

TECHNICAL MEMORANDUM

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CC: Paul Tummonds
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From: Maris Fry, P.E.
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Date: January 10, 2018

Subject: Monroe Street Market Block E PUD
Transportation Statement - Corrections

Introduction

This memorandum presents minor corrections to the Monroe Street Market Block E PUD Transportation Statement, which was submitted as part of the Modification of Consequence Application on December 22, 2017. A calculation error in Table 5 on page 8 resulted in the incorrect number of available parking spaces within Phase 1 of the Monroe Street Market development being reported. Table 5, and the final paragraph of Page 7 have been updated to reflect the accurate parking availability numbers. The corrected versions of pages 7 and 8 are attached to this memorandum with the amended text shown in red.

These minor corrections do not impact the conclusions of the December 22, 2017 Transportation Statement. The proposed number of parking spaces (99 spaces) in the Block E Building is expected to sufficiently accommodate parking needs and will not encourage vehicular transportation as a primary mode of travel, as there are additional unleased parking spaces throughout the remainder of the development.

Design Review

This section provides an overview of the on-site transportation features for Block E of MSM. This section reviews updates to the proposed site facilities discussed during the Consolidated PUD process and provides detailed site design information that has since been finalized. The PUD Modification of Consequence plans for Block E consist of a single mixed-use building containing approximately 157 dwelling units, approximately 20,215 square feet of retail, and approximately 99 below-grade parking spaces for residential and retail use. A detailed ground-floor site plan is shown on Figure 2.

Vehicular Access and Circulation

As was approved as part of the Consolidated PUD, vehicular access to Block E will be via two driveways along 8th Street, NE; one for parking access and one for loading access. Vehicular circulation to and from the site is presented in Figure 3. DDOT's Public Space committee approved these curb cuts on April 20, 2011. Although the location of these curb cuts remains the same, it should be noted that the design of the curb cuts has been updated to meet current DDOT standards.

Parking

Under the approved 2009 ZC Order, parking access to Block E was proposed from a dedicated ramp off of 8th Street to the underground parking garage within Block E. The amount of parking proposed, and ultimately approved for the residential portion of Block E was 171 parking spaces. As part of the Consolidated PUD Application, it was envisioned that all retail parking for the development as a whole would be located in the Block A1 garage. As such, no retail parking was proposed to be located within Block E.

The proposed parking supply for Block E has been reduced as part of the PUD Modification of Consequence and retail parking is now being contemplated for Block E based on specific tenant needs. The development plans call for a supply of 99 parking spaces in which 60 will be allocated to residential use and 39 will be allocated to retail use. Although the Applicant proposes to reduce the Block E parking supply below that which was approved as part of the Consolidated PUD, the proposed parking supply is expected to adequately serve the Block E development and will exceed current Zoning requirements.

The reduction in residential parking supply results in a parking ratio of 0.38 spaces/unit, a decrease from 1.09 spaces/unit in the 2009 development program. The proposed parking ratio of 0.38 spaces/unit more accurately reflects current District standards and goals, and is generally in line with parking utilization observed throughout Phase 1 of the overall Monroe Street Market development. Phase 1 (excluding the townhomes of Block A2) consists of a total of 562 residential units and 432 parking spaces (or 0.77 spaces/unit), as shown in Table 1. At this time the Phase 1 residential units are fully occupied, but only 277 parking spaces are leased out. This results in an overall parking demand of 0.49 parking spaces per residential unit. It should be noted that all buildings within Phase 1 of Monroe Street Market observe approximately the same parking demand.

Although the proposed parking supply of Block E is proposed to be lower than the parking demand at the Phase 1 buildings, the proposed parking supply is expected to be sufficient. Parking demand is shown to be strongly correlated to parking supply; therefore a limited parking supply will help lower the parking demand. Even without a limited parking supply, the parking demand of Phase 1 has stayed relatively low and in line with typical parking demands observed in the District. However, if the parking demand is higher than the supply in Block E, parking spaces in Block A1, directly across 7th Street from Block E, will be offered at a lower cost to those residents. As it stands, there are 56 unleased parking spaces within the Block A garage, and 155 unleased parking spaces in the development as a whole.

Table 1: Monroe Street Market Phase 1 Parking Utilization

MSM Phase I Parking						
	# Units	# Stalls	Ratio	Leased	Available	Utilization
Phase I Residential						
Block A1	310	212	0.68/Unit	156	56	0.50/Unit
Block B	100	128	1.28/Unit	50	78	0.50/Unit
Block C	152	92	0.61/Unit	71	21	0.47/Unit
Phase I Residential Parking	562	432	0.77/Unit	277	155	0.49/Unit
Block A1 - Retail	-	220	-	-	-	-
Total Phase 1 Parking	562	652	-	-	-	-

Loading

Under the proposed development plan, Block E will provide one (1) 55’ loading berth, one (1) 30’ loading berth, and one (1) 20’ service/delivery space, accessible from 8th Street. The Zoning Regulations that govern this project state that a building of this size must contain one 55’ berth and one 20’ service space for the residential use and one 30’ berth for the retail space. Truck routing to and from these loading areas will be focused on designated truck routes. The nearest designated truck routes to the site are Michigan Avenue, Irving Street, North Capitol Street, and 12th Street, therefore it is assumed that all trucks will access and egress the loading areas from these routes. Trucks will enter the loading berth utilizing back-in maneuvers from 8th Street. AutoTURN software was used to test SU-30 and WB-50 trucks in and out of the loading area. The turning maneuvering diagrams, included in the Technical Attachments, show that the design of the loading berth will appropriately accommodate the anticipated truck activity.

The amount of loading expected at Block E is estimated as follows:

- As a baseline, it is expected that there will be three (3) daily truck deliveries (covering trash, general delivery, and mail).
- Residential loading activity is estimated assuming an expected rental turnover of 18 months, with two (2) trucks per move – one move-in and one move-out. (0.6 daily truck deliveries).
- Although the exact nature of the retail space is unknown at this time, it is expected that in general each retail store will generate an additional two (2) deliveries per day in addition to the baseline deliveries. Based on the square footage of the retail space, it is expected that there will be two individual retail spaces therefore it is expected that the retail use will generate a total of four (4) deliveries per day.

Using these estimates, the anticipated loading activity for Block E is as follows:

- The building (assuming 157 apartments and 20,215 sf of retail) is expected to generate a loading demand of 7 to 8 trucks per day (of which 3 to 4 are expected to be WB-50 or SU-30 trucks, and 4 are expected to be service/delivery vehicles of 20’ or less).

Error! Reference source not found. illustrates the layout of the loading area within the building. Based on the above projections, the proposed amount of loading facilities will be sufficient to accommodate the demand generated by the development.

In conjunction with the need to facilitate back-in truck maneuvers, a loading management plan is proposed in order to: (1) minimize undesirable impacts to the adjacent neighborhood streets and building tenants; (2) reduce conflicts with truck