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February 5, 2018

VIA IZIS AND BY HAND DELIVERY

Frederick L. Hill, Chairperson
D.C. Board of Zoning Adjustment
One Judiciary Square
441 4th Street N.W.
Second Floor
Washington, D.C. 20001

Re: **BZA Case 19704**
Square 5413, A&T Lot 802 (Underlying Record Lots 28-41) (“Property”)

Dear Chairperson Hill,

On behalf of Milestone East Capitol 4 LLC (the “Applicant”) and pursuant to 11 DCMR Subtitle Y § 300.14, we submit into the case record the following Transportation Assessment and the resume of the expert (Nicole White, of Symmetra Design) who prepared the report.

Very truly yours,

GREENSTEIN DELORME & LUCHS, P.C.



By: _____
John Patrick Brown, Jr.



By: _____
Kate M. Olson

Enclosures

CERTIFICATE OF SERVICE

I hereby certify that on February 5, 2018, a copy of the Transportation Assessment and Expert Resume were served on the following:

ANC 7F

c/o Commissioner Sheila Carson-Carr, Chairperson

515 46th Street, SE

Washington, DC 20019

(By Mail and Electronically 7F03@anc.dc.gov; my3bg@aol.com)

Commissioner Carol E. Fletcher, SMD 7F06

3444 Croffut Place, SE

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Ms. Anne Fothergill

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D.C. Office of Planning

1100 4th Street, SW

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Ms. Aaron Zimmerman

D.C. Department of Transportation

55 M Street, SE

Suite 400

Washington, DC 20003

(Electronically aaron.zimmerman@dc.gov)

Meadow Green Courts Residents Association

c/o Eric M. Rome, Esq.

Eisen & Rome, P.C.

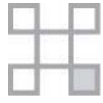
One Thomas Circle NW #850

Washington DC 20005

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Kate M. Olson



symmetra design

MEMORANDUM

TO: Aaron Zimmerman DDOT

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

DATE: February 5, 2018

RE: 35th and B at Meadow Green Courts, SE - Transportation Assessment

INTRODUCTION

The following revised¹ memorandum is a Transportation Assessment for the proposed 35th and B project at Meadow Green Courts. The site is located in the northwest corner of 35th Street, SE and B Street, SE in the Fort Dupont neighborhood of southeast DC (Ward 7). **Figure 1** is an illustration of the Site location.

The Applicant, Milestone East Capitol 4 LLC, proposes to redevelop the site and replace 52 existing apartment units with 89 apartment units (net increase of 37 units). Per Subtitle U, Section 421 of the Zoning Regulations, the Applicant is required to seek Special Exception zoning relief because the new residential development is located in the specific zone district (RA-1). The Applicant is providing one 30-foot loading berth and one 20-foot delivery space.

The 35th and B Street site is proposed to include two new curb cuts on B Street to provide access to a below grade parking garage and a surface lot for loading and deliveries. The western most curb cut will also provide access to future parking for the adjacent Meadow Green Courts development lot.

¹ The previous Transportation Assessment submitted January 19, 2018 was updated to include a modification to trash operations based on feedback from the District Department of Transportation.

