

TECHNICAL MEMORANDUM

To: John Begert
From: Seth Fisher
Jim Watson, PTP
Erwin N. Andres, P.E.
Date: September 18, 2015
Subject: 315 H Street NE Revised Comprehensive Transportation Review (CTR)

MRP Realty

INTRODUCTION

This memorandum presents a Comprehensive Transportation Review (CTR) that describes the loading, parking, and sufficiency of alternative modes of transportation of a mixed-use development located at 315 H Street in the H Street corridor neighborhood of Northeast Washington, DC, as agreed upon with the District Department of Transportation (DDOT) in a scoping form dated May 5, 2015. Figure 1 identifies the site location within the District. The site will be redeveloped into a mixed-use project with up to 135 residential units and 6,297 street level square feet (sf) of neighborhood serving retail space. 30 parking spaces will be provided on-site in an underground parking garage, which is 20 spaces less than the requirement under the zoning regulations. Zoning requires that the retail space provide five parking spaces and the residential space provide 45 parking spaces. For loading, zoning regulations require one 30 foot loading berth for retail and a 55' loading berth for residential, and the requisite loading platforms. However, due to the depth of the site, the requirement that all parking and loading be accessed from 4th Street instead of H Street, the location of the garage ramp (and correlating parking spaces), as well as the alley configuration, only a 24 foot loading space can be accommodated on-site to serve the residential components. Residential moving trucks will be restricted to being 24 feet or less and will be required to enter and exit the site via the alley from 4th Street. All retail loading will be accommodated from the existing loading zone along 4th Street.

The following conclusions have been made regarding the 315 H Street NE development:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation;
- Based on the site location near ample transit services in addition to an analysis of comparable residential sites, and coupled with a TDM plan, it was determined that the parking supplied by the development will be adequate to serve the needs of the development.
- Based on an analysis of comparable residential units and an estimation of loading and trash activity for the development, it was determined that the amount of loading and trash activity expected to take place at the site will be adequately served by the loading space planned on-site as well as the alley itself (for trash pickup). Residential moving trucks will not exceed 24 feet in length and will be restricted to entering and exiting the site from the alley via 4th Street. All retail loading will be accommodated from the existing loading zone along 4th Street.

- A TDM plan for the development will include the implementation of a TDM coordinator, on-site services, a marketing program, transportation incentives, bicycle amenities, ride-matching/ridesharing programs, and RPP restrictions.

EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, and pedestrian facilities in the site vicinity. The site is served by several public transportation sources, including Metrorail, Metrobus, and the soon to open H Street streetcar. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by an on-street bicycle network, consisting of bike lanes, cycle tracks, and signed bicycle routes.

Transit

Local transit services that provide access to and from the 315 H Street NE development site primarily include Metrorail, Metrobus and MetroExpress routes. Metrobus and Metrorail service is operated by the Washington Metropolitan Area Transit Authority (WMATA) and is currently the fifth largest bus network in the nation. Table 1 illustrates the existing Metrobus and MetroExpress routes.

Numerous Metrobus and MetroExpress routes operate along H Street, K Street, 8th Street, and 6th Street NE within walking distance of the site. Table 1 shows a summary of the bus route information for the lines that serve the study area, including service hours and the headways. The two equally closest Metrobus stops to the site are located immediately to the east and west of the site along H Street, one near 3rd Street and the other near 4th Street. Both stops serve the D8 and X1 lines, with the 4th Street stop also serving the X2 line. A second Metrobus stop is located on 4th Street NE near its intersection with K Street and serves the D3, D4, and D8 lines. The service hours and headways for these lines are listed below.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Headway
D3	Ivy City-Dupont Circle Line	Weekdays: WB 6:05 am – 9:15 am EB 3:00 pm – 5:50 pm Saturdays: WB 6:25 am – 8:30 am EB 4:00 pm – 5:50 pm	20-30 minutes
D4	Ivy City-Franklin Square Line	Weekdays: 4:15 am – 1:05 am Saturdays: 4:45 am – 1:05 am Sundays: 5:15 am – 1:05 am	Peak Hours: 15-20 minutes Off-Peak Hours: 30 minutes Weekends: 30 minutes
D8	Hospital Center Line	Weekdays: 5:15 am – 1:00 am Weekends: 6:15 am – 1:05 am	Peak Hours: 10-15 minutes Off-Peak Hours: 15-30 minutes Weekends: 15-30 minutes
X1/X3	Benning Road Line	Weekdays: WB 6:00 am – 8:40 am EB 3:40 pm – 6:10 pm	AM Peak Hour: 7-15 minutes PM Peak Hour: 20-30 minutes
X2	Benning Road-H Street Line	Monday - Saturday: 4:05 am – 3:00 am Sundays: 4:10 am – 2:00 am	Peak Hours: 6-10 minutes Off-Peak Hours: 10-20 minutes Weekends: 10-20 minutes

