

## TECHNICAL MEMORANDUM

To: Josh Posnick  
From: Maris E. Fry, EIT  
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Date: May 4, 2015  
Subject: The View at Waterfront

Mill Creek Residential Trust

## INTRODUCTION

This memorandum presents the findings of a traffic statement conducted for The View at Waterfront located at 1162-1198 6<sup>th</sup> Street, SW in Washington, DC in support of its PUD Modification (ZC Case Number 05-38B). The PUD was originally approved (ZC Case Number 05-38) as Marina View in February of 2007 and was slightly modified in June of 2008 (ZC Case Number 05-38A). Figure 1 identifies the site location within the District. The site is currently occupied by two residential buildings consisting of 256 residential units that were recently renovated. The modified PUD proposes to construct two new residential buildings with 260 dwelling units, 5,220 square feet of ground-floor retail, and 290 parking spaces. The previous PUD would have added 324 dwelling units, 8,300 square feet of ground-floor retail, and 569 parking spaces. The purpose of this memorandum is to:

- Provide a summary of major transportation features near and adjacent to the site including reviewing roadways, transit facilities, and bicycle facilities;
- Evaluate how the proposed PUD modification with reduction in density will affect the overall vehicular impacts of the site; and
- Review the transportation elements of the development site plan and provide a comparison between the approved PUD and the proposed modified PUD, supplementing the material provided in the plans that accompany the development application, and demonstrate that the site promotes non-automobile modes of travel and sustainability.

This Statement concludes that:

- The site is well-served by existing public transit service and has access to well-connected pedestrian and bicycle facilities;
- The vehicular impacts of the proposed PUD modifications will be less than that of the approved PUD due to a decrease in the overall development plan and a **significant decrease** in parking supply;

- Vehicular volumes in the study area have decreased overall between 2006 when the approved PUD's Transportation Impact Study (TIS) was performed and counts from Gorove/Slade's library from 2010/2013; and
- The overall site design is improved from the approved PUD by positioning all loading and vehicular access along an existing alley as opposed to along 6<sup>th</sup> Street.

## SITE LOCATION & MAJOR TRANSPORTATION FEATURES

The proposed development is located at 1162-1198 6th Street in the Southwest quadrant of Washington, DC. The site is served by many regional roadways and arterials including Interstate 395, Interstate 695, Maine Ave SW, M Street SW/SE, and South Capitol Street. The site is accessible via these roadways, along with a network of collector and local streets.

The site is well-served by public transportation, including Metrorail and Metrobus service. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the local streets and surrounding the project site. In addition to pedestrian accommodations, the site is served by a bicycle network, which consists of mixed-use trails and bike lanes.

### *Car Sharing*

Three car-sharing companies serve the District: Zipcar, Enterprise Carshare, and Daimler's Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Both Zipcar and Enterprise Carshare have locations adjacent to the project site. Table 1 lists the car-sharing locations within a quarter-mile of the site and the number of vehicles available at each location.

**Table 1: Car Share Locations and Vehicles**

| Carshare Location                                         | Number of Vehicles |
|-----------------------------------------------------------|--------------------|
| Zipcar                                                    |                    |
| Waterside Towers (907 6th Street SW)                      | 1 Vehicle          |
| 502 I Street SW (on-street)                               | 2 Vehicles         |
| 3 <sup>rd</sup> /K Street SW                              | 3 Vehicles         |
| Greenleaf Senior Center (1200 Delaware Ave SW)            | 1 Vehicle          |
| Enterprise Carshare                                       |                    |
| Waterfront Metro Station (1100 4 <sup>th</sup> Street SW) | 6 Vehicles         |
| <b>Total Number of Car Share Vehicles in Study Area</b>   | <b>13 Vehicles</b> |

Car-sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar, which requires two-way trips, Car2Go can be used for one-way rentals. Car2Go currently has a small fleet of vehicles located throughout the District. Car2Go vehicles may park in any non-restricted Metered curbside parking space or Residential Parking Permit location in any zone throughout the defined "Home Area". Members do not have to pay the meter or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however availability is tracked through their website, which provides an additional option for car-sharing patrons.

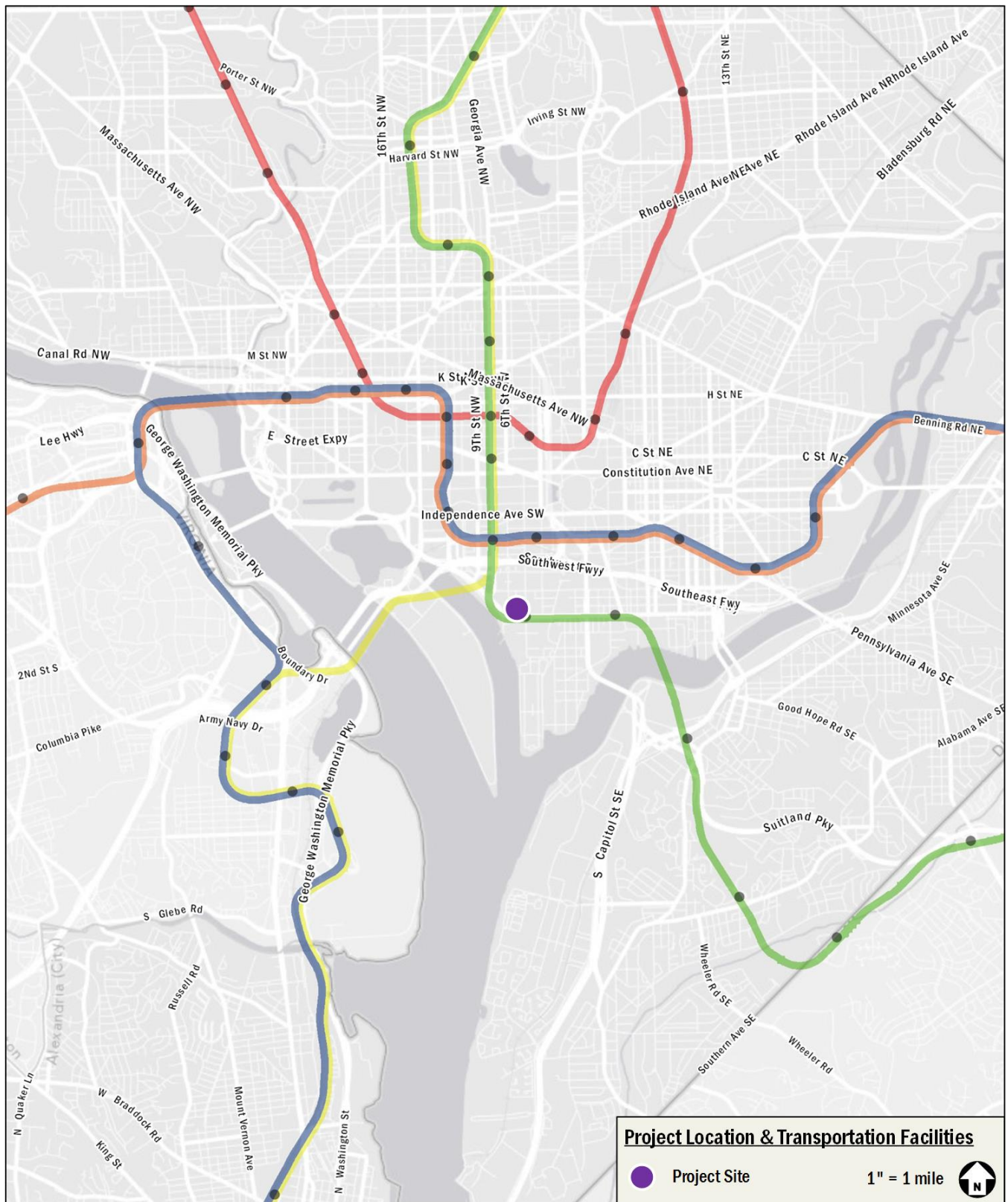


Figure 1: Site Location

## Transit

The study area is well served by heavy rail, commuter bus, and local bus service. Combined, these transit services provide local, city wide, and regional transit connections and link the site with major cultural, residential, employment, and commercial destinations throughout the region. Figure 2 identifies the major transit routes, stations, and stops in the area.

