

TECHNICAL MEMORANDUM

To: Stephen Campbell
Cc: Chris Collins
Sean Pichon
From: Chuck Conran
Daniel Solomon
Jim Watson, PTP
Daniel VanPelt, P.E., PTOE
Date: June 14, 2016
Subject: DC Homeward Initiative - Ward 4
Transportation Statement

District Department of General Services
Holland & Knight
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INTRODUCTION

This memorandum presents the findings of a Transportation Statement conducted for the DC Homeward Initiative Ward 4 Short-term Family Housing (STFH) development located at 5505 5th Street in Northwest Washington, DC in support of its Board of Zoning Adjustment (BZA) application (Case No. 19289). Figure 1 identifies the site location within the District. The development will replace a vacant five story building with an emergency/short-term housing facility for families.

The proposed development will contain 49 family units with a total of 148 beds and approximately 880 square feet of office space for support staff, as part of a larger, citywide emergency and short-term housing program. In addition, spaces are provided for wrap-around services for families, including case workers, meals, computer facilities, and additional area for outside program providers. The ground floor will contain seven (7) sleeping units and much of the needed space for services. Access is also provided to a large outdoor play area including a playground and basketball court. Each floor will have laundry facilities and a common room, both for use by families. Finally, the cellar floor will contain additional common space for families, as well as a dining area where all meals will be provided to families residing in the facility.

Due to the location of the facility roughly 1.2 miles from the nearest Metrorail Station, the development is proposed to include eleven (11) below-grade parking spaces and seventeen (17) indoor bicycle spaces. It is expected that most of this capacity would serve the site's support staff.

The purpose of this statement is to determine if the proposal would generate detrimental impacts to surrounding traffic or parking systems. The following sections of this document:

- Provide a summary of major transportation features near and adjacent to the site including reviewing transit, pedestrian, bicycle, and carshare facilities;
- Collect parking inventory and occupancy data along block faces within walking distance of the site in order to determine the utilization of on-street parking during the evening, when residential demand is at its highest;

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- Review the proposed loading facilities and operations, including a loading management plan; and
- Outline the proposed transportation demand management plan for the development.

This statement concludes that the proposal will not generate detrimental impacts for the following reasons:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation.
- Based on the site location near ample transit services, the unique use of the site, and the site design elements that encourage non-auto transportation, it was determined that the minimal parking on-site will not have a detrimental impact to the surrounding neighborhood.
- There exists adequate available parking within the vicinity of the site to absorb any additional demand for parking as generated by the proposed development.
- The proposed loading plan is adequate given the amount of loading activity expected at the shelter. The nearby existing curbside loading zone and the garage access driveway will facilitate all the various loading needs of the development. A loading management plan will be implemented to minimize potential timing conflicts, and to ensure as minimal a footprint as possible from loading activities.
- A Transportation Demand Management (TDM) plan for the development will include the implementation of a TDM coordinator, on-site services, and bicycle amenities.

EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, and pedestrian facilities in the site vicinity. The site is served by several public transportation sources, including Metrobus and Metrorail. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by an on-street bicycle network, consisting of trails and bike lanes nearby.

Transit

Local transit services that provide access to and from the Ward 4 STFH site primarily include multiple Metrobus routes within a mile walk, which feed to the Metrorail via the Fort Totten station, which is located approximately 1.2 miles from the building and is served by the Red, Yellow and Green Lines. Figure 2 illustrates the site proximity to the Fort Totten Metrorail Station as well as existing Metrobus routes. Table 1 shows a summary of the bus route information for the lines that serve the study area, including service hours and headways. The closest Metrobus stops are located on the northwest corner of the 5th Street and Kennedy Street intersection, and serve the 62, 63, and E4 Metrobus routes.

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Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Typical Headway
62, 63	Takoma-Petworth Line	Weekdays: SB 4:30 am – 12:50 am NB 5:34 am – 1:25 am Saturdays: SB 4:51 am – 2:07 am NB 5:30 am – 2:29 am Sundays: SB 4:51 am – 12:44 am NB 5:30 am – 1:01 am	12-27 minutes
64	Ft Totten -Petworth Line	Weekdays: SB 5:06 am – 1:06 am NB 5:17 am – 1:24 am Saturdays: SB 5:09 am – 1:50 am NB 5:45 am – 2:29 am Sundays: SB 5:09 am – 12:53 am NB 5:45 am – 1:30 am	12-30 minutes
70	Georgia Ave-7 th Street Line	Weekdays: SB 4:00 am – 2:59 am NB 4:00 am – 3:40 am Saturdays: SB 4:02 am – 3:02 am NB 4:20 am – 3:58 am Sundays: SB 4:10 am – 2:11 am NB 4:27 am – 2:57 am	12-16 minutes
79	Georgia Ave Limited Line	Weekdays: SB 6:00 am – 7:45 pm NB 6:03 am – 7:50 pm Saturdays: SB 6:05 am – 7:52 pm NB 6:05 am – 7:51 pm Sundays: SB 6:05 am – 7:45 pm NB 6:05 am – 7:46 pm	8-16 minutes
E4	Military Road-Crosstown Line	Weekdays: EB 5:05 am – 12:59 am WB 4:55 am – 1:26 am Saturdays: EB 5:12 am – 1:11 am WB 5:20 am – 1:47 am Sundays: EB 5:30 am – 12:22 am WB 5:27 am – 12:39 am	8-45 minutes
K2	Takoma-Fort Totten Line	Weekdays: SB 5:58 am – 9:21 am; 3:19 pm -7:16 pm NB 6:18 am - 9:24 am; 3:20 pm – 6:56 pm	17-22 minutes
K6	New Hampshire Ave-Maryland Line	Weekdays: SB 4:56 am – 12:20 am NB 5:03 am – 12:50 am Saturdays: SB 5:30 am – 12:08 am NB 6:10 am – 1:49 am Sundays: SB 6:09 am – 12:05 am NB 6:07 am – 12:55 am	11-30 minutes

Bicycle Facilities

An inventory of the bicycle facilities found throughout the study area is provided in Figure 3. Although there are some roadways with poor bicycling conditions, there are existing bike facilities and local streets with safe conditions surrounding the site. Existing bicycle facilities include north-south bike lanes and shared lanes along Kansas Avenue, a trail behind the Keene Recreation Center connecting the neighborhood to the Fort Totten Metrorail station, as well as signed routes that provide east-west and north-south connectivity near the site.

In addition, the Capital Bikeshare program has placed over 350 bike share stations across Washington, DC, Arlington, and Alexandria, VA, and Montgomery County, MD with more than 3,000 bicycles provided. Figure 3 identifies existing station locations in the study area. Capital Bikeshare currently has one existing bike share location within a mile walk of the site,

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located less than a block away at the corner of 5th Street and Kennedy Street. An additional station is located just over a mile away, adjacent to the Fort Totten Metrorail Station, providing additional connectivity between Metrorail and the site.

Pedestrian Facilities

Most roadways in the immediate vicinity of the proposed development provide satisfactory pedestrian facilities and connectivity throughout the area. The presence of on-street parking along one or both sides of many roadways in the site vicinity act as a barrier between the sidewalk and the travel way. About half of the crosswalks within the study area do not comply with DDOT and ADA standards, mostly due to the lack of dual curb ramps and detectable warnings. Figure 4 shows a detailed inventory of the existing pedestrian infrastructure surrounding the site. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT's Public Realm Design Manual in addition to ADA standards. Sidewalk widths and requirements for the District are shown below in Table 2.

