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October 12, 2018

D.C. Board of Zoning Adjustment
441 4th Street, N.W.
Suite 200S
Washington, D.C. 20001

Re: **MDP 526 8th Street LLC, BZA Application No. 19864
526–528 8th Street SE (Square 926, Lots 809 and 810) – (the “Property”) –
Transportation Statement**

Dear Members of the Board:

On behalf of the MDP 526 8th Street LLC (the “**Applicant**”), pursuant to Subtitle Y § 300.14, enclosed are the following documents:

- Exhibit A: Transportation Statement prepared by Wells and Associates regarding the project at the Property.

In addition, we note that the resume of Jami Milanovich, the traffic consultant responsible for preparing the Transportation Statement, was submitted with the initial application as Exhibit 12 of the Record. Please feel free to contact the undersigned at (202) 721-1135 if you have any questions regarding the enclosed. We look forward to presenting the project to the Board at the November 14, 2018 public hearing.

Sincerely,



Jeff C. Utz



Lawrence Ferris

Enclosures

Certificate of Service

The undersigned hereby certifies that copies of the foregoing document was delivered by first-class mail or hand delivery to the following addresses on October 12, 2018.

Karen Thomas (3 copies)
Office of Planning
1100 4th Street, S.W., Suite 650E
Washington, D.C. 20024

Aaron Zimmerman (2 copies)
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003

ANC 6B (2 copies)
921 Pennsylvania Avenue, SE
Washington, DC 20003

Kirsten Oldenburg, ANC 6B04
423 12th Street, SE
Washington, DC 20003


Lawrence Ferris

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MEMORANDUM



1420 Spring Hill Road,
Suite 610,
Tysons, VA 22102
703-917-6620
WellsandAssociates.com

TO: Aaron Zimmerman, DDOT

FROM: Jami L. Milanovich, P.E.
Jeffrey D. Edmondson

COPY: Christopher Martin, Martin-Diamond Properties
Jeff Utz, Goulston & Storrs

RE: Transportation Assessment (BZA Case No.: 19864)
Martin-Diamond Properties
526 8th Street SE
Washington, DC 20003

DATE: October 12, 2018

INTRODUCTION

MDP 526 8th Street LLC (“the Applicant”) proposes to redevelop the existing surface parking lot (14 vehicle spaces) at 526-528 8th Street SE Washington, D.C. with a new three-story mixed-use building.¹ The new building will include approximately 9,245 square feet (SF) of gross floor area (GFA) of retail space.² The redevelopment site is located on Square 926 (Lots 809 and 810) in Ward 6 along Barracks Row. The site is bounded by existing buildings to the north and south, 8th Street to the west, and a public alley to the east. There is one existing curb cut on 8th Street that will be closed with the proposed development. The site currently is zoned as MU-25. The site location map is shown on Figure 1.

Two parking spaces, accessed via the public alley to the east of the property, are proposed in lieu of the four spaces required by the Zoning Regulations of 2016 (ZR16) Subtitle C §701.5. Therefore, the Applicant is seeking special exception relief from the parking requirements. Additionally, the development will not provide on-site loading due to the difficulty of trucks accessing the site via the public alley system. As such, the Applicant is seeking variance relief from the one loading berth required by ZR16 Subtitle C §901.1. The site plan is shown in Figure 2.

The project was scoped with the District Department of Transportation (DDOT), and the approved scope is included in Attachment A. This memo provides an evaluation of the items requested by DDOT, including: required parking, required loading, and proposed transportation demand management strategies.

¹ The Project’s retail is likely to be a non-restaurant use and could include an office use in part of the building. This study analyzed restaurant uses to provide a conservative evaluation.

² The gross leasable area (GLA) of the building will be approximately 8,310 SF.

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MULTIMODAL TRANSPORTATION OPTIONS

The subject site is well-served by public transportation including both Metrorail and Metrobus. Metrorail and metrobus service in the vicinity of the site is described in more detail below.

Metrorail Service

The proposed project is located approximately 1/8 of a mile south of the Eastern Market Metro Station (an approximate four minute walk). Sidewalks in good condition are present between the site and the Metro Station. Likewise, crosswalks along the path are well-marked. The Eastern Market Metro Station provides access to the Metro Blue, Orange, and Silver lines. Riders can transfer to the Metro Yellow and Green lines at the L'Enfant Metro Station. Riders can also transfer to the Metro Red line at the Metro Center Metro Station. The minimum and maximum headways for the Blue, Orange, and Silver Lines are summarized in Table 1.

Table 1
Metrorail Headways (in minutes)

Headway*	AM Rush 5:00 AM – 9:30 AM	Midday 9:30 AM – 3:00 PM	PM Rush 3:00 PM – 7:00 PM	Evening 7:00 PM – 9:30 PM	Late Night 9:30 PM – Close	Weekend Open – 9:30 PM	Weekend 9:30 PM – Close
BLUE, ORANGE, AND SILVER (EASTERN MARKET METRO STATION)*							
Min	0:08	0:12	0:08	0:12	0:20	0:12	0:20
Max	0:08	0:12	0:08	0:12	0:20	0:15	0:20
* Headways presented represent headways in both directions.							

Bus Service

A Metrobus stop is located half a block south of the site at the G Street/8th Street intersection and serves the 90 and 92 routes as well as the DC Circulator routes Capitol Hill – Union Station (CH-US) and Eastern Market – L'Enfant Plaza (EM-LP). A second bus stop that serves the V1 and V4 routes is located approximately two blocks south of the site at the intersection of I Street and 9th Street. Another Metrobus stop, about 2 1/2 blocks northeast of the site at Pennsylvania Avenue and E Street, serves the 30N, 30S, 32, 34, and 36 routes. The bus frequencies during the peak hour and midday are as shown in Table 2.

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Table 2
Metrobus and D.C. Circulator Headways (in minutes)

HEADWAY	NORTHBOUND/WESTBOUND			SOUTHBOUND/EASTBOUND		
	AM Peak Period 7:00 AM – 10:00 AM	Midday Period 10:00 AM – 4:00 PM	PM Peak Period 4:00 PM – 7:00 PM	AM Peak Period 7:00 AM – 10:00 AM	Midday Period 10:00 AM – 4:00 PM	PM Peak Period 4:00 PM – 7:00 PM
U STREET-GARFIELD LINE (90,92) #						
Min	0:06	N/A	0:08	0:10	N/A	0:06
Max	0:10	N/A	0:12	0:12	N/A	0:09
Avg	0:08	N/A	0:10	0:11	N/A	0:08
D.C. CIRCULATOR EASTERN MARKET-L'ENFANT PLAZA (EM-LP)						
Min	0:10	0:10	0:10	0:10	0:10	0:10
Max	0:10	0:10	0:10	0:10	0:10	0:10
Avg	0:10	0:10	0:10	0:10	0:10	0:10
D.C. CIRCULATOR CONGRESS HEIGHTS-UNION STATION (CH-US)						
Min	0:10	0:10	0:10	0:10	0:10	0:10
Max	0:10	0:10	0:10	0:10	0:10	0:10
Avg	0:10	0:10	0:10	0:10	0:10	0:10
BENNING HEIGHTS-M STREET LINE (V1) †						
Min	0:16	N/A	N/A	0:16	N/A	N/A
Max	0:28	N/A	N/A	0:24	N/A	N/A
Avg	0:20	N/A	N/A	0:22	N/A	N/A
CAPITOL HEIGHTS-MINNESOTA AVENUE LINE (V4)						
Min	0:14	0:16	0:16	0:15	0:16	0:16
Max	0:21	0:35	0:25	0:30	0:30	0:20
Avg	0:15	0:30	0:20	0:22	0:26	0:18
MASSACHUSETTS AVENUE LINE (30N, 30S)						
Min	0:29	0:27	0:25	0:25	0:27	0:25
Max	0:33	0:35	0:33	0:37	0:35	0:36
Avg	0:31	0:31	0:29	0:31	0:31	0:30
PENNSYLVANIA AVENUE LINE (32,34,36)						
Min	0:01	0:02	0:03	0:02	0:02	0:02
Max	0:13	0:15	0:24	0:14	0:14	0:12
Avg	0:06	0:08	0:14	0:08	0:08	0:07
# U Street-Garfield Line does not have midday service						
† Benning Heights-M Street Line only has morning westbound and eastbound routes						

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Non-Auto Vehicle Share

Capital Bikeshare is an automated bicycle rental or bicycle sharing program that provides 4,300 bicycles at over 500 stations across Washington, DC, Maryland, and Virginia.

Membership, which is required to use Capital Bikeshare, includes five options for joining: single trip (\$2), 24 hours (\$8), three days (\$17), 30 days (\$28), or one year (\$85). Under any membership option, the first 30 minutes of use are free; users then are charged a usage fee for each additional 30-minute period. Bicycles can be returned to any station with an available dock.

The closest Bikeshare station is located at the Eastern Market Metro Station, an approximate four minute walk from the site. This station includes 17 docks.

In addition to Capital Bikeshare services, there are five dockless vehicle companies operating in the District. Jump, Spin, and Lime provide dockless bicycles while Skip (formerly Waybots), Bird, and Lime operate dockless scooters. Participants are able to rent vehicles via an App provided by the dockless vehicle company and park in any location approved by the company. The dockless vehicle pilot period started in September 2017 and will extend through December 2018.

Dockless bikesharing rates are based on a per ride and per minute basis. Jump dockless bikeshare rates start at \$2 per 30 minutes, Spin at \$1 per 30 minutes, and Lime Bike at \$1 per 30 minutes. Skip, Bird, and Lime dockless scooters cost a flat fee of \$1 to unlock the scooter and another \$0.15 per minute used.

Car Sharing Services

Three car-sharing providers currently operate in the District. Zipcar requires a \$25 application fee and members can choose from three plans: occasional driving plan - \$70 per year (pay as you go based on the standard hourly or daily rate), monthly plan - \$7 per month (pay as you go based on the standard hourly or daily rate), or extra value plan - \$50 per month and receive 10 percent discount on driving (after the \$50 is used, you pay as you go based on a discounted hourly or daily rate). Cars must be returned to the same designated parking spaces from which they were picked up.

Three Zipcars are located proximate to the subject site. One Zipcar is located approximately 2½ blocks from the site at the intersection of 7th Street and South Carolina Avenue. Two Zipcars are located approximately 4½ blocks from the site at the intersection of 12th Street and E Street.

Maven is a new car-sharing service in the District. Cars can be rented by the hour (for as low as \$8 per day) or by the day. The rental includes 180 miles per day. Currently, Maven does not charge a membership fee. Cars must be returned to the same designated parking spaces from which they were picked up. No Maven vehicles are located in proximity to the site at this time.

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Car2Go requires a one-time \$35 application fee. Once registered, a member card is issued, which enables members to access an available car. No reservation is required, and car usage is charged by the minute, with hourly and daily maximum fees. Unlike Zipcar and Maven, a Car2Go vehicle does not have to be returned to its original location; a Car2Go vehicle can be parked in any unrestricted curbside parking space, in any metered/pay station curbside parking space (without paying meter/pay station fees), or in any residential permit parking space. Car2Go currently has 500 vehicles in the District.

PROPOSED TRIP GENERATION

The total number of person-trips (including auto trips, pedestrian trips, transit trips, and bicycle trips) anticipated to be generated by the proposed retail development was estimated based on the Institute of Transportation Engineer's (ITE's) Trip Generation Manual. To estimate the number of trips generated by the project, Land Use Code (LUC) 932 (High Turnover (Sit-Down) Restaurant) and LUC 876 (Apparel Store) were used. The trip generation was estimated using the square footage of GFA was used as the independent variable for both components. The ITE Trip Generation estimates were then converted to person-trips using average vehicle occupancy (AVO) rates obtained from the 2017 National Household Travel Survey. Note that the Applicant anticipates non-restaurant uses.³ As such, the estimated trip generation is likely conservative.

