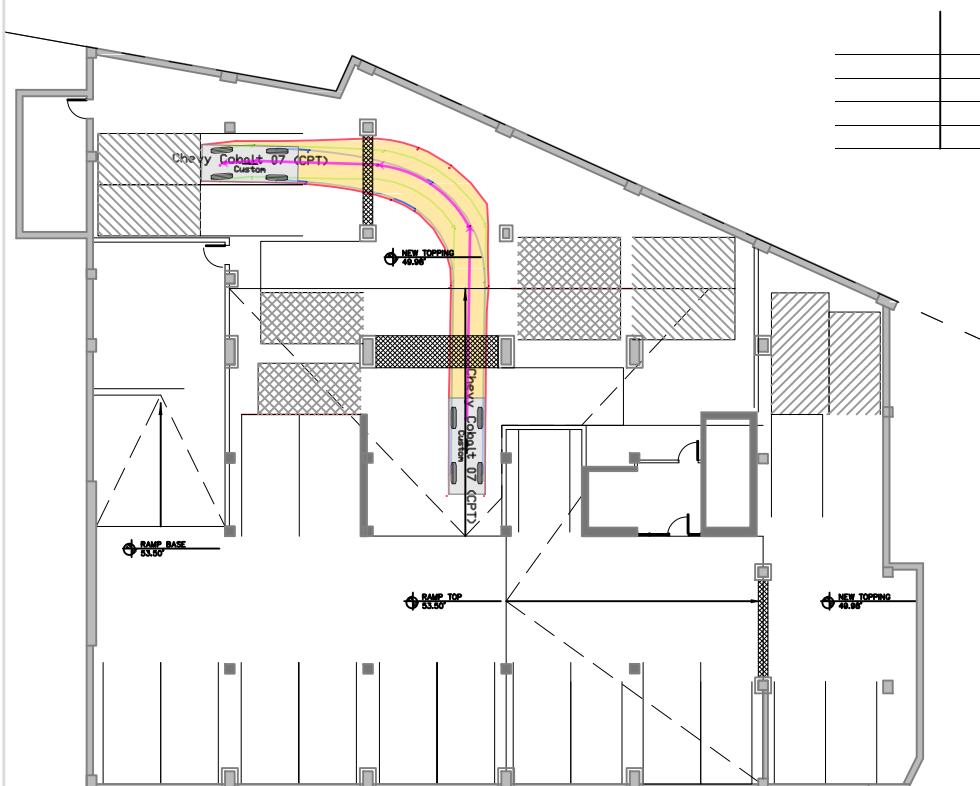
Width : 91.8 inches
Track : 67.2
Lock to Lock Time : 4.0
Steering Angle : 30.0

EGRESS

Attachment D-9
P2 Ingress/Egress
Standard Space #1

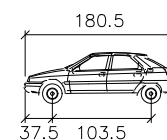
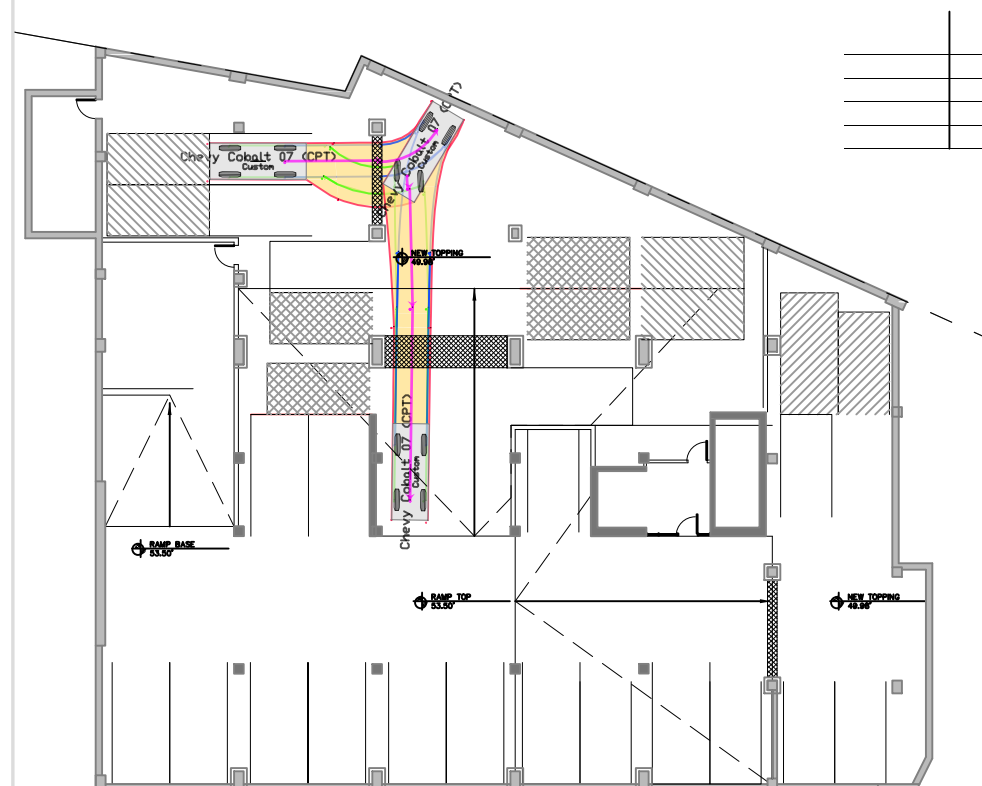
- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

