

TAB D

TECHNICAL MEMORANDUM

To: Jamie Weinbaum
Stefan Kronenberg

From: Zane Pulver
Robert Schiesel, P.E.
Dan VanPelt, P.E. PTOE

Date: May 9, 2019

Subject: 1400 Montana Avenue NE - BZA Case #19960
Transportation Summary

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INTRODUCTION

This memorandum provides a summary of the transportation review conducted for the proposed development at 1400 Montana Avenue NE in Washington, DC. The Site is currently a church building with a surface parking lot and is located approximately 0.7 miles from the Rhode Island Ave-Brentwood Metro Station. The redevelopment plans call for a 4-story multi-family residential building, with approximately 108 residential dwelling units. The proposal is currently being considered by the Board of Zoning Adjustment as case #19960.

A Comprehensive Transportation Review (CTR) was prepared for the project along with a Transportation Demand Management (TDM) plan. The CTR dated February 15, 2019, determined that the proposed project will not have a detrimental impact to the surrounding transportation network assuming all planned site design elements are implemented. DDOT reviewed the CTR and TDM plan as captured in the March 22, 2019 staff report, and DDOT has no objection to the requested zoning relief. This memo contains a summary of the CTR findings and the TDM plan.

PROPOSED PROJECT

The project will redevelop the site currently occupied by a church and surface parking lot into a multi-family residential building. The development consists of:

- One (1) multi-family residential building containing approximately 108 units.
- 33 vehicle parking spaces and one (1) carshare space in a surface parking lot.
- One (1) 30-foot loading berth per building and one (1) 20-foot delivery space.
- 36 secure long-term and five (5) short-term bicycle parking spaces.

Access to the surface parking lot will be from a new driveway along Saratoga Avenue. Access to the loading facilities within each building will also utilize the new driveway from Saratoga Avenue. Existing curb cuts along Montana Avenue and Evarts Street will be eliminated, providing a more welcoming and pedestrian-friendly environment as shown in Figure 1 attached.

As part of the development, sections of the roadway network surrounding the Site will be improved. Pedestrian facilities will be installed along Saratoga Avenue and Evarts Street, meeting or exceeding DDOT and ADA standards. This includes crosswalks at the intersection of Saratoga Avenue and Evarts Street and curb ramps with detectable warnings. The details of these additions will be finalized in the public space process.

Vehicular parking for the development will be located in a surface parking lot, accessible from the driveway along Saratoga Avenue. The proposed parking supply will meet Zoning Requirements and practical needs.

The development will include one (1) loading berth at 30 feet and one (1) 20-foot service/delivery space, meeting the number of loading berths required by the zoning regulations. The loading facilities will be sufficient to accommodate the practical needs of the development.

The development will meet the zoning requirements for bicycle parking by including five (5) short-term bicycle parking spaces and 36 long-term bicycle parking spaces. The long-term spaces will be provided on the ground floor of the building and short-term spaces will be placed curbside along Montana Avenue. This amount of bicycle parking will meet the practical needs of the development.

MULTI-MODAL IMPACTS AND RECOMMENDATIONS

Transit

The Site is served by regional and local transit services via Metrobus and Metrorail. The Site is located 0.7 miles from the Rhode Island Ave-Brentwood Metrorail station.

Although the development will be generating new transit trips, existing facilities have enough capacity to accommodate the new trips.

Pedestrian

The Site is surrounded by a well-connected pedestrian network. Most roadways within a quarter-mile radius provide sidewalks and curb ramps, particularly along the primary walking routes. There are missing sidewalks along Saratoga Avenue and Evarts Street along the perimeter of the Site. There are also some areas north of the site along Rhode Island Avenue which lack sufficient sidewalk buffer width.

As a result of the development, pedestrian facilities along Saratoga Avenue and Evarts Street frontage of the Site will be improved such that they meet DDOT requirements and provide an improved pedestrian environment. This includes the construction of missing sidewalks along both Saratoga Avenue and Evarts Street frontage abutting the Site. Additionally, two (2) existing curb cuts along Evarts Street and one (1) existing curb cut along Montana Avenue will be eliminated, reducing the pedestrian-vehicular conflicts. The pedestrian improvements surrounding the site are highlighted in Figure 1.

Bicycle

The Site has access to several on- and off-street bicycle facilities including the Metropolitan Branch Trail and bicycle lanes along 18th Street. The shared lanes along 18th Street is an on-street section of the Metropolitan Branch Trail. The site is not expected to generate a significant amount of bicycle trips; therefore, all site-generated trips can be accommodated on existing infrastructure.

The development will provide short-term bicycle parking along the Montana Avenue frontage of the Site and on-site secure long-term bicycle parking within the building. The amount of bicycle parking provided will meet Zoning Requirements.

Vehicular

The Site is accessible from several principal and minor arterials such as Michigan Avenue, North Capitol Street, and Rhode Island Avenue (US-1), as well as an existing network of collector and local roadways.

Mode split assumptions for all land uses within the development is summarized in Table 1. A summary of the multimodal trip generation is shown on Table 2 for the morning and afternoon peak hours and shows that the development is expected to generate 17 morning peak hour trips and 21 afternoon peak hour trips.

