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January 30, 2017

VIA IZIS

Frederick L. Hill, Chairperson
Board of Zoning Adjustment
441 4th Street, NW, Suite 210S
Washington, DC 20001

**Re: Application No. 19450 – 3320 Idaho Avenue, NW (Square 1818, Lot 849)
Prehearing Statement of the Applicant**

Chairperson Hill and Honorable Members of the Board:

The Applicant, District of Columbia Department of General Services (the “Applicant”), seeks to construct a Short-Term Family Housing Emergency Shelter at 3320 Idaho Avenue, NW (the “Property”). The Applicant requests, in part, a special exception from the minimum off-street parking requirement. In support of that request the Applicant retained Symmetra Design to conduct a transportation assessment to evaluate the effect of the requested relief on the community (the “Transportation Assessment”). Please find attached to this letter the Transportation Assessment.

As required by the 2016 Zoning Regulations, the Traffic Assessment will be served on ANC 3C, the Office of Planning, and DDOT pursuant Subtitle Y § 300.14. Thank you for your attention to this matter.

Sincerely,
GRIFFIN, MURPHY,
MOLDENHAUER & WIGGINS,
LLP



Meridith H. Moldenhauer



symmetra design

TECHNICAL MEMORANDUM

TO: Agyei Hargrove DGS

Cc: Joe McNamara Ayers Saint Gross Architects
Meridith Moldenhauer Griffin, Murphy, Moldenhauer & Wiggins, LLP

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

DATE: January 30, 2017

RE: Ward 3 Short Term Family Housing Transportation Assessment
BZA Case #19450

INTRODUCTION

The following memorandum presents the findings of a Transportation Assessment conducted for the Ward 3 Short Term Family Housing (STFH) development located at 3320 Idaho Avenue, NW. The proposed development will contain 50 residential units¹ as well as space for wrap-around services for families, including case workers, computer facilities, indoor and outdoor recreation space, and a dining room.

The DC Department of General Services has requested special exception relief from the minimum parking requirement in order to construct an emergency shelter in an RA-1 Zone District. The STFH development will provide 12 parking spaces and is required to provide 23² spaces. The site is well served by a number of transportation options such as Metrobus, bikeshare, and car sharing services. The number of STFH residents who own cars is negligible, accordingly, it is anticipated that residents will utilize non-automobile transportation options (transit/bike/walk) to access the site.

¹ The 50 residential units will accommodate approximately 185 beds.

² An emergency shelter must provide 0.5 parking spaces per 1,000 square feet. The Project will provide 45,345 square feet of gross floor area, which requires a minimum of 23 parking spaces.

The subject site (Square 1818 Lots 849 herein "Site") is situated on the west side of Idaho Avenue, NW between Newark Street and Macomb Street. The site currently consists of the Metropolitan Police Department's (MPD) Second District Headquarters, an MPD parking lot with 157 spaces (for MPD employees and visitors) and an impound lot. The property is zoned RA-1. The site location is shown in **Figure 1** and **Figure 2**.

The STFH development will be constructed on a portion of the MPD parking lot. MPD employee and visitor parking will be replaced with a 145-space parking deck and 12 surface lot spaces (157 total spaces). Thus, there would be no net change in MPD employee/visitor parking spaces. The current impound lot will be relocated.

The following conclusions were made regarding the Ward 3 Short Term Family Housing development:

- It is not anticipated that the residents will generate any vehicular trips or require parking because less than 1% of the residents would have cars. Therefore, more than 99% of the residents will access the Property via transit, walking or biking
- Sidewalks on the section of Idaho Avenue, adjacent to the site satisfy DDOT guidelines.
- The Massachusetts Avenue bus route is approximately one block to the south along Idaho Avenue. Sidewalks are located on the east side of the street, but there are no sidewalks on the west side of Idaho Avenue in this location. The topography of the adjacent properties and mature trees, reasonably preclude the installation of sidewalks on the west side of the street.
- The Cleveland Park, Van Ness/UDC, and Tenleytown Metrorail stations, on the Red Line, are all located approximately one mile from the Site. Bus stops to three different bus lines are located two blocks from the site. Two additional bus lines are located three blocks from the site.
- The project is located less than two blocks from the nearest car sharing and bikeshare locations.
- Staff working at the STFH project are projected to generate 22 vehicle trips in the Project's AM peak hour (6:30 am to 7:30 am) and 21 vehicle trips in the Project's PM peak hour (10:30 pm to 11:30 pm).

- The project will meet zoning requirements for bicycle parking. Five short-term spaces will be provided near the site entrance and five long-term spaces will be provided in the basement storage area.
- The Project provides sufficient on-site circulation and loading and unloading areas. Food deliveries will be made by van, and there is no need for full size or service loading berths because, unlike apartment houses, there will not be furniture move-ins.
- The project will require relief from the minimum parking requirement due to site constraints. Overflow parking will be accommodated in on-street spaces. There would be a need for 8 to 10 on-street spaces on average. During shift changes at 7:00 AM and 11:00 PM the overflow parking demand would be as high as 11 spaces. There were approximately 89 vacant on-street spaces available during the peak evening hour. Thus, there is adequate supply to accommodate overflow demand.