INGRESS



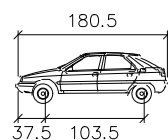
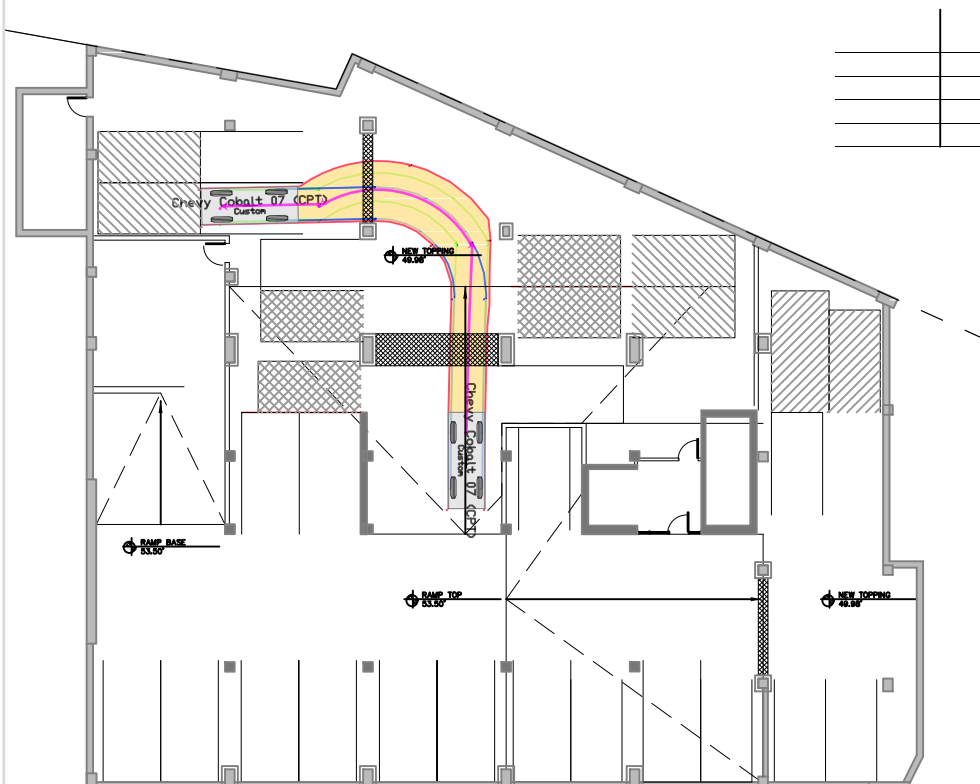
Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

EGRESS

Attachment D-10
 P2 Ingress/Egress
 Compact Space #1

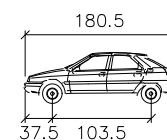
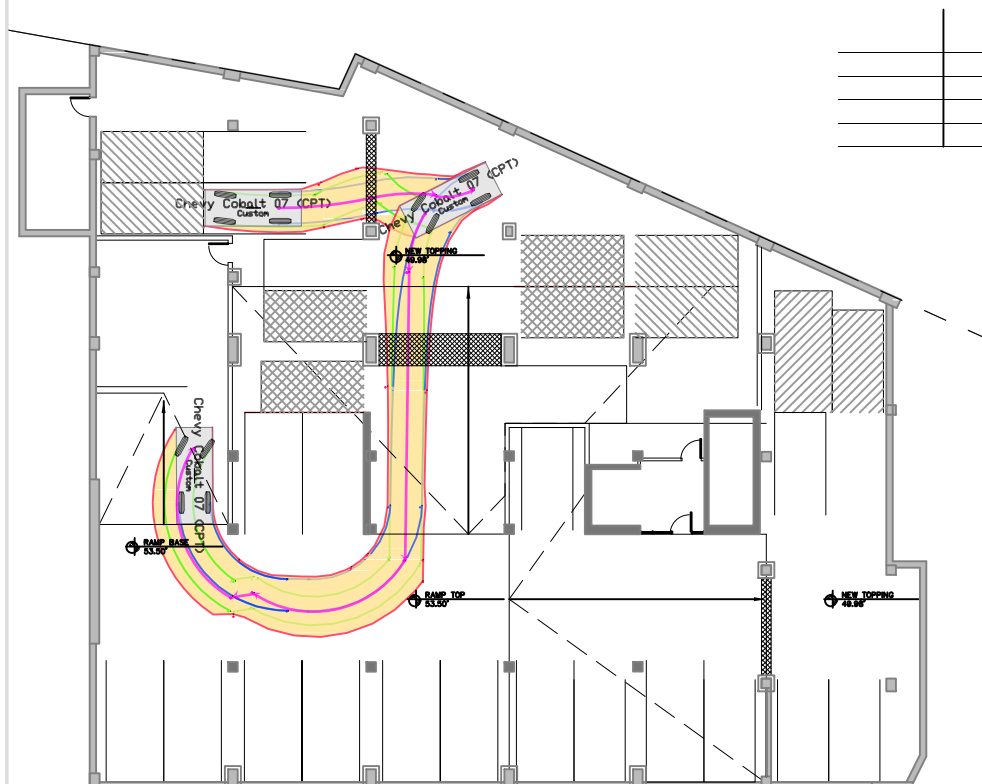
- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

INGRESS



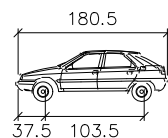
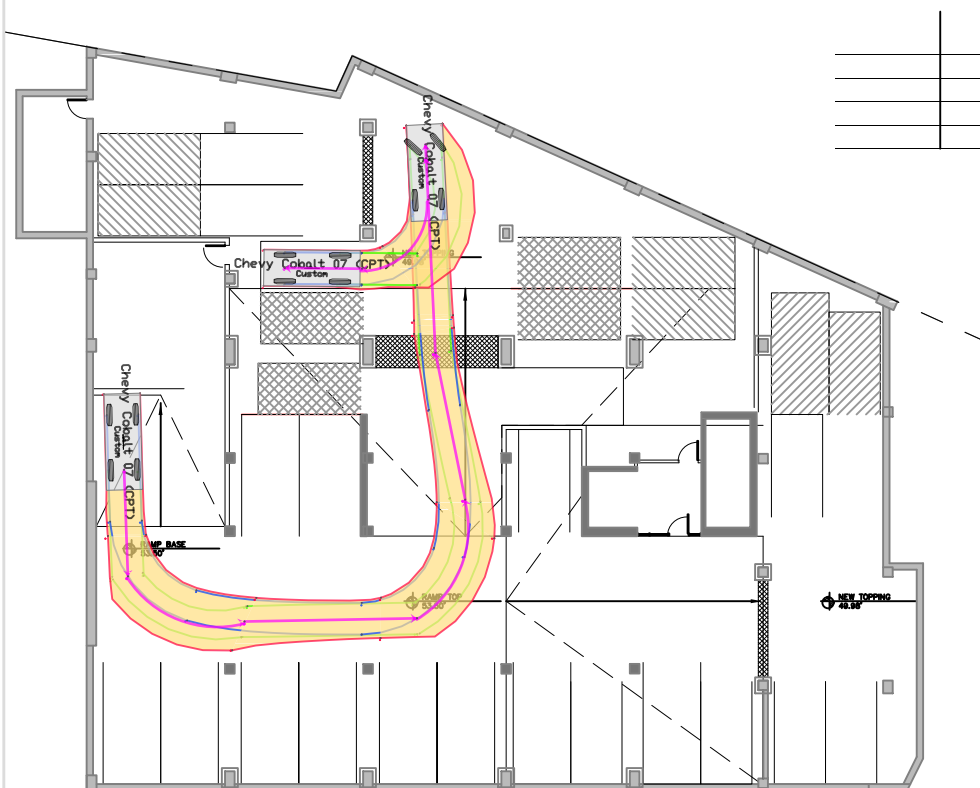
Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

