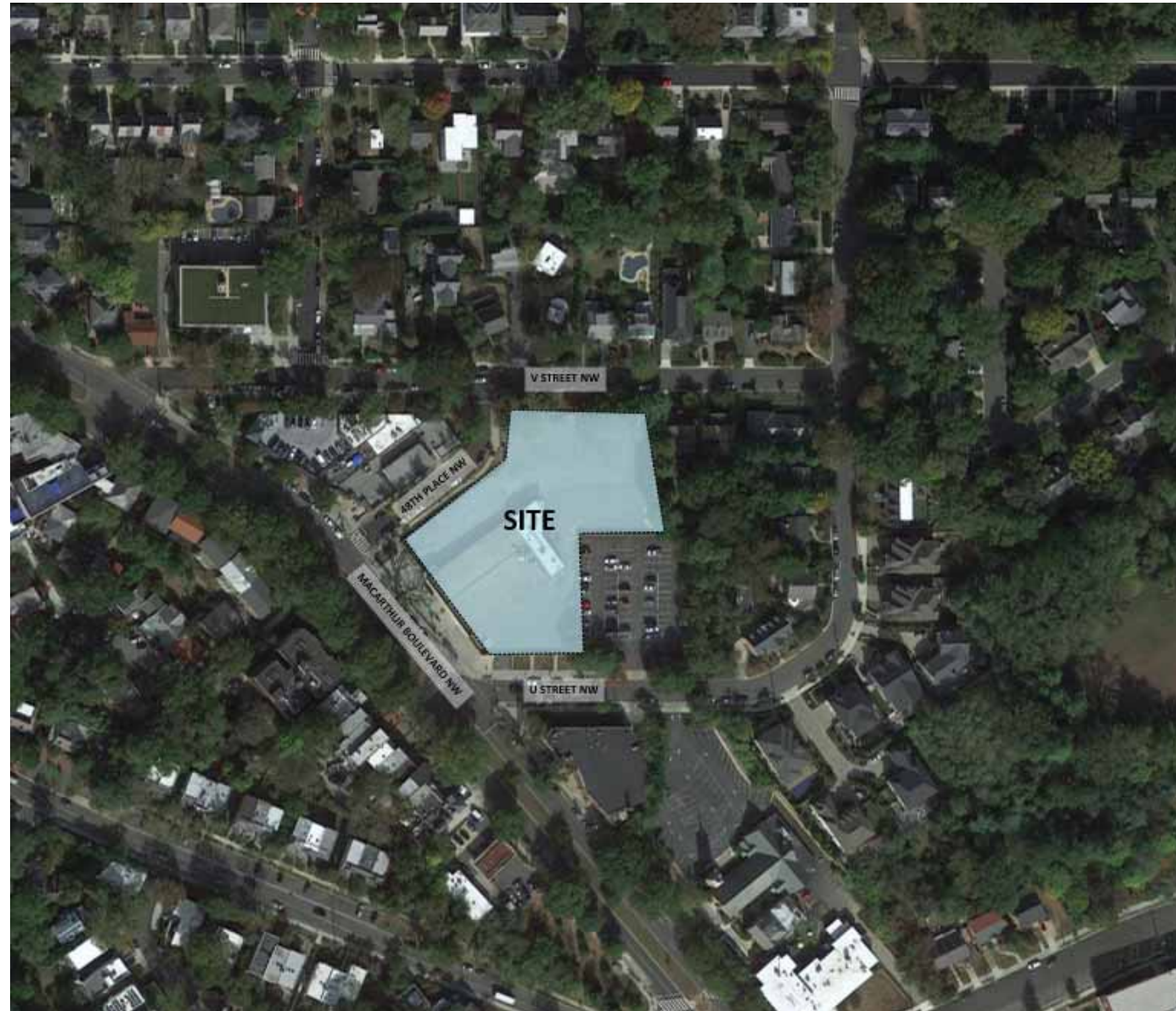


# MU-4 BUILDING LOOKING NORTH ON 48<sup>TH</sup> PLACE



# SITE LOCATION



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# PROJECT TRANSPORTATION CHARACTERISTICS

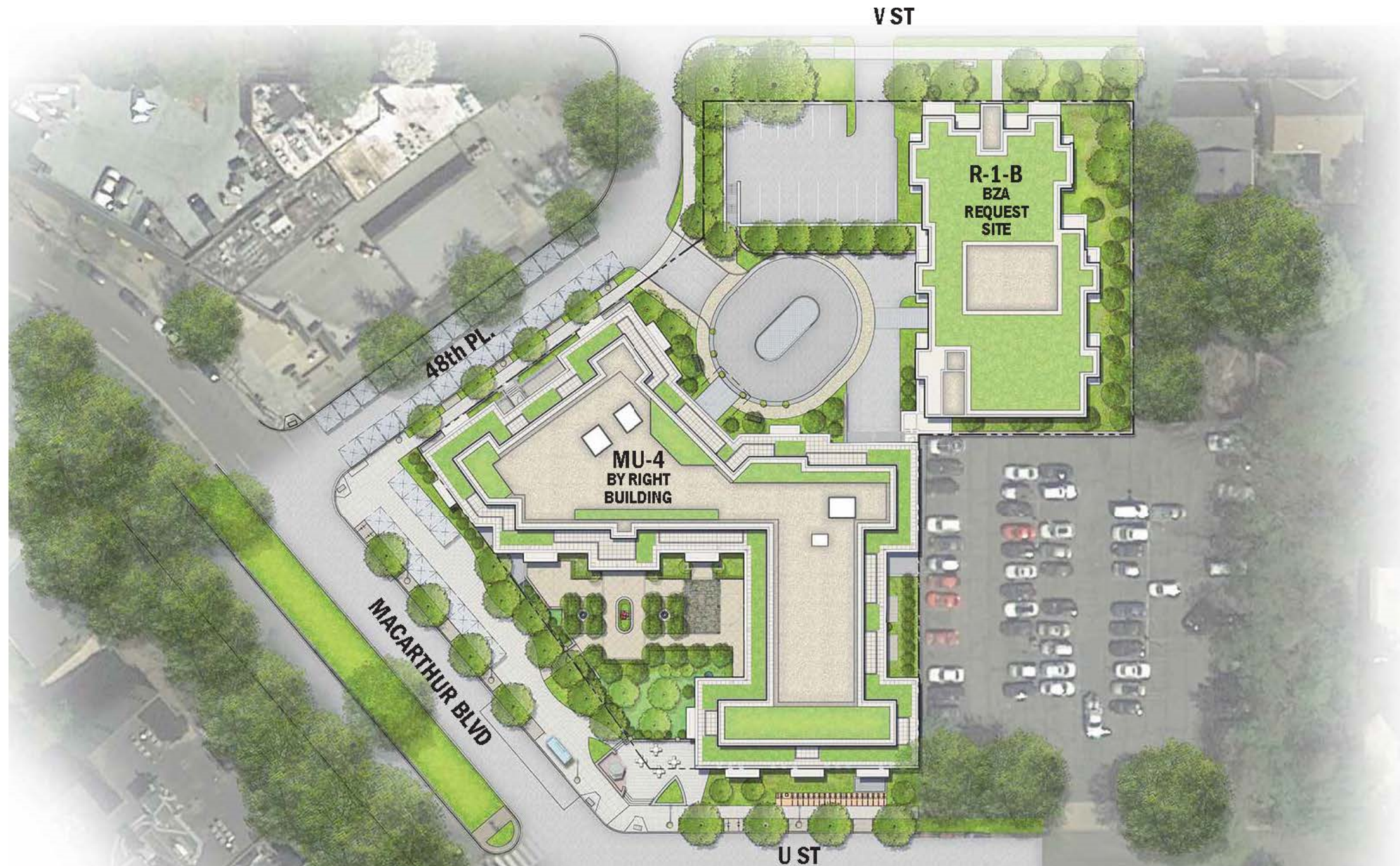
- **Proximity to transit and alternative travel modes:**
  - **Metrobus Access**
    - D5 MacArthur Boulevard – Georgetown Line
    - D6 Sibley Hospital – Stadium Armory Line
  - **Bicycle Facilities**
    - 19-dock Capital Bikeshare station adjacent to site
    - Capital Crescent Trail less than 1 mile away
- **Implementation of on-site pedestrian, bicycle, & loading facilities**
- **Implementation of comprehensive Transportation Demand Management (TDM) plan**
- **Project plans meet zoning requirements for parking and loading facilities**
  - **Reduction in curb cuts serving the site from 3 to 2**