Based on the aforementioned methodology, the proposed development would generate 101 **total person trips** during the AM peak hour and 131 **total person trips** during the PM peak hour.

Non-Auto Mode Split

A portion of the trips generated by the proposed redevelopment would be made by non-auto modes of transportation. The percentage of non-auto trips is related to the prevalence of transit and other alternative transportation services, the walkability of the site, and the degree to which non-auto modes of transportation are encouraged such as through implementation of a Transportation Demand Management Plan.

Given the prevalence of multi-modal transportation options, the neighborhood-serving nature of the retail corridor along 8th Street, and the walkability of the neighborhood, a significant portion of the trips generated by the proposed retail development is expected to be made by non-auto modes of transportation. The number of non-auto trips generated by the project was based on data provided in the 2005 WMATA Ridership Survey and was estimated at 57 percent. Accordingly, 50 person-trips would be made by non-auto modes of transportation during the AM peak hour and 67 person-trips would be made by non-auto modes of transportation during the PM peak hour. A breakdown by mode is included in Table 3.

³ While the Applicant anticipates non-restaurant uses, this application is studying restaurant uses so that such uses could be incorporated into the site if conditions warrant.

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Vehicle Trips

After accounting for non-auto modes of transportation, the resulting auto-person trips were converted to vehicle trips using the AVO rates from the National Household Travel Survey. As shown in Table 3, the proposed project is estimated to generate just 22 AM peak hour vehicle trips and 27 PM peak hour vehicle trips.

Table 3
Site Trip Generation Summary

Trip Component	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Restaurant – LUC 932 (4,623 SF)						
ITE Trips ¹	25	21	46	28	17	45
Total Person Trips ²	50	40	90	55	34	89
<i>Non-auto Trips (57%)</i>	28	23	51	31	19	50
<i>Transit (36.5%)</i>	18	15	33	20	12	32
<i>Pedestrian (15.4%)</i>	8	6	14	9	5	14
<i>Bicycle (5.1%)</i>	3	2	5	3	1	4
<i>Auto Person Trips (43%)</i>	21	17	39	24	14	38
Vehicle Trips ⁴	11	9	20	12	7	19
Apparel Store – LUC 876 (4,623 SF)						
ITE Trips ¹	3	2	5	10	9	19
Total Person Trips ²	6	5	11	22	20	42
<i>Non-auto Trips (57%)</i>	3	3	6	12	11	23
<i>Transit (36.5%)</i>	2	2	4	8	7	15
<i>Pedestrian (15.4%)</i>	1	1	2	3	3	7
<i>Bicycle (5.1%)</i>	0	0	0	1	1	2
<i>Auto Person Trips (43%)</i>	3	2	5	10	9	19
Vehicle Trips ⁴	1	1	2	4	4	8
Total Proposed Development						
Person Trips	55	46	101	76	54	131
<i>Non-auto Person Trips</i>	31	26	58	44	31	75
<i>Auto Person Trips</i>	24	20	44	34	23	56
Vehicle Trips	12	10	22	16	11	27
¹ Trips generated using Institute of Transportation <u>Trip Generation</u> , 10 th Edition. ² Person trips calculated using an average vehicle occupancy (AVO) of 1.96 for restaurant and 2.23 for Apparel Store based on data from the 2017 National Household Travel Survey. ³ Non-auto mode splits based on data in the 2005 WMATA Ridership Survey. ⁴ Vehicle trips calculated by applying the AVO to Auto Person Trips.						

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PROPOSED PARKING

Vehicular Parking

Based on vehicular parking requirements prescribed in ZR16, Subtitle C §701.5, a minimum of four parking spaces are required for the proposed development (including the 50 percent reduction allowed for sites within ½ mile of a metro station). A summary of the required parking is provided in Table 4.

Table 4
Vehicular Parking Summary

Land Use	Required Parking
Retail (9,245 SF)	1.33 per 1,000 SF in excess of 3,000 SF = $((9,245-3,000)/1,000)*1.33$ 8 spaces
Total	8 spaces 50% reduction within ½ mile of Metro 4 spaces

Per DDOT requirements, access to the proposed on-site parking will be provided by the abutting alley. On the east side of the site, where the property abuts the alley, the property line is irregular due to the “hammerhead” configuration of the alley. The eastern boundary of Lot 810 (the northern portion of the property) is approximately 24 feet wide. The eastern edge of Lot 809 (the southern portion of the property) is set back approximately 22 feet from the eastern boundary of Lot 810 and is roughly 23 feet wide. Two parking spaces are proposed on the east side of Lot 810.

Since only two parking spaces are proposed, the Applicant will be seeking a special exception under Subtitle C §703.2 from the parking requirements.

Bicycle Parking

The proposed redevelopment would also be required to provide long-term and short-term bicycle parking in accordance with ZR16 Subtitle C § 802.1. Long-term bicycle parking is intended for use by employees and must be located on the first level below grade or on the ground floor of the building. Short-term bicycle parking is intended for use by visitors or customers to the site and should be located in public space with input from DDOT during the public space process. The required bicycle parking for the development is summarized in Table 5 below.

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Table 5
Bicycle Parking Summary

Land Use	Required Parking	
	Long-term	Short-term [†]
Retail (9,245 SF)	1 per 10,000 SF =9,245/10,000 1 long-term	1 per 3,500 SF =9,245/3,500 3 short-term
Total	1 long-term	3 short-term

The proposed development will provide three long-term bicycle parking spaces on the basement level of the building and four short-term bicycle parking spaces in public space in front of the site. As such, the Applicant will meet the required minimum bicycle parking spaces.

PROPOSED LOADING

Pursuant with ZR16 Subtitle C §905.2 loading berths shall be a minimum of twelve feet wide, have a minimum depth of thirty feet and have a minimum vertical clearance of fourteen feet. According to ZR16 Subtitle C §905.4a any loading berth that is less than fifty-five feet deep shall have a platform that is at least one hundred square feet and at least eight feet wide. The loading requirements for the proposed development are prescribed by the ZR16 Subtitle C §901.1 and are summarized in Table 6.

Table 6
Loading Summary

Land Use	Required Loading	
	Loading Berths	Service/Delivery Spaces
Retail (9,245 SF)	5,000-20,000 SF of GFA = 1 berth	5,000-20,000 SF of GFA = 0 spaces
Total	1 berth	0 spaces

As more fully described below, the proposed development will not provide any on-site loading. Therefore, the Applicant is seeking a variance from the loading requirements in accordance with ZR16, Subtitle X §1001.3(b).

Existing Public Alley Access

On-site loading that would be accessed via the public alley to the east of the site was considered for the loading needs of the site but was concluded to be infeasible due to the constraints of the adjacent alley system. In order to access the property, a truck would need to traverse a 15-foot wide alley from 8th Street, turn right onto the 30-foot wide north-south alley, and then

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turnaround in the existing “hammerhead” portion of the alley. As shown on Figure 3A, a truck cannot turn into the alley from 8th Street when another vehicle is exiting the alley. Additionally, as shown on Figure 3B, a 30-foot truck cannot make the eastbound right turn or the northbound left turn at the internal alley intersection due to the constraints of the east-west alley and the location of dumpsters along the north-south alley.

Further, field observations and anecdotal information from the residents whose properties abut the alley indicate that trucks currently using the alley stop in the alley and block traffic for long periods of time (at times an hour or more). Neighbors have indicated that use of the alley by commercial vehicles prevents them from being able to enter or exit their garages. The neighbors have expressed support for the subject project contingent upon no delivery trucks using the alley to access the site.

Trash service will be provided via the alley consistent with trash service for other properties abutting the alley.

Existing Commercial Loading Zone

An existing commercial loading zone approximately 60 feet long, exists immediately adjacent to the north of the Property on the east side of 8th Street (between the public alley entrance to the north and the Applicant’s existing curb cut to the south). The commercial loading zone is in effect from 7:00 AM to 6:30 PM, Monday through Friday. The Applicant proposes to remove the existing curb cut that allows access to the existing surface parking lot and extend the existing commercial loading zone approximately 25 feet. The commercial loading zone would be directly adjacent to the site on 8th Street and would serve the loading needs of the proposed development.

To assess the capacity of the existing loading zone, the number of vehicles using the loading zone was recorded for a three-day period from Tuesday, August 28, 2018 through Thursday, August 30, 2018. During the posted hours of operation for the loading zone, 70 percent of the vehicles in the loading zone were passenger vehicles (including one bus) and were illegally parked in the loading zone. Table 7 summarizes the vehicles using the loading zone during its hours of operation.

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Table 7
Vehicle Classifications during Loading Zone Period

Vehicle Class	During Loading Zone Hours (7:00 AM – 6:30 PM)	Average per Day (7:00 AM – 6:30 PM)
Passenger car	112	37.3
Pick-up/Van	26	8.7
Bus	1	0.3
Single Unit Truck	19	6.3
Tractor Trailer	3	1.0
Total Commercial Vehicles	49	16.3
Total Vehicles	161	53.7

During the time the loading zone was in effect, only five commercial vehicles (over the three-day period) stopped in the adjacent travel lane, including three single unit trucks and two pick-up trucks/vans. Additional details regarding the loading zone usage are included in Attachment B.

Loading Demand

The relief from the loading requirements is not anticipated to have a negative impact on the surrounding roadway network, as the tenants are anticipated to be non-restaurant retailers with fewer deliveries. However, in the interest of providing a conservative evaluation, loading demand for a restaurant and non-restaurant use was assumed. A summary of non-restaurant retail establishments and their frequency of deliveries is included in Table 8.

In the event that one of the tenants is a restaurant use, anticipated deliveries for restaurants were evaluated. Based on information provided by FoodPro, a restaurant food service provider, the number of deliveries can vary depending on the size of restaurant, type of restaurant, amount of storage space, and whether restaurant is a national chain or local restaurant. National chains typically get approximately 80 percent of their product from a single vendor and typically have two to three deliveries per week plus produce deliveries, which could be daily or every other day depending on storage. Bakery deliveries also could be made daily. Other stores may have as many as six separate vendors (e.g. protein, seafood, bakery, produce, paper/groceries, coffee). Based on this information, a restaurant would be expected to have five to eight deliveries per day.

Additional data from five fast-foot type restaurants in the Foggy Bottom neighborhood indicate that an average of 3.6 deliveries per day occur (see Attachment C for details). Therefore, the range of five to eight deliveries per day provided by FoodPro is considered a reasonable estimate.

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Table 8
Deliveries Summary

Retailer	Deliveries per Week	Delivery Companies
Anthropologie (7,000 SF)	3	FedEx, UPS
Z Gallerie (8,862 SF)	0.5*	FedEx, UPS
LOFT (5,360 SF)	2	Fed Ex, UPS
Yoga Six (5,800 SF)	0.5*	FedEx, UPS
	0.5*	Coca Cola
Lululemon (2,910 SF)	5	FedEx, UPS
Victoria's Secret (6,916 SF)	4	FedEx, UPS
White House Black Market (3,421 SF)	6	FedEx, UPS
Banana (7,500 SF)	1	FedEx, UPS
Fleet Feet (3,450 SF)	2	FedEx, UPS
Average (5,691 SF)	2.7	FedEx, UPS
* Retailers with 0.5 deliveries per week have one delivery every two weeks.		