Figure 1: Site Location Map

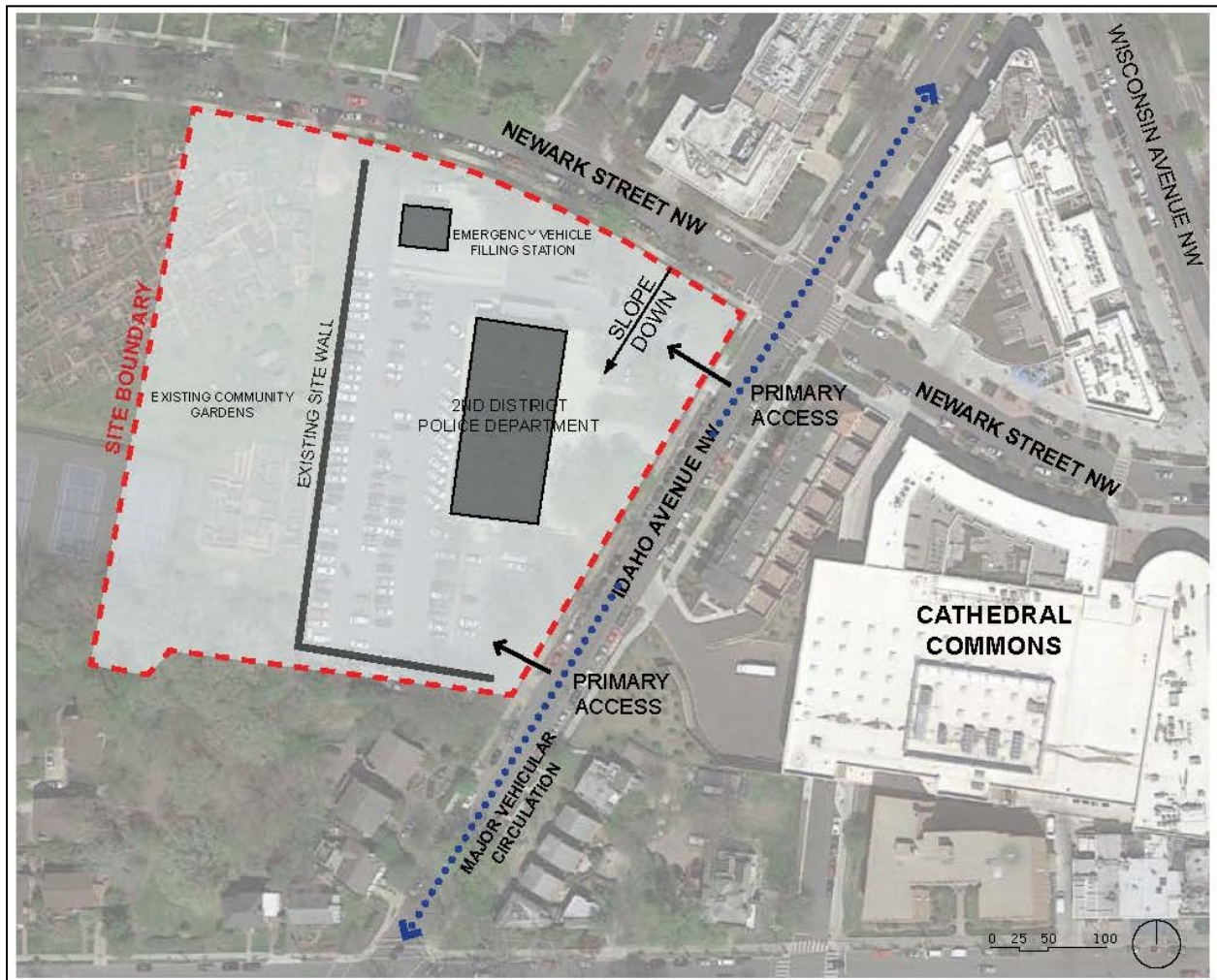


Figure 2: Site Location Detail

SCOPE OF STUDY

The Ward 3 STFH Transportation Assessment was prepared in accordance with scope requirements outlined in the District Department of Transportation’s (DDOT) Comprehensive Transportation Review (CTR) scoping form. The final scoping form is included in the Appendix.

EXISTING TRANSPORTATION CONDITIONS

This section provides a review of the existing roadways, transit, pedestrian, and bicycle facilities in the site vicinity. The site is served by several public transportation sources, including Metrorail and Metrobus. 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 bike lanes and signed bicycle routes nearby.

Roadway Network

Roadways providing access to the Ward 3 STFH development are described below. Roadway Classifications referenced in the section below were obtained from DDOT³.

- Idaho Avenue, NW – is a local street that runs from south to north between Cathedral Avenue, NW to the south and Rodman Street, NW to the north. Adjacent to the site, it operates as a two-way street with a 36-foot right of way. Curb parking is permitted along both sides of the roadway. The posted speed limit is 25 miles per hour. Idaho Avenue connects to Massachusetts Avenue, providing pedestrian access to the bus route along Massachusetts Avenue.
- Newark Street, NW – is a two-way east-west local street that runs between 39th Street and Connecticut Avenue. Curb parking is permitted along both sides of the roadway. The posted speed limit is 25 miles per hour.
- Macomb Street, NW – is a two-way east-west collector that runs between Massachusetts Avenue and Connecticut Avenue. East of Connecticut Avenue Macomb Street is a local street. Curb parking is permitted along both sides of the street and the posted speed limit is 25 miles per hour.
- Wisconsin Avenue, NW – is a six-lane principal arterial that runs between K Street, NW and the Maryland State Line. Curb parking is prohibited Monday through Friday from 7:00 AM to 9:30 AM in the southbound direction and from 4:00 PM to 7:00 PM in the northbound direction. The posted speed limit is 25 miles per hour.
- Porter Street, NW – is a two-lane east-west roadway which connects 39th Street and Beach Drive. West of 38th Street it is classified as a local street. Between 38th Street and Wisconsin Avenue it is classified as a collector. East of Wisconsin Avenue it is classified as a minor arterial. Curb parking is permitted on both sides between 39th Street and Wisconsin

³ 2016 DDOT Functional Classification Map

Avenue. Curb parking is permitted on the north side of Porter Street east of Wisconsin Avenue. The posted speed limit is 25 miles per hour.

Transit Facilities and Services Assessment

The site is well served by Washington Metropolitan Area Transit Authority (WMATA) Metrorail and Metrobus. Walkscore.com indicates that there are many nearby public transportation options. In particular, the Property is located between 0.1 and 0.2 miles from bus stops on Wisconsin Avenue and Massachusetts Avenue for 10 separate bus lines that provide bus service options between 5:00 am to 1:00 am. Accordingly, significant bus service options will ensue that STHP staff will be able to access the Property during the AM and PM peak hours. Based on the service availability, transit will provide a viable and reasonable mode of transportation for staff and residents.

As to metro, three metro stations, Cleveland Park, Van Ness/UDC, and Tenleytown Metrorail stations on WMATA’s Red line are all located less than a mile from the Site. Such distance is easily walkable, as sidewalks exist along the road connecting those metro stations and the Property. However, for those who do not intend to walk, substantial bus service exists to connect the site with the surrounding metro stations.

Metrobus routes and service information are shown in **Table 1**. The proximity from the WMATA Metrorail stations to the site is shown in **Figure 3**. WMATA bus routes and bus stop locations are illustrated in **Figure 4**.

Table 1: Metrobus Routes and Service Information

Route	Route Name	Service Hours	Typical Headway
31 33	Wisconsin Avenue Line	<ul style="list-style-type: none"> Weekdays: Southbound 5:05 AM – 10:52 PM Northbound 5:27 AM – 11:52 PM Saturdays: Southbound 5:43 AM – 11:45 PM Northbound 5:52 AM – 12:40 AM Sundays: Southbound 6:36 AM – 1:42 AM Northbound 5:26 AM – 9:37 PM 	<ul style="list-style-type: none"> 15 – 30 Minutes

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Route	Route Name	Service Hours	Typical Headway
37	Wisconsin Avenue Limited Line	<ul style="list-style-type: none"> • Weekdays: Westbound 6:45 AM – 9:21 AM Eastbound 4:00 PM – 7:06 PM 	<ul style="list-style-type: none"> • 15 – 18 Minutes
30N 30S	Friendship Heights – Southeast Line	<ul style="list-style-type: none"> • Weekdays: Westbound 4:02 AM – 1:30 AM Eastbound 4:21 AM – 1:47 AM • Saturdays: Westbound 4:10 AM – 1:30 AM Eastbound 4:29 AM – 2:04 AM • Sundays: Westbound 4:10 AM – 8:29 PM Eastbound 4:29 AM – 2:01 AM • 	<ul style="list-style-type: none"> • 60 Minutes
96	East Capitol Street – Cardozo Line	<ul style="list-style-type: none"> • Weekdays: Westbound 4:52 AM – 12:45 AM Eastbound 4:46 AM – 1:40 AM • Saturdays: Westbound 5:00 AM – 1:58 AM Eastbound 4:52 AM – 3:03 AM • Sundays: Westbound 5:10 AM – 12:50 AM Eastbound 5:00 AM – 12:21 AM 	<ul style="list-style-type: none"> • 15 – 35 Minutes
H3 H4	Crosstown Line	<ul style="list-style-type: none"> • Weekdays: Westbound 4:40 AM – 12:53 AM Eastbound 5:18 AM – 1:30 AM • Saturdays: Westbound 4:50 AM – 12:53 AM Eastbound 5:28 AM – 1:30 AM • Sundays: Westbound 5:00 AM – 12:00 AM Eastbound 5:36 AM – 12:40 AM 	<ul style="list-style-type: none"> • 15 – 30 Minutes

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Route	Route Name	Service Hours	Typical Headway
N2 N4 N6	Massachusetts Avenue Line	<ul style="list-style-type: none">• Weekdays: Westbound 5:42 AM – 12:10 AM Eastbound 5:36 AM – 11:29 PM• Saturdays: Westbound 6:20 AM – 12:10 AM Eastbound 5:45 AM – 11:30 PM• Sundays: Westbound 6:40 AM – 10:50 PM Eastbound 6:00 AM – 10:14 PM	<ul style="list-style-type: none">• 20 - 30 Minutes