Metrorail and Metrobus services connect the site with other District neighborhoods and the Washington Metropolitan region. The site is primarily serviced by Metrobus along the M Street and 7<sup>th</sup> Street corridors with some local service within the neighborhoods. The routes serving this area connect the site to various locations throughout the District and the downtown business core. Table 2 shows a summary of the bus route information for the Lines that serve the site vicinity, including service hours, headway, and walking distance to the nearest bus stop.

The Waterfront Metrorail station is adjacent to the site and the L'Enfant Plaza Metrorail station and L'Enfant VRE station are just over half a mile from the site. Waterfront station serves the Green Line while L'Enfant Plaza station serves the Green, Yellow, Blue, Orange, and Silver Lines. The Green Line connects the study area with major downtown connections such as Chinatown/Gallery Place, as well as Fort Totten and Greenbelt, Maryland to the north and Branch Avenue station in Maryland to the South. The Yellow, Blue, Orange, and Silver Lines provide service to additional major destinations within the District, Maryland, and Virginia, including Arlington, Alexandria, and Tysons. Metrorail trains run approximately every three minutes during the morning and afternoon peak hours. They run about every 5-6 minutes during weekday non-peak hours, every 10-15 minutes on weekday evenings after 7:00 pm and 6-15 minutes on the weekends

**Table 2: Bus Route Information**

| Route Number | Route Name                                  | Service Hours <sup>1</sup>                                               | Headway <sup>1</sup> | Walking Distance to Nearest Bus Stop |
|--------------|---------------------------------------------|--------------------------------------------------------------------------|----------------------|--------------------------------------|
| 74           | Convention Center-Southwest Waterfront Line | Weekdays: 5:03AM – 12:03AM                                               | 15 min – 20 min      | 0.1 miles, 1 minutes                 |
| 735          | Charlotte Hall/Waldorf to Washington DC     | Weekdays: Northbound 4:20AM – 7:00AM<br>Southbound 12:15PM – 5:25PM      | 20 – 30 min          | 0.2 miles, 4 minutes                 |
| A9           | Martin Luther King Jr. Ave. Limited Line    | Weekdays: Northbound 5:55AM – 8:50AM<br>Southbound 3:35PM – 6:52PM       | 15 min               | 0.1 miles, 3 minutes                 |
| A42,46,48    | Anacostia-Congress Heights Line             | Weekdays: 4:00AM – 12:00 AM<br>Weekends: 4:04AM – 12:40 AM               | 15 – 30 min          | 0.1 miles, 1 minutes                 |
| D300         | Dale City-Washington Navy Yard              | Weekdays: Inbound: 4:36AM – 6:43 AM<br>Outbound: 12:13PM – 7:42PM        | 30 – 90 min          | 0.1 miles, 1 minutes                 |
| P6           | Anacostia-Eckington Line                    | Weekdays: 5:05AM – 2:04 AM<br>Weekends: 8:27AM – 11:56 PM                | 15 – 30 min          | 0.3 miles, 6 minutes                 |
| V7, V8, V9   | Minnesota Avenue-M Street Line              | Weekdays: 4:38AM – 2:01 AM                                               | 30 min               | 0.2 miles, 5 minutes                 |
| W9           | South Capitol Street Limited Line           | Weekdays: Southbound: 6:15 AM – 9:07 AM<br>Northbound: 3:15 PM – 6:15 PM | 15 – 30 min          | 0.1 miles, 3 minutes                 |

<sup>1</sup> WMATA route schedules, <http://wmata.com/bus/timetables/>

### ***Bicycle Facilities***

Within the study area bicycles have access to multi-use trails, on-street bike lanes, signed bike routes, and local and residential streets that facilitate cycling. The bicycle network provides good conditions for local trips and there are several routes for trips between the study area and other areas within the District.

Directly east of the site is an access point to the Anacostia Riverwalk Trail which travels north-south and connects Anacostia with the National Mall Trails system. Although the trail has some breaks between the two destinations, signed bike routes lead users along safe routes back to the trail. Additionally there are bike lanes that connect the site in all directions. The 4<sup>th</sup> Street SW (north and southbound) and I Street SW (east and westbound) bike lanes provide connectivity to areas around the site and link cyclists to other bicycle facilities in the District. A map of the existing and proposed bicycle facilities in the vicinity of the site is shown in Figure 3.

Although there is bicycle parking near the adjacent Metrorail station and north of the station near commercial buildings, there is little to no dedicated short-term bicycle parking directly surrounding the site. This results in many cyclists using street signs, parking meter, or similar objects to secure their bicycles. This indicates that there is a demand for additional bicycle parking facilities in the study area.

In addition, the Capital Bikeshare program allows for an additional cycling option. Users can choose to join the program for one day, three days, a month, or a year. Therefore this program is perfect for both visitors and residents of the area. Users can rent a bike from the nearest docking station, ride the bike to their destination, and return the bike to a different docking station, making the system convenient for one-way and two-way trips. The Capital Bikeshare program has placed over 300 bicycle-share stations across Washington, DC, Arlington and Alexandria, VA, and Montgomery County, MD with over 2,500 bicycles provided. There are two stations within a quarter-mile radius of the site located at 6<sup>th</sup> and Water Street SW / SW Waterfront and at 4<sup>th</sup> and M Street SW contributing to a total of 42 docking stations as summarized in Table 3.

**Table 3: Bikeshare Locations and Docking Stations**

| <b>Bikeshare Location</b>                           | <b>Number of Docking Stations</b> |
|-----------------------------------------------------|-----------------------------------|
| 6 <sup>th</sup> and Water Street SW / SW Waterfront | 19 docking stations               |
| 4 <sup>th</sup> and M Street SW                     | 23 docking stations               |
| <b>Total Number of Bikeshare Docking Stations</b>   | <b>42 docking stations</b>        |