EGRESS

Attachment D-11
 P2 Ingress/Egress
 Compact Space #2

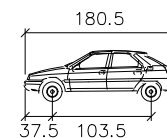
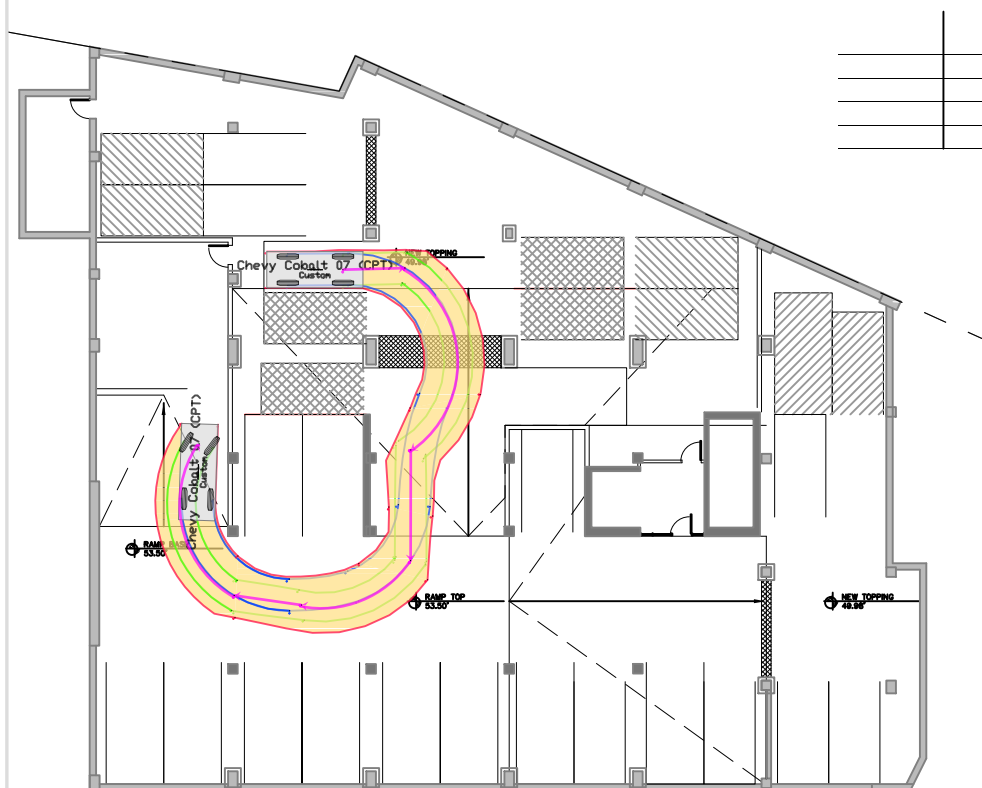
- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

INGRESS - BACK IN MANEUVER



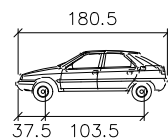
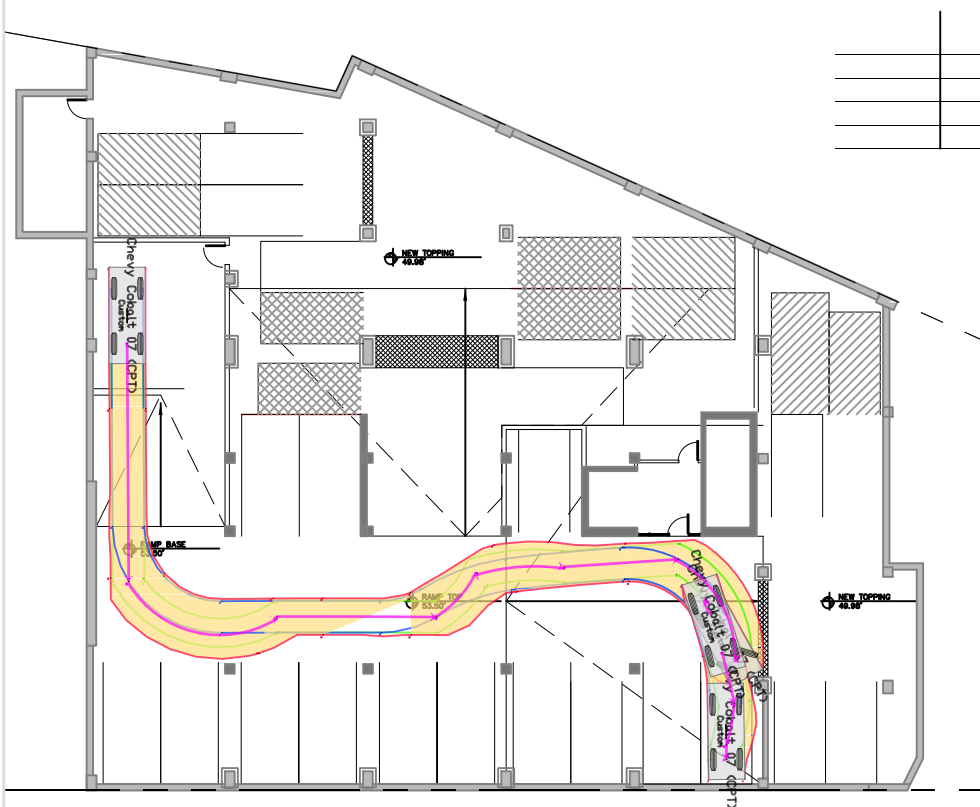
Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