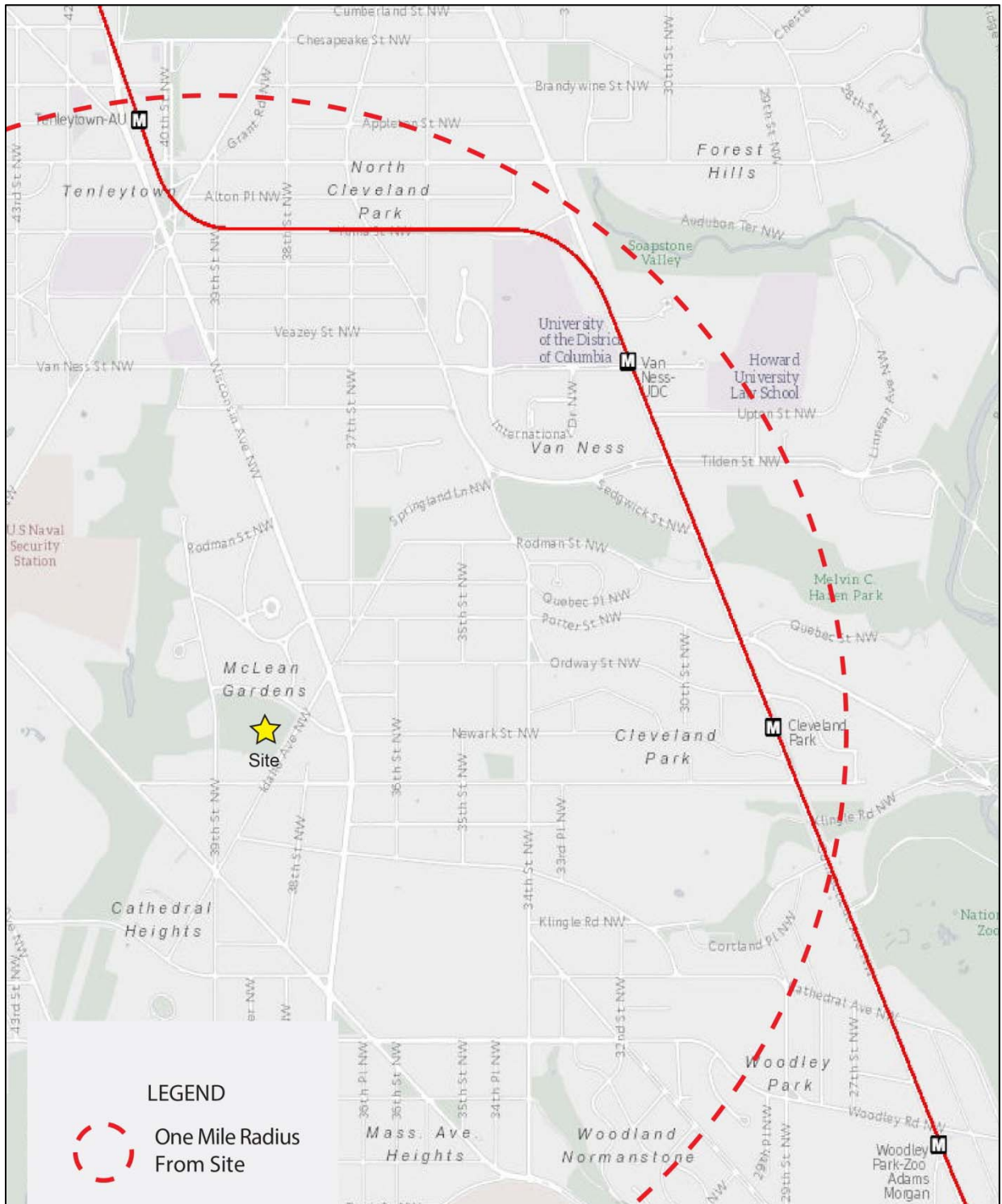


Figure 3: Metrorail Proximity

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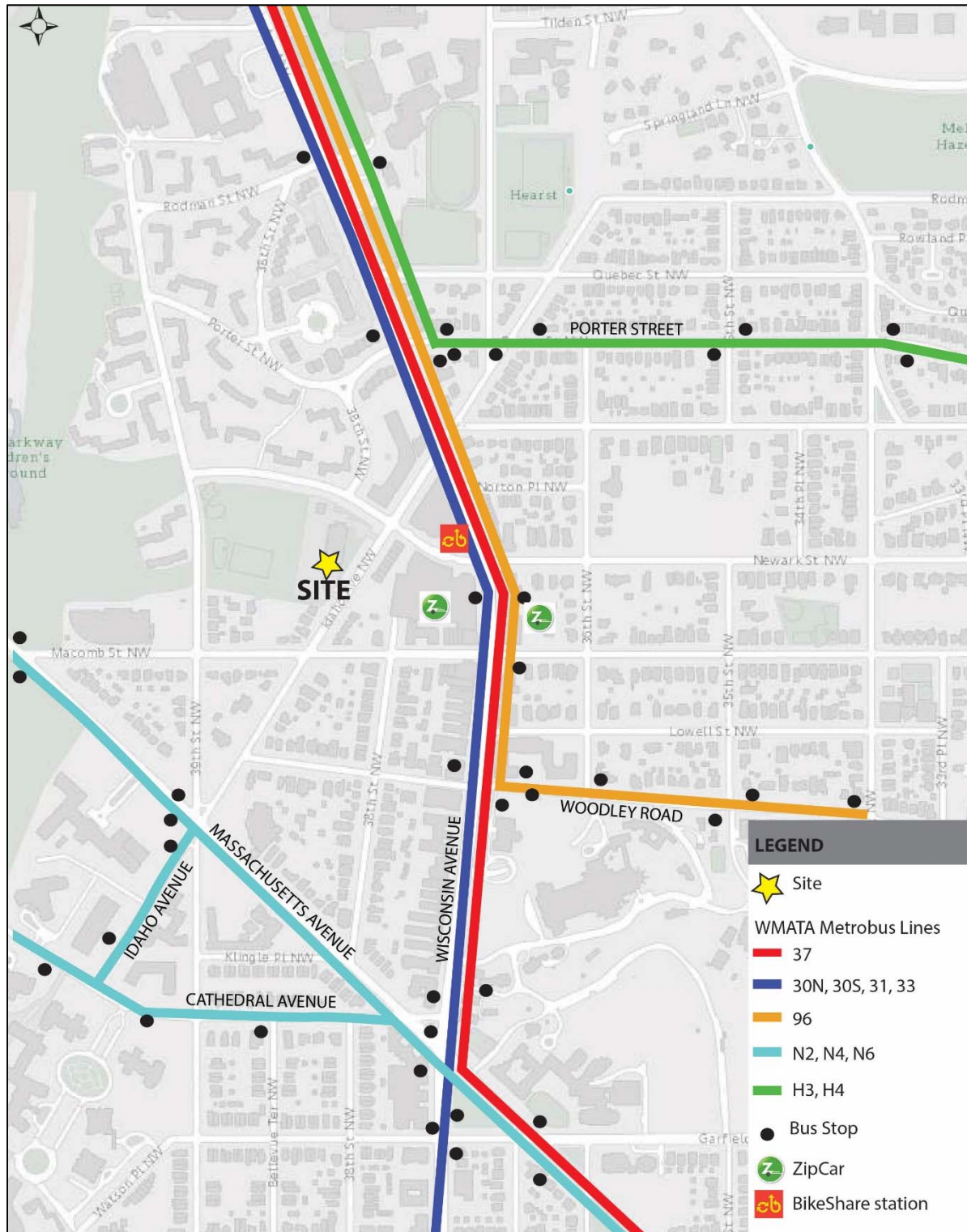


Figure 4: Transit and Multi-modal Facilities

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Car Sharing

There are two car share stations located near the site, one at the Cathedral Commons Garage on Newark Street and one behind 3333 Wisconsin Avenue.