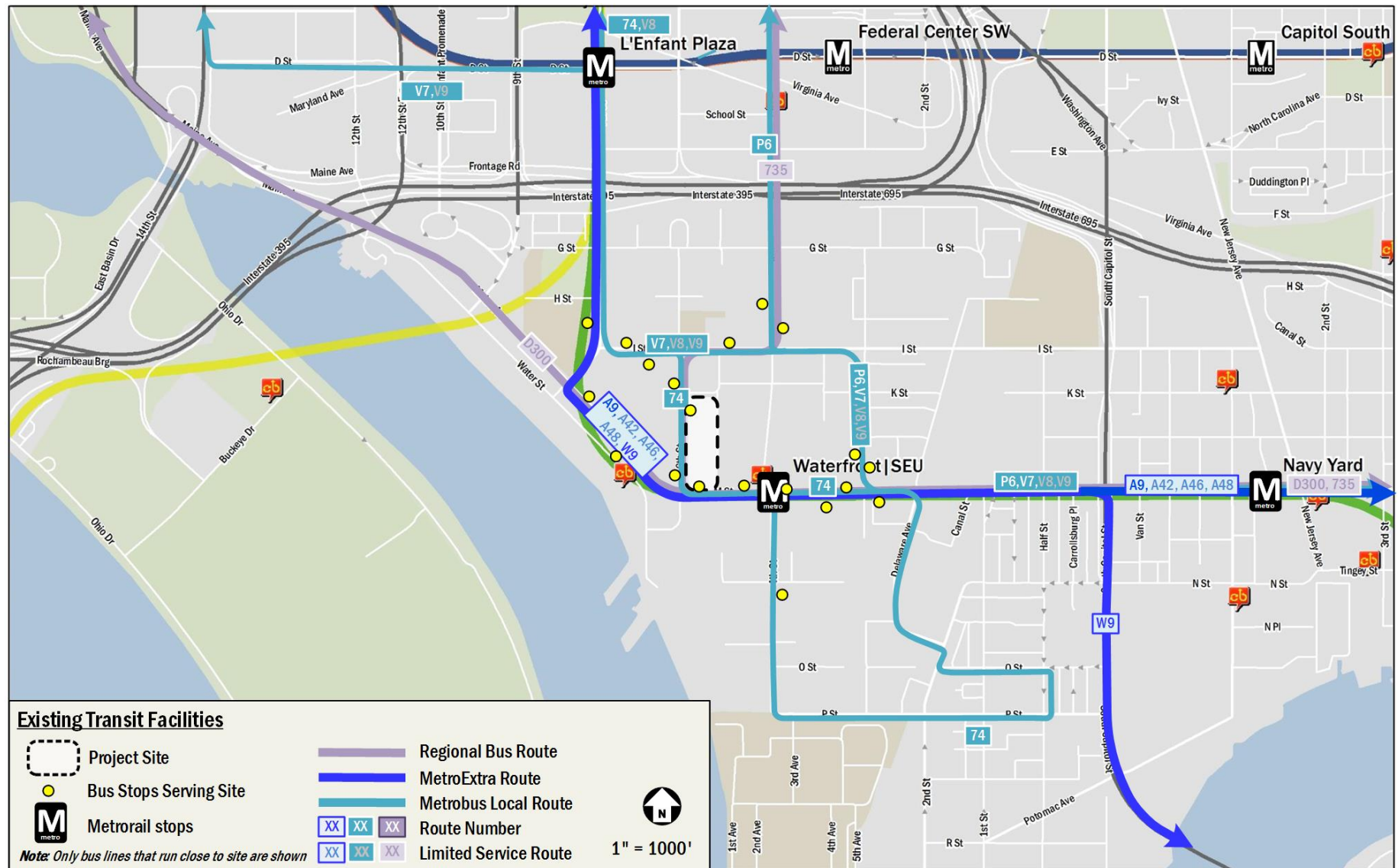


Figure 2: Existing Transit Facilities



Figure 3: Existing Bicycle Facilities

## ***Pedestrian Facilities***

This section provides an inventory of the existing site access facilities and deficiencies. Overall, the pedestrian facilities within the study area provide a good walking environment. Pedestrian access to the site is provided along all adjacent streets.

The site has good pedestrian access to nearby transit. The Waterfront-SEU Metrorail station is located adjacent to the site, with a portal located on 4<sup>th</sup> Street SW just north of M Street SW. Additionally, the L'Enfant Plaza Metrorail station is located within walking distance and provides access to the Yellow, Blue, Silver, and Orange lines as well. The site is also within walking distance to many bus routes along M Street, I Street, 4<sup>th</sup> Street, and 7<sup>th</sup> Street that provide local and commuter service between the study area and additional destinations within the District.

There are a few barriers or areas of concern within the study area that negatively impact the quality and attractiveness of walking, including walking distances between the site and some major destinations, manmade and natural barriers that increase walking distances, and roadway conditions that reduce the quality of walking conditions, including narrow sidewalks, lengthy freeway overpasses, and lengthy crossings at some intersections. These are primarily due to the site's proximity to Interstate 395. Figure 4 illustrates major walking routes and pedestrian barriers in the vicinity of the site.

A detailed review of pedestrian facilities near the site shows that most facilities meet DDOT standards, and provide a quality walking environment. Figure 5 shows a detailed illustration of the existing pedestrian infrastructure within a quarter-mile walkshed of the development site. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT's Public Realm Design Manual in addition to ADA standards. Sidewalk width and buffer requirements for the District are shown below in Table 4. Within the quarter-mile walkshed, most roads are considered residential with a moderate to high density due to the proximity to the Waterfront-SEU and L'Enfant Plaza Metrorail stations, the presence of multiple elementary and middle schools, and the frequency of commercial buildings that serve the neighborhood. The majority of sidewalks comply with an 8 foot sidewalk width and most have a 4 to 6 foot buffer. Even if no buffer exists between the edge of the sidewalk and the roadway, most roadways allow on-street parking which creates an additional buffer between pedestrians and vehicular traffic. ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, shared curb ramps between two crosswalks is not desired. As shown in the figure, under existing conditions there are occasional issues regarding curb ramps and for the most part, these issues are due to a lack of detectable warning strips.

**Table 4: Sidewalk Requirements**

| <b>Street Type</b>                    | <b>Minimum Sidewalk Width</b> | <b>Minimum Buffer Width</b>          |
|---------------------------------------|-------------------------------|--------------------------------------|
| Residential (Low to Moderate Density) | 6 ft                          | 4 ft (6 ft preferred for tree space) |
| Residential (High Density)            | 8 ft                          | 4 ft (6 ft preferred for tree space) |
| Commercial (Non-downtown)             | 10 ft                         | 4 ft                                 |
| Downtown                              | 16 ft                         | 6 ft                                 |