Table 2: Sidewalk Requirements

Street Type	Minimum Sidewalk Width	Minimum Buffer Width
Residential (Low to Moderate Density)	6 ft	4 ft (6 ft preferred for tree space)
Residential (High Density)	8 ft	4 ft (6 ft preferred for tree space)
Commercial (Non-downtown)	10 ft	4 ft
Downtown	16 ft	6 ft

Car Sharing

Three car-sharing companies serve the District: Zipcar, Enterprise CarShare, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Both Zipcar and Enterprise CarShare have locations near the project site. Table 3 lists the car-sharing locations near the project and shows that 6 carsharing vehicles are available within a mile of the site plus an addition 4 adjacent to the Fort Totten Metro station.

Table 3: Car Share Locations and Vehicles

Carshare Location	Number of Vehicles
Zipcar	
5400 5 th St NW	2 Vehicles
7 th St / Kennedy St	2 Vehicles
712 Kennedy St NW	2 Vehicles
Enterprise CarShare	
Fort Totten Metro	4 Vehicles
Total Number of Car Share Vehicles in Study Area	10 Vehicles

Car sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar and Enterprise CarShare, Car2Go can be used for one-way rentals. Car2Go currently has a fleet of vehicles located throughout the District. Car2Go vehicles may park in any non-restricted metered curbside parking space or Residential Parking Permit. Members do not have to pay the meter or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however, availability is tracked through their website, which provides an additional option for car-sharing patrons.

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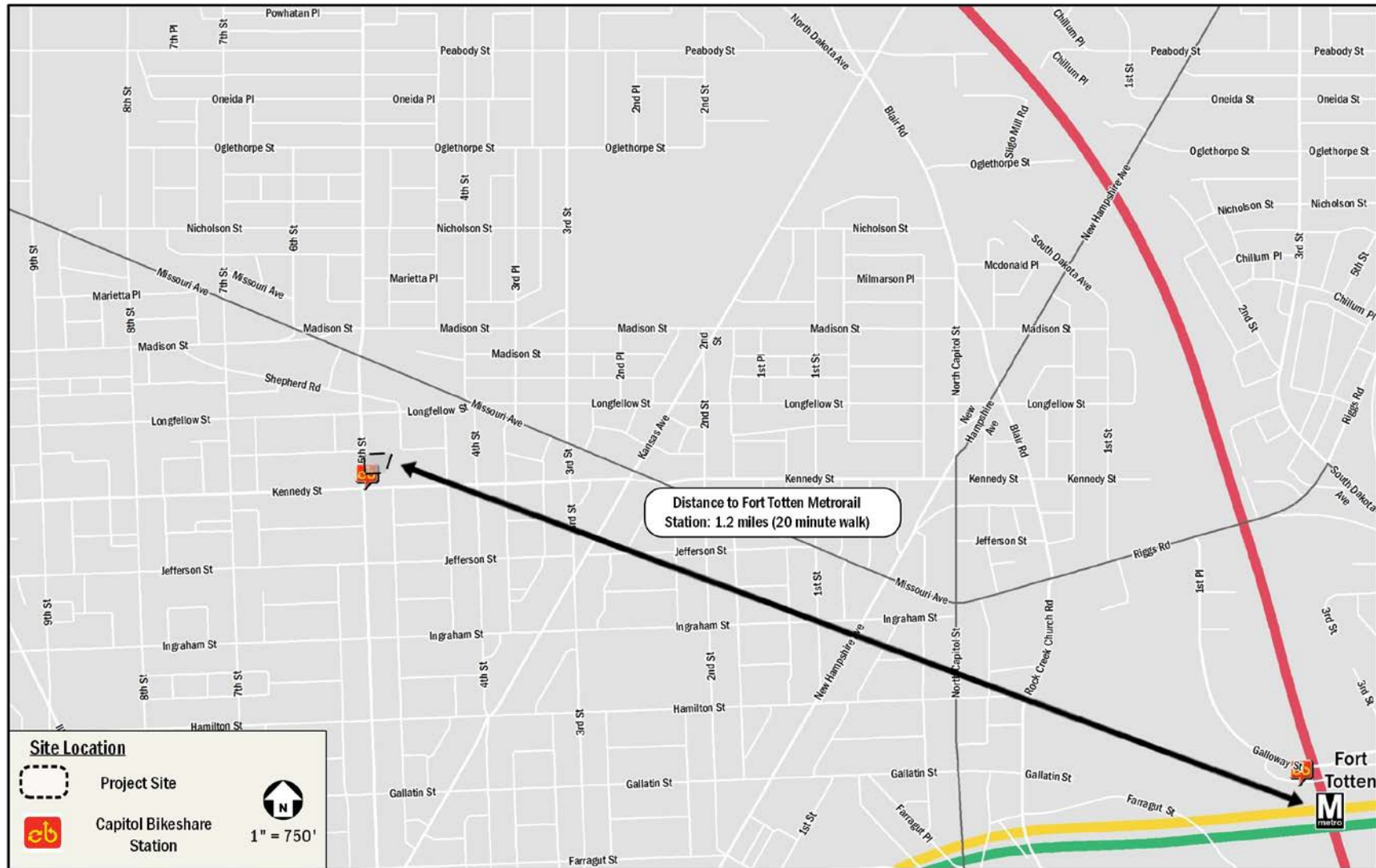


Figure 1: Site Location

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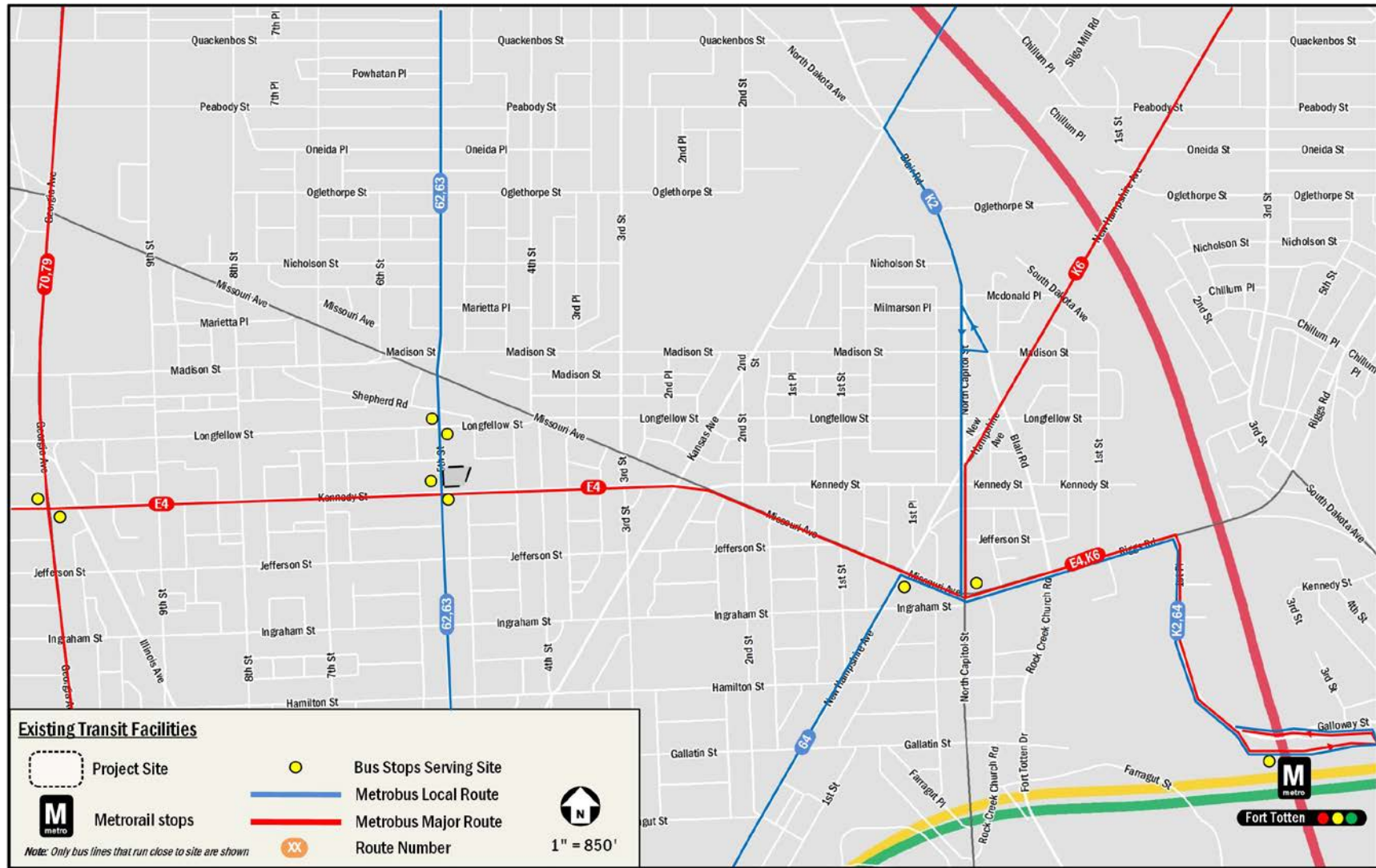