Pedestrian Assessment

An assessment of walkability to/from the Site and an inventory of pedestrian facilities and conditions along the surrounding roadways is provided in the following sections. Walkscore.com indicates that the Property is "Very Walkable" and that most daily errands can be accomplished on foot.

Sidewalks

Sidewalks are provided along all roadways within proximity of the Site including Newark Street, 39th Street, 38th Street, Macomb Street, Porter Street, Idaho Avenue and Wisconsin Avenue. Sidewalks are generally in fair to good condition.

Sidewalk width requirements vary for each roadway based on adjacent land uses. Wisconsin Avenue primarily has commercial and medium density residential on both sides of the street. Idaho Avenue has commercial uses between Newark Street and Wisconsin Avenue, Macomb Street has commercial uses between 38th Street and Wisconsin Avenue, and Newark Street has commercial uses between Idaho Avenue and Wisconsin Avenue. All of the other roadways are low density residential. Sidewalk requirements according to the *DDOT Public Realm Design Manual (2011)* are shown below in **Table 2**.

Table 2 Sidewalk and Buffer Zone Width Requirements

Street Type	Street	Minimum Sidewalk Width	Minimum Buffer Width
Residential (Low to Moderate Density)	Newark Street	6 ft.	4 ft. (6 ft. preferred for tree box)
	Idaho Avenue		
	38 th Street		
	39 th Street		
	Macomb Street		
	Porter Street		
Commercial (Non-Downtown)	Wisconsin Avenue	16 ft.	6 ft.
	Idaho Avenue		
	Newark Street		
	Wisconsin Avenue		

Figure 5 shows the pedestrian facilities within the study area. Crosswalk locations and ADA curb ramps are also shown in **Figure 5**.

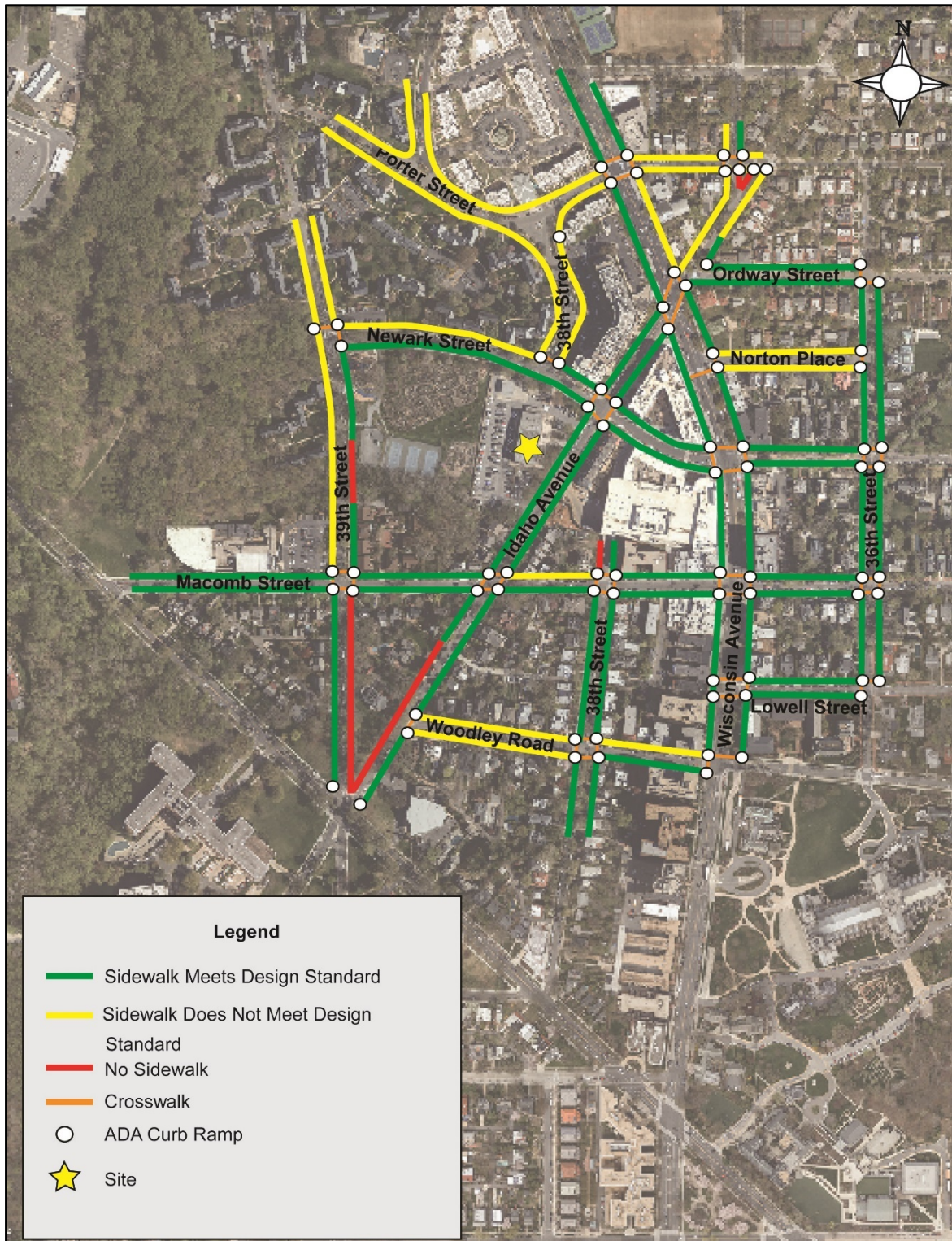


Figure 5: Pedestrian Facilities

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Bicycle Facilities

An inventory of the bicycle network within the study area is shown in **Figure 6**. Massachusetts Avenue, between Macomb Street and Cathedral Avenue, has been rated as good for cyclists. The following bicycle facilities are located near 3320 Idaho Avenue Street, NW:

- Cycle tracks on New Mexico Avenue, Garfield Street, Tilden Street, and Van Ness Street
- Shared-use bike lanes on Van Ness Street, 42nd Street, and 43rd Street, and Warren Street
- Signed Bike Routes on 34th Street, 36th Street, 37th Street, Garfield Street, and Woodley Road

There is one Capital Bikeshare station near the site, located on the west side of Wisconsin Avenue north of Newark Street (shown in Figure 3). The bikeshare station offers 19 bicycles. Field observations indicated 6 of 19 bicycles were available for use⁴. There are also nine Capital Bikeshare stations within a one-mile walk from the site.

Walkscore.com finds the site to be “bikeable”.

⁴ Bicycle field observation was made at 5:30 PM on Thursday January 12, 2017.