Trash service is expected to occur once per day. Recycling is expected to occur daily or every other day. Trash and recycling will be picked up in the alley behind the site.

Based on the data collected at the existing loading zone, with the extension of the zone by approximately 25 feet, increased enforcement of the loading zone, and implementation of a loading management plan, as described below, the loading needs for the subject project can be accommodated by the on-street loading zone.

To promote a safe environment for all users of the site, streets, and nearby intersections; to minimize adverse impacts to pedestrians and to building tenants; and to reduce conflicts between truck traffic and other street users, a loading management plan will be implemented. The components of the loading management plan are as follows:

1. All tenants will be notified to use the commercial loading zone on the east side of 8th Street for all deliveries. Tenants also will be notified that the hours of operation of the loading zone are 7:00 AM to 6:30 PM, Monday through Friday.
2. Tenants will be advised that trucks are not permitted to block vehicular, bike, or pedestrian traffic on 8th Street.
3. Trucks will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route Map (godcgo.com/truckandbusmap).

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4. Tenants will be provided suggested truck routing maps (including any restricted routes) for drivers that frequently deliver to the building. Tenants also will be given DDOT's Freight Management and Commercial Vehicle Operations document to provide to drivers, as needed, to encourage compliance with idling laws.

TRANSPORTATION DEMAND MANAGEMENT PLAN

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by Transportation Demand Management (TDM) plans implemented by those in the private sector. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

The Applicant has developed a TDM plan with strategies to reduce the number of vehicle trips made by employees of the site. Specifically, the TDM plan would include:

Employee Based:

1. Information on and/or links to current transportation programs and services will be provided to employees either electronically (via a website) or in hard-copy format. Examples of information that may be provided include:
 - WMATA,
 - goDCgo.com,
 - Capital Bikeshare,
 - Car-sharing services,
 - Uber,
 - Ridescout,
 - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters,
 - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency, and

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- Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.
- 2. Convenient and covered secure bike parking facilities will be provided for a minimum of three bicycles in lieu of the one required long-term bicycle space.
- 3. New employees, at the time of hire, will be offered a one time, one-year Capital Bikeshare membership or a one time, \$85 SmarTrip card for the first 10 years that the building is leased. Memberships will be limited to one membership or SmarTrip card per employee.

Visitor Based:

- 4. Short-term bicycle parking will be provided in public space in front of the proposed building for visitor use.
- 5. The tenants' websites will be encouraged to include a "How to Get Here" link, which will provide information regarding alternate modes of transportation that can be used to get to the site. Information will include specific Metrobus routes serving the site, including location of the bus stops near the site, the location of the nearby Metrorail station, and location of the nearest Capital Bikeshare stations.

CONCLUSIONS

The proposed retail development will replace an existing 14-space surface parking lot along Barracks Row on 8th Street. In conjunction with the proposed retail development, the Applicant is seeking special exception relief from the minimum parking requirements and variance relief from the minimum loading requirements.

As demonstrated herein, the requested parking relief of two spaces is not expected to have an adverse impact on the surrounding roadway network. Due to the location of the site proximate to transit stops (including the Eastern Market Metro station and several Metrobus and DC Circulator stops) and the implementation of a TDM plan, the number of vehicle trips generated by the site would be minimized.

Also, as demonstrated herein, providing on-site loading would be exceptionally difficult due to the constraints of the abutting alley system. In lieu of on-site loading, the Applicant will use the adjacent commercial loading zone on 8th Street and proposes to extend the 60-foot loading zone by approximately 25 feet in conjunction with the closure of the existing curb cut to the property. The Applicant also will implement a loading management plan to minimize impacts to the adjacent roadway network and its users.

We trust that this memorandum provides you with adequate information regarding the transportation issues related to the proposed Special Exception and Variance. Should you

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MEMORANDUM

require any additional information, please do not hesitate to contact us at jlmilanovich@wellsandassociates.com, jdedmondson@wellsandassociates.com, or (703)-917-6620 with any questions or comments.

O:\Projects\7501 - 8000\7628 526 8th Street SE\Documents\Reports\7611 526 8th Street Memo.docx