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# PROPOSED DEVELOPMENT PROGRAM

- Existing Site:
  - Former Safeway 14,530 s.f. grocery store
- Proposed Development Program:
  - 6,400 s.f. small-format, neighborhood-serving, grocery store
  - 13 Independent Living Units
  - 168-180 Combined Assisted Living Beds
    - 40-44 Memory Care Beds (40-44 units)
    - 124-140 Assisted Living Beds (97-107 units)

# SITE PLAN



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# SITE PLAN – TRANSPORTATION ELEMENTS

- **Reduction in Curb Cuts**
  - Proposed curb cuts on 48<sup>th</sup> Place and on V Street
- **Zoning Compliant Loading Facilities**
  - 1 Loading Berth and 1 Service Space
  - Head-in/Head-out Maneuvers from Public Space
- **Zoning Compliant Parking Facilities**
  - **77 Parking Spaces Total**
    - 62 Below-Grade Parking Spaces (accessible from 48<sup>th</sup> Place NW)
    - 15 Surface Parking Spaces (accessible from V Street NW)
  - Proposed parking meets zoning requirements and will accommodate project's parking demand on-site

# TRIP GENERATION ANALYSIS

- Reduction in Daily Vehicle Trips compared to previous Grocer Use
- Shift changes scheduled outside commuter peak hours
- Resident and visitor vehicle activity expected to take place outside of commuter peak hours

Trip Generation Comparison between Existing and Assisted Living Scenario

Density Scenario	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Existing Conditions	21	15	36	45	41	86	996
Assisted Living Max Build-Out	20	13	33	31	33	64	468
Assisted Living with V Street Wing	23	16	39	34	38	72	618
<b>Difference Between Allowed Max and Existing</b>	<b>-1</b>	<b>-2</b>	<b>-3</b>	<b>-14</b>	<b>-8</b>	<b>-22</b>	<b>-528</b>
<b>Net New Trips (Difference Between Proposed and Existing)</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>-11</b>	<b>-3</b>	<b>-14</b>	<b>-378</b>

Trip Generation Comparison Existing and Memory Care Scenario

Density Scenario	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Existing Conditions	21	15	36	45	41	86	996
MU-4 Memory Care Max Build-Out	20	13	33	30	32	62	435
Memory Care with V Street Wing	23	15	38	33	37	70	579
<b>Difference Between Allowed Max and Existing</b>	<b>-1</b>	<b>-2</b>	<b>-3</b>	<b>-15</b>	<b>-9</b>	<b>-24</b>	<b>-561</b>
<b>Net New Trips (Difference Between Proposed and Existing)</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>-12</b>	<b>-4</b>	<b>-16</b>	<b>-417</b>

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# TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

- TDM Coordinator
- Unbundled parking costs
- Market-rate pricing for parking garage
- Dedicated car-sharing parking spaces
- Company vans and vehicles to support resident mobility
- Offer staff \$50 SmarTrip card and free annual CaBi membership
- Offer residents \$50 SmarTrip
- Long-term bicycle parking spaces
- Short-term bicycle parking spaces along the perimeter of the site
- Work with and coordinate with goDCgo (DDOT's TDM program)
- Provide TDM materials to staff and new residents
- Post TDM commitments online



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# DDOT'S REVIEW AND RECOMMENDATIONS

- **DDOT has no objection to approval with the following condition:**
  - **The Applicant will implement the TDM Plan, as proposed in the October 7, 2020 Transportation Statement and presented, for the life of the project, unless otherwise noted.**

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# Questions?