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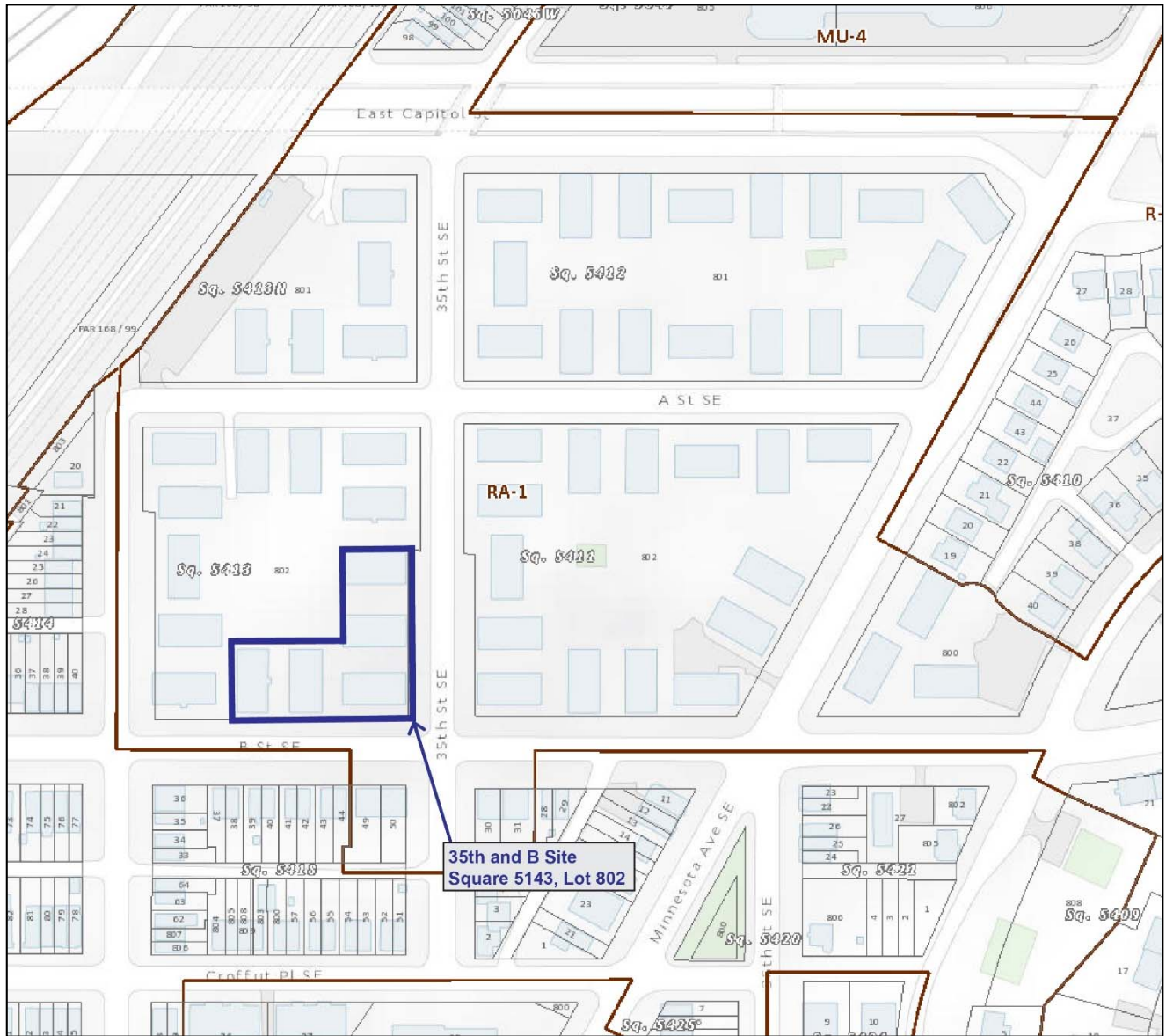
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Transportation Planning. Traffic Engineering.

The project will provide a two-level below grade parking garage consisting of 49 parking spaces. Five (5) surface spaces will be applied to future townhomes. The proposed parking will meet zoning requirements (one space for every 3 units, in excess of 4 units).

A summary of conclusions for the 35th and B Transportation Assessment is as follows:

- The Site is well served by a number of Metrobus lines including routes V1, V2, V4, U5, and U6. Transit stops are also within a convenient walkable distance approximately 600 feet to/from the Site.
- The project will provide one 30-foot loading berth and one delivery space to accommodate 20-foot vehicles. Trash removal and maneuvers will also occur on-site.
- The development of the Site will not adversely impact transportation or parking conditions.
- The applicant has committed to a Transportation Demand Management Plan that includes a number of measures to encourage future use of non-automobile travel options.



Source: District of Columbia Zoning Map

Figure 1: 35th and B Site

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SCOPE OF STUDY

The scope of this transportation memorandum was approved by District Department of Transportation (DDOT). The final approved scoping form is included in the appendix of this document.

This memorandum provides an assessment of Pedestrian and Bicycle Facilities, Transit Service, Loading and Transportation Demand Management. A summary of project site trip generation and modal split is presented in the following section. Given the low level of traffic generation anticipated for this project, traffic counts and analyses were not required.

A future phase of redevelopment for the entire Meadow Green Courts site (bounded by Minnesota Avenue, East Capitol Street Service Road and B Street, SE) will include a separate Planned Unit Development (PUD) process. An additional CTR will be provided for the next phase of redevelopment.

SITE TRIP GENERATION SUMMARY

To develop site trip generation, the mode split (or anticipated travel mode including walk, bike, bus, Metrorail and private automobile) was first determined. Mode split assumptions for the residential development were based on census data from the 2008-2012 American Community Survey for Census Tract 77.08. The census data for Census Tract 77.08 depicted the distribution of transportation modes as follows:

Table 1: Residential Mode Share (Census Data)

Transit	42%
Auto	52%
Walk & Other	6%
Total	100%

The transit mode share from the Census data was separated into Metrorail and Metrobus using the Washington Metropolitan Area Transit Authority (WMATA) 2005 Development-Related Ridership Survey.

The survey provides a fitted curve equation² that estimates Metrorail ridership based on the distance between a residence and a Metrorail station. The proposed 35th and B site is approximately 4,900 feet from the Minnesota Avenue Metrorail Station. Using the WMATA regression equation, 11% of residents would use Metrorail. The Metrobus mode share was determined by subtracting the Metrorail mode share from the total transit mode share obtained for Census Tract 77.08. The final Residential Mode Share is shown in **Table 2**.