Figure 2: Existing Transit Facilities

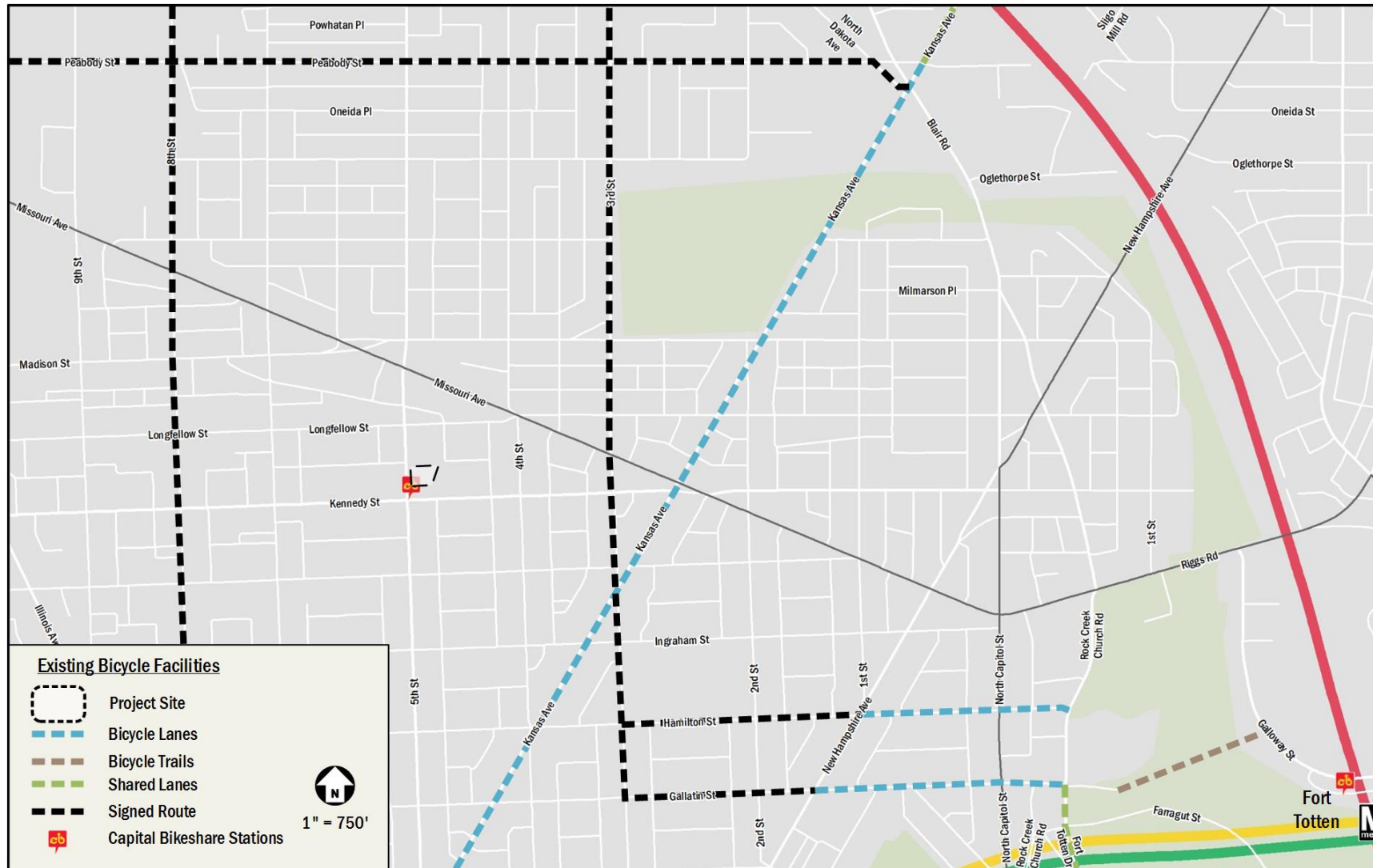


Figure 3: Existing Bicycle Facilities

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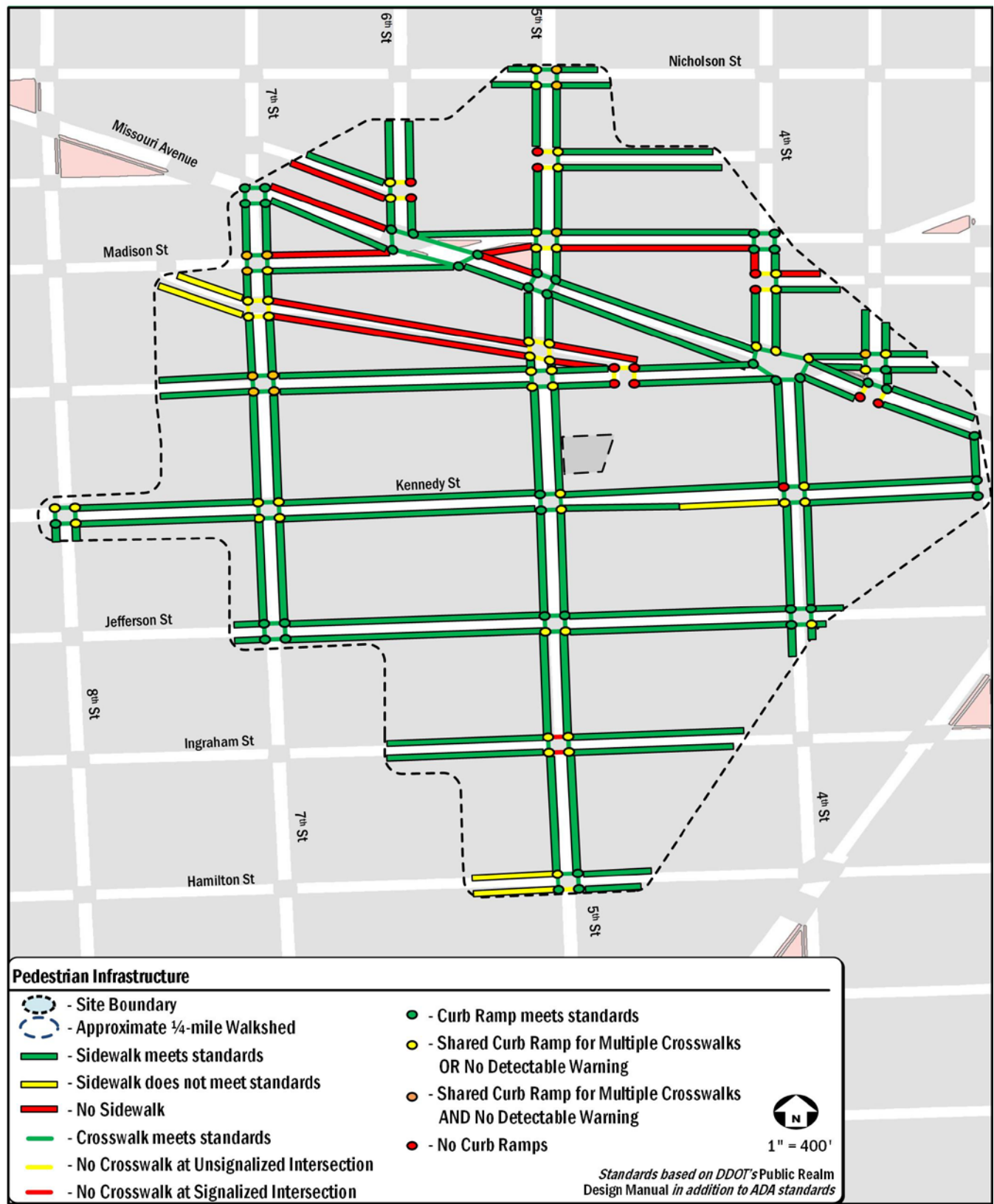


Figure 4: Existing Pedestrian Facilities

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DESIGN REVIEW

This section provides an overview of the transportation features of the proposed development. The development will replace an existing unimproved lot with an emergency/short-term housing facility. The proposed development will contain 49 family units with a total of 148 beds and approximately 880 square feet of office space for support staff, as part of a larger, citywide emergency and short-term housing program. In addition, spaces are provided for wrap-around services for families, including case workers, meals, computer facilities and additional area for outside program providers. The ground floor will contain seven (7) sleeping units and much of the needed space for services. Each floor will have laundry facilities and a common room, both for use by families. Finally, the cellar floor will contain additional common space for families, as well as a dining area where all meals will be provided to families residing in the facility, and access to the below-grade garage. Eleven (11) parking spaces and seventeen (17) bicycle racks will be provided in a below-grade garage. Overall, the facility is expected to have at least eleven (11) staff on the premises at all times, with a maximum of 24-26 staff during peak activity. Figure 7 displays the proposed site plan.

Under Zoning Regulations, a community-based residential facility of this size is not required to provide any loading berths, and the number of required parking spaces is to be determined by the Board of Zoning Adjustment. Parking generated by the development is expected to occur either in the below-grade garage or on-street within the near vicinity of the site. Garage access will be provided via an existing curb cut located on 5th Street. Loading and unloading activities are expected to occur in two places – the existing garage access ramp on site and the existing curbside loading zone located on westbound Kennedy Street immediately prior to the intersection with 5th Street. As such no modifications are proposed to the existing curbside management, as displayed in Figure 8.

Trip Generation

Given the proposed facility does not conform to traditional Institute of Transportation Engineers (ITE) land uses, information has been provided by the Applicant to develop a trip generation profile for the proposed use. Detailed trip generation assumptions and mode split assumptions are included as attachments. Table 4 shows the mode splits for the residential and staff components of the facility.

Table 4: Mode Split

User Group	Mode Split			
	Auto	Transit	Bike	Walk
Residential	<1%	90%	0%	10%
Staff	70%	30%	0%	0%

Resident Trips