# PARKING DEMAND ANALYSIS

- Senior Facility Component Parking Demand accommodated within on-site garage (62 spaces)

Land Use	Land Use Code	AL Scenario Quantity	ITE Parking Calculation	MC Scenario Quantity	ITE Parking Calculation	
Senior Adult Housing - Attached	252	13 du	8 spaces	13 du	8 spaces	
Assisted Living (AL+MC)	254	180 beds	70 spaces	168 beds	66 spaces	
Total Number of ITE Parking Spaces			78 spaces	Total Number of ITE Parking Spaces		
35% reduction based on Non-Auto Mode Split			-27 spaces	35% reduction based on Non-Auto Mode Split		
<b>Project Parking Demand</b>			<b>51 spaces</b>	<b>Project Parking Demand</b>		
				<b>48 spaces</b>		

- Retail Parking Demand accommodated on-site garage in surface parking lot (15 spaces)

Land Use	Land Use Code	AL Scenario Quantity	ITE Parking Calculation	MC Scenario Quantity	ITE Parking Calculation	
Supermarket	850	6,400 sf	18 spaces	6,400 sf	18 spaces	
Total Number of ITE Parking Spaces			18 spaces	Total Number of ITE Parking Spaces		
35% reduction based on Non-Auto Mode Split			-6 spaces	35% reduction based on Non-Auto Mode Split		
<b>Project Parking Demand</b>			<b>12 spaces</b>	<b>Project Parking Demand</b>		
				<b>12 spaces</b>		

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# NEIGHBORHOOD COMMENTS - ADDRESSED BY PROJECT

- Existing Congestion

- Daily reduction in vehicle trips
- Expected travel patterns not anticipated to generate additional congestion
- Grocer will not be a destination retail establishment and will be neighborhood serving

- Site Access

- Proposed access and elimination of curb cut is consistent with DDOT guidance:

*“If a curb cut is proposed, the Applicant shall demonstrate that alternate access is not physically possible, a maximum of one (1) curb cut can serve the entire site, the curb cut is located on the lower volume street”*

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# NEIGHBORHOOD COMMENTS - ADDRESSED BY PROJECT

## ● Parking Facilities

- Proposed parking meets zoning regulations and expected site demand

## ● Loading Activity

- Preferred loading routes will be posted in loading area with instructions and signage to avoid local roadways
- “No Right Turn onto V Street” sign for trucks will be proposed to be installed
- The Applicant will support neighborhood efforts to submit truck route restrictions based on DDOT criteria

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# NEIGHBORHOOD COMMENTS - ADDRESSED BY PROJECT

## ● Pedestrian Safety

- Elimination of Safeway driveway on U Street & on MacArthur Blvd. will help improve pedestrian safety

## ● Grocer Land Use

- Most appropriate land use based on the nature of the retail component (small format grocery)
- ITE's "convenience market" land use description (one that sells mainly convenience foods, newspapers, magazines, alcohol and may be paired with a gasoline pumps), does not match proposed use.
- Typical ITE convenience market is much smaller at 2,000 - 3,000 s.f. compared to the retail area proposed at 5,600 s.f. and provides significantly fewer grocery retail items for sale.