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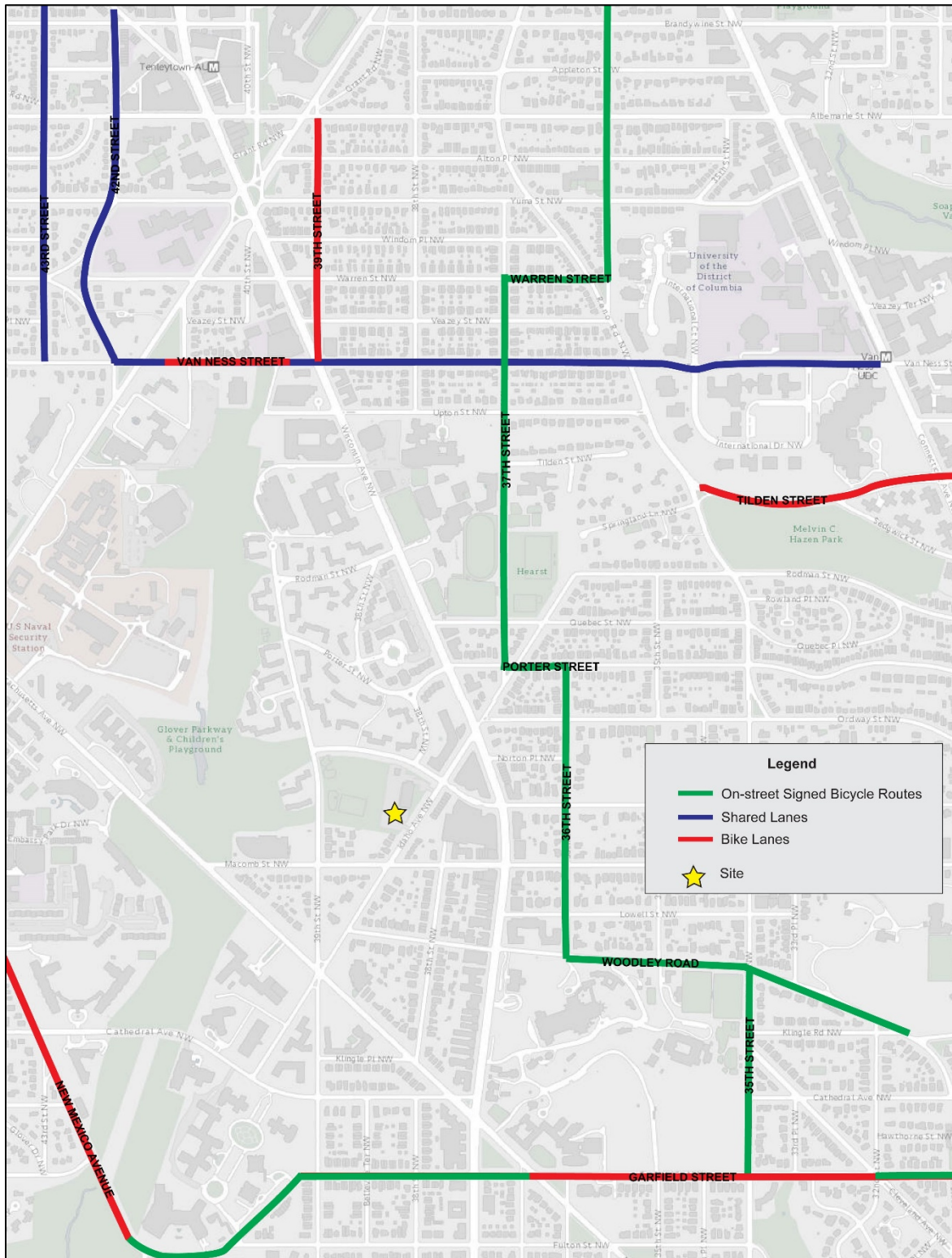


Figure 6: Bicycle Facilities

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EXISTING PARKING

On-Site Parking

There are currently 157 surface parking spaces at the 3320 Idaho Avenue site utilized by the MPD Second District.

On-Street Parking

On-street parking surveys were conducted in the vicinity of the proposed Site to determine existing parking supply and occupancy. The surveys were also conducted to quantify available on-street parking supply that could potentially support the project. The study was conducted within an 800-foot walking distance of the Site. The identified study area is within a reasonable walk-shed from the Site and includes the following Street segments:

- Idaho Avenue (between Wisconsin Avenue and Woodley Road)
- 39th Street (between Newark Street and Macomb Street)
- 38th Street (between Newark Street and Porter Street)
- Newark Street (between 39th Street and Wisconsin Avenue)
- Macomb Street (between 39th Street and Wisconsin Avenue)
- 38th Street (between Macomb Street and Woodley Road)
- Woodley Road (between 38th Street and Idaho Avenue)
- Wisconsin Avenue (between Idaho Avenue and Macomb Street)

A breakdown of parking supply (by block) and control for the parking study area is provided in **Figure 7**. A total of 549 parking spaces were inventoried within the study area. Of these, 16% (86 spaces) are unrestricted, 58% (318 spaces) are Two Hour Residential Permit Parking (RPP) in Zone 3 from 7:00 AM to 8:30 PM, 9% (50 spaces) have AM or PM Rush Hour restrictions, 12% (67 spaces) multi-space meter, 2% (11 spaces) are metered, 1% (7 spaces) are signed “No Parking During School Hours”, 1% (8 spaces) are Loading Zone parking but are open to anyone after 6:30 PM, and the remaining (less than 1% or 2 spaces) are ADA/Handicap reserved permit spaces.

Off-Street Parking

There are two public parking garages located within a half-mile from the site

- Cathedral Commons Garage - located on the south side of Newark Street between Idaho Avenue and Wisconsin Avenue approximately two blocks from the site, open daily 7:00 AM – 11:00 PM, 180 available spaces
- Washington National Cathedral Garage – located at 3101 Wisconsin Avenue, open daily 6:00 AM – 11:00 PM, 319 spaces



Figure 7: Parking inventory by Type

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Existing On-Street Parking Demand

Occupancy surveys were conducted to determine existing demand for on-street parking spaces within the study area. Surveys were conducted hourly between 6:00 PM and 11:00 PM to capture parking demand in the area. Surveys were conducted on Thursday, January 12, 2017. **Table 3** lists parking occupancy by street segment. A detailed worksheet (by type of space) for each survey period is provided in the Appendix. **Table 4** lists the parking occupancy for the peak hour of demand.

Table 3: Parking Occupancy by Street for Thursday, January 12, 2017 Survey

Street	Supply	6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM	
		Occ. Spaces	% Occ.	Occ. Spaces	% Occ.	Occ. Spaces	% Occ.	Occ. Spaces	% Occ.	Occ. Spaces	% Occ.
Idaho Avenue	100 ¹	72	72%	96*	96%	92*	92%	86*	86%	81	81%
38 th Street	82	79	99%	81*	101%	82*	103%	80*	100%	79*	99%
39 th Street	69	49	71%	50	72%	52	72%	63	91%	66	96%
Newark Street	93	73	79%	87*	95%	90	98%	86	93%	91*	99%
Macomb Street	73 ¹	52	71%	60 ¹	82%	66 ¹	92%	60	82%	45	62%
Porter Street	17	15	88%	19*	112%	14*	82%	14	82%	17*	100%
Woodley Road	38	31	82%	37	97%	37	97%	38*	100%	36	95%
Wisconsin Avenue	77	21	27%	33*	43%	51*	66%	32*	42	16	21%
Total Study Area	549	392	71%²	463	84%	484	88%	459	84%	431	79%

*Includes illegally parked vehicles

¹ Includes Loading Zone Parking

² Does not include loading zone spaces that are not available until 6:30 PM

Occupancy levels, shown in Table 3, indicate demand for on-street parking ranged from 72% to 88% of the available supply during the 6:00 PM through 10:00 PM survey periods. Peak demand was observed during the 8:00 PM survey period. The parking occupancy for the 8 PM survey is shown in **Figure 8**.