To determine the number of trips generated by residents, information regarding residential auto ownership policies was obtained from the Applicant. As residents are not allowed to park vehicles onsite and the number of residents who own vehicles is negligible, it was assumed no vehicular peak hour trips would be made by residents. Based on information provided by the District Department of General Services (DGS), at the existing DC General facility less than one percent of residents own vehicles. Additionally, at the existing DC General facility bicycles are not stored for residents and DGS staff are not aware of any residents that own bicycles. A summary of the multimodal trip generation for the residential component of the development is provided in Table 5 for the morning and afternoon peak hours.

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Table 5: Residential Trip Generation (based on ITE rates)

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Transit	6 ppl/hr	23 ppl/hr	29 ppl/hr	30 ppl/hr	16 ppl/hr	46 ppl/hr
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Walk	1 ppl/hr	2 ppl/hr	3 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr

Staff Trips

Staff trip generation was determined based on information provided by the Applicant. The Applicant provided information on staffing levels at proposed facility and estimations on when and how employees would arrive and depart. This was used to determine a distribution of arrival and departure times. It should be noted that the ultimate number of staff will be determined by the operator of the facility, but these assumptions are expected to depict a worst case. Using this information, a daily vehicular trip generation was determined for staff as shown in Figure 5. By mapping daily trip generation, peak hours were determined around staff shift changes which will be at 7:00AM, 3:00PM, and 11:00PM. A conservative detailed listing of staffing levels is as follows:

- Security Staff – shifts beginning at 7:00AM, 3:00PM, and 11:00PM
 - 3 at all times (outdoors, rover, reliever)
 - 2 at front desk
 - 1 on each floor x 6 floors
 - Max of 11 security staff
- Case workers – 10:00AM to 7:00PM typically
 - 3 case works
 - 1 intake case worker
 - Max of 4 during day time hours
- Building management
 - 1 building manager – 8:00AM to 5:00PM
 - 1 shift manager – 24 hour position (3 shifts beginning at 7:00AM, 3:00PM, and 11:00PM)
 - 2 janitors – 7:00AM to midnight (2 shifts beginning at 7:00AM and 4:00PM)
 - 1 monitor on each floor with sleeping rooms (5 monitors) – 7:00AM to 11:00PM (2 shifts beginning at 7:00AM and 3:00PM)
- Additional programming
 - 2 people twice per week

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Based on the above breakdown of staff, there will be approximately 11 staff on site at all times, with 24-26 staff being present at peak staffing times, depending on additional programming. A summary of the multimodal trip generation for the staff of the facility is provided in Table 6 for the morning, afternoon, and night shift change hours.