FIGURES



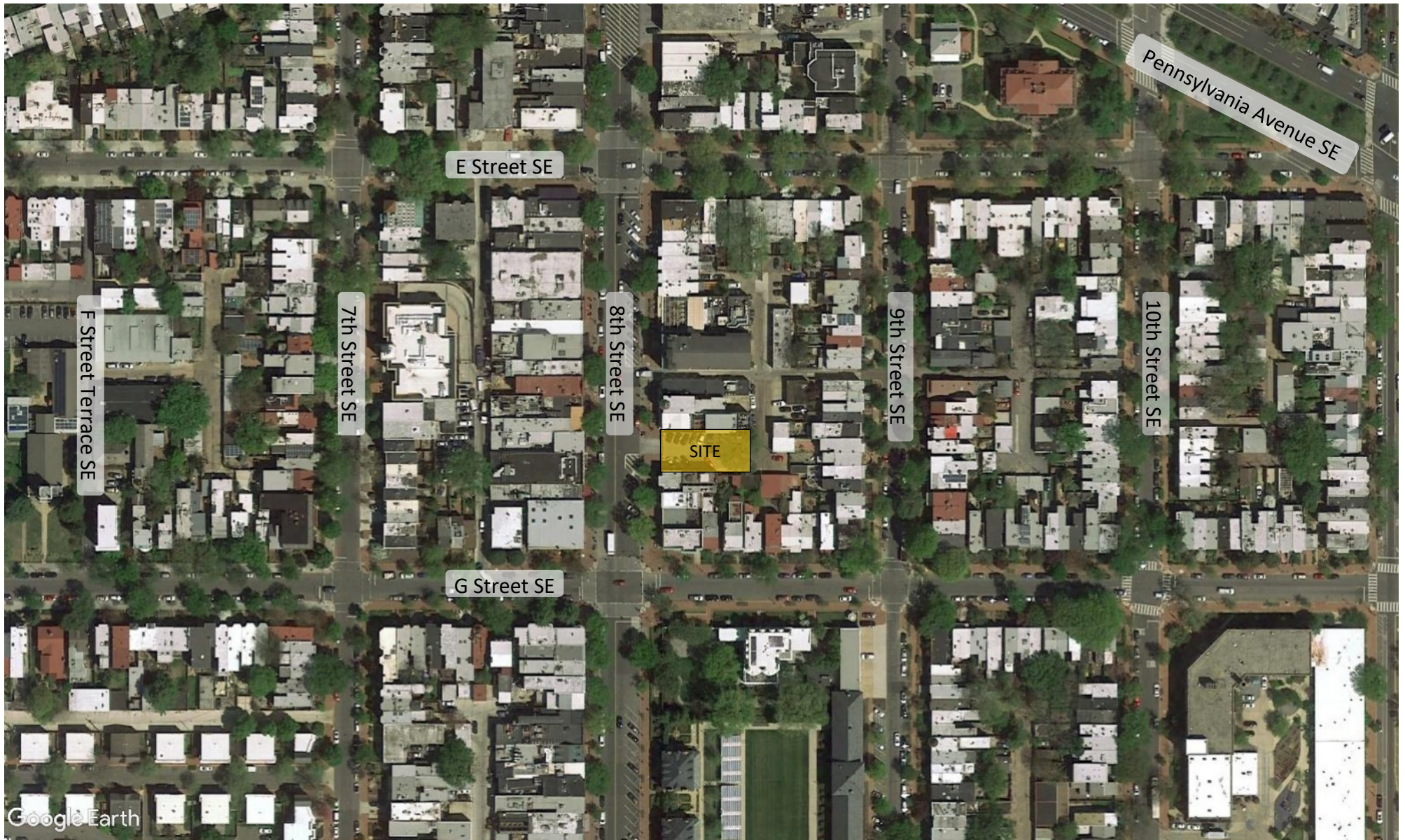


Figure 1
Site Location



NORTH

**526 8th Street SE
Washington, DC**

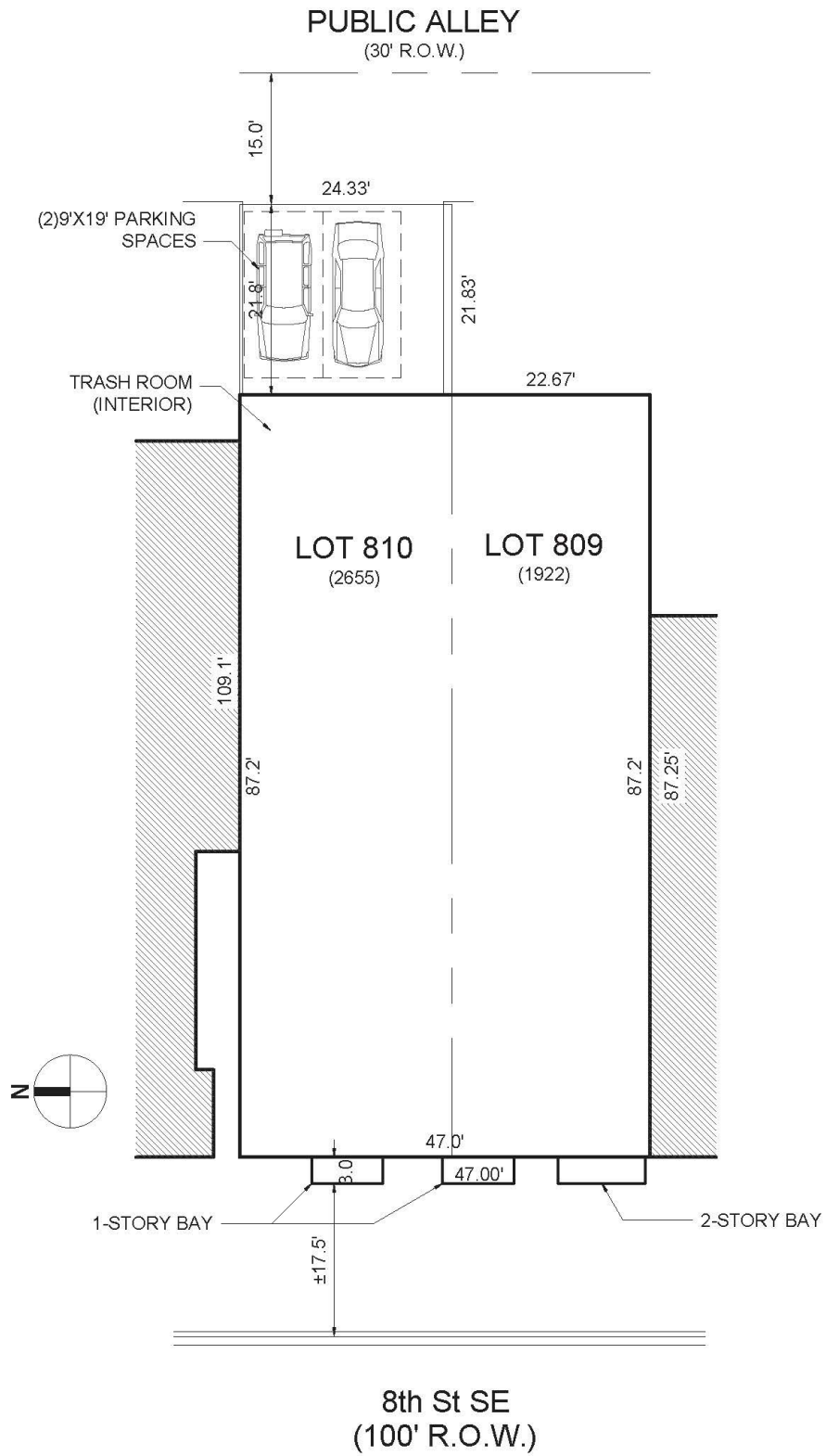


Figure 2
Site Plan



526 8th Street SE
Washington, DC



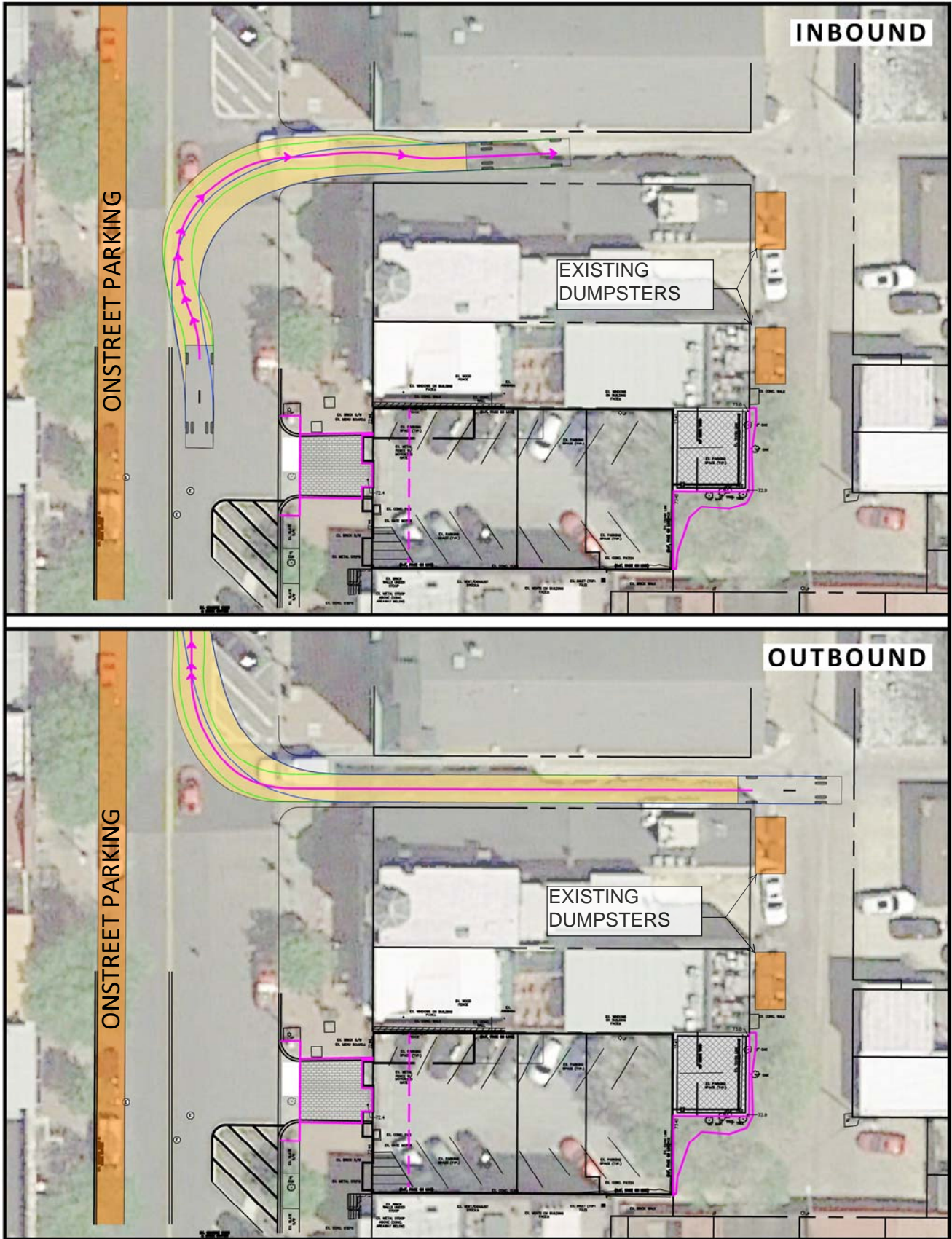


Figure 3A
Swept Area Diagram - SU 30



526 8th Street SE
Washington, DC



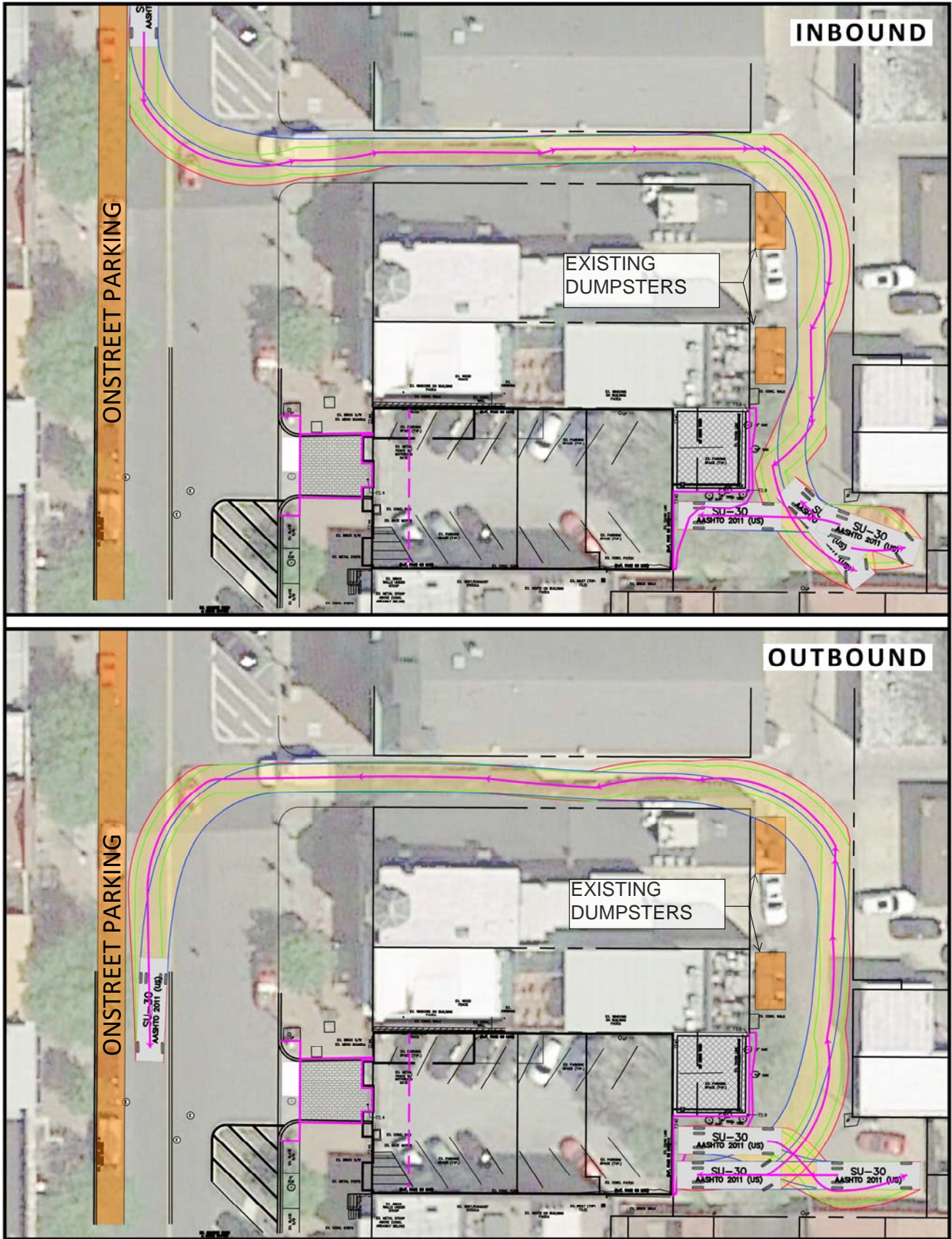


Figure 3B
Swept Area Diagram - SU 30



526 8th Street SE
Washington, DC



**ATTACHMENT A
SCOPING DOCUMENT**



Project Name & Applicant Team:	
Project Name:	526 8 th Street SE
Project Applicant:	Christopher Martin Martin-Diamond Properties 1875 Connecticut Avenue NW 10 th Floor Washington, DC 20018
	Traffic Consultant Wells + Associates Jami Milanovich and Jeffrey Edmondson 1420 Spring Hill Road, Suite 610 Tysons, VA 22102
Case Type & No. (PUD, LTR, etc.):	BZA (parking and loading relief) – Case No. not yet assigned
Street Address:	526 8 th Street SE Washington, DC
Current Zoning and/or Overlay District:	MU-25
Date of Filing:	Anticipate filing first week of August 2018
Estimated Date of Hearing:	Anticipate hearing in October 2018 (exact date to be determined)
Description of Project:	
<p>The Applicant proposes to replace the existing surface parking lot at 526 8th Street SE Washington, DC with a new three-story mixed-use building with about 8,310 square feet (SF) of gross leasable area of retail space (9,245 SF of GFA). The proposed project will provide space for a restaurant and dry-goods store, which will fit in with the retail corridor along Barracks Row. The site is situated on Lots 809 and 810 in the MU-25 Zone District along 8th Street on Barracks Row. A site location map is included as Figure 1.</p> <p>The existing curb cut, providing access to the existing parking lot (14 spaces), will be closed. Two rear-parking spaces, accessed via the public alley to the east of the property, are proposed in lieu of the four spaces required by ZR16 Subtitle C § 701.5. The Applicant is seeking parking relief with the proposed development.</p> <p>No on-site loading is proposed in conjunction with the project. Residential neighbors whose properties abut the public alley to the east of the site oppose loading from the alley because of the potential of delivery vehicles to block access to their garages. Therefore, only trash service is proposed via the alley. All deliveries would use the existing commercial loading zone on 8th Street adjacent to the site. As previously mentioned the existing curb cut will be closed, which would allow the existing loading zone on 8th Street to be extended about 20-25 feet. Based on ZR16 Table C § 901.1, one loading berth is required and no service/delivery spaces are required. The Applicant is seeking loading relief with the proposed development.</p> <p>A site plan is shown on Figure 2.</p>	



1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
<p>Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information.</p> <p>Proposed Documents:</p> <ul style="list-style-type: none"> • DDOT Design and Engineering Manual • District of Columbia Municipal Regulations • District of Columbia Pedestrian Master Plan • District of Columbia Bicycle Master Plan • DDOT Public Realm Design Guide • Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the Nation Capitol Region Transportation Research Board) • MoveDC Plan • SustainableDC Plan • District of Columbia Capital Bikeshare Development Plan 	<p>Noted.</p>
2. Roadway Network, Capacity, & Operations	DDOT Comments/Action Items
<p><u>Vehicle Trip Generation Assumptions</u></p> <p>Guidelines: Provide preliminary site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guideline for further information.</p> <p>Proposed preliminary mode split and supporting documentation:</p> <p>Trip generation was based on ITE Trip Generation Manual, 10th Edition, using the following assumptions:</p> <ul style="list-style-type: none"> • Land Use Code 820 was used with square footage as the independent variable. • The “Dense, Multi-Use Urban” category was used. • Person trips and vehicle trips were calculated using the ITE, 10th edition. • Non-auto mode trips were broken down into transit, pedestrian, and bicycle trips based on data contained in WMATA’s 2005 Ridership Survey. <p>The trip generation is shown below in Table 1.</p> <p>Based on the trip generation presented below, the number of vehicle trips that would be generated by the project would NOT surpass the 25-directional trip threshold that would require a full traffic impact study.</p>	<p>Please show the mode split applied and cite the pg. # or text from 2005 survey. In the CTR, please revise to use the “General Urban/Suburban” category. While DDOT agrees that the “Dense, Multi-Use Urban” category is more applicable, it has too few samples to generate reliable assumptions and should not be used.</p> <p>Noted. The trip generation has been updated to use the General Urban/Suburban category. Updated trip generation is shown in Table 1. The mode splits were taken from p. 34 of the 2005 WMATA Ridership Survey. The applicable excerpts are provided in Tables 2 and 3.</p>