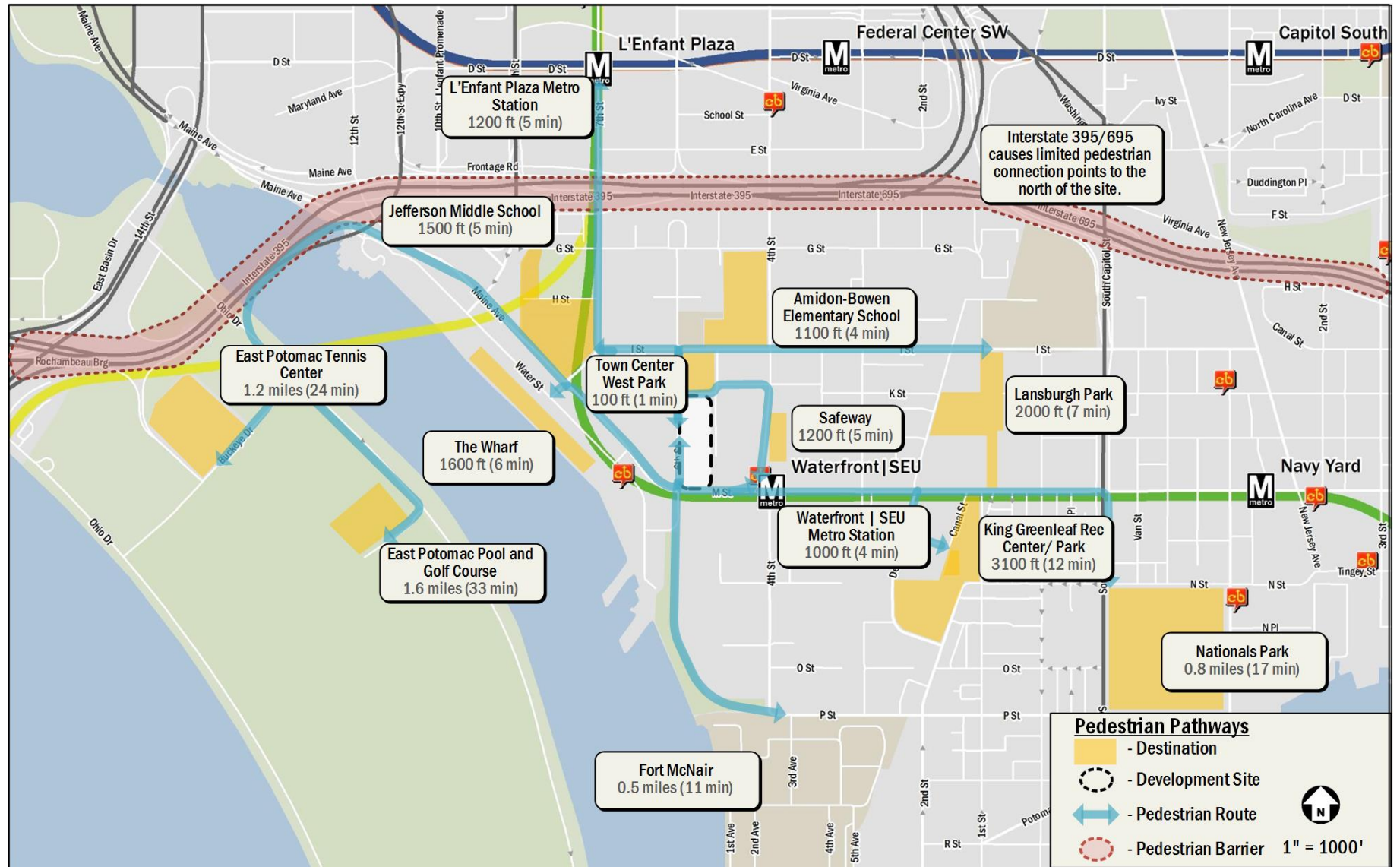


Figure 4: Pedestrian Pathways

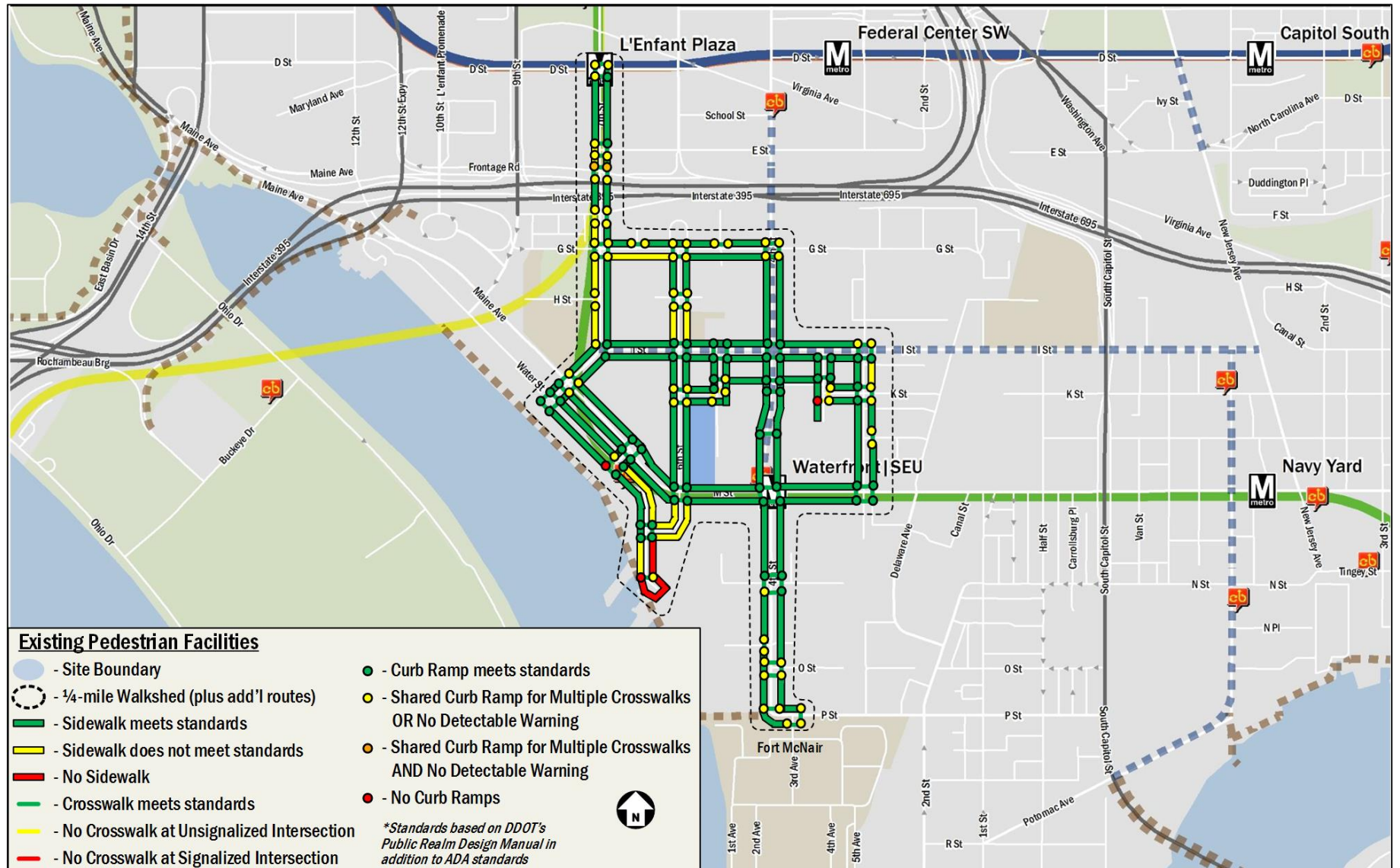


Figure 5: Pedestrian Infrastructure

## SUMMARY OF PUD MODIFICATION

This section provides a summary of the PUD modifications for The View at Waterfront. The original PUD (previously referred to as Marina View) was approved by ZC Case Number 05-38 in February of 2007 with a slight modification in June 2008. Table 5 provides a brief comparison of the plans approved in June 2008 and the plans proposed for the PUD modification (ZC Case Number 05-38B).

**Table 5: Comparison of Approved and Proposed PUD Transportation Elements**

|                        | June 2008 Approved PUD                                                                                        | Proposed PUD Modification                                                                                                                                              | Difference                                                             |
|------------------------|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| <b>Existing Use</b>    | Two residential buildings to remain, but to be restored and upgraded to ultimately include 256 dwelling units | Two residential buildings to remain, already restored and upgraded with 256 dwelling units                                                                             | Existing residential buildings have already been restored and upgraded |
| <b>Residential Use</b> | Two new buildings with up to 324 dwelling units; total of 580 dwelling units                                  | Two new buildings with up to 260 dwelling units; total of 516 dwelling units                                                                                           | Decrease of 64 dwelling units                                          |
| <b>Retail Use</b>      | 8,300 square feet of ground-floor retail                                                                      | 5,220 square feet of ground-floor retail                                                                                                                               | Decrease of 3,080 square feet of retail space                          |
| <b>Parking</b>         | 569 parking spaces – 556 for residents, 8 for retail, and 5 for sharing                                       | 290 parking spaces – 277 for residents, 8 for retail, and 5 for sharing                                                                                                | Decrease of 274 parking spaces                                         |
| <b>Parking Access</b>  | Access from 6 <sup>th</sup> Street with one new curb cut for each new building                                | Access from an existing alley with a curb cut on K Street; the alley will become accessible from M Street in conjunction with the redevelopment of the adjacent parcel | No new curb cuts proposed as part of the PUD modification              |
| <b>Loading</b>         | Three (3) 30' loading berths                                                                                  | Two (2) 30' loading berths                                                                                                                                             | Decrease of one (1) loading berth                                      |
| <b>Loading Access</b>  | Access from an existing alley with a curb cut on K Street; Future curb cut on M Street                        | Access from an existing alley with a curb cut on K Street; Future curb cut on M Street                                                                                 | No change                                                              |