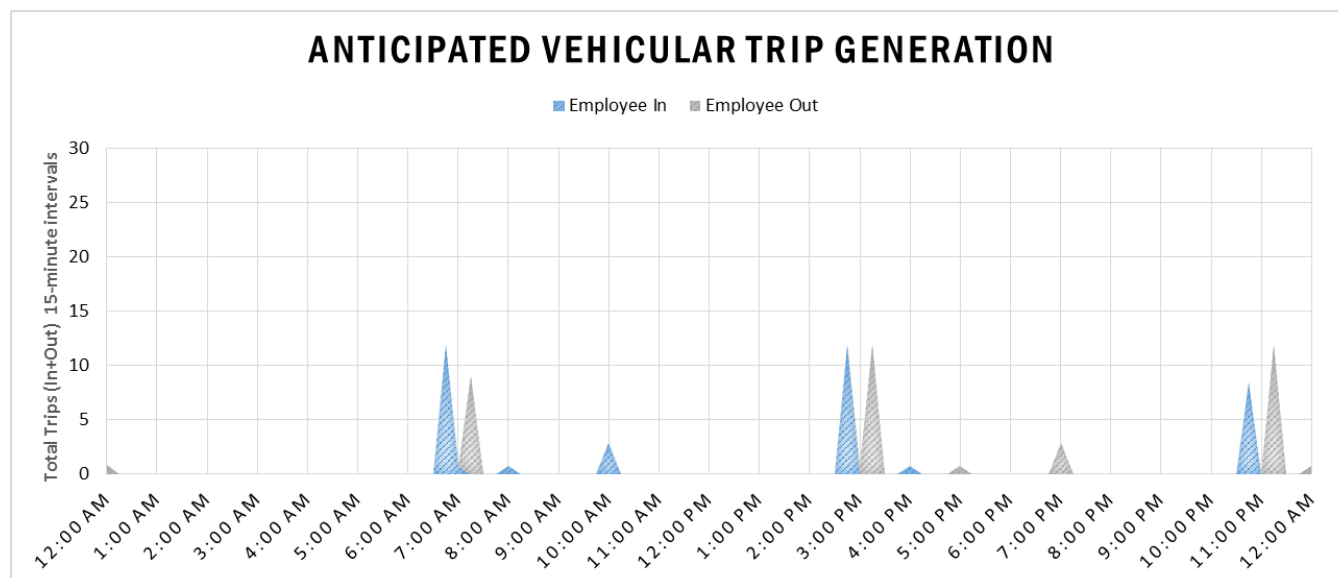


Figure 5: Anticipated Vehicular Trip Generation for Staff

Table 6: Staff Trip Generation (based on information provided by Applicant)

Mode	Morning Shift Change (6:45-7:45AM)			Afternoon Shift Change (2:45-3:45PM)			Night Shift Change (10:45-11:45PM)		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	13 veh/hr	9 veh/hr	22 veh/hr	12 veh/hr	13 veh/hr	25 veh/hr	9 veh/hr	12 veh/hr	21 veh/hr
Transit	3 ppl/hr	2 ppl/hr	5 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	2 ppl/hr	3 ppl/hr	5 ppl/hr
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr
Walk	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr

Parking

As mentioned previously, the project will only be providing eleven on-site parking spaces, most of which are expected to be utilized by the support staff. Under § 2101, the parking requirement for a community-based residential facility (including emergency shelters) with 16 or more persons housed is as determined by the Board of Zoning Adjustment.

It is acceptable that the proposed development will include limited on-site parking given the following considerations:

- The Fort Totten Metrorail Station is located less than 1.2 miles from the site, serving the Red, Yellow, and Green Lines, and is serviced by multiple bus lines, bikeshare, and carshare.
- The 63, 64, and E4 Metrobus routes have stops located less than 0.1 miles from the site. The site is further served by five more Metrobus routes with stops located less than 0.6 miles from the site.
- The development will include seventeen (17) bicycle parking racks in the below-grade garage.
- Residents of the facility are expected to have very low rates of car-ownership.

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It is expected that approximately 70% of staff will commute via personal cars, with the rest commuting via transit or other methods.

On-Street Parking

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

Parking Inventory and Occupancy Counts

An on-street parking study was conducted within a 600 to 900 foot walkshed of the proposed development. An inventory of available on-street parking facilities was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. A total of 602 parking spaces were inventoried within the study area. Of these, 419 are unrestricted spaces and 183 are residential permit spaces. Figure 9 shows a breakdown of parking inventory and type by block face within the study area.

Parking occupancy data was collected on Wednesday, June 8, 2016 from 5:00 PM to 11:00 PM to gather information on the parking occupancies of weekday evening conditions, when residential parking rates are at their highest. Table 7 gives a summary of the hourly utilization percentages for the study period.

It was determined that the parking peak occurs from 10:00 to 11:00 PM with an overall parking utilization of 74 percent (or 450 vehicles occupying the 606 available spaces). Table 5 gives a summary of the inventory and occupancy results for the peak hour. Figure 8 shows the parking utilization during the weekday peak.

Table 7: Weekday (Wednesday) Hourly Utilization Percentages

	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Occupancy	406	415	408	417	427	450
Total Spaces	602	602	602	602	602	602
Utilization	67%	69%	68%	69%	71%	75%

Table 8: Peak Hour Inventory and Occupancy Summary

Space Type	Peak Period (10 PM - 11 PM)			
	Spaces	Occupancy	Utilization	Available
RPP	183	137	75%	46
Metered	0	0	NA	0
Loading*	0	0	NA	0
Carshare	0	0	NA	0
Unrestricted	419	309	74%	110
Handicap	0	0	NA	0
All On-Street Spaces	602	446	74%	156

* Loading Zone restrictions apply 7AM-6:30PM, Monday-Friday

Parking utilization remained generally consistent throughout the entirety of the study period. An increase in the number of vehicles occupying parking spaces corresponded with typical patterns seen in residential areas, where parking utilization rates

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increase further into the night, representing residents returning home. However, even at its peak roughly a quarter of parking spaces are empty.

The results of the on-street parking study show that the area surrounding the site, where parking demand is most likely to increase as a result of the proposed development, has sufficient capacity to absorb any increase in parking demand that will be generated by the proposed development.

Since the community-serving use of this site is unique in nature, information was provided by the Applicant to help project the practical demand for parking. This information was used to plot out arrival and departure times by staff. The results of the parking demand analysis, shown in Figure 6 forecast a peak demand parking of 29 spaces, which will only occur for a relatively short amount of time during the afternoon shift change.

The results of the on-street parking study show that the area surrounding the site, where parking demand is most likely to increase as a result of the proposed development, has more than enough capacity to absorb any increase in parking demand that will be generated by the proposed development.