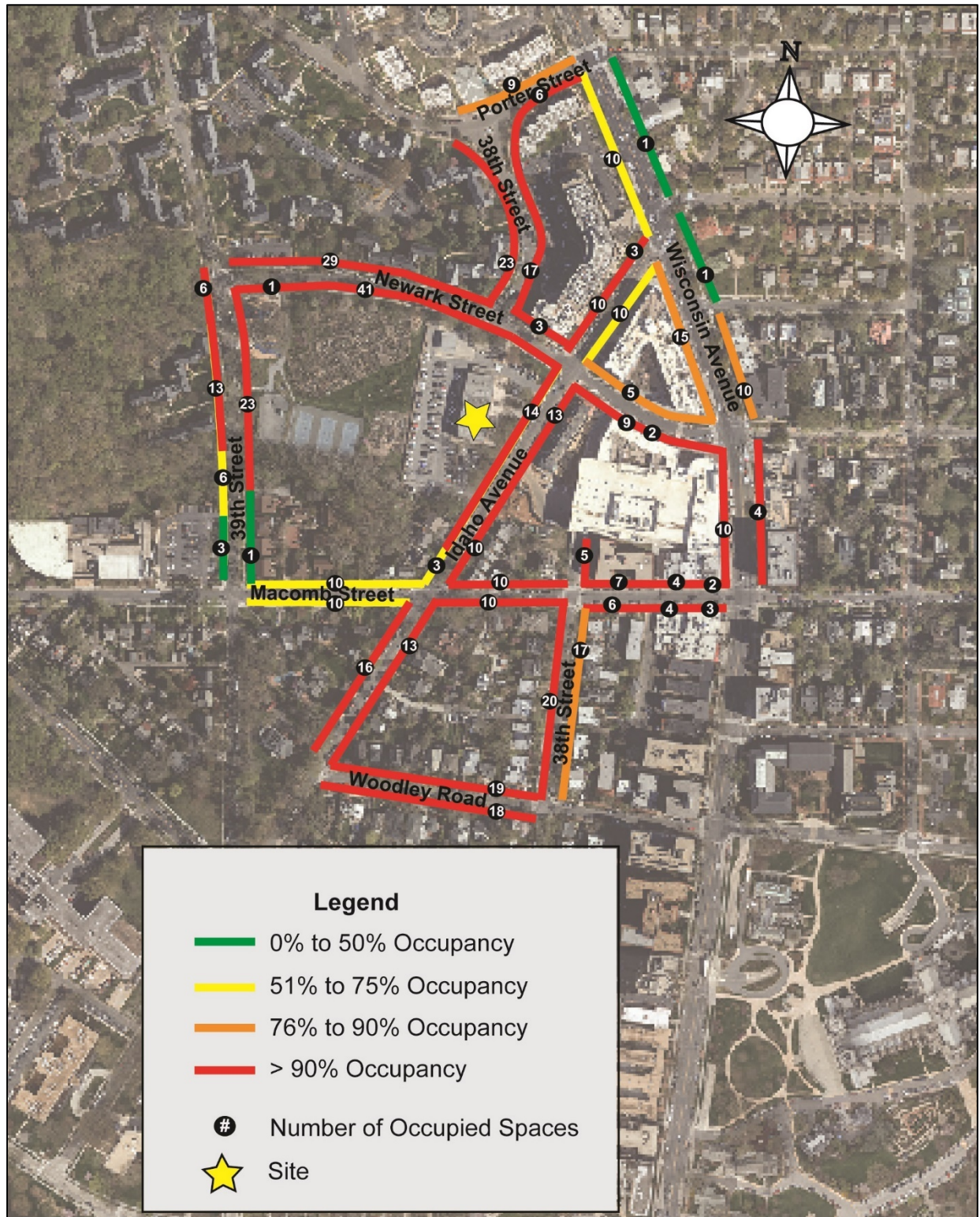


Figure 8: Weekday Evening Parking Occupancy 8 PM

WARD 3 SHORT TERM FAMILY HOUSING PROJECT

The Ward 3 STFH project will contain 50 family units with 185 beds, and office space for support staff. In addition, spaces are provided for wrap-around services for families, including on-site case workers, meals, computer facilities and age appropriate indoor and outdoor recreation space. The project is being planned as part of a larger, citywide emergency and short-term housing program. Overall, the facility is expected to have at least 10 staff on the premises at all times, with a maximum of 24 to 27 staff during peak activity.

The site currently consists of the Metropolitan Police Department's (MPD) Second District Headquarters, an MPD parking lot with 157 spaces (for employees and visitors) and an impound lot. The STFH development will be constructed on a portion of the MPD parking lot. MPD employee and visitor parking will be replaced with a 145-space parking deck and 12 surface lot spaces (157 total spaces). Thus, there would be no net change in MPD employee/visitor parking spaces. The current impound lot will be relocated.

Site Access & Circulation

There are currently two points of access to the MPD site via Idaho Avenue. In the future, the northern most access point will remain unchanged. The southernmost curb cut would be closed and relocated approximately 90 feet north of its current location. The relocated curb cut would provide access to MPD and the STFH site. The curb cut would be 24 feet wide at Idaho Avenue. The driveway would split on site to serve both uses. The driveway will provide access to STFH parking spaces and a space for loading/trash removal.

Pedestrian access will be provided via an entryway on Idaho Avenue located south of the proposed vehicular driveway.

The site access plan for the Ward 3 Short Term Family Housing development is shown in **Figure 9**.

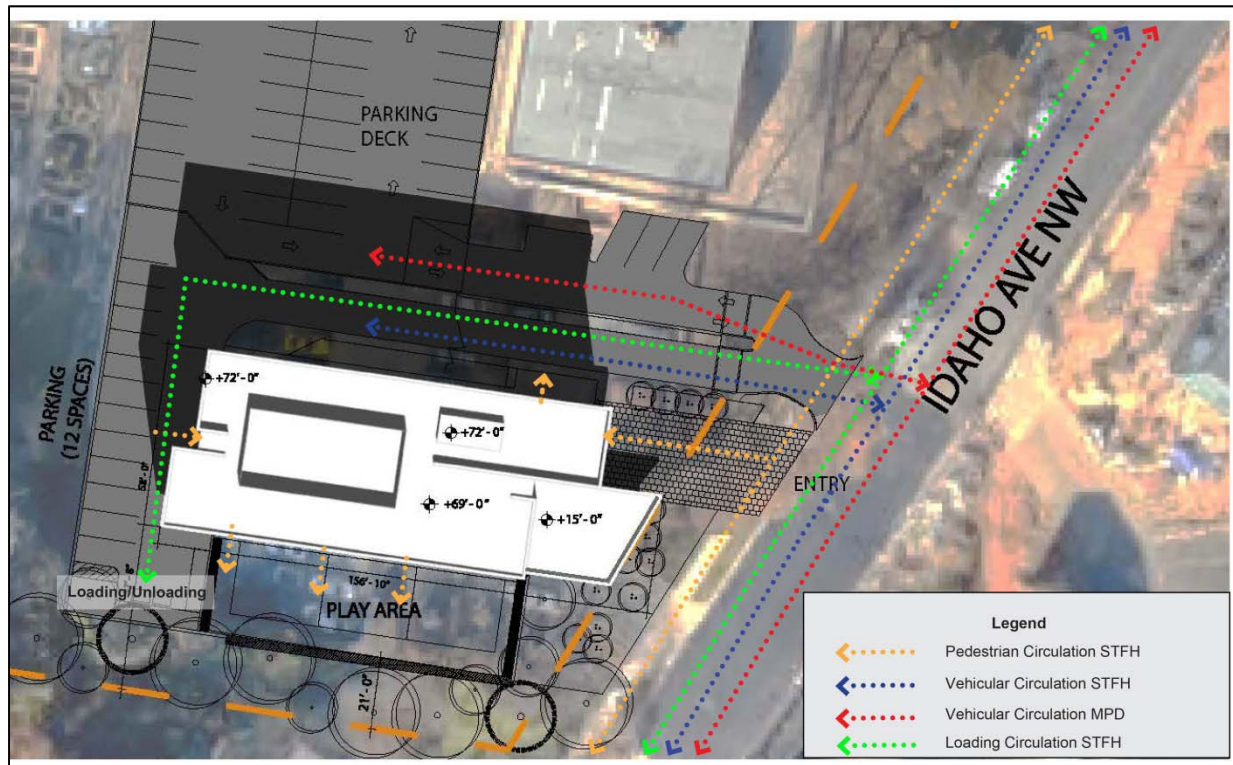


Figure 9: Site Access Plan

Vehicle Parking

The project will provide 12 vehicle parking spaces in the rear of the building. Parking will be restricted to staff only. Residents will not be permitted to park on site and are not expected to own vehicles. Additional information about parking impacts is outlined in the Parking Assessment Section.