Table 1

Site Trip Generation Summary

Land Use	ITE Code	Setting/Location	Size	Units	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Restaurant	932	G.U./Suburban	4,623	GFA						
ITE Trips ¹					25	21	46	28	17	45
Person Trips ²	1.96	AVO			50	41	90	55	34	89
Non-auto Trips ³			57%		24	20	44	27	16	44
Transit			64%		15	13	28	17	10	28
Walk			27%		7	5	12	7	5	12
Bike			9%		2	2	4	3	1	4
Auto			43%		21	17	39	24	14	38
Vehicle Trips					11	9	20	12	7	19
Apparel Store	876	G.U./Suburban	4,623	GFA						
ITE Trips ¹					3	2	5	10	9	19
Person Trips ²	2.23	AVO			6	5	11	22	20	42
Non-auto Trips ³			57%		3	3	6	12	11	23
Transit			64%		2	2	4	8	7	15
Walk			27%		1	1	2	3	3	6
Bike			9%		0	0	-	1	1	2
Auto			43%		3	2	5	10	9	18
Vehicle Trips					1	1	2	4	4	8
Total Proposed Development										
Total					28	23	51	38	26	64
Non-auto Trips					27	23	50	39	27	67
Vehicle Trips					12	10	22	17	11	27

Notes:

¹ Trips generated using Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition.

² Average Vehicle Occupancy rates obtained from 2017 National Household Travel Survey

³ Non-auto mode split from 2005 WMATA Ridership Survey



Table 2

Characteristics of Surveyed Retail Sites

Retail Site	Square Footage (by 1000 sq ft)	Distance from Station (ft)	Parking Spaces	Number of Interviews
Ballston Station Area				
Ballston Common	490	800	3,450	412
Crystal City Station Area				
Crystal Plaza Shops	108	1,200	1,963 ¹	229
The Underground	151	0	1,899 ²	268
Silver Spring Station Area				
Silver Spring Neighborhood Center	N/A	1,700	--	184
U Street/African American Civil War Memorial/Cardozo Station Area				
U St Main Street	N/A	0	N/A	196

Notes: ¹ Parking for the Crystal Plaza Shops is shared with other buildings in Crystal Plaza.
² Parking for The Underground is shared with other buildings in Crystal Square.

Table 3

Mode Shares at Retail, Hotel and Entertainment Sites

Site Name	Site Type	Mode			
		Metrorail ¹	Metrobus & Other Transit ²	Auto ³	Walk & Other ⁴
Ballston Station Area					
Ballston Common	R	23%	7%	43%	27%
Holiday Inn Arlington	H	17%	0%	67%	17%
Regal Cinemas	E	35%	9%	39%	17%
Crystal City Station Area					
Crystal Plaza Shops	R	36%	5%	24%	36%
The Underground	R	31%	6%	27%	35%
Crystal Gateway Marriott	H	27%	7%	24%	42%
Crystal Hyatt Regency	H	48%	3%	21%	28%
Eisenhower Avenue Station Area					
AMC Hoffman Theaters	E	12%	1%	83%	4%
Friendship Heights Station Area					
Embassy Suites Chevy Chase Pavilion	H	33%	5%	25%	36%
Silver Spring Station Area					
Silver Spring Neighborhood Center	R	9%	10%	67%	14%
Holiday Inn Silver Spring	H	8%	4%	54%	33%
AFI Silver Theater	E	39%	2%	49%	10%
The Majestic 20	E	19%	13%	56%	13%
U Street/African American Civil War Memorial/Cardozo Station Area					
U St Main Street	R	44%	13%	19%	25%
Average Among Sites					
Retail Sites	R	29%	8%	36%	27%
Hotel Sites	H	27%	4%	38%	31%
Entertainment Sites	E	26%	6%	57%	11%

Notes: ¹ Includes multimodal trips that may have involved auto or bus use in combination with Metrorail.

² Includes bus only trips, and commuter rail, such as MARC, VRE or Amtrak.

³ Includes trips as driver and passenger of a private automobile.

⁴ Includes cycling and any other form of transportation one may use.

R: Retail

H: Hotel

E: Entertainment (Movie Theater)

<p><u>Vehicle Site Access</u> Guidelines: If vehicle access is needed, at a minimum the CTR will provide the locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements. Access Location(s): Access to the on-site parking will be provided via a public alley located on the east side of the site with entrances from 8th Street SE and 9th Street SE. Access Control: N/A Existing curb cuts utilized: NA Existing curb cuts abandoned: One curb cut on 8th Street will be abandoned. Proposed curb cuts: None Curb cut width and radii: NA – no curb cuts are proposed</p>	<p>Noted.</p>
<p><u>CTR Triggers for further vehicle analysis (for sections below)</u> Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the <i>Roadway Network, Capacity & Operations</i> section of the scoping form is required.</p>	
<p><u>Development Scenarios</u> Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. Proposed Development Scenarios: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed.</p>	<p>Noted. Please revise trip generation. DDOT does not anticipate needing a capacity analysis. Noted – see response above.</p>
<p><u>Vehicle Study Area</u> Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area. Proposed Study Area intersections, including access points (attach figure at end of Scoping Form as needed): N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no study area is needed.</p>	<p>Noted.</p>
<p><u>Data Collection and Hours of Analysis</u> Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. Proposed turning movement count intersections: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no turning movement counts are proposed.</p>	<p>Noted.</p>
<p><u>Roadway Improvements</u> Guidelines: The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal’s horizon year. See Section 3.2.8 of the CTR guidelines. Proposed roadway improvements: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no roadway improvements will be included.</p>	<p>Noted.</p>



<p><u>Background Developments</u> Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines. Proposed background development: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, no background developments will be needed.</p>	Noted.
<p><u>Background Growth</u> Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines. Proposed annual background growth: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, a background growth rate is not applicable.</p>	Noted.
<p><u>Site Trip Distribution & Assignment</u> Guidelines: Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment. Proposed site distribution and assignment (attach figures, as needed, at end of Scoping Form): N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, the site trip distribution and assignment is not applicable.</p>	Noted.
<p><u>Analysis Methodology</u> Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines. Proposed analysis methodology: N/A – Based on the minimal trip generation as described above, no vehicular analysis is proposed. Therefore, the analysis methodology is not applicable.</p>	Noted.
<p><u>Vehicle Trip Mitigation</u> Guidelines: Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT’s practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.</p>	
<p>3. Bicycle and Pedestrian Facilities</p>	<p>DDOT Comments/Action Items</p>
<p><u>CTR Triggers for Bike and Pedestrian Mode Share</u> Guidelines: A CTR is required to include some level of analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.</p>	



<p><u>CTR Bike and Pedestrian Study Area</u> Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas.</p>	
<p><u>Data Collection and Analysis of Bike and Pedestrian Network and Facilities</u> Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes. Proposed bike and pedestrian network and facilities analysis: N/A. The proposed site is along an established retail corridor with generous sidewalks existing along both sides of 8th Street. A pedestrian and bicycle analysis is not proposed.</p>	<p>Noted. Due to the scale of the action, no pedestrian or bicycle analysis is required.</p> <p>Agreed.</p>
<p><u>Mitigation for Bike and Pedestrian Network</u> Guidelines: If deficiencies have been documented in the study area’s pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike and pedestrian network. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.</p>	
4. Transit Service	
<p><u>CTR Triggers for Transit Mode Share</u> Guidelines: A CTR is required to include some level of analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i> section of this scoping form is required.</p>	
<p><u>CTR Transit Study Area</u> Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area. Proposed transit study area: The nearest Metro station (Eastern Market Station) is located approximately 1/5 mile north of the site. The Eastern Market Metro Station provides access to the Metro Blue, Orange, and Silver line. Riders can transfer to the Yellow and Green lines at L’Enfant Metro Station. Riders can transfer to the Red line at Metro Center Metro Station. A Metrobus stop is also located half a block south of the site at the G Street/8th Street intersection and serves the CH-US, EM-LP, 90 and 92 routes. About 2 blocks south of the site is another bus route which serves the V1 and V4 routes at the intersection of I Street and 9th Street. There is another Metrobus stop about 2½ blocks northeast of the site at Pennsylvania Avenue and E Street which serves the 30N, 30S, 32, 34, and 36 routes.</p>	<p>Noted.</p>



<p><u>Analysis of Transit Network</u> Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information.</p> <p>Proposed transit analysis: The existing transit services in the area are expected to adequately accommodate the proposed development. The existing transit service and any planned transit improvements will be discussed in the report.</p>	<p>Noted.</p>
<p><u>Transit Trip Mitigation</u> Guidelines: Proposed mitigation of transit impact may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information.</p> <p>For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.</p>	
<p>5. Site Access and Loading</p>	
<p>Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies.</p> <p>Freight/Delivery The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines.</p> <p>Motorcoach For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines. Proposed loading analysis:</p> <p><u>Required Loading (9,245 GSF)</u></p> <ul style="list-style-type: none"> Per ZR16, Subtitle C § 901.1. the minimum number of loading berths required is 1 and the minimum number of service/delivery spaces required is 0. Loading relief will be requested from the minimum 1 loading berth. <p>A commercial loading zone currently exists on 8th Street immediately adjacent to the site. The Applicant proposes that all deliveries will use the commercial loading zone. Trash service will be provided via the public alley. Autoturns will be provided showing ability or inability of trucks to navigate the alley system.</p>	<p>Noted. Requests to change/extend existing signage cannot be processed with the action and are typically filed just before or at CO. DDOT PSD generally supports the extension of the loading zone at this location; however, curbside analysis will occur when the existing signage is requested to be moved.</p> <p>Noted.</p>



6. Parking

Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6 of the CTR guidelines.

Proposed parking analysis: Since parking relief requested is <4 spaces, no parking analysis is required.

Required vehicular parking (9,245 GSF)

- Retail: 1.33 per 1,000 SF in excess of 3,000 SF
 - 8 parking spaces required per Subtitle C §701.5; however, only 4 spaces are required after the following allowable reductions:
 - Subtitle C § 702.1 (a): minimum vehicle parking requirement identified shall be reduced by fifty percent for any site within one-half mile of a Metrorail station - Eastern Market Metro Station falls within one-half mile of the subject site;
 - Subtitle C § 702.1 (c): minimum vehicle parking requirement shall be reduced by fifty percent for any site within one-quarter mile of Metrobus Routes (2): Pennsylvania Avenue Routes 32, 34, 36 have a stop northeast of our site within one-quarter mile
 - Relief from 2 parking spaces is requested

Proposed vehicular parking:

- 2 parking spaces are proposed

Required bicycle parking (9,245 GSF)

- Long-term: One parking space required for each 10,000 SF
 - 1 long-term spaces required
- Short-term: One parking space required for each 3,500 SF
 - 3 short-term spaces required

Proposed bicycle parking

- 3 short-term spaces
- 1 long-term space

Noted. Because the relief request is less than three spaces, no parking study is required. The Applicant will need to satisfy the TDM requirements of code and should propose a robust TDM plan in scale with the action in the forthcoming report.