## IMPACTS REVIEW

Overall, the impacts of the proposed View at Waterfront PUD Modification will be less than that of the originally approved PUD due to a decrease in the proposed development program and a decrease in the number of parking spaces. To reinforce this notion, the original study area volumes collected in August of 2006 were compared to updated volumes where possible. The original study area intersections consisted of the following:

1. 7<sup>th</sup> Street & I Street, SW
2. 6<sup>th</sup> Street & I Street, SW
3. 4<sup>th</sup> Street & I Street, SW

4. 6<sup>th</sup> Street & M Street, SW
5. 4<sup>th</sup> Street & M Street, SW

Gorove/Slade has collected volumes at four of these five locations since 2006: The intersections of M Street at 6<sup>th</sup> Street and 4<sup>th</sup> Street were collected in September of 2010 and the intersections of I Street at 7<sup>th</sup> Street and 4<sup>th</sup> Street were collected in June of 2013. No new data for the intersection of 6<sup>th</sup> Street & I Street has been collected since 2006. A comparison of 2006 and 2010/2013 traffic volumes is shown in Figure 6, illustrating where volumes have increased and decreased throughout the network.

Of note, the roadway connectivity of the study area differed in 2006 when the original counts were taken. In 2006 the Waterside Mall had not yet been redeveloped which means that 4<sup>th</sup> Street between M Street and I Street did not exist. The 4<sup>th</sup> leg of the intersection of M Street and 4<sup>th</sup> Street was a parking access to the Waterside Mall. Since 2006, the site has been redeveloped into a multi-use development with 4<sup>th</sup> Street constructed to improve the overall connectivity of the neighborhood for all modes of transportation. That said, volume comparisons before and after the connection of 4<sup>th</sup> Street may be skewed due to these changes in the roadway network.

Overall the following conclusions can be drawn in regards to the vehicular volume changes surrounding the site:

- Northbound volumes along 7<sup>th</sup> Street have increased during the morning and afternoon peak hours; southbound volumes along 7<sup>th</sup> Street have increased during the morning peak hour and decreased during the afternoon peak hour.
- Traffic patterns along I Street and 4<sup>th</sup> Street have changed as a result of the 4<sup>th</sup> Street connection, including a noticeably high reduction in traffic at the intersection of I Street and 4<sup>th</sup> Street, regardless of the introduction of a new leg to the intersection.
- Traffic along M Street has greatly decreased during the morning peak hour in both directions; during the afternoon peak hour M street volumes decreased in the eastbound direction, but increased in the westbound direction

Based on this volume comparison, the results of the original PUD's TIS are still valid and no traffic capacity mitigation measures are required. Not only has traffic on the major commuter corridors (notably M Street) decreased since the original TIS was performed, but the modified PUD has lower density and a significantly reduced parking count.

Of note, new projects in the area will likely contain all five of these intersections within their study areas. Therefore, more extensive traffic capacity analyses will be performed in this area with The View at Waterfront included as a background development.

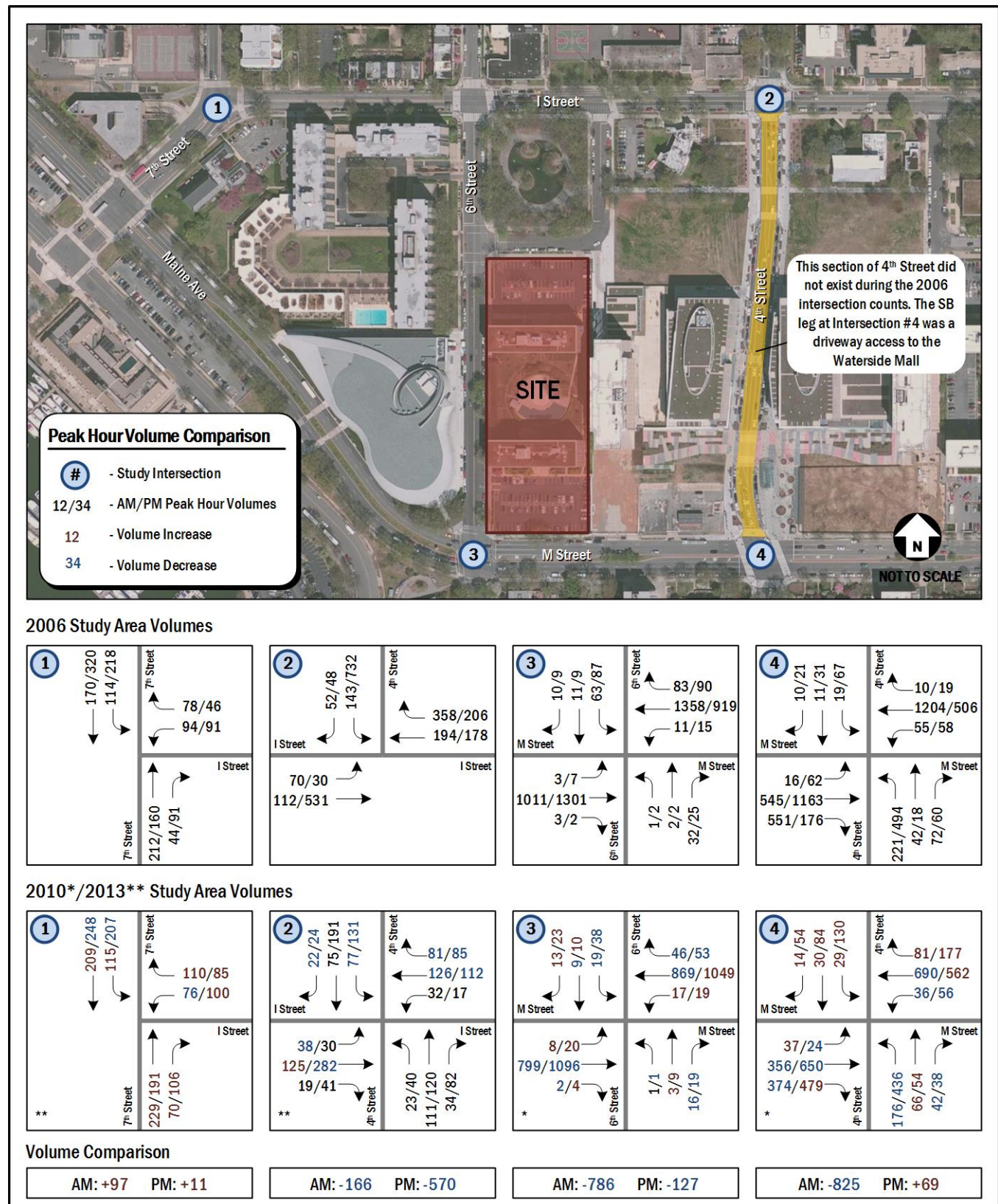


Figure 6: Peak Hour Volume Comparison

## **DESIGN REVIEW**

This section provides an overview of the on-site transportation features of the proposed View at Waterfront PUD Modification along with a comparison of these features with the approved PUD. The View at Waterfront is located on 6<sup>th</sup> Street between M Street and K Street in the Southwest quadrant of the District. The proposed PUD Modification includes two new residential buildings with up to 260 dwelling units, 5,220 square feet of ground-floor retail space, and a 290 space parking garage to be added to the existing two residential buildings that contain 256 dwelling units. Figure 7 shows the site plan of the development, side by side the originally approved PUD to best illustrate the proposed modifications.