Bicycle Parking

Section 11-C701 of the Zoning Regulations states that the number of required long-term and short-term bicycle spaces for emergency shelters is 1 space per 10,000 square feet of gross floor area. The Ward 3 STFH project proposes 41,200 square feet of gross floor area which would require a minimum of 5 long-term bicycle spaces and 5 short-term bicycle spaces. The proposed development will have 5 bicycle racks located outdoors and a bicycle storage room located on the ground floor that will hold at least 5 bicycles.

Loading

Section 2201.1 of the Zoning Regulations states that the proposed facility would require one 30-foot loading berth with a 100 SF platform, and a 20-foot service/delivery space. Since no service/delivery spaces nor loading areas are proposed for this project, the Applicant is seeking relief from the requirement to provide one 30-foot loading berth with a 100 SF platform and one 20-foot service/delivery space.

It is anticipated that meals will be delivered twice a day in vans at varying times and trash service will occur approximately three times per week. Trash pickup will occur in the parking area located behind the building. Also, there will be no resident move-ins or move-outs that would require larger truck access. Accordingly, the proposed loading/ circulation options are sufficient, and no on-site loading berths are required for safe and adequate use of the site.

FUTURE TRANSPORTATION ASSESSMENT

Site Trip Generation Summary

Trip generation was determined based on information that was provided by the Department of General Services (DGS) and by *ITE's Trip Generation Manual 9th Edition*. Detailed trip generation assumptions and mode split assumptions are included in the Appendix. **Table 4** shows the mode splits for the residential and staff components of the facility.

Table 4: Mode Split for Residents and Staff

User Group	Mode Split			
	Auto	Transit	Bike	Walk
Residents	<1%	83%	<1%	17%
Staff	75%	17%	5%	3%

Resident Trips

To determine the number of trips generated by residents, information regarding residential auto parking policies was obtained from DGS. As residents are not allowed to park vehicles onsite and the number of residents who own vehicles is expected to be negligible, it was assumed that no vehicular peak hour trips would be made by residents.

The majority of residents are expected to use transit, particularly considering the availability of existing transit programs.

As outlined in the DDOT CTR Scoping Form, the number of transit, bike, and pedestrian trips made by residents was estimated using ITE’s Trip Generation Manual Land Use Code 220 (Apartment), with the number of dwelling units as the independent variable. The residential trip generation is shown in **Table 5**.

Table 5: Residential Trip Generation

Mode	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto	0	0	0	0	0	0
Transit	5	17	22	19	12	31
Walk	1	4	5	4	3	7
Bike	0	0	0	0	0	0

Staff Trips

Staff trip generation was determined based on information provided by DGS. The facility would have a maximum of approximately 24 to 27 staff onsite at any time when taking into account shift changes. Outside of shift changes, there would be 10 to 22 staff onsite at one time. Staff functions and hours are anticipated to include:

- 10 security staff per shift with shifts beginning at 7:00 AM, 3:00 PM, and 11:00 PM
- 4 case workers onsite typically from 10:00 AM to 7:00 PM
- 1 building manager working from 8:00 AM to 5:00 PM
- 1 shift manager onsite 24 hours (3 shifts beginning at 7:00AM, 3:00PM, and 11:00PM)
- 2 janitors working from 7:00 AM to midnight (2 shifts beginning at 7:00AM and 4:00PM)
- 5 monitors working from 7:00 AM to 11:00 PM (2 shifts beginning at 7:00AM and 3:00PM)
- Additional Programming – 2 people twice per week.

The staff trip generation is shown in **Table 6**.

Table 6: Staff Trip Generation

Mode	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto	14	8	22	9	12	21
Transit	4	2	6	2	4	6
Walk	1	0	1	0	1	1
Bike	1	1	2	1	1	2

The Site is projected to generate 22 AM and 21 PM peak hour vehicle trips. The AM trips would be generated between 6:30 AM and 7:30 AM during the morning security staff shift change and when building management arrives. The PM trips would be generated between 10:30 PM and 11:30 PM during the evening security staff shift change. The methodology, transportation modal split and resulting site trips by mode is provided in the scoping form.

Future Parking Assessment

Section 11-C701 of the Zoning Regulations states that the number of required parking spaces for emergency shelters is 0.5 spaces per 1,000 square feet of gross floor area. The Ward 3 STFH project proposes 45,345 square feet of gross floor area which would require a minimum of 23 parking spaces. DGS is requesting relief from the minimum parking requirements (11 fewer spaces) listed in Section 11-C701.

To determine whether the 12 proposed parking spaces will be adequate, an assessment of the anticipated peak parking demand was conducted. As discussed earlier, it is expected there will be no more than 27 staff onsite at any given time (taking into account overlapping staff during shift changes). Since some staff will take transit, walk, or bike, the peak parking demand is expected to be approximately 21 spaces for staff members. Therefore, with 12 parking spaces, more than half of the staff member parking can be accommodated onsite during the peak demand.

The parking occupancy that coincides with the weekday evening security shift change peak hour is shown in **Figure 10** and in **Table 7**. The parking vacancy that coincides with the evening shift change is shown in **Figure 11**.