EGRESS

Attachment D-12
 P2 Ingress/Egress
 Compact Space #3

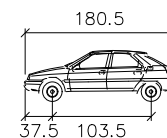
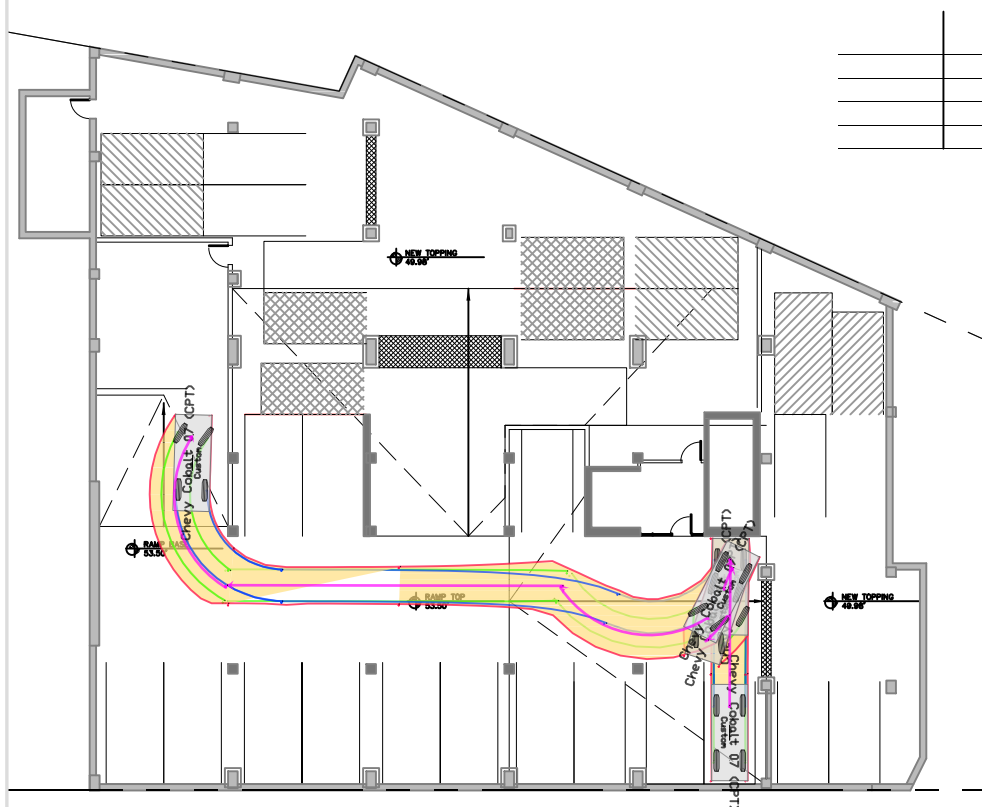
- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

INGRESS



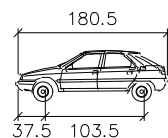
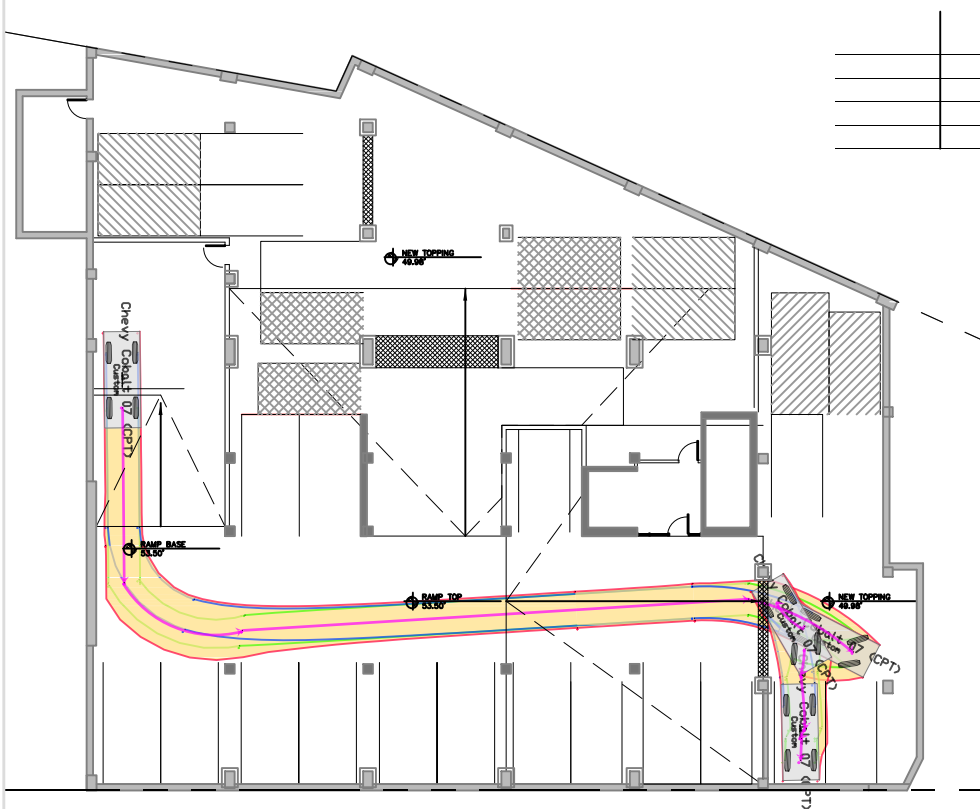
Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

EGRESS

Attachment D-13
 P2 Ingress/Egress
 Compact Space #4

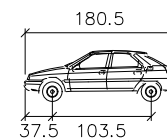
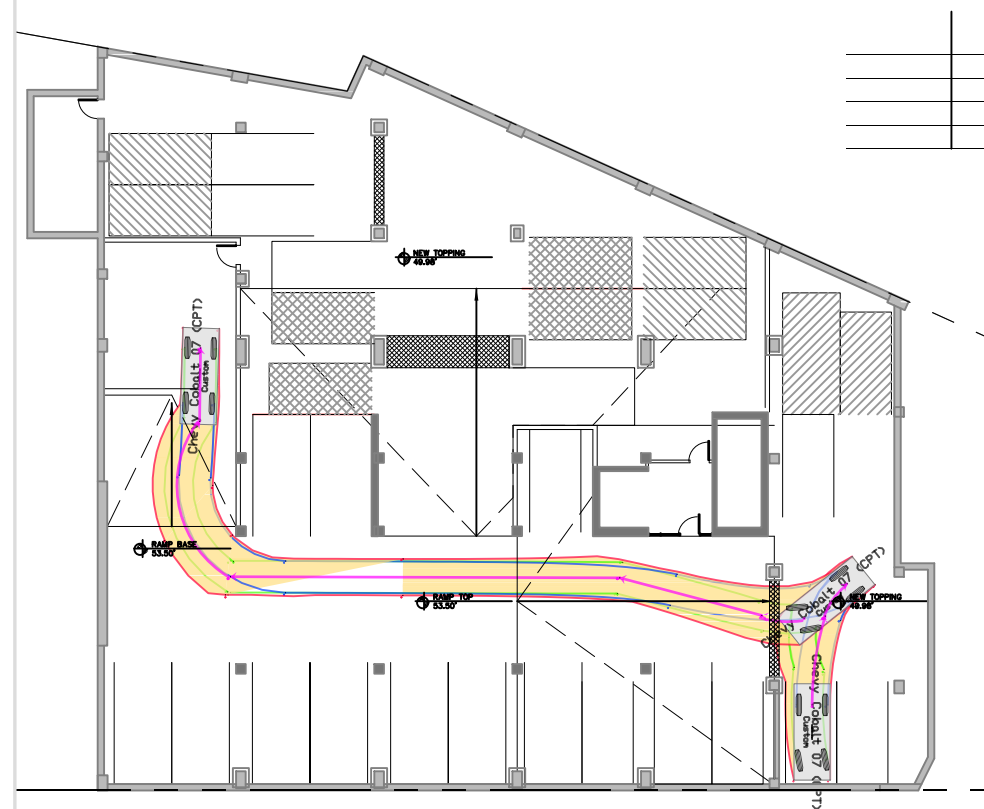
- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