# SURROUNDING CONTEXT: COMMERCIAL CORRIDOR CHARACTER



**A** LUPO VERDE OSTERIA & OTHER RETAIL - ON MACARTHUR BLVD, NW



**B** BLACK SALT & OTHER RETAIL - ON MACARTHUR BLVD NW



**C** CVS - ON MACARTHUR BLVD NW



# SURROUNDING CONTEXT: RESIDENTIAL CHARACTER



4817 V ST NW (A-LEFT) & 4815 V ST NW (B-MIDDLE) & 4813 V ST NW (C-RIGHT)



4808 V STREET NW (D-LEFT) & 4812 V STREET NW (E-RIGHT)



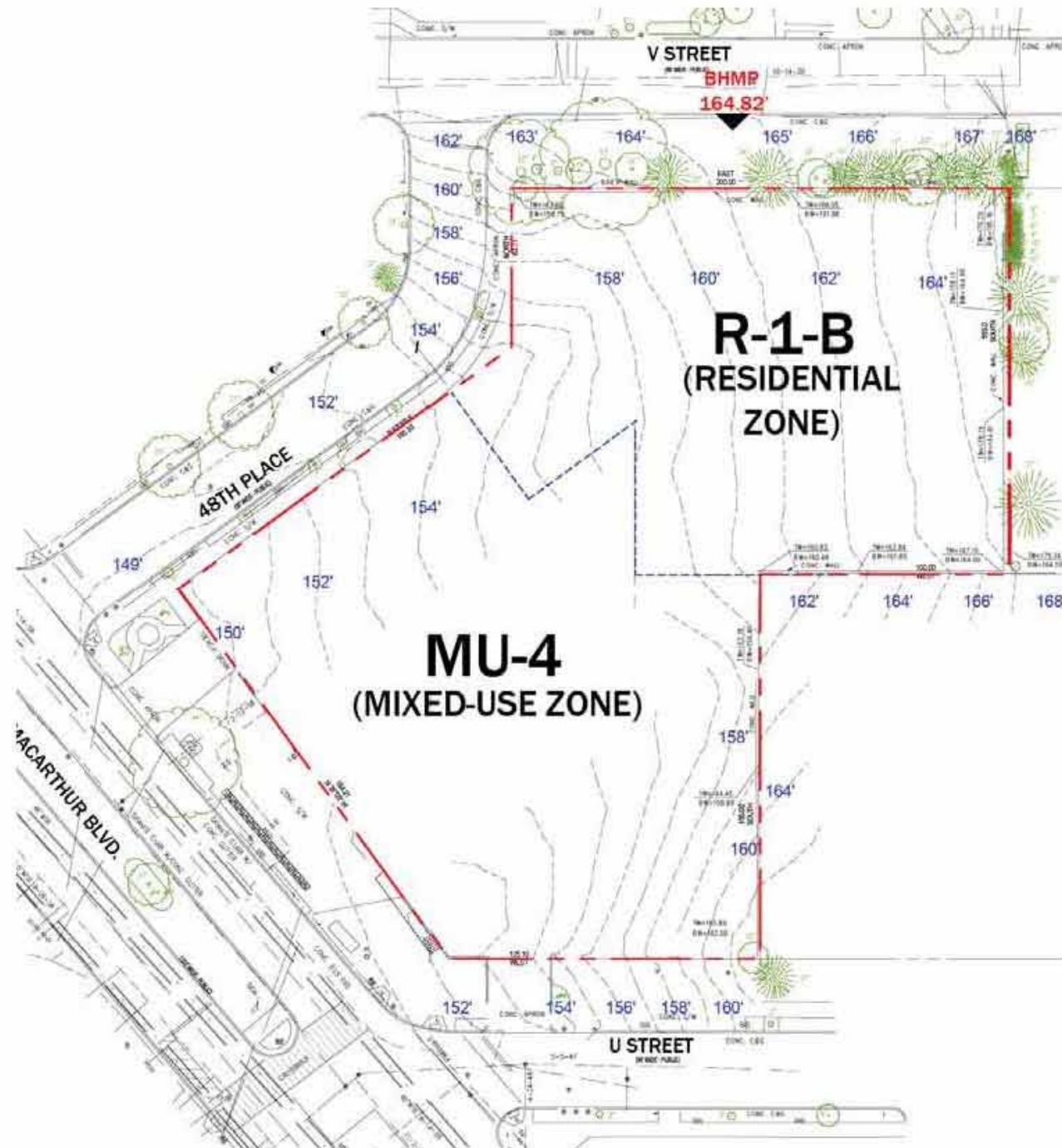
2001 48TH STREET NW (F-LEFT) & 4800 48TH STREET NW (G-RIGHT)