Table 2: Residential Mode Share (Census with Transit Adjustments)

Metrorail	11%
Metrobus	31%
Auto	52%
Walk & Other	6%
Total	100%

Vehicular trips were calculated based on Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition rates and are shown on Table 3. Trips were calculated using land use code 220 Apartment. Net base trips were calculated by subtracting the trips generated by the existing units (52 units) from the trips generated by the proposed units (89 units). The net base vehicular trips were converted to person trips (by mode) using the 2009 National Household Travel Survey (NHTS) Average Vehicle Occupancy (AVO) for Selected Trip Purpose as also shown in **Table 3**. The 2009 AVO is 1.13 for trips to/from work.

² Metrorail ridership decreases by 0.87 percent for every 100 feet a Metrorail Station entrance is located from a residence.

Table 3: ITE Base Vehicle Trips³ Converted to Person Trips using NHTS AVO

	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Future Base Vehicles Trips	10	39	48	44	24	68
Existing Base Vehicle Trips	-5	-21	-25	-28	-15	-43
Net Base Vehicle Trips	5	18	43	16	9	25
Converted Person Trips	5	20	25	19	10	29

The person trips noted above were then delineated based on the mode split data shown in **Table 2**. The person-trips were then converted back into vehicular trips based on the same 1.13 persons per vehicle AVO.

Table 4: Net Person Site Trips⁴ by Mode

Mode Share	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto (Drive Alone & Carpool)	3	11	14	10	5	15
Metrorail	1	2	3	2	1	3
Metrobus	1	6	7	6	3	9
Walk/Bike ⁵	0	1	1	1	1	2
Total	5	20	25	19	10	29

³ Vehicle trips in Table 3 were based on the previous development program outlined in the CTR scoping form (i.e. 45 existing units; 91 proposed units; net increase of 46 units). The current development program (52 existing units; 89 proposed units; net increase of 37 units) would generate fewer trips than indicated in Table 3.

⁴ Vehicle trips in Table 4 were based on the previous development program outlined in the CTR scoping form (i.e. 45 existing units; 91 proposed; net increase of 46 units). The current development program (52 existing units; 89 proposed units; net increase of 37 units) would generate fewer trips than indicated in Table 4.

Table 5: Net Increase in Vehicle Site Trips⁵ (person trips converted back to vehicle trips using AVO 1.13)

Mode Share	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Residential Auto (Drive Alone & Carpool)	2	9	11	9	4	13

As shown in **Table 5** the subject site is projected to generate a net increase of 11 AM and 13 PM peak hour vehicle trips⁶. The AM and PM projected trip generation would be less than the required threshold (25 vehicle trips during any one peak hour) and therefore traffic counts and analyses are not required. The total trips generated by the site are shown in the Appendix.

PEDESTRIAN FACILITIES

The pedestrian assessment includes an inventory of existing facilities and walkability for pedestrians along study area roadways to/from the Site and transit stops along Minnesota Avenue.

In regards to walkability, the Walkscore was sourced which is a ranking of walkability for a neighborhood scored from 0 (representing a car is necessary to access amenities) to 100 (representing a neighborhood that has essential amenities in a walkable distance). The availability of grocery stores, restaurants, parks, schools and other amenities are accounted for in the scored ranking. Per Walkscore.com, this area has a walk score of 65, which indicates some errands do not require a car.

Along the route to the retail areas on Minnesota Avenue north of the site, pedestrian facilities have been improved as a result of the District Department of Transportation's (DDOT) Minnesota Avenue Revitalization project.

A more detailed review of sidewalks, crosswalks and ADA ramps and compliance with applicable regulations⁷ was conducted along the route to/from the site to the transit stops on Minnesota Avenue as described in the following sections.

⁵ Vehicle trips in Table 5 were based on the previous development program outlined in the CTR scoping form (i.e. 45 existing units; 91 proposed units; net increase of 46 units). The current development program (52 existing units; 89 new proposed units; net increase of 37 units) would generate fewer trips than indicated in Table 5.

⁶ Based on previous increase of 46 residential units instead of the current increase of 37 units

⁷ DDOT Design and Engineering Manual and the DDOT Public Realm Design Manual

Sidewalks

The sidewalk network adjacent to the site provides for a continuous connection for pedestrians in the area. Sidewalks are provided along all of the study area roadways and are in good to fair condition. The sidewalks along Minnesota Avenue north of A Street were recently reconstructed as part of the Minnesota Avenue Revitalization project.

Sidewalk width requirements vary for each roadway based on the adjacent land use. Minnesota Avenue has commercial and low/moderate residential uses. All other streets in the study area have residential uses. Sidewalk requirements, by land use, according to the *Public Realm Design Manual* (2011) are shown below in **Table 6**.

Table 6 Sidewalk Width Requirements

Land Use	Tree Box Area	Sidewalk Area (does not include tree box)	Pedestrian Clear Zone
Commercial	4 ft. min	10 ft. min	4 ft. min
Low/Moderate Residential	4 ft. min	6 ft. min	4 ft. min

Table 7 identifies sidewalk widths including buffer zones along the study area roadways.