INGRESS



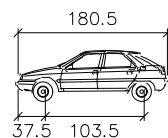
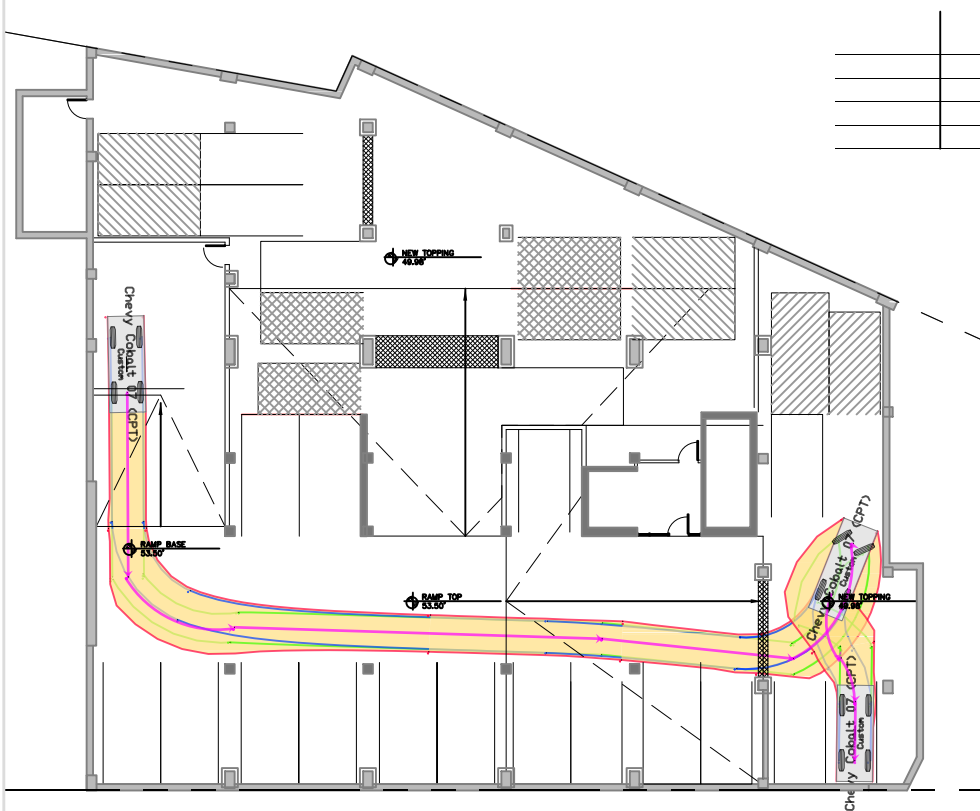
Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

EGRESS

Attachment D-14
 P2 Ingress/Egress
 Compact Space #5

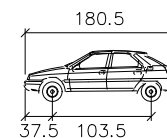
- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

INGRESS - BACK IN MANEUVER



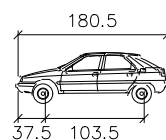
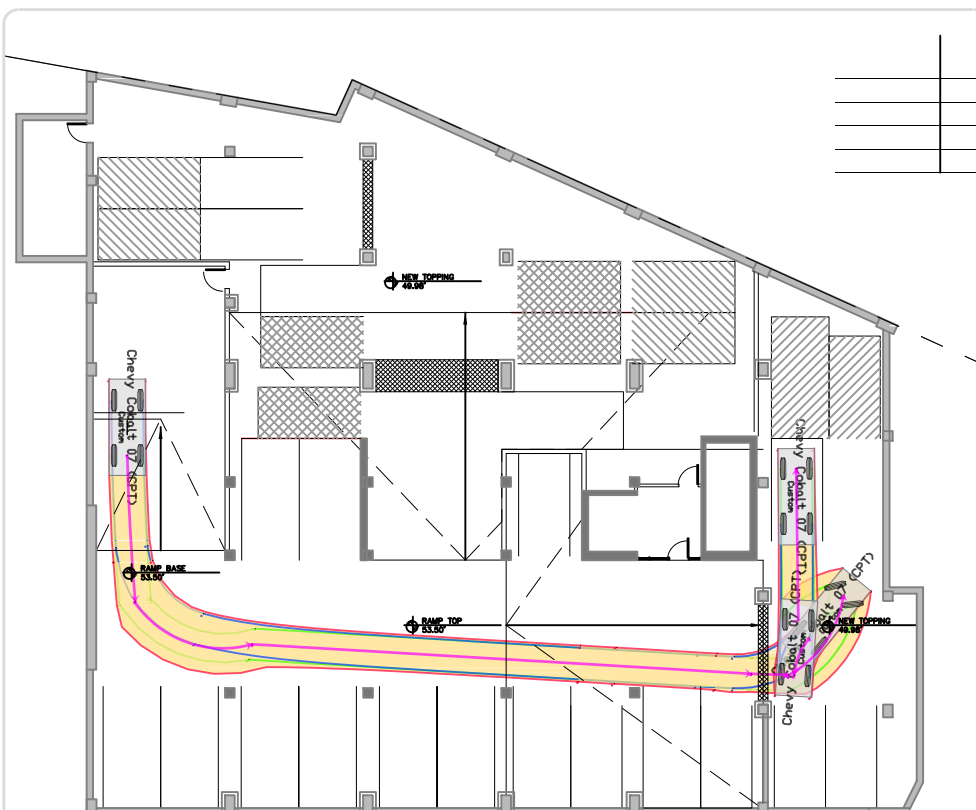
Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