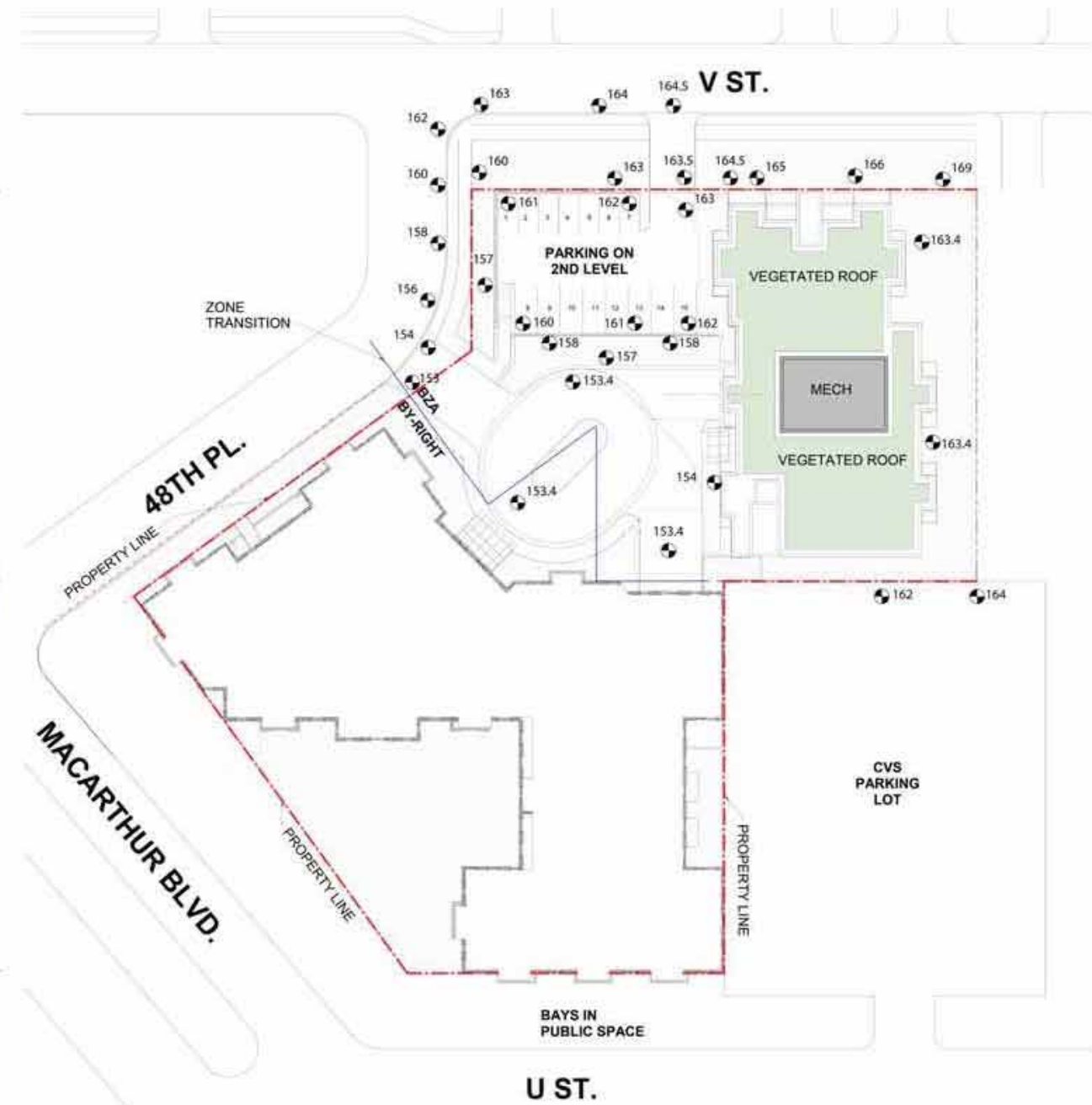


# SITE PLAN

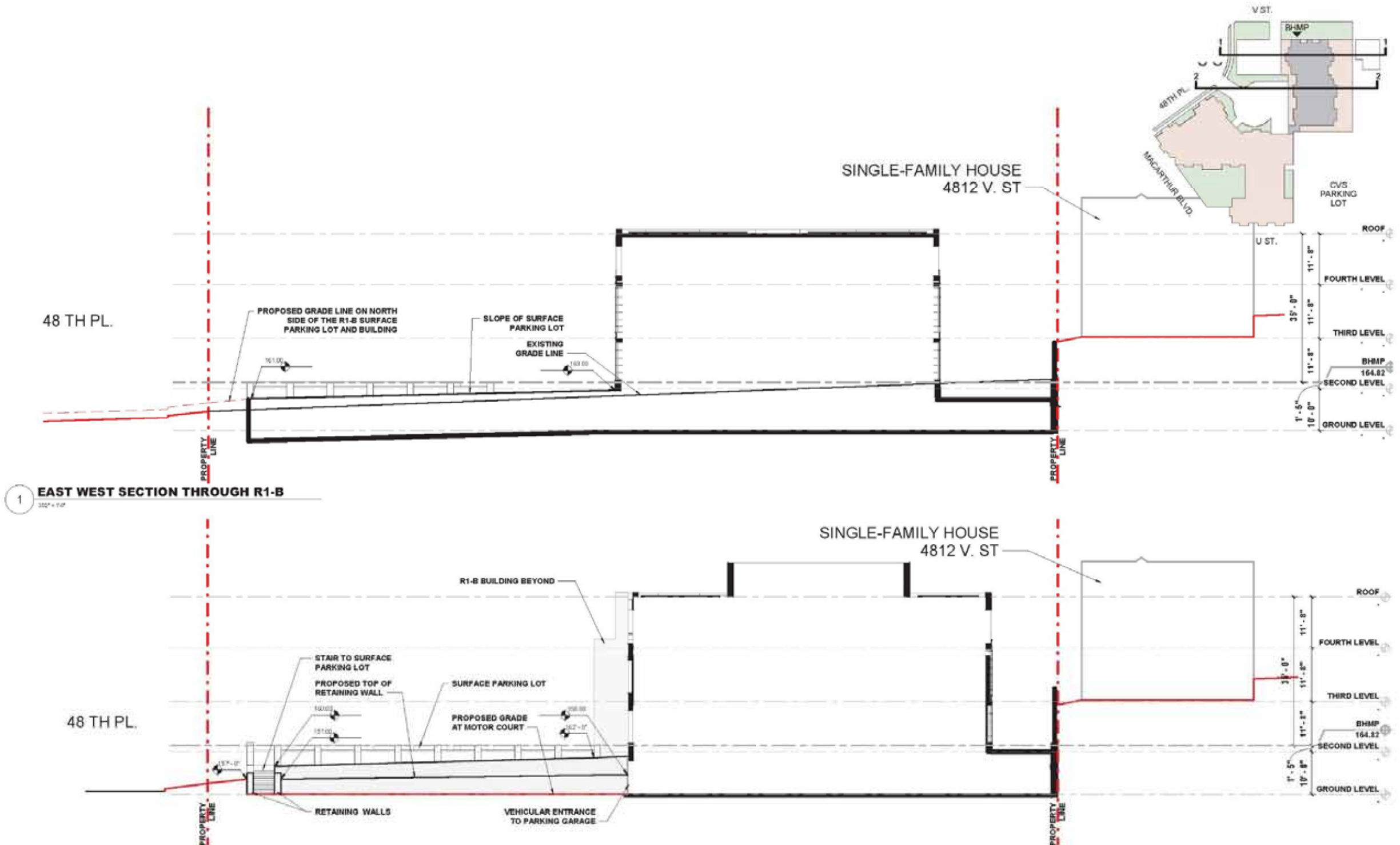
## EXISTING SITE TOPOGRAPHY



## PROPOSED SITE TOPOGRAPHY



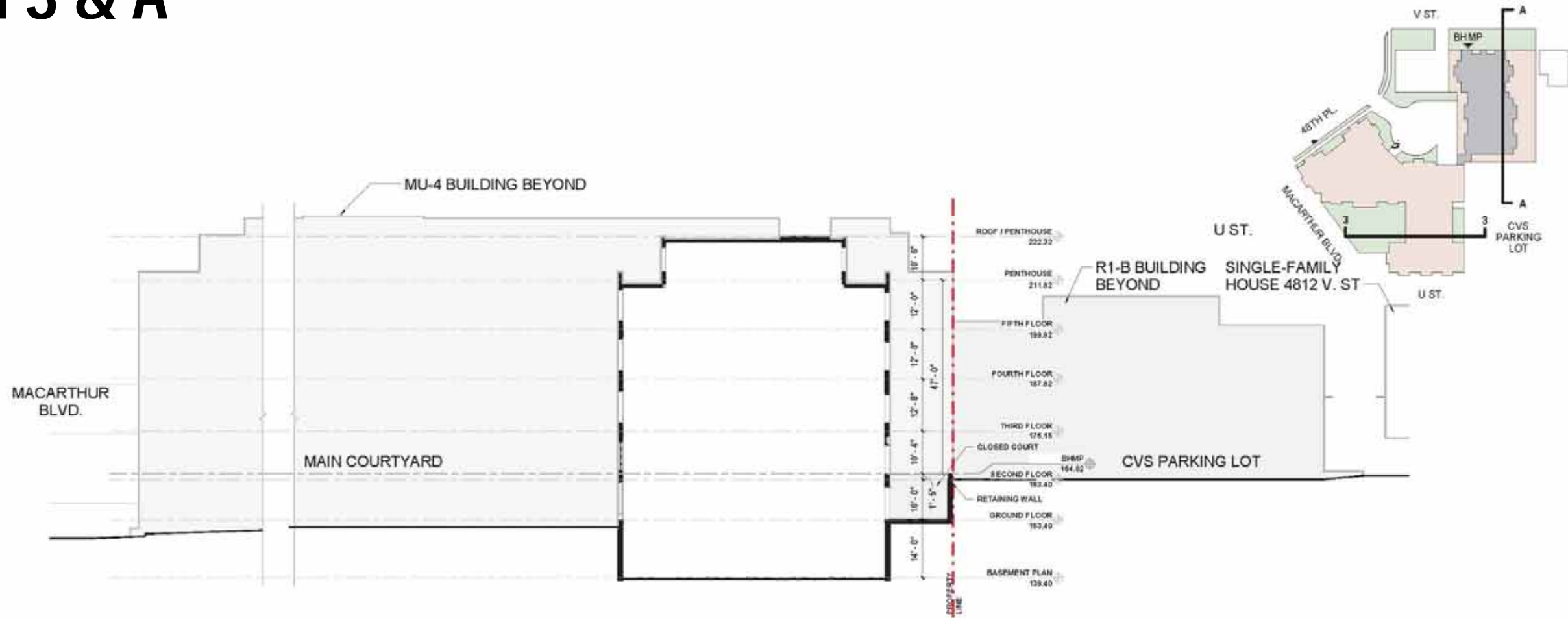