Agreed.



7. Transportation Demand Management	
<p>Triggers for a TDM Plan</p> <p>Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 of the CTR guidelines.</p> <p>Proposed TDM Plan: TDM plan will be provided.</p>	Noted.
8. Performance Monitoring & Measurement	
<p>Guidelines: Development of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information.</p> <p>For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.</p>	
9. Safety	
<p>Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information.</p> <p>Proposed safety analysis: N/A</p>	
10. Streetscape/Public Realm	
<p>Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation.</p> <p>These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.</p>	

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

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



Proposed Schedule:

Submit Scoping Document: [July 26, 2018](#)

DDOT comments on Scoping Document:
[July 26, 2018](#)

Transportation Consultant/Applicant responses to comments: July 31, 2018

Submission of Report to DDOT: [At least 45 days prior to BZA Hearing](#)

Zoning Commission or BZA Hearing Date: [October 2018 \(exact date to be determined\)](#)

Attach any Figures, Tables, and Appendices here:



**ATTACHMENT B
LOADING ZONE USAGE DATA**



Loading Zone Observation Study

Location: Loading zone on the east side of 8th St 200' north of G St

City: Washington, DC

Date	Arrival Time	Departure Time	Duration	Vehicle's FHWA Class	Notes
8/28/2018	NA	12:38:32 AM	-	2	
8/28/2018	1:09:35 AM	1:09:57 AM	0:00:22	2	
8/28/2018	1:58:27 AM	1:59:00 AM	0:00:33	2	
8/28/2018	2:08:47 AM	2:10:34 AM	0:01:47	5	
8/28/2018	6:00:27 AM	6:02:04 AM	0:01:37	3	
8/28/2018	7:38:48 AM	7:54:04 AM	0:15:16	3	
8/28/2018	7:42:22 AM	7:42:48 AM	0:00:26	2	
8/28/2018	8:24:34 AM	8:32:44 AM	0:08:10	3	
8/28/2018	8:47:37 AM	8:57:38 AM	0:10:01	5	
8/28/2018	9:12:00 AM	10:31:32 AM	1:19:32	5	
8/28/2018	9:28:25 AM	9:45:58 AM	0:17:33	3	
8/28/2018	10:02:18 AM	10:07:26 AM	0:05:08	2	
8/28/2018	10:06:02 AM	10:07:07 AM	0:01:05	2	
8/28/2018	10:13:12 AM	11:39:49 AM	1:26:37	3	
8/28/2018	10:33:48 AM	10:50:06 AM	0:16:18	3	
8/28/2018	11:05:58 AM	11:41:48 AM	0:35:50	3	
8/28/2018	11:53:12 AM	12:21:25 PM	0:28:13	2	
8/28/2018	12:03:55 PM	12:16:45 PM	0:12:50	3	
8/28/2018	12:23:52 PM	12:44:24 PM	0:20:32	3	
8/28/2018	12:24:01 PM	12:26:39 PM	0:02:38	2	
8/28/2018	12:35:27 PM	12:51:03 PM	0:15:36	3	
8/28/2018	12:49:31 PM	1:12:13 PM	0:22:42	3	
8/28/2018	12:51:30 PM	12:51:39 PM	0:00:09	2	
8/28/2018	1:04:57 PM	1:13:12 PM	0:08:15	2	
8/28/2018	1:09:37 PM	1:12:29 PM	0:02:52	2	
8/28/2018	1:12:35 PM	2:13:14 PM	1:00:39	2	
8/28/2018	1:24:56 PM	1:40:59 PM	0:16:03	5	
8/28/2018	1:41:14 PM	1:46:20 PM	0:05:06	3	
8/28/2018	1:45:32 PM	1:45:56 PM	0:00:24	2	
8/28/2018	1:59:24 PM	1:59:41 PM	0:00:17	2	
8/28/2018	2:02:23 PM	2:12:32 PM	0:10:09	5	
8/28/2018	2:13:18 PM	2:13:31 PM	0:00:13	2	
8/28/2018	2:13:47 PM	2:15:15 PM	0:01:28	2	
8/28/2018	2:17:30 PM	2:19:08 PM	0:01:38	2	
8/28/2018	2:19:59 PM	2:20:54 PM	0:00:55	2	
8/28/2018	2:42:40 PM	2:47:18 PM	0:04:38	5	
8/28/2018	3:02:37 PM	3:03:15 PM	0:00:38	2	
8/28/2018	3:04:44 PM	3:04:55 PM	0:00:11	2	
8/28/2018	3:16:22 PM	3:16:29 PM	0:00:07	2	
8/28/2018	4:01:25 PM	4:05:38 PM	0:04:13	2	
8/28/2018	4:03:26 PM	4:03:43 PM	0:00:17	2	
8/28/2018	4:12:07 PM	4:22:41 PM	0:10:34	2	
8/28/2018	4:31:01 PM	4:31:49 PM	0:00:48	2	
8/28/2018	4:42:47 PM	5:25:34 PM	0:42:47	5	
8/28/2018	5:11:24 PM	5:11:47 PM	0:00:23	2	
8/28/2018	5:21:45 PM	5:22:07 PM	0:00:22	2	
8/28/2018	5:47:31 PM	6:17:11 PM	0:29:40	3	
8/28/2018	5:48:31 PM	8:00:43 PM	2:12:12	2	
8/28/2018	5:54:26 PM	5:54:56 PM	0:00:30	2	
8/28/2018	5:56:14 PM	5:57:33 PM	0:01:19	2	
8/28/2018	6:17:18 PM	7:00:58 PM	0:43:40	2	
8/28/2018	6:17:31 PM	6:17:43 PM	0:00:12	2	
8/28/2018	6:17:59 PM	6:18:28 PM	0:00:29	2	
8/28/2018	6:22:13 PM	7:51:38 PM	1:29:25	2	
8/28/2018	6:29:31 PM	6:32:20 PM	0:02:49	2	
8/28/2018	6:55:50 PM	6:56:14 PM	0:00:24	2	
8/28/2018	7:04:18 PM	7:04:48 PM	0:00:30	2	
8/28/2018	7:04:56 PM	7:05:09 PM	0:00:13	2	
8/28/2018	7:06:18 PM	7:24:35 PM	0:18:17	2	
8/28/2018	7:22:30 PM	7:27:32 PM	0:05:02	2	
8/28/2018	7:26:18 PM	7:27:12 PM	0:00:54	2	
8/28/2018	7:26:34 PM	7:27:13 PM	0:00:39	2	
8/28/2018	7:27:22 PM	7:33:18 PM	0:05:56	2	
8/28/2018	7:34:35 PM	7:36:16 PM	0:01:41	2	
8/28/2018	7:34:44 PM	7:35:25 PM	0:00:41	2	In Travel Lane
8/28/2018	7:37:41 PM	7:37:52 PM	0:00:11	2	In Travel Lane
8/28/2018	7:40:01 PM	7:42:30 PM	0:02:29	2	

Summary

Total Vehicles	315
Average Duration	0:14:20
Number of Class 2	259
Number of Class 3	32
Number of Class 4	1
Number of Class 5	20
Number of Class 9	3

Loading Zone Observation Study

Location: Loading zone on the east side of 8th St 200' north of G St

City: Washington, DC

Date	Arrival Time	Departure Time	Duration	Vehicle's FHWA Class	Notes
8/28/2018	7:44:20 PM	10:30:37 PM	2:46:17	2	
8/28/2018	7:48:42 PM	7:49:31 PM	0:00:49	2	In Travel Lane
8/28/2018	7:50:18 PM	7:51:06 PM	0:00:48	2	In Travel Lane
8/28/2018	7:53:01 PM	7:57:38 PM	0:04:37	2	
8/28/2018	7:56:08 PM	7:57:36 PM	0:01:28	2	
8/28/2018	7:56:10 PM	9:56:09 PM	1:59:59	2	
8/28/2018	7:58:26 PM	9:34:00 PM	1:35:34	2	
8/28/2018	7:59:41 PM	8:00:35 PM	0:00:54	2	In Travel Lane
8/28/2018	8:01:44 PM	8:01:58 PM	0:00:14	2	In Travel Lane
8/28/2018	8:08:45 PM	8:09:12 PM	0:00:27	2	In Travel Lane
8/28/2018	8:13:47 PM	8:13:56 PM	0:00:09	2	In Travel Lane
8/28/2018	8:19:02 PM	8:22:35 PM	0:03:33	2	
8/28/2018	8:24:04 PM	8:25:09 PM	0:01:05	2	In Travel Lane
8/28/2018	8:24:07 PM	8:25:00 PM	0:00:53	2	In Travel Lane
8/28/2018	8:26:52 PM	8:29:45 PM	0:02:53	2	
8/28/2018	8:33:03 PM	8:33:11 PM	0:00:08	2	In Travel Lane
8/28/2018	8:33:57 PM	8:35:39 PM	0:01:42	2	In Travel Lane
8/28/2018	8:34:40 PM	8:35:31 PM	0:00:51	2	In Travel Lane
8/28/2018	8:36:53 PM	8:37:30 PM	0:00:37	2	In Travel Lane
8/28/2018	8:39:22 PM	8:39:57 PM	0:00:35	2	In Travel Lane
8/28/2018	8:40:17 PM	8:41:00 PM	0:00:43	2	In Travel Lane
8/28/2018	8:47:02 PM	8:47:24 PM	0:00:22	2	
8/28/2018	9:01:29 PM	9:02:01 PM	0:00:32	2	In Travel Lane
8/28/2018	9:02:01 PM	9:02:31 PM	0:00:30	2	In Travel Lane
8/28/2018	9:47:14 PM	10:04:37 PM	0:17:23	2	
8/28/2018	9:50:42 PM	10:08:41 PM	0:17:59	2	
8/28/2018	9:58:45 PM	9:59:23 PM	0:00:38	2	In Travel Lane
8/28/2018	10:02:28 PM	10:04:08 PM	0:01:40	2	
8/28/2018	10:17:32 PM	10:18:57 PM	0:01:25	2	
8/28/2018	10:20:48 PM	10:24:14 PM	0:03:26	2	
8/28/2018	10:20:52 PM	10:21:20 PM	0:00:28	2	In Travel Lane
8/28/2018	10:20:54 PM	10:24:33 PM	0:03:39	2	
8/28/2018	10:33:52 PM	10:34:07 PM	0:00:15	2	
8/28/2018	10:49:41 PM	10:50:00 PM	0:00:19	2	
8/28/2018	10:53:46 PM	10:54:05 PM	0:00:19	2	
8/28/2018	10:59:16 PM	10:59:56 PM	0:00:40	2	
8/28/2018	11:30:00 PM	2:10:52 AM	2:40:52	2	
8/28/2018	11:56:29 PM	11:56:52 PM	0:00:23	2	
8/29/2018	12:07:39 AM	12:08:01 AM	0:00:22	2	
8/29/2018	12:40:18 AM	12:41:31 AM	0:01:13	2	
8/29/2018	6:37:40 AM	6:40:04 AM	0:02:24	3	
8/29/2018	7:16:09 AM	7:22:50 AM	0:06:41	3	
8/29/2018	7:41:54 AM	8:10:30 AM	0:28:36	5	
8/29/2018	8:32:12 AM	8:48:23 AM	0:16:11	2	
8/29/2018	8:54:28 AM	8:56:47 AM	0:02:19	2	
8/29/2018	9:41:57 AM	11:56:21 AM	2:14:24	2	
8/29/2018	9:42:45 AM	9:43:03 AM	0:00:18	3	
8/29/2018	9:47:27 AM	9:48:45 AM	0:01:18	3	
8/29/2018	9:51:04 AM	9:51:29 AM	0:00:25	2	
8/29/2018	10:20:24 AM	10:20:50 AM	0:00:26	2	
8/29/2018	10:32:45 AM	10:55:35 AM	0:22:50	5	
8/29/2018	11:06:56 AM	11:07:26 AM	0:00:30	2	
8/29/2018	11:07:50 AM	11:08:44 AM	0:00:54	3	
8/29/2018	11:15:21 AM	11:54:26 AM	0:39:05	5	
8/29/2018	11:16:49 AM	11:17:05 AM	0:00:16	3	In Travel Lane
8/29/2018	11:54:53 AM	12:55:55 PM	1:01:02	5	
8/29/2018	11:56:50 AM	11:59:16 AM	0:02:26	2	
8/29/2018	12:14:53 PM	12:15:34 PM	0:00:41	2	
8/29/2018	12:16:33 PM	12:20:49 PM	0:04:16	3	
8/29/2018	12:27:28 PM	12:30:22 PM	0:02:54	2	
8/29/2018	12:30:49 PM	12:34:34 PM	0:03:45	2	
8/29/2018	12:41:13 PM	12:42:38 PM	0:01:25	2	
8/29/2018	12:47:07 PM	1:18:26 PM	0:31:19	9	
8/29/2018	1:18:20 PM	1:26:59 PM	0:08:39	3	
8/29/2018	1:24:54 PM	1:26:26 PM	0:01:32	2	In Travel Lane
8/29/2018	1:28:30 PM	1:42:56 PM	0:14:26	3	
8/29/2018	1:28:54 PM	1:30:54 PM	0:02:00	2	