Table 7 Sidewalk and Buffer Zone for Study Roadways

Land Use		Tree Box Area	Sidewalk	Total	Meets Standards
Commercial	Minnesota Avenue (Commercial)	4-ft.	10-ft.	14-ft.	Yes
Residential	Minnesota Avenue (Residential)	4-ft.	6-ft.	10-ft.	Yes
	35 th Street	4-ft.	6-ft.	10-ft.	Yes
	B Street	4-ft.	6-ft.	10-ft.	Yes

As shown in **Table 7**, sidewalk widths adjacent to the site meet design standards. The sidewalks that lead to the transit stops on Minnesota Avenue also meet design standards.

Crosswalks

Crosswalks are provided at all approaches of the intersections in the vicinity of the site. The crosswalk markings are in good condition and are visible for both pedestrians and motorists.

There are two signalized crossings along Minnesota Avenue near the site including intersections with B Street, and Ridge Road/East Capitol Service Road.

Curb Ramps

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb. DDOT's Design and Engineering Manual (2009) was used to evaluate curb ramps along the route to/from the site and the transit stops on Minnesota Avenue. All of the curb ramps along Minnesota Avenue meet ADA standards. The ADA ramps at 35th Street and B Street do not have detectable warnings.

BICYCLE FACILITIES

Per Walkscore.com, the bike score near the site is rated at 50 out of 100. There are some hills in this neighborhood and no bike lanes in the vicinity of the Site. Minnesota Avenue, B Street and Ridge Road are rated as fair to poor according to the DDOT District of Columbia Bicycle Map (2016). U-shaped bicycle racks are located near the intersection of Minnesota Avenue and Ridge Road/East Capitol Service Road.

The closest Capital Bikeshare stations are approximately 0.7 miles away from the site. The closest ones are located at the Benning Branch Library on Benning Road and at the Fort Dupont Ice Arena on Ely Place. The bikeshare station on Benning Road provides 11 bicycles, and the bikeshare station on Ely Place provides 15 bicycles. According to Capital Bikeshare Tracker, on a typical weekday afternoon, 5 bicycles were available at the Benning Road location and 8 bicycles were available at the Ely Place location.

TRANSIT FACILITIES AND SERVICES ASSESSMENT

Per Walkscore.com, existing transit service near the site is rated at 58 out of 100. This score indicates there are various transportation options in the area. The site is served by Washington Metropolitan Area Transit Authority (WMATA) Metrobus along Minnesota Avenue, SE by way of routes V1, V2, and V4. Transit stops are also within a convenient walkable distance to/from the Site as there is a Metrobus stop (approximately 600 feet from the Site) along both sides of Minnesota Avenue, SE south of the intersection with B Street. The bus stop on the northbound side is furnished with a shelter,

seating, and trash receptacles. The bus stop on the southbound side is furnished with trash receptacles. The U5 and U6 bus routes have stops along Ridge Road.

The Minnesota Avenue Metrorail station on WMATA's orange line is located approximately 4,900 feet from the project Site.

MEADOW GREEN COURTS 35TH AND B SITE

The Applicant plans to build 89 residential units to replace 52 existing apartment units at the intersection of 35th Street and B Street. The site plan for the 35th and B development is shown in **Figure 2**.