# SECTION 1 & 2



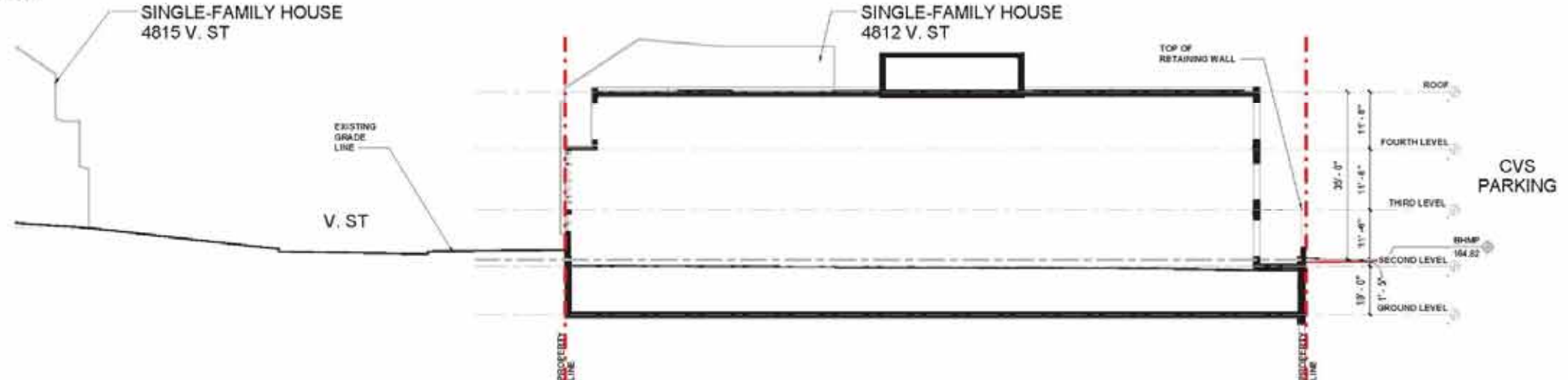
1 EAST WEST SECTION THROUGH R1-B  
1/32" = 1'-0"

2 EAST WEST SECTION THROUGH GARAGE ENTRANCE LOOKING NORTH  
1/32" = 1'-0"

# SECTION 3 & A



3 EAST WEST SECTION THROUGH MAIN COURTYARD LOOKING NORTH



A N-S SECTION THROUGH R1-B AT V.ST + CVS PARKING

# SECTION B & C