Due to growth of population, jobs, and retail in several neighborhoods in the District and the potential for growth in other neighborhoods, the District's transportation infrastructure is planned for augmentation by the reestablishment of streetcar service in the District and the implementation of limited-stop bus service along major corridors in the proposed

development vicinity. This includes the H Street corridor as is outlined in the *DC's Transit Future System Plan* report published by DDOT in April 2010.

The planned streetcar system element includes one route that travels near the project site and is currently undergoing test operations along the H Street corridor. The streetcar system, once operational, will consist of modern low-floor vehicles that operate on surface tracks embedded in the roadways, which will mostly operate in travel lanes that are shared with automobiles. Stops would generally be located every ¼- to ½-mile along the routes, including a stop at the intersection of 3rd and H Streets NE, immediately adjacent the site. The future planned route serving the study area will initially connect the site with Union Station prior to the completion of the development, and is eventually planned to travel between the Benning Road Metro Station and Georgetown. Given the site's 94 WalkScore and proximity to Union Station Metro, residents and patrons will have easy access to other non-auto transportation options in addition to the streetcar.

Bicycle Facilities

An inventory of the bicycle facilities found throughout the study area and the adequacy of each such facility is provided in Figure 2. Although there are some roadways with poor conditions such as H Street/Benning Road, there are several existing bike facilities, planned bike facilities, and local streets with safe conditions surrounding the site. Safe north-south connectivity is provided by the one-way bike lanes along 4th Street and 6th Street NE. Further from the site, there is also the one-way pair of bike lanes along 14th and 15th Street NE and the Metropolitan Branch Trail that travels adjacent to the Red Line tracks. East-west connectivity is best served along I Street and G Street. These roadways are low-speed, low-volume, one-way roadways that currently provide safe cycling conditions, particularly with the recent addition of contraflow bike lanes on both streets.

In addition, the Capital Bikeshare program has placed over 200 bike share stations across Washington, DC, Arlington, and Alexandria, VA, and most recently, Montgomery County, MD with more than 1,800 bicycles provided. Capitol Bikeshare has plans to expand the system and potential new station locations have been identified throughout the study area. Figure 3 identifies existing station locations in the study area. Capitol Bikeshare currently has four existing bike share locations within an approximately quarter-mile walk of the site. The nearest station is located adjacent the site at the intersection of H Street and 3rd Street NE. The three other stations are located at the intersection of H and 2nd Street NE, at the intersection of H and 6th Street, NE and at the east side of Union Station.