Table 1: Summary of Mode Split Assumptions

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	45%	35%	5%	15%

Table 2: Trip Generation for Development

Mode	AM Peak Hour			PM Peak Hour		
	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Auto	4 veh/hr	13 veh/hr	17 veh/hr	13 veh/hr	8 veh/hr	21 veh/hr
Transit	4 ppl/hr	11 ppl/hr	15 ppl/hr	12 ppl/hr	7 ppl/hr	19 ppl/hr
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr
Walk	2 ppl/hr	4 ppl/hr	6 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr

The project is expected to generate fewer than 25 trips per hour in the peak direction during both the morning and the afternoon peak hours. As such the number of expected peak hour trips in the morning and the afternoon peak hours is below DDOT’s threshold for vehicular analysis. No vehicular analysis is required because the number of trips generated is low and would not have an impact to the network.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The TDM plan for the 1400 Montana Avenue development is based on the DDOT expectations for developments of this type and size. The following TDM measures are proposed:

- The Applicant will identify a TDM leader (for planning, construction, and operations) at the building, who will act as a point of contact with DDOT/Zoning Enforcement with annual updates. The TDM leader will work with residents to distribute and market various transportation alternatives and options.
- The Applicant will provide TDM materials to new residents in the Residential Welcome Package materials.
- The Applicant will meet Zoning requirements by providing approximately 36 long-term bicycle parking spaces on the ground floor of the building.
- Five (5) short-term bicycle parking spaces will be provided along Montana Avenue, meeting zoning requirements.
- The Applicant will unbundle the cost of residential parking from the cost of lease or purchase of each unit.
- The Applicant will provide a bicycle repair station to be located in the secure long-term bicycle storage room.

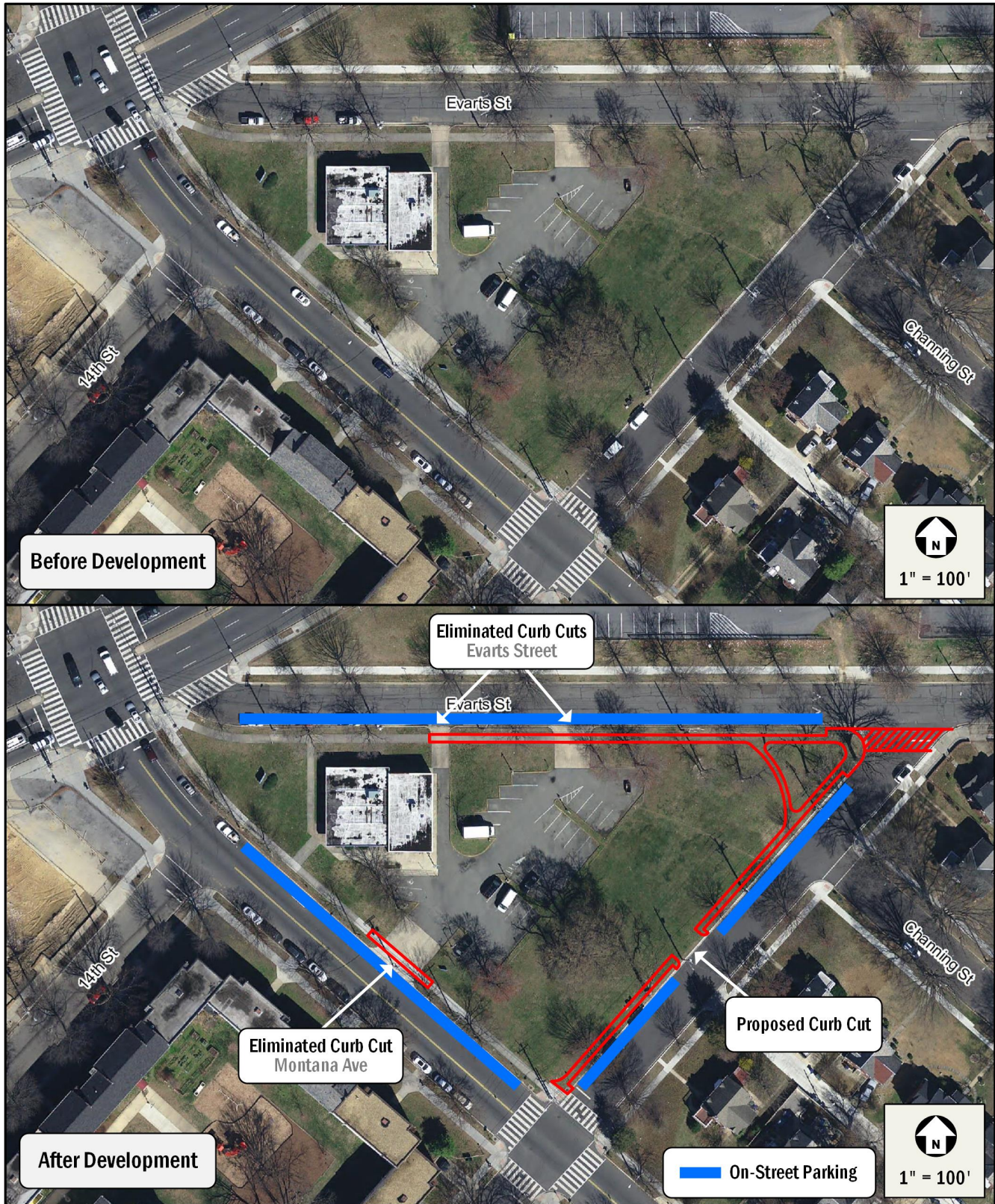


Figure 1: Site Before and After Development