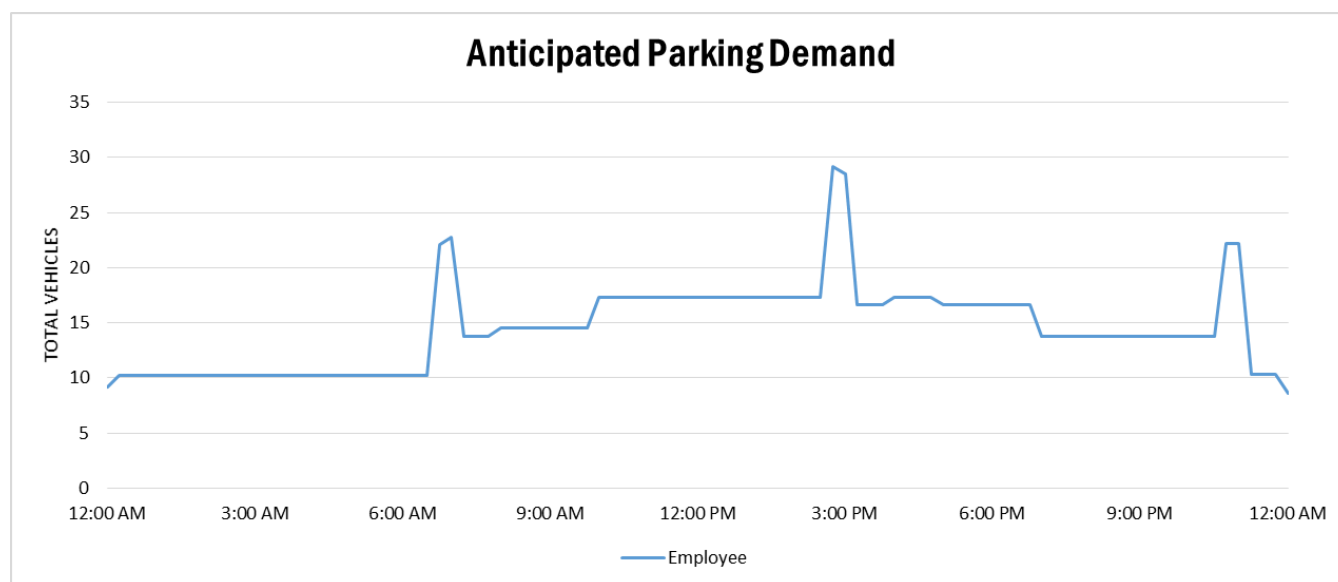


Figure 6: Anticipated Parking Demand

Loading

Zoning regulations do not require loading facilities for the proposed development as a community-based residential facility of this size is not required to provide any loading berths. However, loading and unloading activities are expected to occur in one of two locations. The first location is the existing garage access driveway off of 5th Street in front of the development. As the garage will be utilized almost exclusively by staff it is reasonable to expect loading coordination can occur when this loading location is utilized. Additionally, an existing curbside loading zone exists less than 75 feet south of the development along Kennedy Street on the nearside of the 5th Street intersection.

Based on discussions with District Department of General Services staff, the amount of loading activity expected for the facility will average on 6.2 daily deliveries/trips, and 35 weekly deliveries/trips. Table 9 breaks down the expected loading activity for the facility by programmatic elements and expected vehicle type by day and week.

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Table 9: Anticipated Loading Demand

Programmatic Element	Expected Type of Vehicle	Anticipated Daily Loading Demand	Anticipated Weekly Loading Demand
Supplies Delivery	Van (approx. 25')	0.6 van deliveries	Three (3) van deliveries
Trash	Truck (approx. 35')	0.6 truck deliveries	Three (3) truck deliveries
Food Delivery	Van (approx. 25')	Two (2) van deliveries	14 van deliveries
Resident Pick-up/Drop-off	Shuttle (approx. 25')	One (1) shuttle trip (assumes resident turnover of 90 days)	Five (5) shuttle trips (assumes resident turnover of 90 days)
School Pick-up/Drop-off	Shuttle (approx. 25')	Two (2) shuttle trips	Ten (10) shuttle trips
Total		6.2 daily deliveries/trips	35 weekly deliveries/trips

Based on this information, there are likely to be 6 to 7 deliveries per day, all of which will take place in one of two locations noted above. This amount of loading can easily be accommodated. In addition, the Applicant proposed the following Loading Management Plan:

- A loading manager will be designated by the building management. The loading manager will coordinate and schedule deliveries where possible, and will be on duty during delivery hours.
- The loading operations will be limited to daytime hours of operation, with signage indicating these hours posted prominently at the loading zone.
- Trucks using the loading zone 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 System.
- The loading manager will be responsible for disseminating DDOT’s Freight Management and Commercial Vehicle Operations document to drivers to encourage compliance with District laws and DDOT’s truck routes.

Based on DDOT’s truck and bus route system map, it is likely that service vehicles will access and egress the site along 5th Street and Kennedy Street as they provide the most direct routes to Missouri and Georgia Avenues, which are the nearest roadways designated as preferred truck routes.

Pedestrian Facilities

Pedestrian facilities along 5th Street will largely be maintained as is with the proposed development. The portion of the development fronting 5th Street is the existing vacant building that will be renovated, with the building addition occurring in the rear of the site. As such, while the landscape buffer will be improved and updated, no significant changes are proposed. Additionally, as shown in Figure 4, the existing pedestrian infrastructure located along this section of 5th Street is compliant with DDOT and ADA requirements and does not require upgrades.

Bicycle Facilities

The development will incorporate several elements that promote cycling as a mode of transportation to and from the facility. Seventeen (17) bicycle spaces will be located in the below-grade garage, which is accessed from 5th Street.

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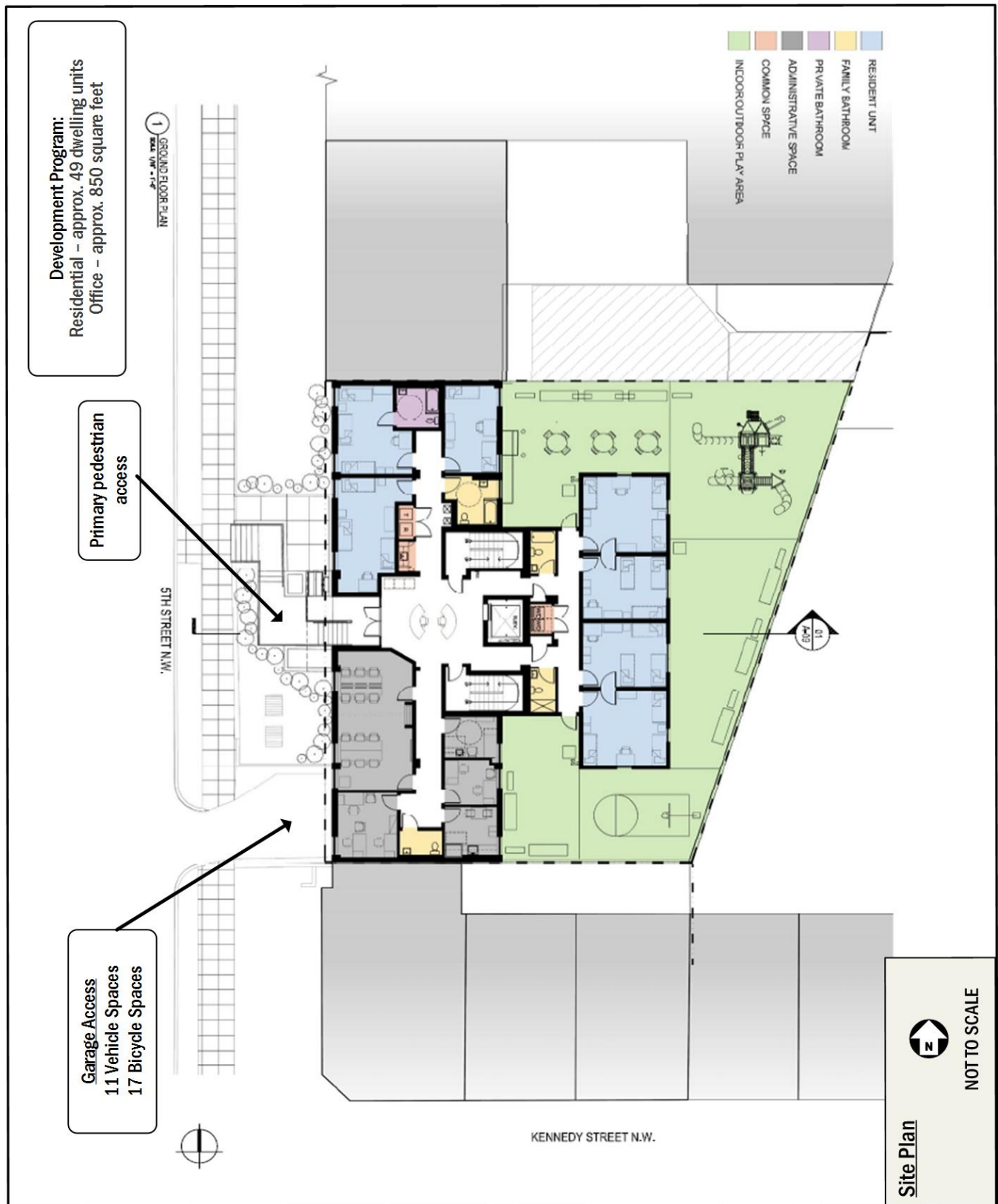