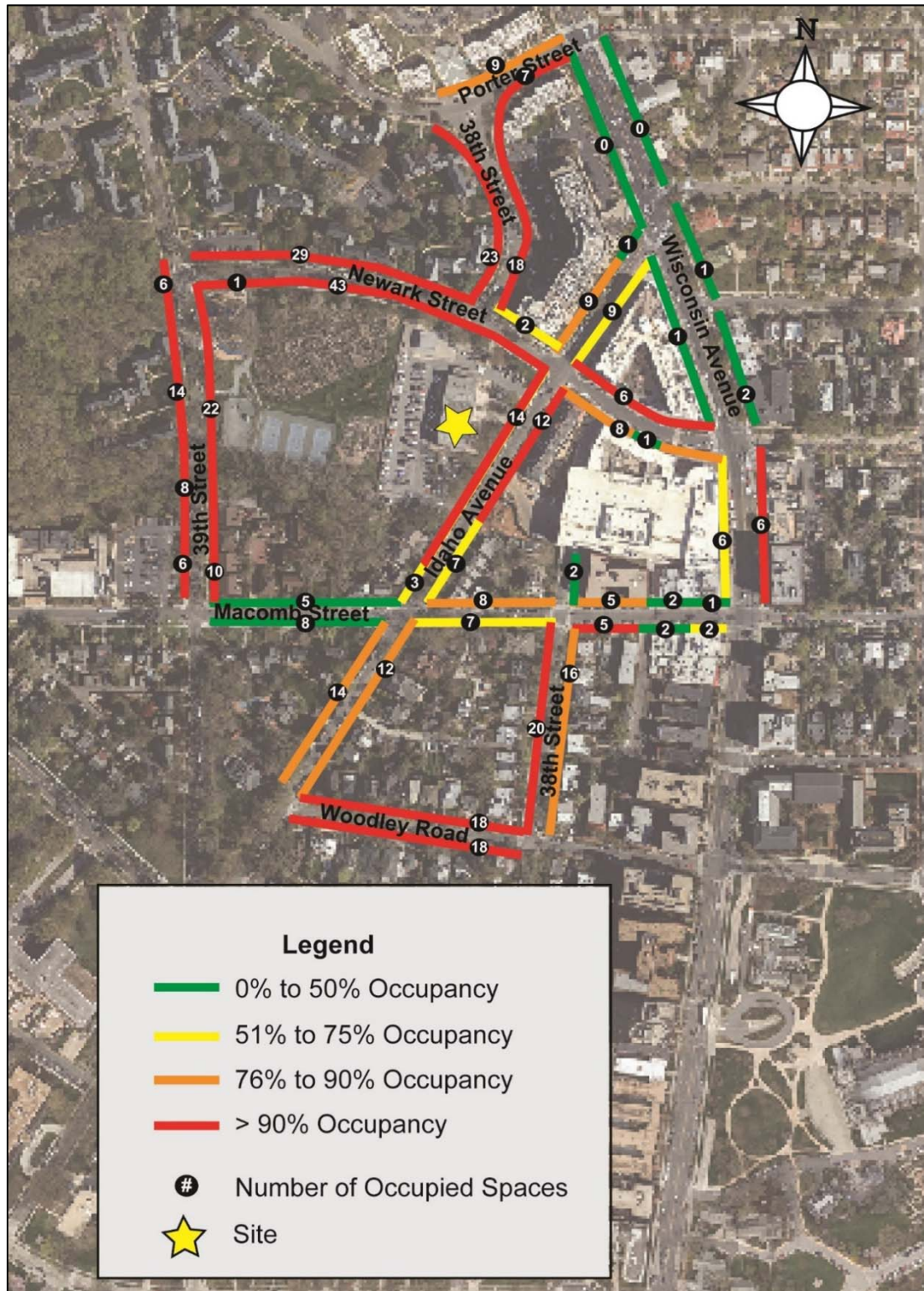


Figure 10: Weekday Evening Parking Occupancy 10 PM

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Figure 11: Weekday Evening Parking Vacancy 10 PM

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Table 7: Parking Occupancy by Type During PM Shift Change Peak Hour (10 PM – 11 PM)

Street	Supply				
		Occupied Spaces	% Occupied	Vacant Spaces	% Vacant
Metered/ Multi Space Meter	78	39	50%	39	50%
Loading	8	4	50%	4	50%
No Parking During School Hours	7	6	86%	1	14%
Rush Hour Restricted	50	11	22%	39	78%
Unrestricted	86	81	94%	5	6%
Handicap	2	1	50%	1	50%
RPP	318	282	89%	36	11%
Illegally Parked	N/A	4			
Total Study Area	549	428	78%	125	22%

NOTE: Total number of occupied spaces includes 4 vehicles that were illegally parked. The 125 vacant spaces represent the number of legal spaces that were available.

As shown in Table 7, during the hour that coincides with the projected evening staff shift change, 125 of the parking spaces (22%) were vacant. Even if RPP-restricted spaces are removed, there are still 89 vacant parking spaces within an easily walkable distance. This is a sufficient amount to accommodate the 9 vehicles that would utilize on-street parking during the evening peak period.

CONCLUSION

The following conclusions were made regarding the Ward 3 Short Term Family Housing development:
[should be updated based on these changes]

- The STFH project is projected to generate 22 AM and 21 PM peak hour vehicle trips associated with staff. The majority of residents are expected to use transit or walk.
- Pedestrian facilities on Idaho Avenue, adjacent to the site, meet DDOT guidelines.
- There are no sidewalks on the west side of Idaho Avenue, south of the site (north of Massachusetts Avenue). The topography of the adjacent properties and mature trees, reasonably preclude the installation of sidewalks. Idaho Avenue provides access to the Massachusetts Avenue bus route. Sidewalks are located on the east side of the street.
- The Cleveland Park, Van Ness/UDC, and Tenleytown Metrorail stations, on the Red Line, are all located approximately one mile from the Site. Bus stops to three different bus lines are located two blocks from the site. Two additional bus lines are located three blocks from the site.
- The project is located less than two blocks from the nearest carshare and bikeshare stations.
- The project will require relief from the minimum parking requirement due to site constraints. Overflow parking will be accommodated in on-street spaces. There would be a need for 8 to 10 on-street spaces on average. During shift changes at 7:00 AM and 11:00 PM the overflow parking demand would be as high as 9 spaces. There were approximately 89 vacant on-street spaces available during the peak evening hour. Thus, there is adequate supply to accommodate overflow demand.
- The project will meet zoning requirements for bicycle parking. Five short-term spaces will be provided near the site entrance and five long-term spaces will be provided in the basement storage area.
- Based on a review of the surrounding transportation infrastructure, the Project's design, and the Project's parking demands, the Project will have a negligible impact on the surrounding community.

Resume

Nicole White, PE, PTOE
Symmetra Design



Nicole White has over 20 years of experience in transportation planning and traffic engineering projects. She brings extensive management skills and expertise ranging from intersection safety and operational studies to parking studies and Transportation Management Plans. Ms. White specializes in Traffic Impact Studies, master planning and transportation management for federal campuses and educational facilities. She is a certified Charrette Planner through the National Charrette Institute. Ms. White has previously been accepted as an expert witness by the Circuit Court of Prince George's County, Prince George's County Hearing Examiner, District of Columbia Zoning Commission, District of Columbia Board of Zoning Adjustment and Montgomery County Hearing Examiner.

Education:

Master of Engineering,
Civil Engineering -
Transportation,
University of Maryland,
2002

Bachelor of Science,
Civil Engineering,
University of Maryland,
1996

Registrations:

Professional
Engineer: Maryland

Institute of
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Engineer

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Affiliations:

Institute of Transportation
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Honorary Society

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Ms. White is a recent award recipient of the “*Leadership and Excellence Award*” from the Minority Enterprise Advocate Magazine and the “Top 100 Minority Business Enterprise Award” for minority and woman-owned businesses in the Mid-Atlantic region.

RELEVANT EXPERIENCE

Ms. White has directed a significant number of Transportation Studies for various jurisdictions in the Baltimore-Washington Metropolitan area. Traffic studies have been prepared for various land-use types ranging from residential and mixed-use to government and institutional. Studies have ranged in size and scope from 2 intersections to greater than 20 intersections. Analyses for traffic studies include the following methodology: Critical Lane Volume, Highway Capacity Manual, and SYNCHRO. Transportation Studies also include assessment of pedestrian, bicycle, parking, transit and loading conditions along with Transportation Demand Management Plans. Project experience includes:

- Sycamore Hill Assisted Living Facility, Mitchellville, Maryland
- Covenant Senior Facility, Washington, DC
- Matthews Memorial Terrace, Washington, DC
- 23 46th Street, SE, Washington, DC
- 1371 H Street, NE, Washington, DC
- Hine School Redevelopment, Washington, DC
- Square 37 Redevelopment, Washington, DC
- Square 50 Redevelopment, Washington, DC
- Villas at Laurel, Laurel, MD
- Villages at Peppermill, Capitol Heights, MD
- West End Parcel Square 37, Washington, DC
- Coppin State University Science and Technology Center, Baltimore, MD
- Washington Episcopal School, Bethesda, MD
- 2715 Pennsylvania Avenue, NW, Washington, DC
- A.V. Bryan Courthouse, Alexandria, VA
- GW Lerner Health and Wellness Center, Washington, DC

CERTIFICATE OF SERVICE

I hereby certify that on January 30, 2017, I served a copy of this traffic assessment with cover letter via email, to the following:

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