### ***Site Access and Internal Circulation***

#### ***Vehicular Access and Circulation***

Vehicular access to the site will be via an existing alley that runs along the eastern side and currently connects with K Street. An extension of the alley has been constructed, but does not yet connect with M Street as this will require the relocation of an existing Metrorail vent shaft. This relocation will occur in conjunction with the redevelopment of the adjacent parcel, which is part of the Waterfront Station PUD. This portion of the alley will be private and the Applicant will coordinate with the adjacent property owner in regards to shared access. Additionally, an east-west service alley has been constructed between 4<sup>th</sup> Street and the existing alley as part of the Waterfront Station PUD. It is not expected to be highly utilized on a vehicular standpoint by The View at Waterfront, but may serve as an important pedestrian connection as discussed later in this section.

There will be two vehicular access locations along the alley: one for the southern garage and one for the northern garage. Each garage will have a total of 145 parking spaces, amounting to 290 parking spaces for the entire site. The existing site has two curb cuts along 6<sup>th</sup> Street and one curb cut along K Street and the original PUD, as shown in Figure 7, proposed keeping the two curb cuts along 6<sup>th</sup> Street. By eliminating all curb cuts along the perimeter of the site, the proposed PUD modifications are enhancing the pedestrian environment surrounding the site.

Changing the vehicular access locations will create slight alterations to traffic patterns directly surrounding the site. The original PUD, with access along 6<sup>th</sup> Street would likely concentrate all inbound and outbound traffic on the intersections of 6<sup>th</sup> Street with I Street and M Street. By having access along the alley some traffic traveling to and from the east may enter the site from Makemie Place as opposed to 6<sup>th</sup> Street. When the existing alley is fully connected through to M Street this will also serve as an additional right-in/right-out vehicular access.



### *Loading Access*

The proposed loading plan includes one (1) 30' loading dock for the south buildings and one (1) 30' loading dock for the north buildings to be shared between residential and retail uses. The original PUD planned for four (4) 30' loading docks. Thus a decrease of two loading docks is proposed.

Based on the experience of residential building managers that manage buildings with the District and previous studies performed by Gorove/Slade, rental apartments have an average turnover of 18 months, with two trucks per turnover (one move out and one move in). Based on this information and the proposed development program of 516 apartment style residential units, there will be approximately 688 deliveries per year or about 2 deliveries per day for the residential land use. The tenant of the retail component has not yet been finalized therefore an accurate estimation of deliveries cannot be made; however, based on previous studies, retail locations are expected to have the following loading activity: General retail stores are expected to have (3) van-sized deliveries per week, quick service food establishments two (2) van-sized and two (2) 30' truck deliveries per week, and full restaurants two (2) van-sized and four (4) 30' truck deliveries per week. Based on these numbers, the overall development is not expected to generate more than two (2) van-sized deliveries and eighteen (18) 30' truck deliveries per week. With proper loading management, two loading docks will suffice at the site, each accommodating 1 to 2 deliveries per day.

As shown in Figure 8, based on the truck routing map provided by DDOT, it is likely that service vehicles access and egress the site along M Street as it is designated as a preferred truck route and is connected to other major routes such as North Capitol Street, 9<sup>th</sup> Street SW, 12<sup>th</sup> Street SW, and I-395. Since M Street does not currently provide direct access to the site, trucks must utilize 6<sup>th</sup> Street and K Street to access the alley. When the alley is connected through to M Street trucks may use this as an additional access/egress option.

As shown in Figure 9 and Figure 10, truck maneuvers into and out of the loading docks can be easily made from both K Street and M Street, when the alley is fully connected.

### *Parking*

The parking proposed for this project includes 290 parking spaces in two below ground parking structures accessed via an alley on the east side of the site, as previously discussed. 277 of these spaces will be reserved for residents, 8 for retail, and 5 will be shared spaces. This translates to a parking supply of 0.54 spaces per resident. The original PUD proposed a total of 569 spaces of which 556 would be reserved for residents, 8 for retail spaces, and 5 for sharing or 0.96 spaces per resident.

Based on zoning requirements, the project is required to provide 1 parking space per 3 dwelling units and 1 space per 750 square feet of retail over 3,000 square feet. This amounts to a total of 175 parking spaces required. Therefore, the proposed PUD submission is much more in line with zoning requirements and general parking supply trends within the District. This decrease in parking supply will greatly reduce the maximum vehicular impact possible by the site. When coupled with a transportation demand management program, parking supply has the ability to help shape the amount of vehicular trips generated by a site and thus reinforces the notion that the overall vehicular impact of the site will decrease as part of the proposed PUD Modifications.