Figure 7: Site Plan

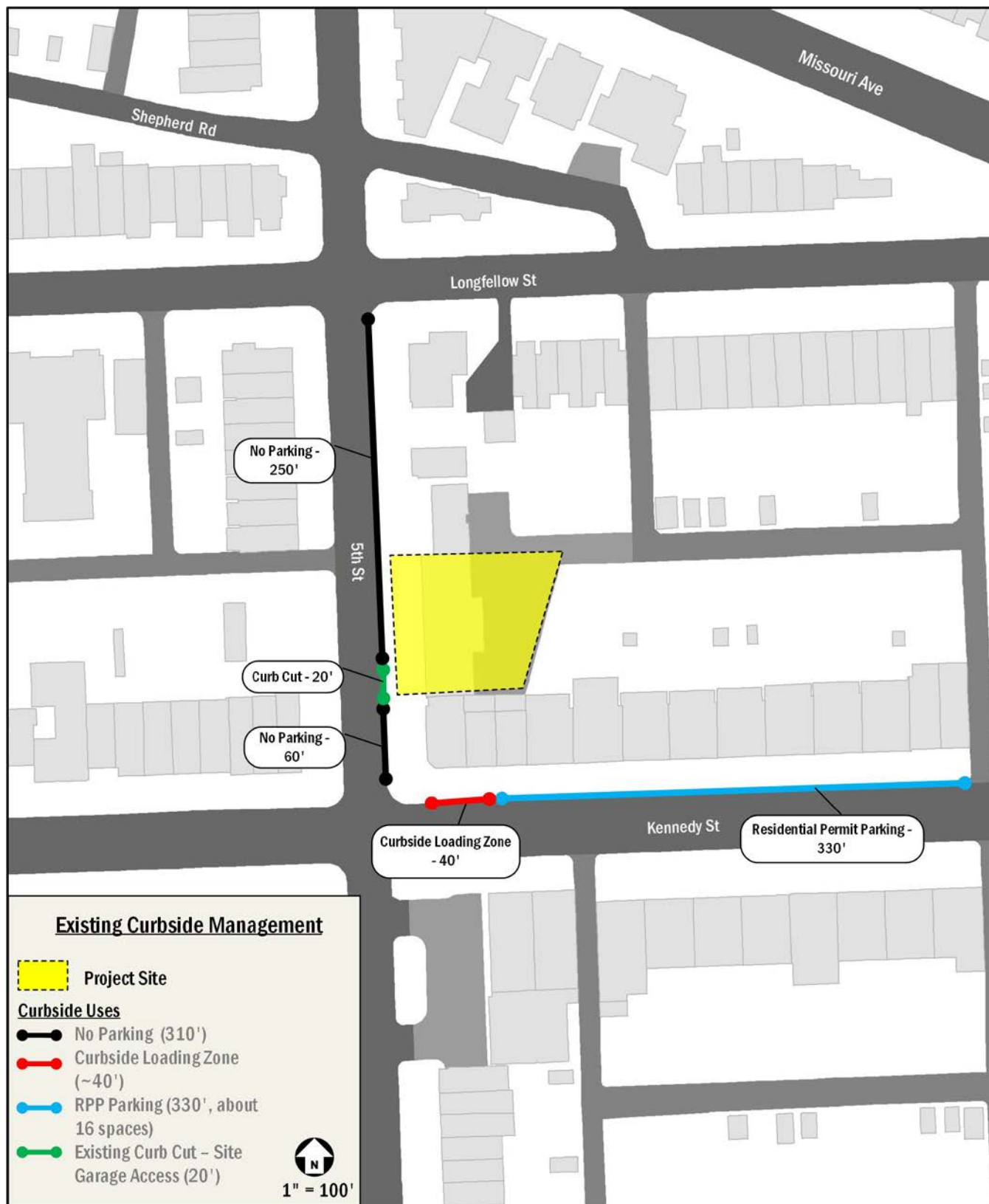
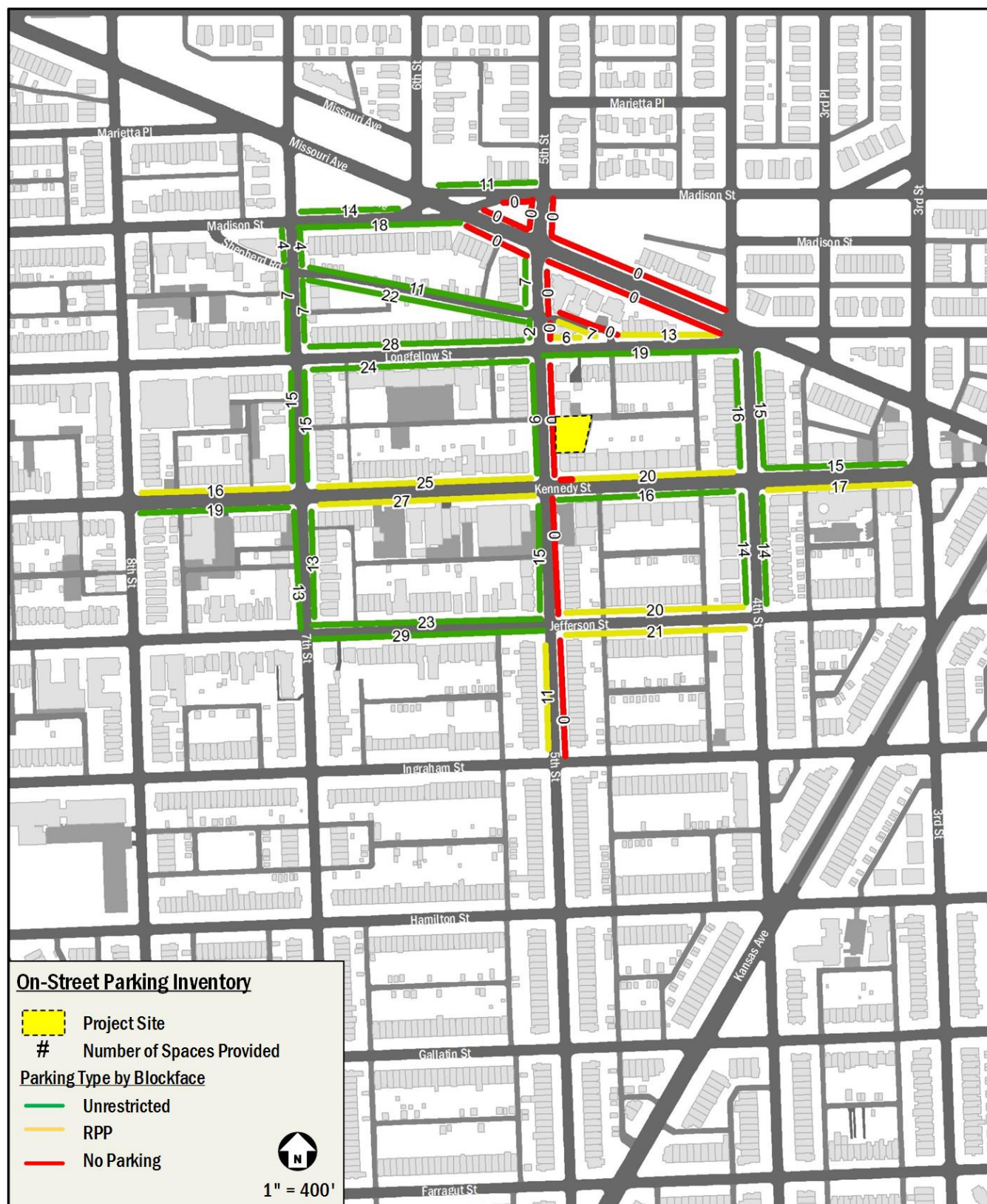