Figure 1: Site Location

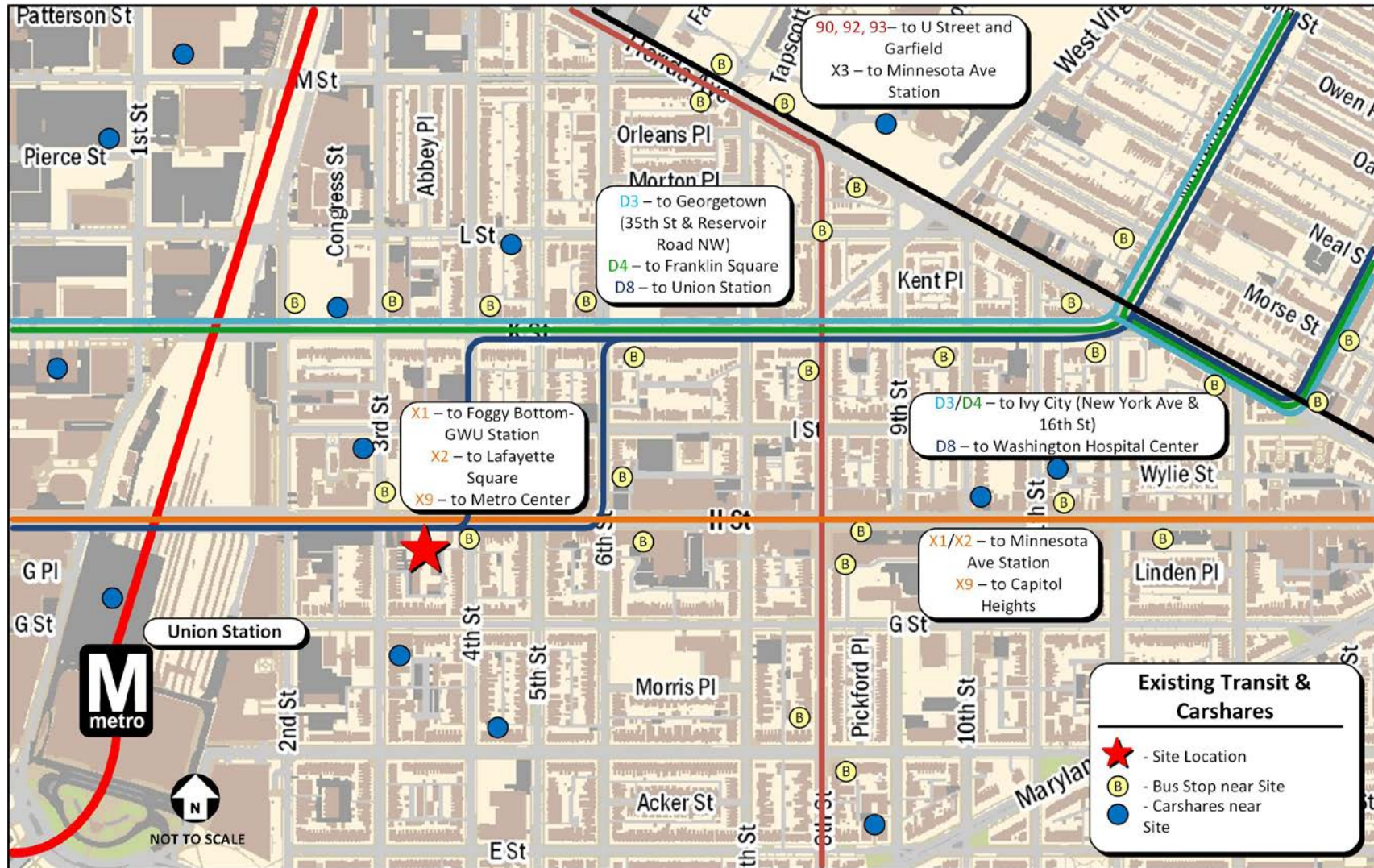


Figure 2: Existing Transit Facilities and Carshare Vehicles

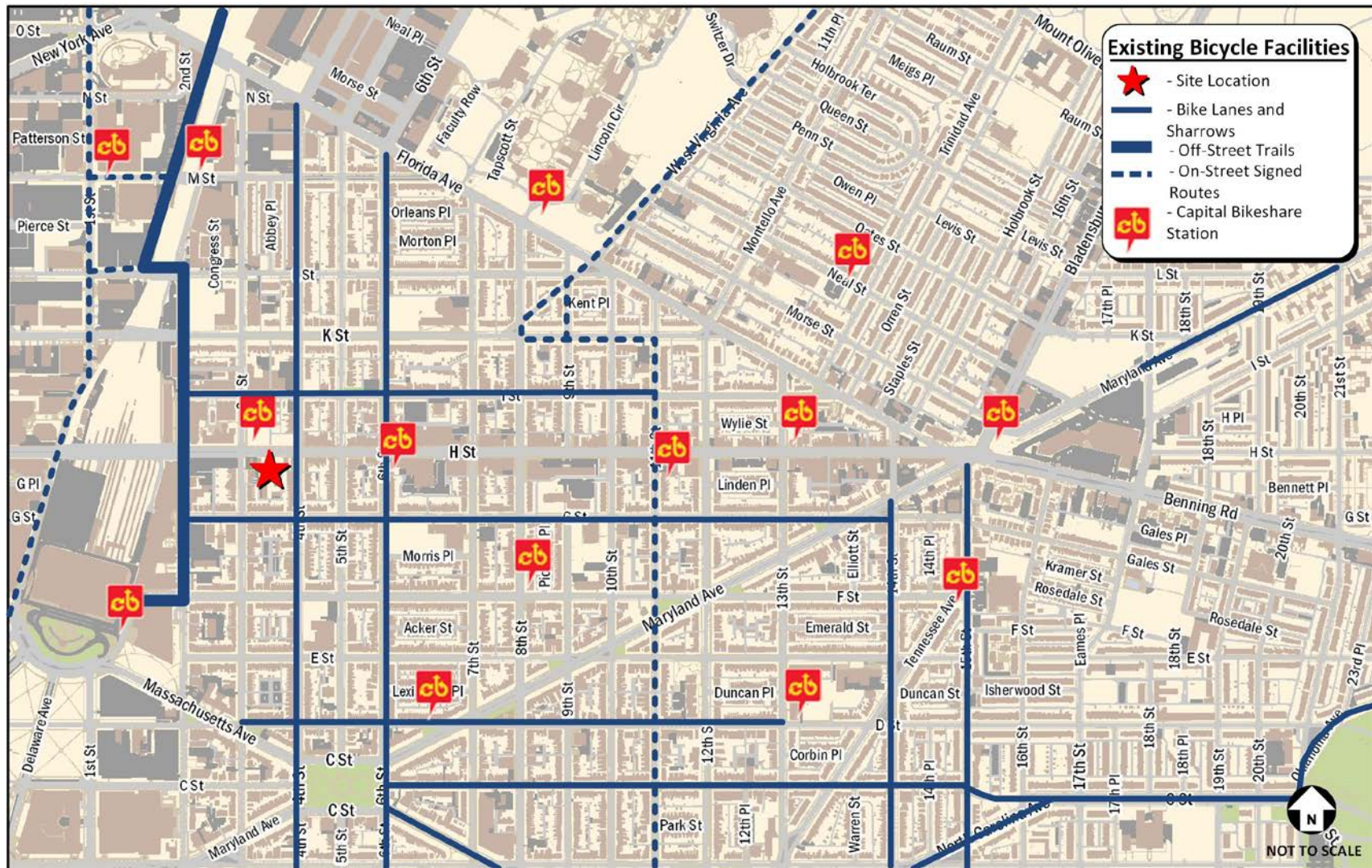


Figure 3: Existing Bicycle Facilities

Pedestrian Facilities

Overall, the pedestrian facilities within the study area provide a good walking environment. This section provides an inventory of the existing site access facilities and deficiencies. Pedestrian access to the site is provided along H Street NE. The site has good pedestrian access to nearby transit service. The bus stops located along H Street, K Street, and 6th Street are all within walking distance and provide local and commuter service between the study area and destinations in all directions. In addition, pedestrians can safely and conveniently access the Union Station Metrorail Station, which is located approximately a third of a mile southwest of the site.

A review of pedestrian facilities near the site shows that most facilities meet DDOT standards, and provide a quality walking environment. Figure 4 shows a detailed inventory of the existing pedestrian infrastructure near the development site and along primary walking routes. 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 2. Within the area shown, H Street is considered a commercial street with the remaining roadways considered residential with a moderate to high density. H Street complies with the commercial requirements for sidewalks, as do most residential streets, with a few exceptions that are slightly more narrow than required. ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks is not desired. As shown in the figure, under existing conditions some curb ramps either serve multiple crosswalks or do not have a detectable warning. However, most intersections comply with ADA standards. Overall, the pedestrian facilities in the site vicinity provide excellent walking conditions for those accessing the site on foot.