Loading Zone Observation Study

Location: Loading zone on the east side of 8th St 200' north of G St

City: Washington, DC

Date	Arrival Time	Departure Time	Duration	Vehicle's FHWA Class	Notes
8/29/2018	1:35:58 PM	2:19:47 PM	0:43:49	2	
8/29/2018	1:46:02 PM	1:46:16 PM	0:00:14	2	In Travel Lane
8/29/2018	1:46:53 PM	1:47:26 PM	0:00:33	2	
8/29/2018	1:49:28 PM	1:50:11 PM	0:00:43	2	
8/29/2018	1:50:10 PM	2:54:01 PM	1:03:51	2	
8/29/2018	1:52:23 PM	2:57:06 PM	1:04:43	2	
8/29/2018	2:14:54 PM	2:20:11 PM	0:05:17	3	
8/29/2018	2:44:02 PM	2:44:13 PM	0:00:11	2	
8/29/2018	2:57:42 PM	3:07:17 PM	0:09:35	2	
8/29/2018	3:32:25 PM	3:34:06 PM	0:01:41	2	
8/29/2018	3:44:10 PM	3:44:22 PM	0:00:12	2	
8/29/2018	3:47:15 PM	3:47:40 PM	0:00:25	2	
8/29/2018	4:02:43 PM	4:03:07 PM	0:00:24	2	
8/29/2018	4:07:10 PM	4:09:20 PM	0:02:10	5	
8/29/2018	4:15:57 PM	4:17:22 PM	0:01:25	2	
8/29/2018	4:20:43 PM	5:47:14 PM	1:26:31	5	
8/29/2018	4:45:48 PM	4:46:05 PM	0:00:17	2	
8/29/2018	4:49:07 PM	4:54:47 PM	0:05:40	2	
8/29/2018	5:02:56 PM	5:03:11 PM	0:00:15	2	
8/29/2018	5:05:13 PM	5:05:29 PM	0:00:16	2	
8/29/2018	5:17:57 PM	5:18:26 PM	0:00:29	2	
8/29/2018	5:25:42 PM	5:26:04 PM	0:00:22	2	In Travel Lane
8/29/2018	5:27:24 PM	5:27:41 PM	0:00:17	2	
8/29/2018	5:31:26 PM	5:33:24 PM	0:01:58	2	
8/29/2018	5:36:10 PM	5:37:20 PM	0:01:10	2	
8/29/2018	5:36:47 PM	9:29:56 PM	3:53:09	3	
8/29/2018	5:47:22 PM	7:56:40 PM	2:09:18	2	
8/29/2018	5:57:30 PM	6:04:13 PM	0:06:43	2	
8/29/2018	6:13:53 PM	6:14:11 PM	0:00:18	2	In Travel Lane
8/29/2018	6:18:46 PM	6:19:01 PM	0:00:15	2	
8/29/2018	6:27:26 PM	6:29:56 PM	0:02:30	2	In Travel Lane
8/29/2018	6:28:34 PM	6:28:53 PM	0:00:19	2	In Travel Lane
8/29/2018	6:29:14 PM	6:29:36 PM	0:00:22	2	In Travel Lane
8/29/2018	6:32:48 PM	6:33:07 PM	0:00:19	2	In Travel Lane
8/29/2018	6:34:38 PM	6:40:26 PM	0:05:48	2	
8/29/2018	6:38:36 PM	6:40:39 PM	0:02:03	2	
8/29/2018	6:44:04 PM	6:44:34 PM	0:00:30	2	
8/29/2018	6:46:01 PM	6:47:03 PM	0:01:02	2	
8/29/2018	6:53:29 PM	6:58:13 PM	0:04:44	2	In Travel Lane
8/29/2018	6:54:26 PM	6:55:58 PM	0:01:32	2	
8/29/2018	6:56:43 PM	6:59:17 PM	0:02:34	2	In Travel Lane
8/29/2018	6:59:36 PM	7:00:29 PM	0:00:53	2	In Travel Lane
8/29/2018	7:04:45 PM	7:07:03 PM	0:02:18	2	In Travel Lane
8/29/2018	7:05:29 PM	7:09:43 PM	0:04:14	2	
8/29/2018	7:07:06 PM	7:12:27 PM	0:05:21	2	In Travel Lane
8/29/2018	7:07:43 PM	7:12:22 PM	0:04:39	2	In Travel Lane
8/29/2018	7:08:28 PM	9:19:23 PM	2:10:55	2	
8/29/2018	7:14:19 PM	7:14:46 PM	0:00:27	2	In Travel Lane
8/29/2018	7:20:05 PM	7:20:26 PM	0:00:21	2	In Travel Lane
8/29/2018	7:20:48 PM	7:21:03 PM	0:00:15	2	In Travel Lane
8/29/2018	7:22:45 PM	7:23:45 PM	0:01:00	2	In Travel Lane
8/29/2018	7:22:51 PM	7:36:10 PM	0:13:19	2	In Travel Lane
8/29/2018	7:29:57 PM	7:30:39 PM	0:00:42	2	In Travel Lane
8/29/2018	7:30:52 PM	7:33:55 PM	0:03:03	2	In Travel Lane
8/29/2018	7:32:40 PM	7:32:55 PM	0:00:15	2	In Travel Lane
8/29/2018	7:36:18 PM	7:36:57 PM	0:00:39	2	In Travel Lane
8/29/2018	7:42:50 PM	7:44:33 PM	0:01:43	2	In Travel Lane
8/29/2018	7:50:57 PM	7:51:52 PM	0:00:55	2	In Travel Lane
8/29/2018	7:53:33 PM	10:27:29 PM	2:33:56	2	
8/29/2018	8:06:29 PM	8:06:49 PM	0:00:20	2	In Travel Lane
8/29/2018	8:08:42 PM	8:10:30 PM	0:01:48	2	In Travel Lane
8/29/2018	8:11:50 PM	8:12:50 PM	0:01:00	2	In Travel Lane
8/29/2018	8:13:06 PM	8:15:08 PM	0:02:02	2	In Travel Lane
8/29/2018	8:18:30 PM	8:21:20 PM	0:02:50	2	In Travel Lane
8/29/2018	8:30:02 PM	8:30:42 PM	0:00:40	2	In Travel Lane
8/29/2018	8:30:18 PM	8:31:21 PM	0:01:03	2	In Travel Lane
8/29/2018	8:36:42 PM	8:37:05 PM	0:00:23	2	In Travel Lane

Loading Zone Observation Study

Location: Loading zone on the east side of 8th St 200' north of G St

City: Washington, DC

Date	Arrival Time	Departure Time	Duration	Vehicle's FHWA Class	Notes
8/29/2018	8:43:07 PM	8:43:43 PM	0:00:36	2	In Travel Lane
8/29/2018	8:57:18 PM	9:14:36 PM	0:17:18	2	
8/29/2018	9:04:41 PM	9:07:24 PM	0:02:43	2	In Travel Lane
8/29/2018	9:09:13 PM	9:09:38 PM	0:00:25	2	In Travel Lane
8/29/2018	9:42:56 PM	9:43:39 PM	0:00:43	2	In Travel Lane
8/29/2018	9:44:15 PM	11:31:45 PM	1:47:30	2	
8/29/2018	9:45:26 PM	9:45:57 PM	0:00:31	2	In Travel Lane
8/29/2018	10:08:33 PM	10:08:58 PM	0:00:25	2	In Travel Lane
8/29/2018	11:13:58 PM	11:14:36 PM	0:00:38	3	
8/30/2018	2:45:17 AM	2:46:40 AM	0:01:23	2	
8/30/2018	4:54:15 AM	5:21:55 AM	0:27:40	2	
8/30/2018	6:22:15 AM	6:24:03 AM	0:01:48	3	
8/30/2018	6:27:35 AM	7:17:30 AM	0:49:55	9	
8/30/2018	8:03:22 AM	8:22:19 AM	0:18:57	2	
8/30/2018	8:05:25 AM	8:06:15 AM	0:00:50	2	
8/30/2018	8:13:22 AM	8:19:55 AM	0:06:33	2	
8/30/2018	8:52:30 AM	9:26:54 AM	0:34:24	2	
8/30/2018	9:48:30 AM	9:49:15 AM	0:00:45	2	
8/30/2018	10:20:39 AM	11:41:46 AM	1:21:07	9	
8/30/2018	10:47:54 AM	10:50:36 AM	0:02:42	5	In Travel Lane
8/30/2018	11:49:31 AM	12:00:15 PM	0:10:44	5	
8/30/2018	11:49:38 AM	12:00:37 PM	0:10:59	5	In Travel Lane
8/30/2018	11:53:01 AM	1:13:07 PM	1:20:06	3	
8/30/2018	12:01:11 PM	12:02:02 PM	0:00:51	2	
8/30/2018	12:02:25 PM	12:21:30 PM	0:19:05	5	In Travel Lane
8/30/2018	12:13:58 PM	12:14:17 PM	0:00:19	4	In Travel Lane
8/30/2018	12:26:40 PM	12:27:22 PM	0:00:42	2	
8/30/2018	12:33:30 PM	12:33:40 PM	0:00:10	2	
8/30/2018	12:38:28 PM	12:52:10 PM	0:13:42	2	
8/30/2018	12:52:28 PM	12:55:55 PM	0:03:27	2	
8/30/2018	1:00:00 PM	1:02:21 PM	0:02:21	2	
8/30/2018	1:02:51 PM	1:03:00 PM	0:00:09	2	
8/30/2018	1:03:54 PM	1:07:13 PM	0:03:19	2	
8/30/2018	1:04:10 PM	1:04:56 PM	0:00:46	3	In Travel Lane
8/30/2018	1:15:18 PM	1:20:21 PM	0:05:03	2	
8/30/2018	1:19:49 PM	1:27:11 PM	0:07:22	2	
8/30/2018	1:21:33 PM	1:21:59 PM	0:00:26	2	In Travel Lane
8/30/2018	1:25:39 PM	1:26:25 PM	0:00:46	2	
8/30/2018	1:28:17 PM	1:32:21 PM	0:04:04	5	
8/30/2018	1:28:22 PM	1:31:15 PM	0:02:53	2	
8/30/2018	1:38:12 PM	1:44:36 PM	0:06:24	2	
8/30/2018	1:45:05 PM	1:45:30 PM	0:00:25	2	
8/30/2018	1:51:58 PM	1:52:19 PM	0:00:21	2	
8/30/2018	2:11:50 PM	2:12:50 PM	0:01:00	2	
8/30/2018	2:16:40 PM	2:17:32 PM	0:00:52	2	
8/30/2018	2:21:00 PM	2:26:23 PM	0:05:23	2	
8/30/2018	2:23:05 PM	2:23:37 PM	0:00:32	3	
8/30/2018	2:25:39 PM	2:26:02 PM	0:00:23	2	In Travel Lane
8/30/2018	2:30:55 PM	2:31:39 PM	0:00:44	2	
8/30/2018	2:38:35 PM	2:56:06 PM	0:17:31	2	
8/30/2018	2:38:37 PM	2:39:00 PM	0:00:23	2	In Travel Lane
8/30/2018	2:39:58 PM	2:42:27 PM	0:02:29	2	
8/30/2018	2:54:29 PM	2:54:38 PM	0:00:09	2	
8/30/2018	3:08:58 PM	3:09:44 PM	0:00:46	2	
8/30/2018	3:35:53 PM	3:38:02 PM	0:02:09	2	
8/30/2018	3:41:43 PM	3:42:02 PM	0:00:19	2	
8/30/2018	4:13:24 PM	4:17:58 PM	0:04:34	2	
8/30/2018	4:15:02 PM	4:17:04 PM	0:02:02	2	
8/30/2018	4:18:42 PM	4:20:09 PM	0:01:27	2	
8/30/2018	4:19:08 PM	4:28:44 PM	0:09:36	5	
8/30/2018	4:28:37 PM	4:29:10 PM	0:00:33	3	
8/30/2018	4:33:22 PM	4:35:25 PM	0:02:03	2	
8/30/2018	4:36:06 PM	4:51:50 PM	0:15:44	2	
8/30/2018	4:36:31 PM	6:10:31 PM	1:34:00	5	
8/30/2018	5:01:04 PM	5:35:09 PM	0:34:05	2	
8/30/2018	5:32:48 PM	5:33:00 PM	0:00:12	2	
8/30/2018	5:33:22 PM	5:34:22 PM	0:01:00	3	