Figure 8: Curbside Management

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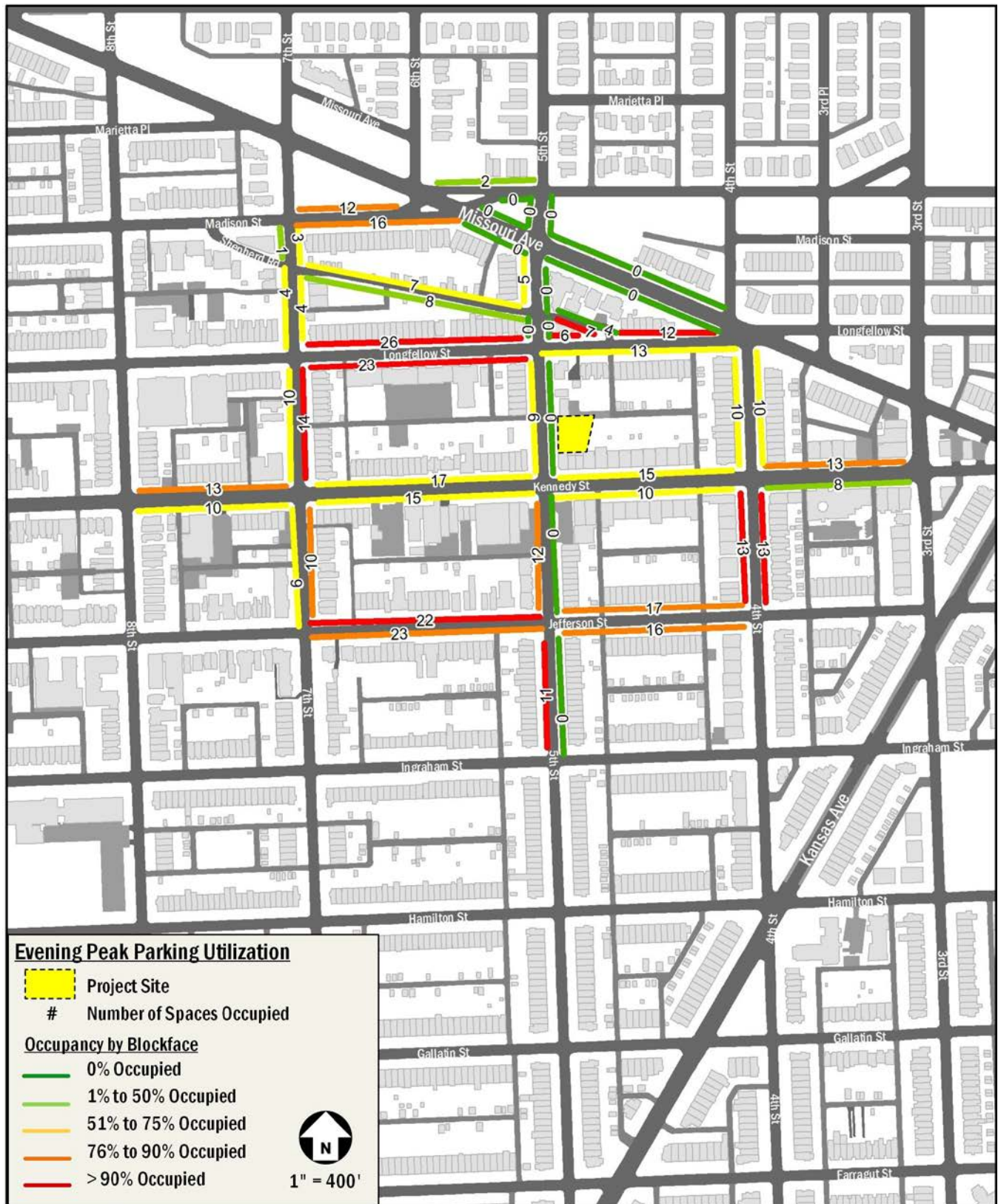


Figure 10: Weekday Evening Peak Parking Utilization

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM primarily focuses on reducing the demand of single-occupancy private vehicles during peak period travel times. TDM plans implemented for private developments reduce the demand on public parking and contribution to traffic congestion by incentivizing usage of other modes of transportation. TDM's importance within the District is highlighted within section T-3.1 of the DC Comprehensive Plan, where it has its own dedicated section including TDM policies and actions.

Proposed TDM Plan

Based on the DDOT expectations for TDM programs, success with other TDM programs for similar development sites, and analyzing the specific attributes of the development site, the following outlines the proposed TDM plan for the Ward 4 Short Term Family Housing project:

- **Transportation Management Coordinator (TMC)**
Effective TDM programs require a coordinator to implement and manage them. An employee of the facility would be a point of contact and would be responsible for coordinating, implementing, and monitoring the TDM strategies. This would include the development and distribution of information and promotional brochures to employees regarding transportation facilities and services including transit, pedestrian, and bicycle facilities and linkages. The contact information for the TMC would be provided to DDOT/Zoning Enforcement with annual contact updates.
- **On-Site Services**
The TMC will make printed materials related to local transportation alternatives available to employees upon request.
- **Bicycle Amenities**
The Applicant will provide 17 secure long-term bicycle parking spaces within the below-grade parking garage. The marketing program will include brochures on bicycling in the District and for Capital Bikeshare.
- **Transit Cards**
The facility will provide residents with a transit subsidy (SmartTrip cards) for use when traveling between the facility and other areas of the District for compulsory appointments. Additionally, students enrolled in DC Public Schools or charter schools are eligible for a DC One Card, which allows students to ride free on Metrobus and Metrorail.

Conclusions

The Ward 4 Short Term Family Housing development consists of replacing a vacant building with a new emergency/short-term housing facility as part of the DC Homeward Initiative program. The following conclusions were made regarding the Ward 4 Short term Housing Facility development:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation.
- Based on the site location near ample transit services, the unique use of the site, and the site design elements that encourage non-auto transportation, it was determined that the minimal parking on-site will not have a detrimental impact to the surrounding neighborhood.
- There exists adequate available parking within the vicinity of the site to absorb any additional demand for parking as generated by the proposed development.
- The proposed loading plan is adequate given the amount of loading activity expected at the facility. The nearby existing curbside loading zone and the garage access driveway will facilitate all the various loading needs of the development. A loading management plan will be implemented to minimize potential timing conflicts, and to ensure as minimal a footprint as possible from loading activities.
- A Transportation Demand Management (TDM) plan for the development will include the implementation of a TDM coordinator, on-site services, and bicycle amenities.