EGRESS

Attachment D-15
 P2 Ingress/Egress
 Compact Space #6

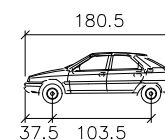
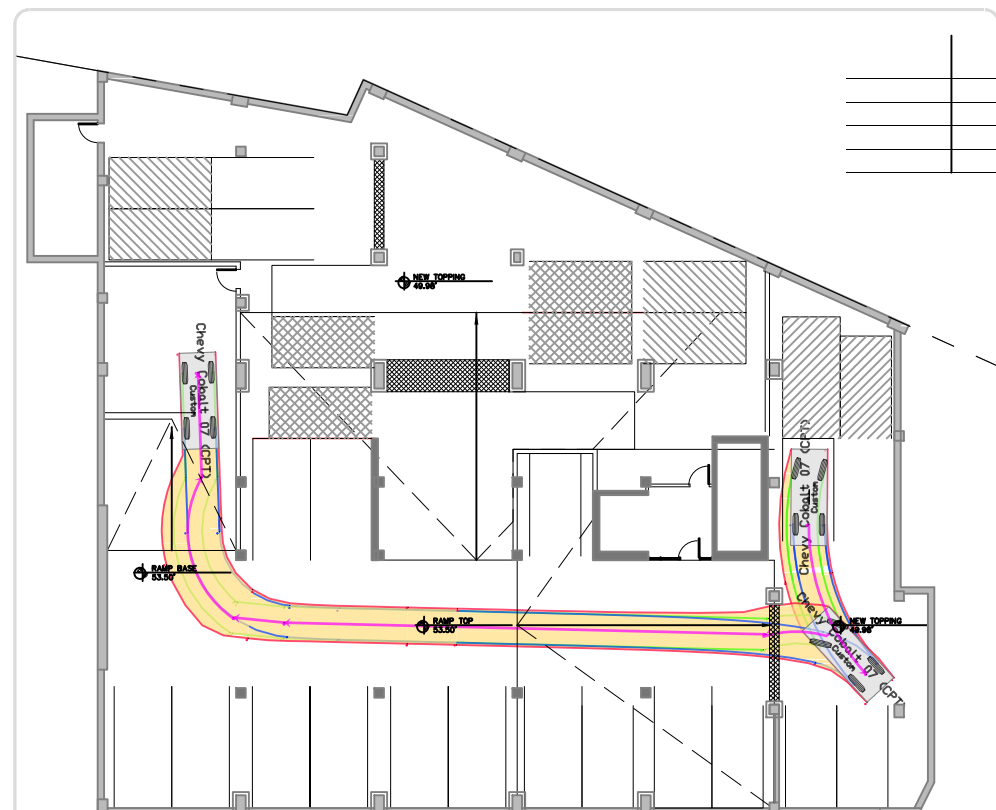
- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

INGRESS



Chevy Cobalt 07 (CPT)
 Width : 67.9 inches
 Track : 59.4
 Lock to Lock Time : 4.0
 Steering Angle : 31.0

EGRESS

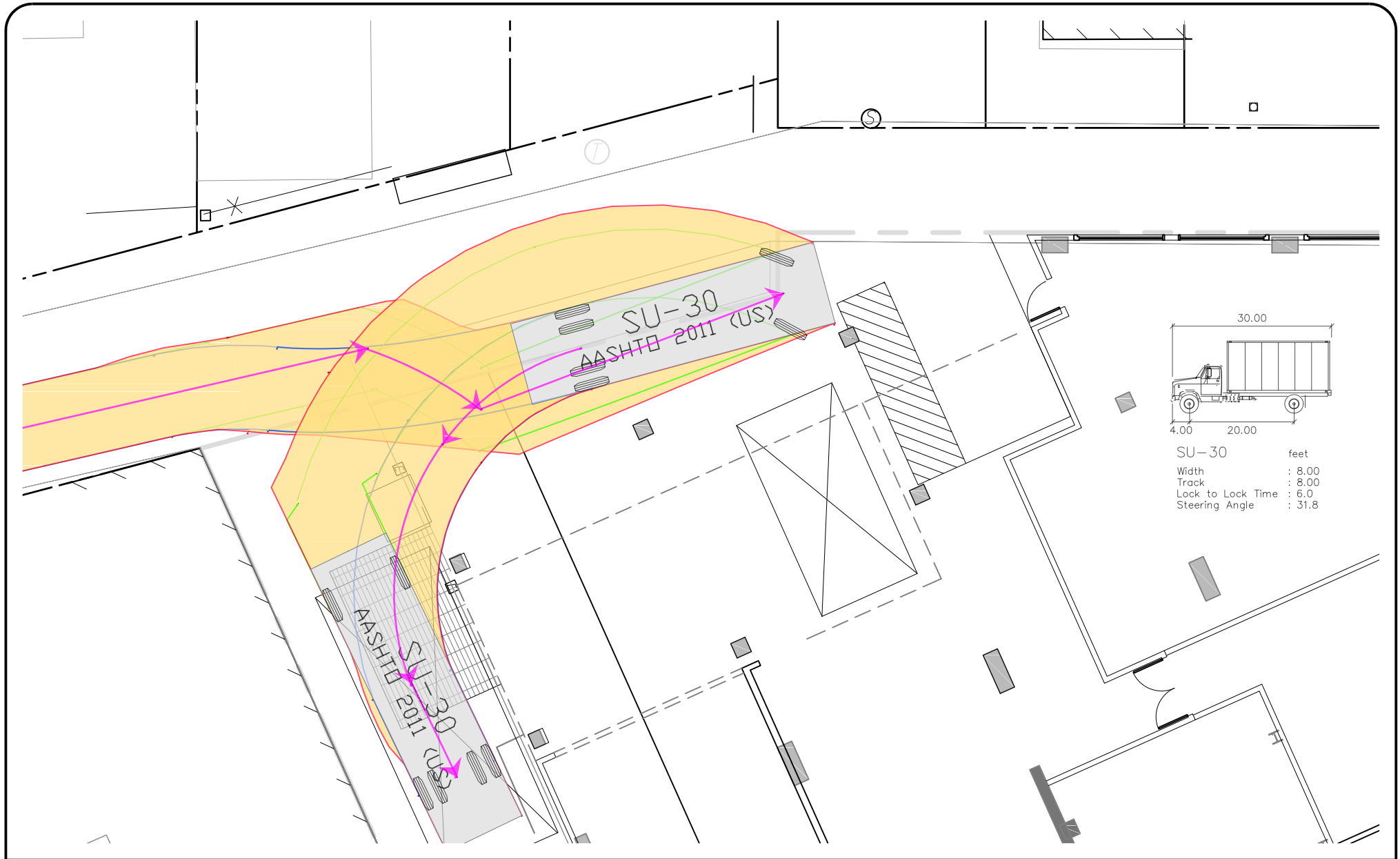
Attachment D-16
 P2 Ingress/Egress
 Compact Space #7