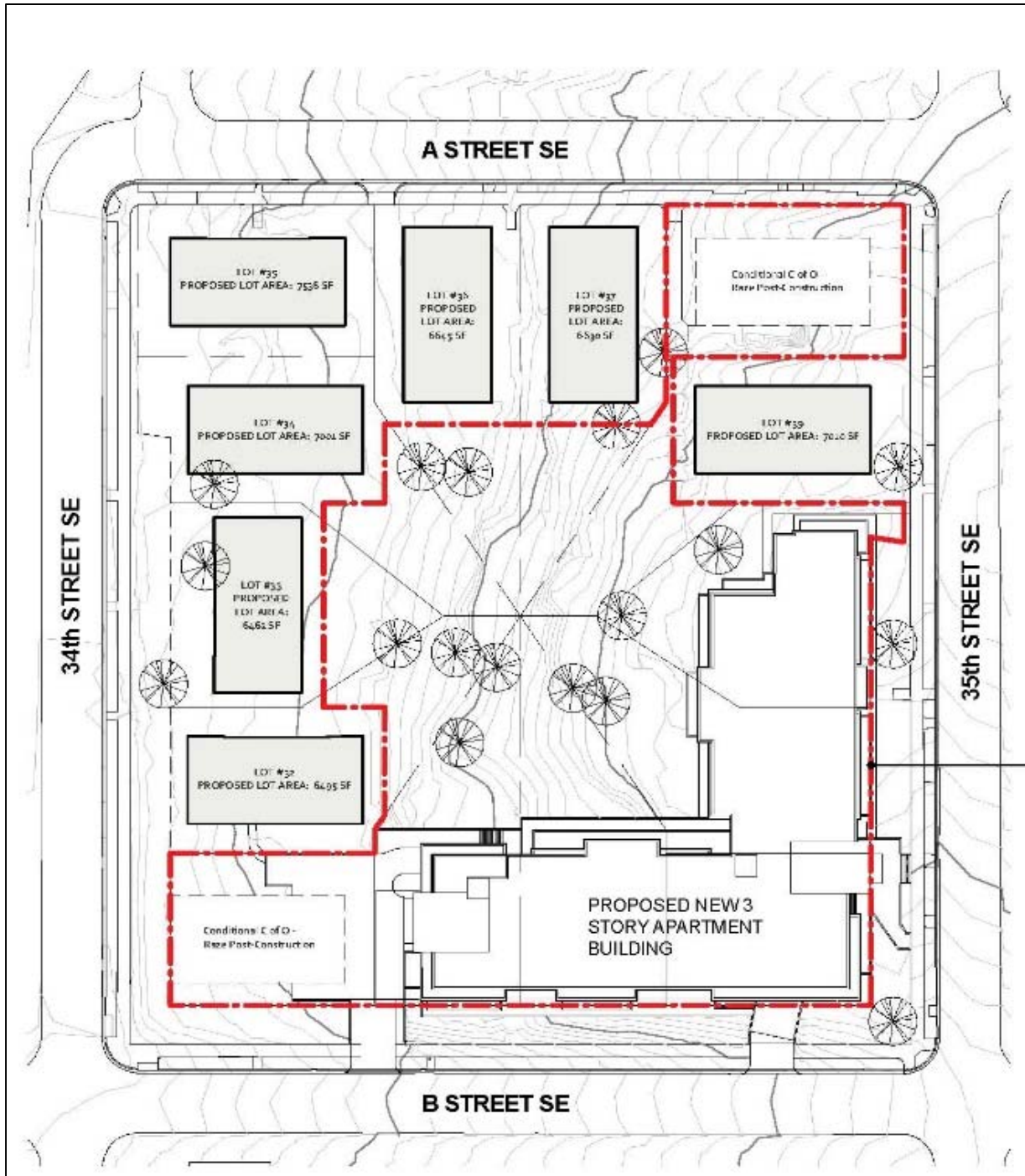


Figure 2: 35th and B Site Plan

Access

Pedestrian access will be provided from the entrance on 35th Street near the corner of B Street, SE and an entrance from the rear of the building. Vehicles will access the Site parking via two new driveways from B Street. The western driveway, closest to 34th Street, will also support on-site loading access for this building. The two driveways will be located at an adequate distance (i.e. greater than 60 feet⁶) from the B Street, SE/ 35th Street and B Street/34th Street intersections. The driveways will range from 20 to 24 feet in width.

Parking

The Site will provide a two-level below grade parking lot consisting of 49 parking spaces. Five (5) surface spaces will be applied to future townhomes. This will exceed zoning requirements (one space for every 3 units, in excess of 4 units).

Bicycle Parking

The Site will include 30 indoor long-term spaces and 5 outdoor bicycle spaces in accordance with zoning requirements (one per 3 units long-term and one per 20 units short-term). Long-term bicycle racks will be located in upper garage area and short-term bicycle racks will be located near the entrance on 35th Street.

LOADING MANAGEMENT PLAN

Per 11-C DCMR § 901 loading requirements, for an apartment with 50 or more dwelling units the regulations require a minimum of: 1 loading berth and 1 service/delivery loading space. All loading berths shall be a minimum of twelve feet (12 ft.) wide, have a minimum depth of thirty feet (30 ft.) and have a minimum vertical clearance of fourteen feet (14 ft.). All service/delivery spaces shall be a minimum of ten feet (10 ft.) wide, have a minimum depth of twenty feet (20 ft.), and have a minimum vertical clearance of ten feet (10 ft.). All loading berths shall be accompanied by one (1) adjacent loading platform. When the loading berth is less than fifty-five feet (55 ft.) deep, it shall have a platform that is at least one hundred square feet (100 sq. ft.) and at least eight feet (8 ft.) wide.

The Project will allow for one 30-foot loading berth with a 100 sq. ft., 10-foot wide loading platform and one 20-foot service/delivery space. The loading and trash collection areas are shown in **Figure 3**.