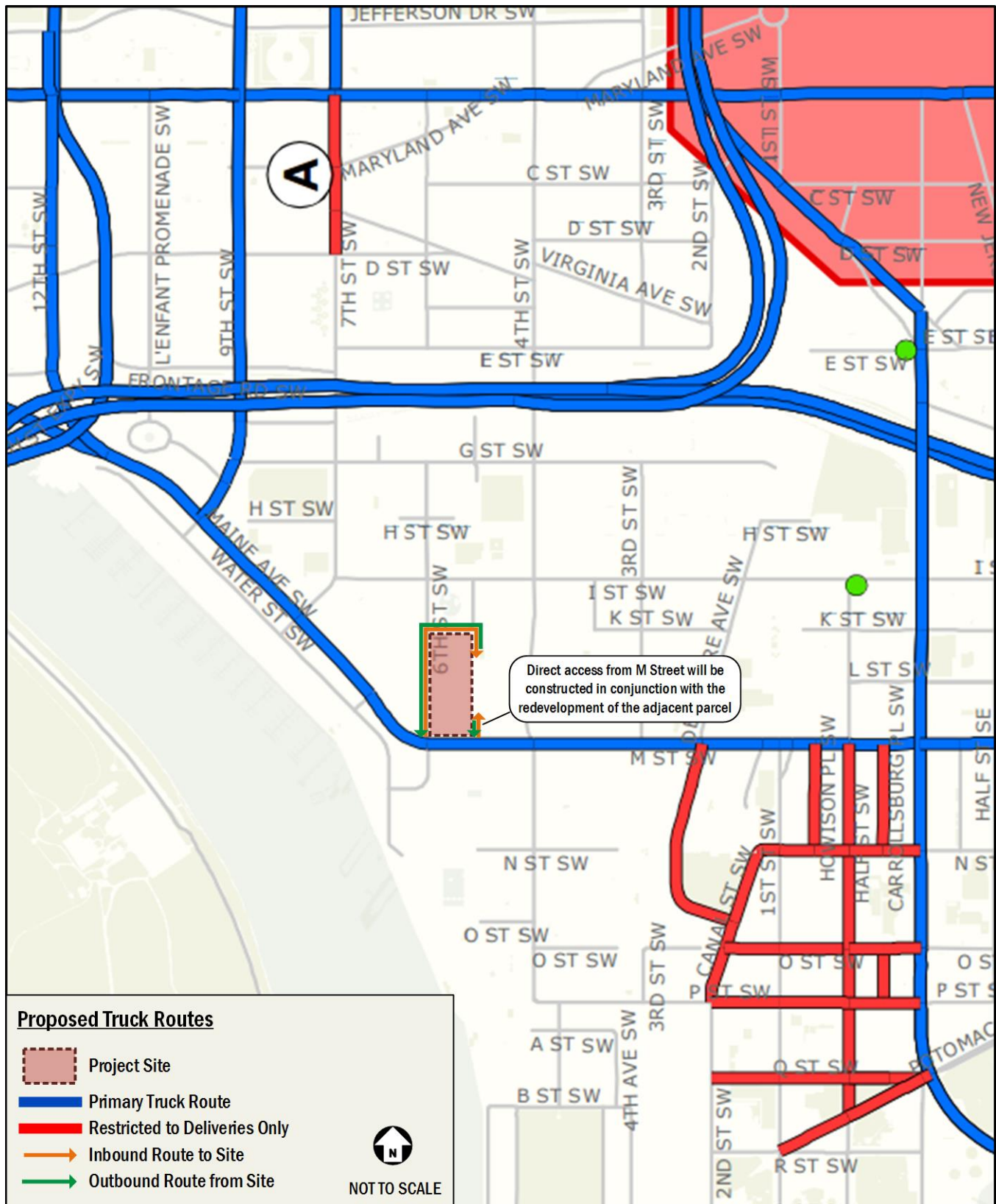


Figure 8: Proposed Truck Routes

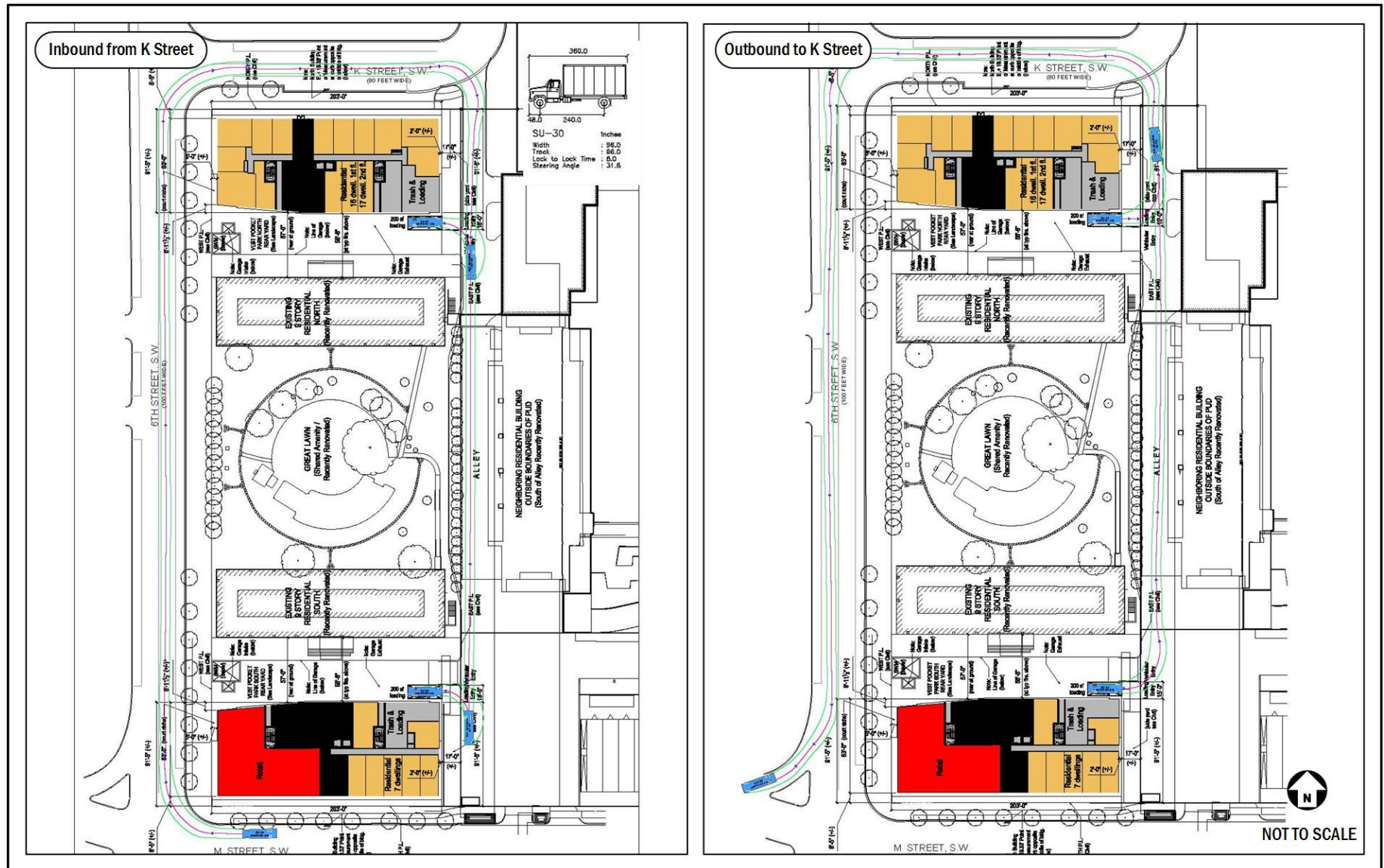


Figure 9: Truck Maneuverability Diagram – K Street Access

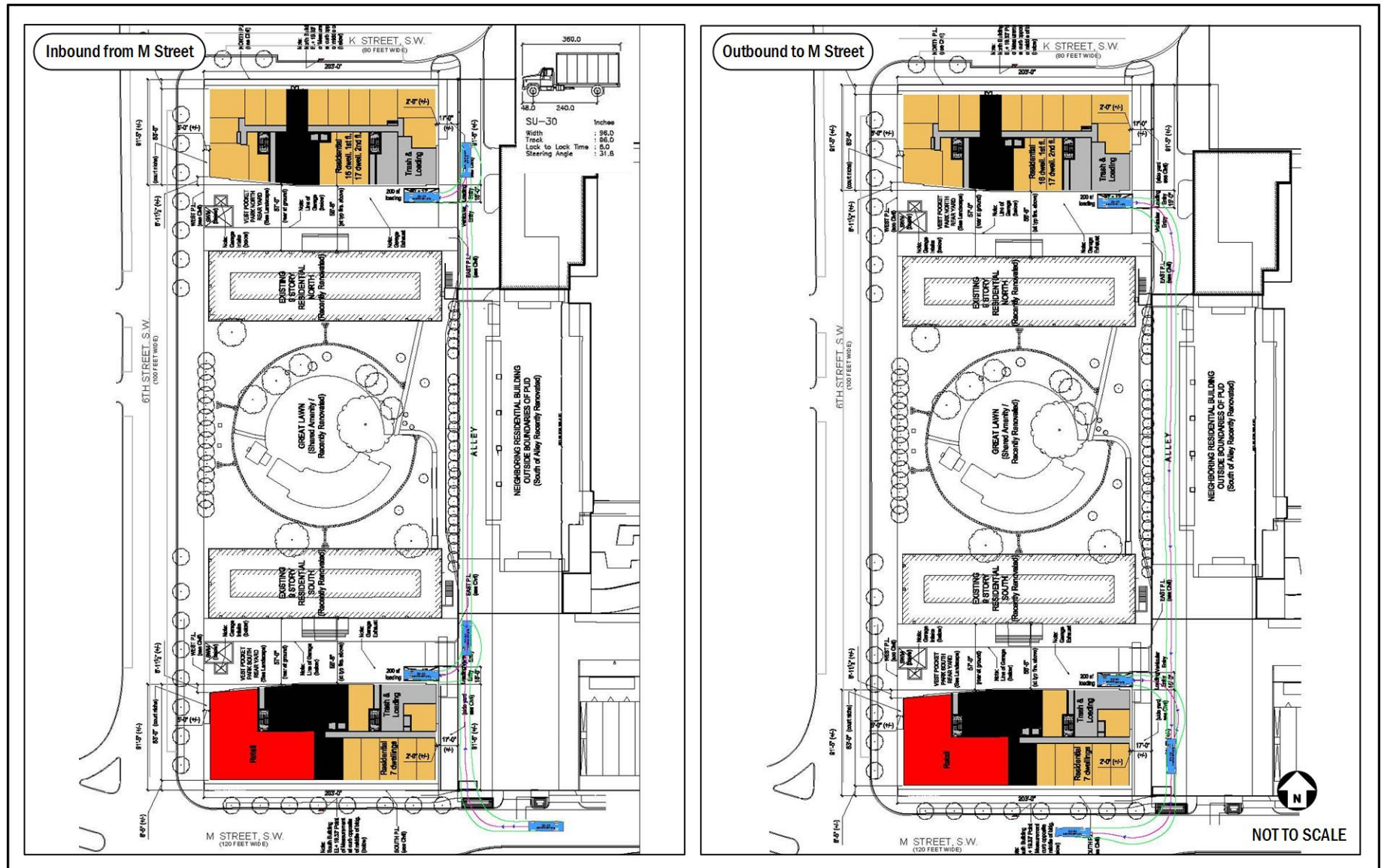


Figure 10: Truck Maneuverability Diagrams – M Street Access

### ***Bicycle & Pedestrian Facilities***

The development will provide both short-term bicycle parking around the perimeter of the property and long-term bicycle parking within the parking garage. The current development plan includes 248 secure bicycle parking spaces, 124 spaces in each garage. This exceeds the current bicycle parking regulations, which require one secure bicycle parking space per three residential units.

The View at Waterfront development will improve the pedestrian and sidewalk accommodations on site. Although sidewalk conditions directly surrounding the site meet DDOT standards, the facilities along 6<sup>th</sup> Street will be widened to accommodate amenities such as café style seating on the corner of 6<sup>th</sup> Street and M Street. In addition, the pedestrian entrances located on the east side of the building will be able to take advantage of the pedestrian facilities constructed as part of the Waterfront Station PUD which connect the site directly to the Waterfront Metrorail station as shown in Figure 11.

### ***Transportation Demand Management***

The Transportation Demand Management (TDM) plan approved for the original PUD included the following TDM measures:

- Coordination with a local car-sharing vehicle service to reserve five parking spaces for residents and visitors of this project;
- Provide a one-time membership fee subsidy of \$35 per residential unit for residents to join a local car-sharing service;
- Providing all new residents, upon move-in, a complimentary SmartTrip card with \$20 Metro fare to encourage the use of mass transit;
- Providing an on-site business center to provide residents access to a copier, facsimile machine, and internet services;
- Providing a secure bicycle storage space for each residential unit; and