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





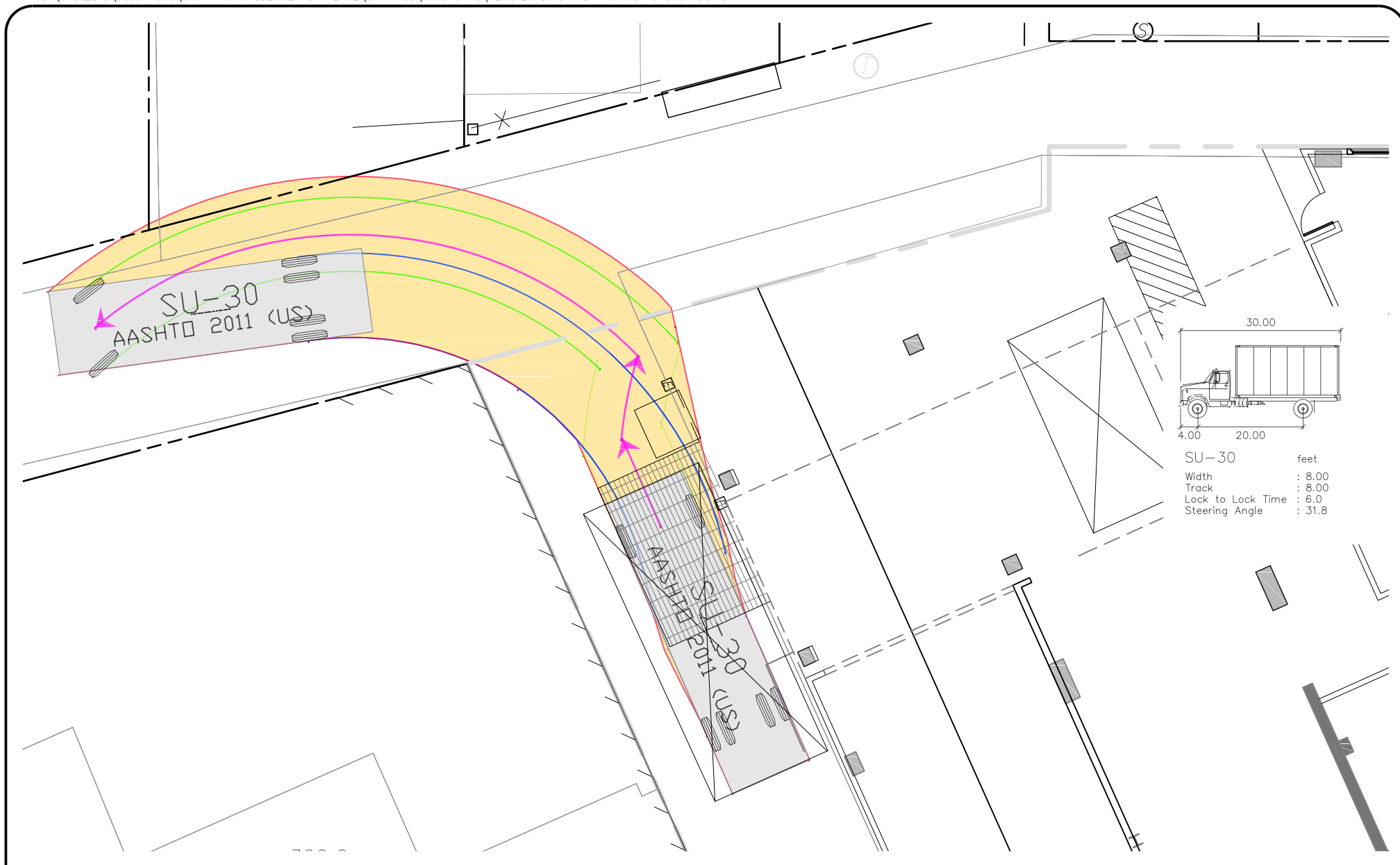
ATTACHMENT E
SWEPT-AREA DIAGRAMS
LOADING



Attachment E-1
SU-30 In
Loading Berth

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path

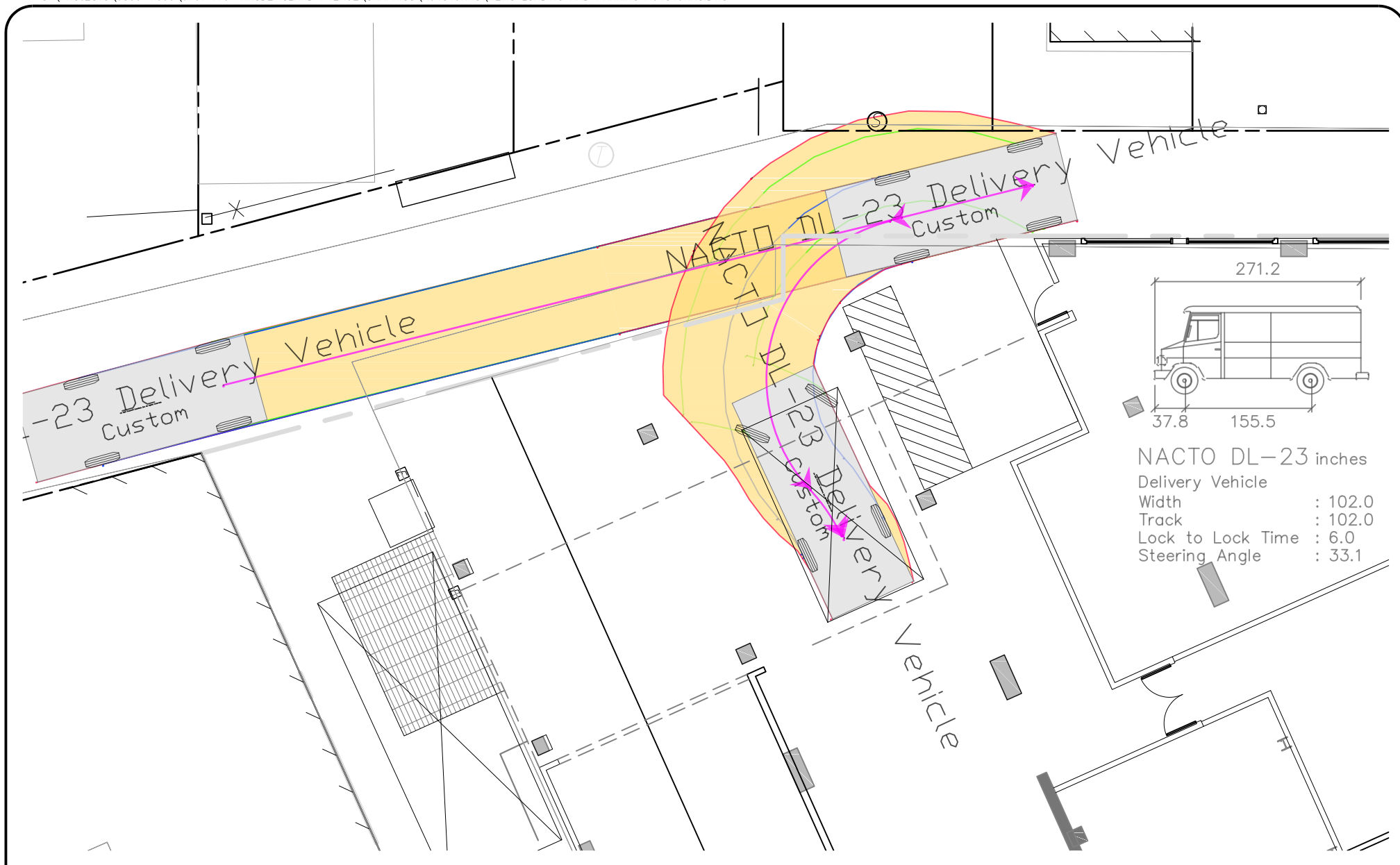




Attachment E-2
SU-30 Out
Loading Berth