Loading Zone Observation Study

Location: Loading zone on the east side of 8th St 200' north of G St

City: Washington, DC

Date	Arrival Time	Departure Time	Duration	Vehicle's FHWA Class	Notes
8/30/2018	5:42:47 PM	7:23:46 PM	1:40:59	3	
8/30/2018	6:00:30 PM	6:07:25 PM	0:06:55	2	
8/30/2018	6:01:25 PM	6:09:11 PM	0:07:46	2	In Travel Lane
8/30/2018	6:10:47 PM	9:30:53 PM	3:20:06	2	
8/30/2018	6:11:58 PM	6:12:16 PM	0:00:18	2	In Travel Lane
8/30/2018	6:30:23 PM	6:31:13 PM	0:00:50	2	In Travel Lane
8/30/2018	6:36:43 PM	6:36:59 PM	0:00:16	2	In Travel Lane
8/30/2018	6:54:43 PM	6:55:42 PM	0:00:59	2	In Travel Lane
8/30/2018	6:54:52 PM	6:55:05 PM	0:00:13	2	In Travel Lane
8/30/2018	7:05:46 PM	7:06:25 PM	0:00:39	2	In Travel Lane
8/30/2018	7:08:09 PM	7:13:16 PM	0:05:07	2	In Travel Lane
8/30/2018	7:21:59 PM	7:22:40 PM	0:00:41	2	In Travel Lane
8/30/2018	7:23:51 PM	8:27:38 PM	1:03:47	2	
8/30/2018	7:24:42 PM	11:38:09 PM	4:13:27	2	
8/30/2018	7:38:34 PM	7:42:47 PM	0:04:13	2	In Travel Lane
8/30/2018	7:41:07 PM	7:45:15 PM	0:04:08	2	
8/30/2018	8:01:34 PM	8:02:00 PM	0:00:26	2	In Travel Lane
8/30/2018	8:02:29 PM	8:19:45 PM	0:17:16	2	In Travel Lane
8/30/2018	8:10:27 PM	8:11:40 PM	0:01:13	2	In Travel Lane
8/30/2018	8:19:07 PM	8:19:48 PM	0:00:41	2	In Travel Lane
8/30/2018	8:28:03 PM	10:30:01 PM	2:01:58	2	
8/30/2018	8:35:15 PM	8:35:38 PM	0:00:23	2	In Travel Lane
8/30/2018	8:36:30 PM	8:37:03 PM	0:00:33	2	In Travel Lane
8/30/2018	8:48:18 PM	9:08:02 PM	0:19:44	2	In Travel Lane
8/30/2018	8:58:28 PM	8:59:57 PM	0:01:29	2	In Travel Lane
8/30/2018	9:08:16 PM	9:10:49 PM	0:02:33	2	In Travel Lane
8/30/2018	9:16:22 PM	9:17:03 PM	0:00:41	2	In Travel Lane
8/30/2018	9:16:28 PM	9:17:07 PM	0:00:39	2	In Travel Lane
8/30/2018	9:23:23 PM	9:24:01 PM	0:00:38	2	In Travel Lane
8/30/2018	9:41:56 PM	9:42:19 PM	0:00:23	2	In Travel Lane
8/30/2018	10:11:28 PM	10:11:50 PM	0:00:22	2	
8/30/2018	10:17:55 PM	10:29:00 PM	0:11:05	2	
8/30/2018	10:18:02 PM	10:18:41 PM	0:00:39	2	In Travel Lane
8/30/2018	10:20:17 PM	10:20:41 PM	0:00:24	2	In Travel Lane
8/30/2018	10:30:44 PM	11:38:29 PM	1:07:45	2	
8/30/2018	10:31:04 PM	11:38:25 PM	1:07:21	2	
8/30/2018	10:35:20 PM	10:35:39 PM	0:00:19	2	In Travel Lane
8/30/2018	10:37:04 PM	10:38:56 PM	0:01:52	2	In Travel Lane
8/30/2018	10:43:00 PM	10:43:44 PM	0:00:44	2	In Travel Lane
8/30/2018	10:43:10 PM	10:43:20 PM	0:00:10	2	In Travel Lane
8/30/2018	10:58:44 PM	11:00:44 PM	0:02:00	2	In Travel Lane
8/30/2018	11:01:39 PM	11:03:29 PM	0:01:50	2	In Travel Lane
8/30/2018	11:16:54 PM	11:17:45 PM	0:00:51	2	
8/30/2018	11:27:24 PM	11:35:27 PM	0:08:03	2	In Travel Lane
8/30/2018	11:41:09 PM	11:41:29 PM	0:00:20	2	
8/30/2018	11:56:29 PM	11:57:16 PM	0:00:47	2	
8/30/2018	11:56:42 PM	NA	-	2	

526 8th Street SE (JN #7628)
8th Street – East Loading Zone Summary

There was a total of 315 vehicles that used the 8th Street loading zone from 8/28/18 through 8/30/18. The average duration of vehicles in the loading zone was 0:14:20. During peak hours (6:00 AM-9:00 AM and 4:00 PM-7:00 PM), a total of 81 vehicles used the loading zone (16 in the morning and 65 in the evening).

There were 259 passenger cars that used the loading zone (82% of the total vehicles); 32 pick-up trucks and vans; 1 bus; and 20 single unit (2-axle) trucks. Three tractor trailers used the loading zone. Time in loading zone for the tractor trailers was as follows: 31:19, 49:55 and 1:21:07.

100 vehicles were marked as stopping in the adjacent travel lane (“In Travel Lane”) over the three-day period. Of the 100 vehicles that were “In Travel Lane,” 94 were passenger cars. 89 of the “In Travel Lane” vehicles stopped after 5:00 PM. None of the tractor trailers blocked a travel lane.

34 of the “In Travel Lane” vehicles spent greater than 1 minute in the travel lane. Three of the 34 vehicles that were “In Travel Lane” for greater than 1 minute were single unit trucks. The remaining 31 vehicles were all passenger cars.

Loading Zone Time Period (7AM – 6:30 PM):

The 8th Street Loading Zone is in operation from 7:00 AM to 6:30 PM. Over the three-day observation 161 vehicles used the loading zone during the loading zone time period.

There were 112 passenger cars (70% of the total vehicles) that used the loading zone during its hours of operation; 26 pick-up trucks/vans; 1 bus; 19 single unit (2 axle) trucks; and 3 tractor trailers. The table below summarizes the vehicle classification breakdown for the Total observation period and during times when the loading zone was active.

Table 1: Vehicle Classifications during Observation Period and Loading Zone Period

Vehicle Class	Total (All Day)	During Loading Zone Time (7 AM-6:30 PM)
Passenger car	259	112
Pick-up/Van	32	26
Bus	1	1
Single Unit Truck	20	19
Tractor Trailer	3	3
Total	315	161

There were 18 "In Travel Lane" vehicles during the loading zone times. Twelve of these vehicles were vehicle passenger cars, three were single unit trucks, one was classified as a bus, and two were classified as pick-up truck/van.

A total of 6 non-passenger vehicles (pick-ups/vans, single unit trucks, tractor trailers) used the loading zone during times when the loading zone was not active (outside of 7 AM-6:30 PM). Specifically, six pick-up trucks/vans, and 1 single unit trucks used the loading zone during the time when it was not active.

**ATTACHMENT C
DELIVERY DEMAND DATA**



Restaurant Delivery Data

	CLYDE'S (as provided by John Viglianti)	Restaurant Association of Metropolitan Washington*
Number of trucks/day	20 to 25	5-8

*RAMW connected us with FoodPro, a restaurant food service provider. Based on discussions with them, the number of deliveries can vary widely depending on the size of restaurant, type of restaurant, amount of storage space, and whether restaurant is a national chain or local restaurant. National chains typically have approximately 80% of their product coming from a single vendor. Other stores may have as many as six separate vendors (e.g. protein, seafood, bakery, produce, paper/groceries, coffee). National chains typically have 2 to 3 deliveries per week plus produce deliveries, which could be daily or every other day depending on storage. Bakery deliveries also could be made daily. Estimated deliveries provided are per restaurant and do not include trash/recycling service.

Sites located at George Washington University

	DUNKIN DONUTS	GALLERY CAFÉ	GALLERY MARKET	PITA PIT	POTBELLY	ALL
Number of trucks/ day	2	8 to 10	3	1	3	19
Busiest day	daily (m-f)	wed & thurs	daily delivery (m-f)	tues, wed, & fri around 8 am	wed	wed
Hours of delivery	2 am - 3:30 am, & 9 am	7 am - noon	12 noon - 4 pm	around 8 am	around 8 am - 2 pm	early morning to early noon

Min Deliveries per day =	1
Max Deliveries per day =	10
Avg. Deliveries per day =	3.6