- Designating a member of building management as a point of contact who is responsible for coordinating and implementing transportation demand management incentives.

Based on changes in TDM strategies for the District over the past several years and strategies employed by recent developments in the city, it is suggested that development include the following TDM strategies:

- All parking on site will unbundled from the costs of leasing apartments and priced at market rates at minimum, defined as the average cost for parking in a quarter-mile radius from the site;
- Each building lobby will display transit and other alternative mode information, using electronic messaging boards;
- Providing bicycle parking exceeding existing Zoning Regulation and District law minimums; and
- The Applicant will install electric car charging stations at 2 parking spaces.

As the modified PUD contains significantly less parking, this Statement recommends removing the car-sharing and transit subsidies. The other changes represent trends in TDM strategies between 2006 and 2015, including a decreased demand for car-sharing spaces and business centers, and an increased demand for electronic messaging boards.

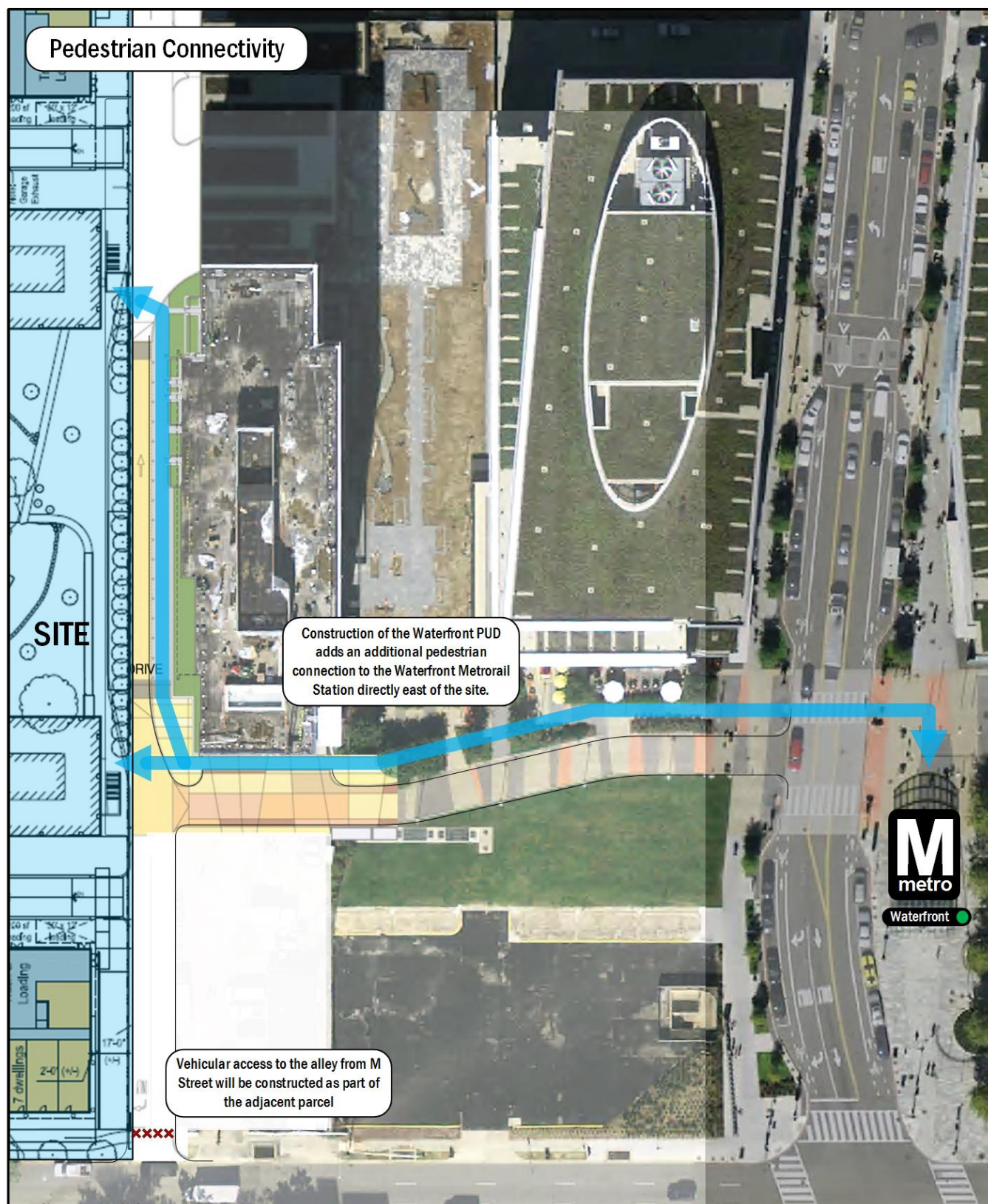


Figure 11: Pedestrian Connectivity

## CONCLUSIONS

This Statement concludes that:

- The site is well-served by existing public transit service and has access to well-connected pedestrian and bicycle facilities;
- The vehicular impacts of the proposed PUD modifications will be less than that of the approved PUD due to a decrease in the overall development plan and a **significant decrease** in parking supply;
- Vehicular volumes in the study area have decreased overall between 2006 when the approved PUD's Transportation Impact Study (TIS) was performed and counts from Gorove/Slade's library from 2010/2013; and
- The overall site design is improved from the approved PUD by positioning all loading and vehicular access along an existing alley as opposed to along 6<sup>th</sup> Street.