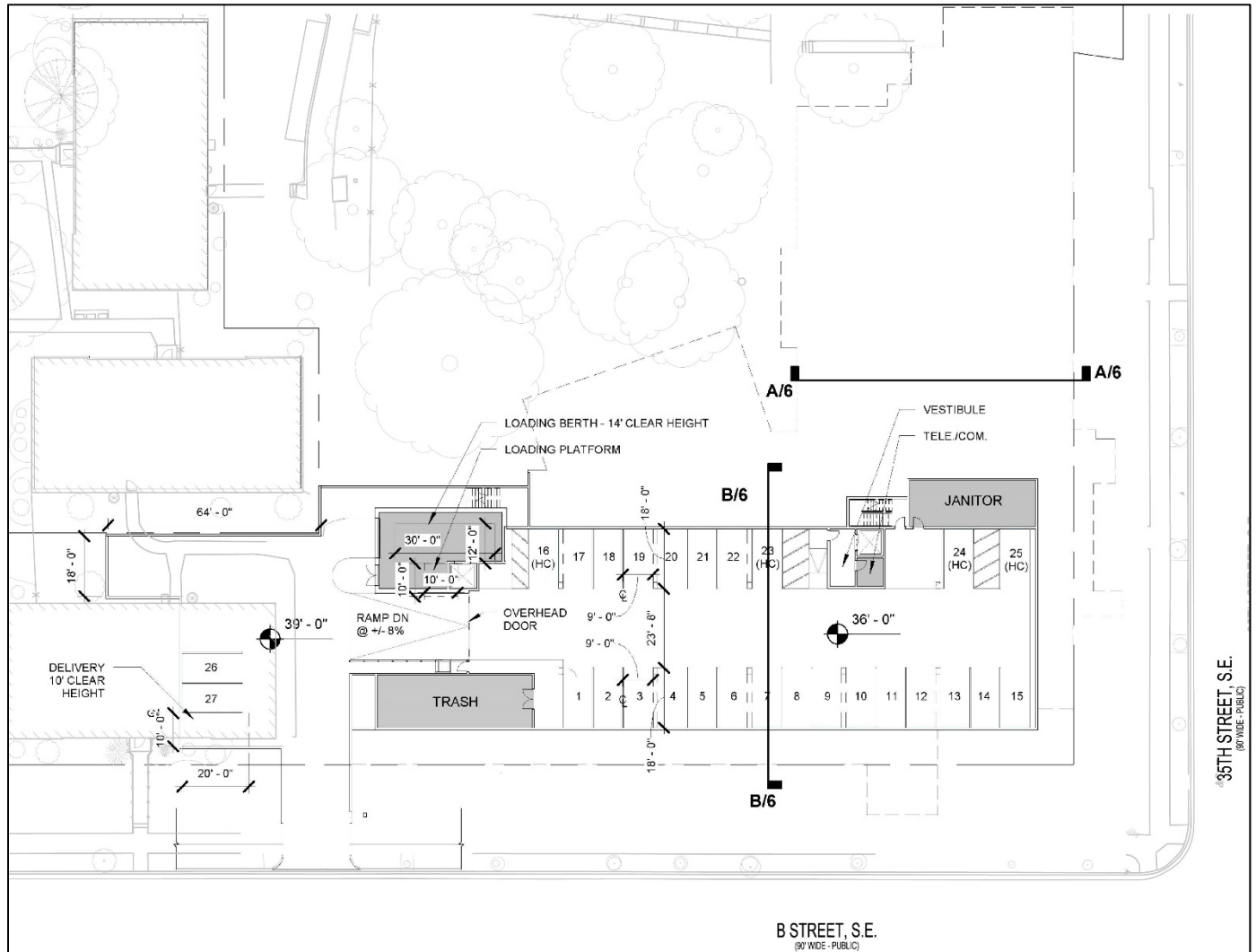


Figure 3: Loading and Trash Locations

A summary of the elements of the Loading Management for the Site are as follows:

- Delivery vehicle access- Approaching the Site, delivery vehicles will access the loading berth via the western site driveway from B Street.
- Trash removal operations –As shown in **Figure 3**, a trash room is located in the lower garage near the westernmost entrance. All trash pick-ups will occur on-site by a rear-loaded trash truck (approximately 25 feet in length). All reverse trash maneuvers would occur on-site. Trash collection is expected to occur twice weekly.

- Residential Move-ins – Residents will be required to schedule use of the loading berth for move-ins.

The Loading Management Plan may be updated and improved by the property manager once the project is complete.

Maneuvering diagrams were prepared to ensure trucks could adequately access the loading berth/delivery space. Thirty-foot trucks can pull into and out of the site driveway (i.e. no reverse maneuvers will occur across public space) to enter the site and access the loading berth and platform as shown in **Figures 4 and 5**.

Figure 4 is an illustration of the inbound truck maneuvering path for a 30-foot delivery vehicle and **Figure 5** is an illustration of the outbound truck maneuvering path for a 30-foot delivery vehicle.