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path

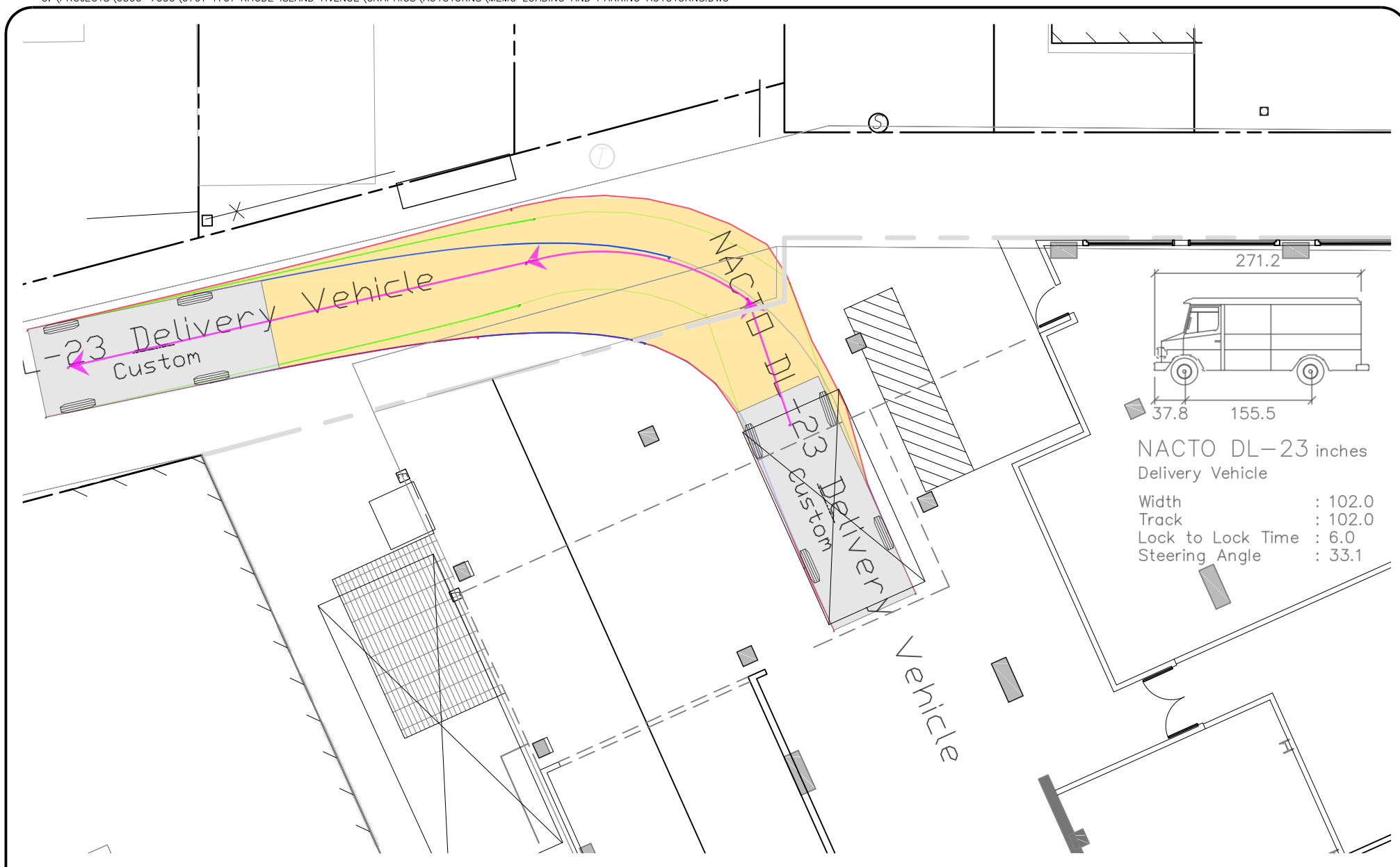




Attachment E-3
Delivery Vehicle In
Service/Delivery Space

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path





Attachment E-4
Delivery Vehicle Out
Service/Delivery Space

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path