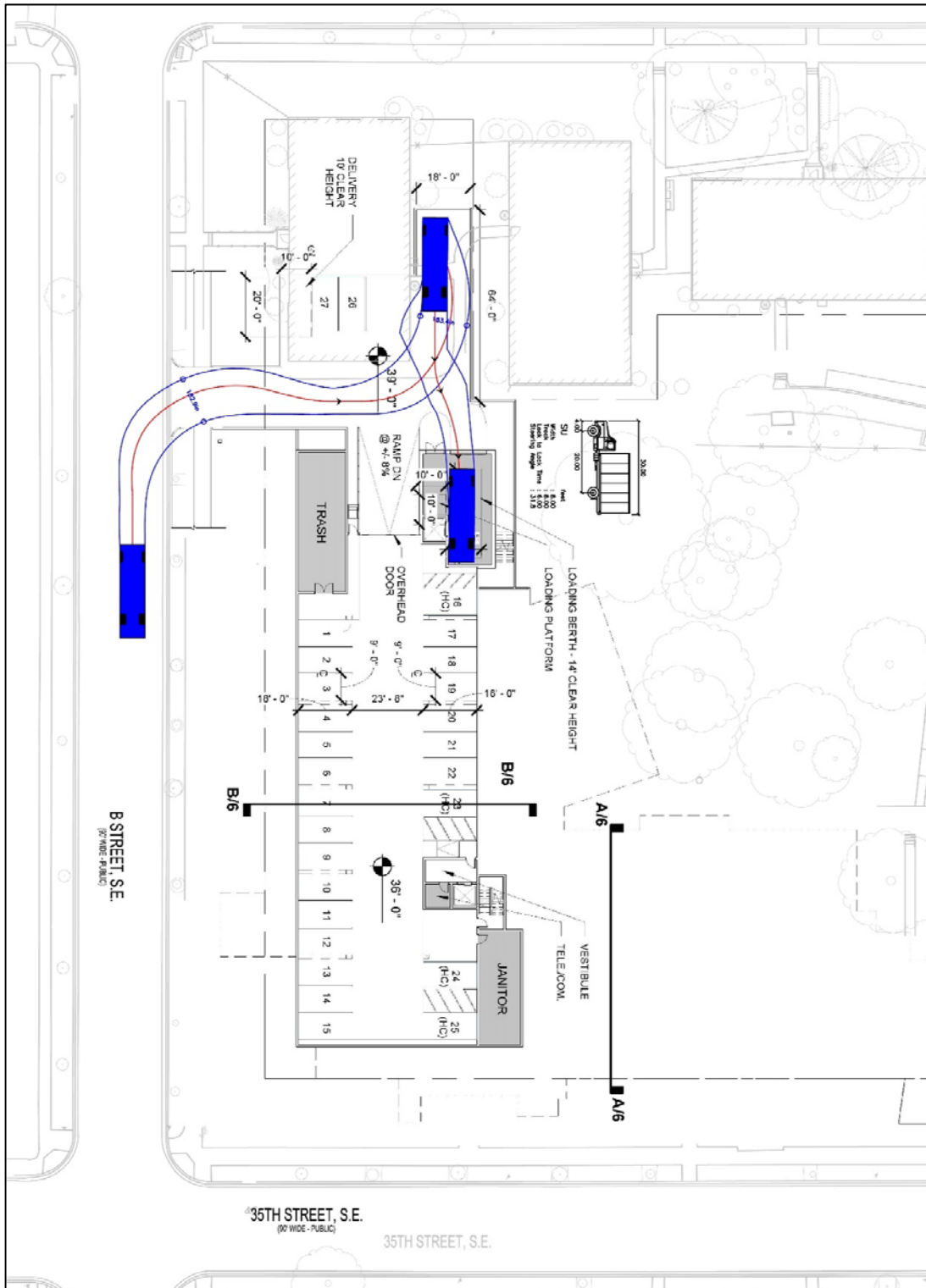


Figure 4: Delivery Truck Maneuvering Diagram - Inbound

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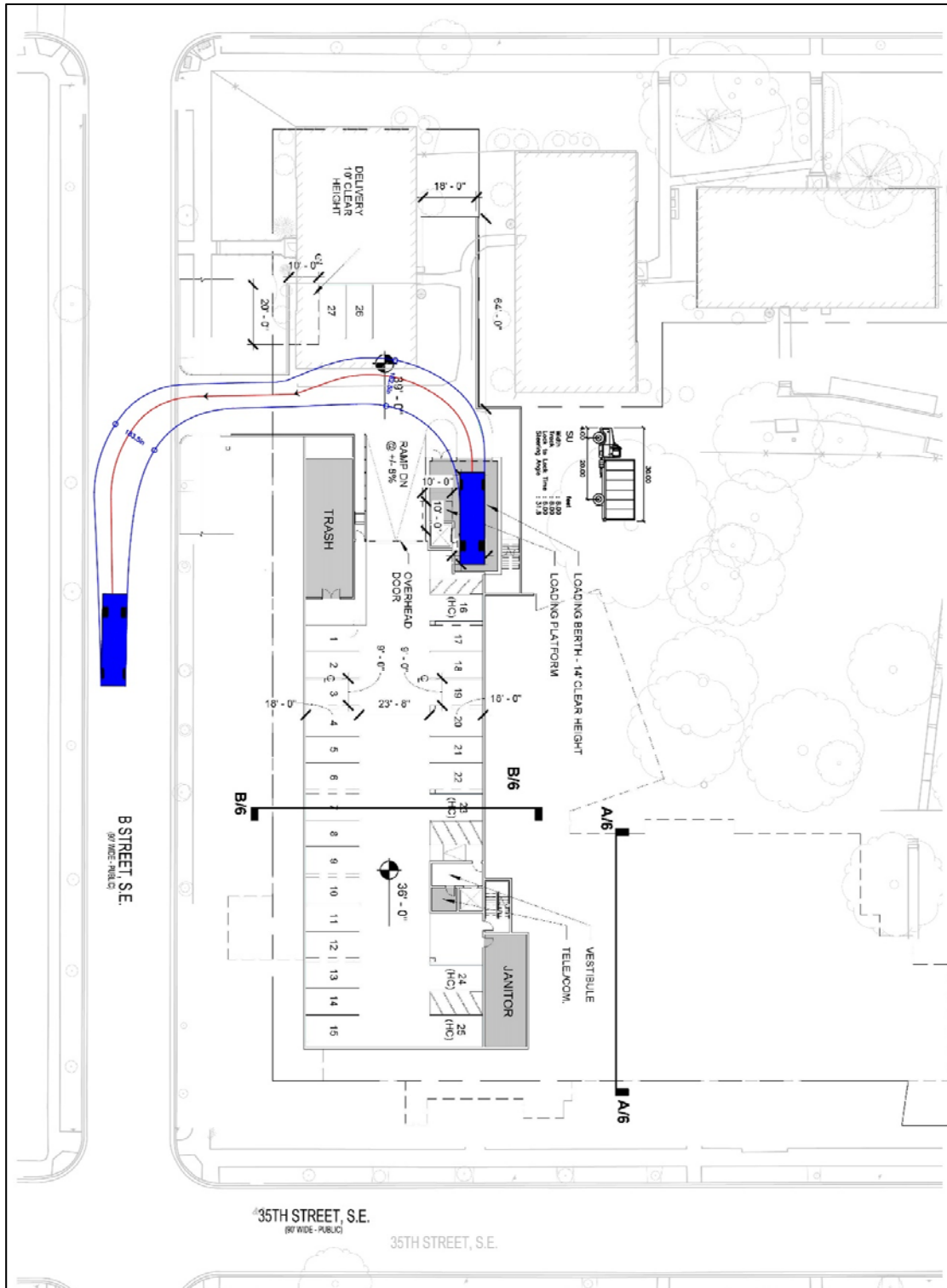


Figure 5: Delivery Truck Maneuvering Diagram - Outbound

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TRANSPORTATION DEMAND MANAGEMENT (TDM)

In order to encourage the use of non-automobile modes of transportation to the site, the applicant will implement a Transportation Demand Management (TDM) plan. The TDM plan includes strategies intended to limit the need for and use of private automobiles. DDOT's TDM in the Development Process Report was used as a reference to guide development of this plan. The applicant will commit to the following:

- Offer a preloaded \$10 SmarTrip card for each unit at the initial rental of units.
- Provide long-term (indoor) and short-term (outdoor) bicycle parking spaces in-line with 2016-ZR.
- Post all TDM commitments on-line and provide each initial resident with links to CommuterConnections.com, goDCgo.com, WMATA Metrobus routes, and DC Bicycle maps.
- Designate a member of the apartment building's management as the site's TDM coordinator. Building management will provide the TDM coordinator's contact info and report TDM activities and amenities once per year.
- The TDM coordinator will work with goDCgo staff to create free customized marketing materials and a TDM outreach plan for residents. These TDM materials highlighting non-automotive options for traveling will be provided to new residents in the Residential Welcome Package.

NOTE: TDM Plans for other residential projects may also unbundle the cost of vehicle parking from the cost to lease or purchase each unit. Such a provision is not possible for this project given the funding requirements and legislation.

CONCLUSIONS

The 35th and B project will provide 89 residential units to replace the 52 existing units. The project will provide a two-level below grade parking garage consisting of 49 parking spaces. Five (5) surface spaces will be applied to future townhomes. These parking spaces will be accessed via two new curb cuts. The project will result in a net increase in site vehicle trips from existing conditions (11 AM peak hour trips and 13 PM peak hour trips⁸).

The proposed loading facilities include one 30-foot loading berth with a 100 sq. ft., 10-foot wide loading platform and one 20-foot service/delivery space. Truck maneuvering diagrams indicate 30-foot vehicles can enter the site and access the loading berth and platform. Trash removal will also occur on-site.

⁸ Based on previous increase of 46 residential units instead of the current increase of 37 units

The development of the Site will not adversely impact transportation or parking conditions. The applicant has committed to a Transportation Demand Management Plan that includes a number of measures to encourage future use of non-automobile travel options.

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

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Traffic Operations
Engineer

Professional

Affiliations:

Institute of Transportation
Engineers

Lambda Alpha
International – Land
Economics
Honorary Society

Ms. White is an 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:

- Meadow Green Court Senior Housing, Washington, DC
- Capitol Vista, Washington, DC
- Park Morton Redevelopment, Washington, DC
- Bruce Monroe, Washington, DC
- 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 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