Table 2: Sidewalk Requirements

Street Type	Minimum Sidewalk Width	Minimum Buffer Width
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

On-Street Parking Facilities

An inventory of street parking restrictions on study area roadways was conducted to determine the availability of residential street parking in the site vicinity. Only two types of street parking restrictions primarily exist in the study area surveyed: parking available for Zone 6 residents with weekday restrictions for non-residents and metered parking only available for long-term resident parking during overnight hours. A few block faces either provide no parking, unrestricted parking, or school parking during the morning. As shown on Figure 5, the majority of street parking in the immediate site vicinity is designated for Zone 6 residential parking. However, the H Street block faces consist entirely of metered parking.

Car Sharing

Three car-sharing companies serve the District: Zipcar, Enterprise CarShare, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Both Zipcar and Enterprise CarShare have

locations near the project site. Table 3 lists the car-sharing locations near the project and shows that 10 carsharing vehicles are available within a short walk of the site with many others within an additional reasonable walking distance. Carshare locations are also shown on Figure 2.

Car sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar and Enterprise CarShare, which require two-way trips, Car2Go can be used for one-way rentals. Car2Go currently has a 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.

Table 3: Car Share Locations and Vehicles

Carshare Location	Number of Vehicles
Zipcar	
3 rd Street & I Street NE	2 Vehicles
Behind 406 F Street NE	1 Vehicle
The Loree Grand (250 K Street NE)	2 Vehicles
Behind 637 3 rd Street NE	1 Vehicle
Station House Apartments (701 2 nd Street NE)	2 Vehicles
Union Station Parking Garage – 3 rd Level	10 Vehicles
Enterprise CarShare	
Union Station Parking Garage	4 Vehicles
Total Number of Car Share Vehicles in Study Area	22 Vehicles

DESIGN REVIEW

This section provides an overview of the proposed development transportation features. The development program consists of 6,297 of neighborhood serving retail space and up to 135 residential units. 30 parking spaces will be provided on-site in an underground parking garage, which is 20 spaces less than the requirement under the zoning regulations. Zoning requires that the retail space provide five parking spaces and the residential space provide 45 parking spaces. For loading, zoning regulations require one 30 foot loading space for retail and a 55 foot loading space for residential, and the requisite loading platforms. However, due to a confluence of property features, a 30 foot loading space cannot be accommodated; rather, a 24 foot loading space will be provided on-site and is proposed to serve the residential components. Residential moving trucks will be restricted to being 24 feet or less and will be required to enter and exit the site via the alley from 4th Street. All retail loading will be accommodated from the existing loading zone along 4th Street. Figure 6 shows the site plan.

Trip Generation

Vehicle trips were calculated for the site to determine whether the site would generate enough trips to warrant a full review of the traffic impacts of the development based on DDOT's CTR guidelines. As shown in Table 4 below, the site is anticipated to generate very few vehicular trips. Trips were calculated based on ITE Trip Generation rates for Apartment (LU 220) and Retail (LU 820). A review of census data suggests that 67 percent of residents in the surrounding neighborhoods use non-auto modes for commuting. Based on this data, a conservative 65 percent non-auto reduction was applied to the residential trips. For retail trips, the neighborhood-serving retail planned for this site was deemed most similar to the retail examined along the U Street corridor in the WMATA Development Related Ridership Survey (DRRS). The WMATA DRRS

noted a 19 percent auto mode share for retail along the U Street corridor. For purposes of this study, the mode split conservatively assumed to be 20 percent auto (or an 80 percent non-auto reduction), based on the WMATA DRRS. The resulting trip generation projections are given in Table 4 below and show that the development is anticipated to generate 26 AM peak hour trips (6 inbound and 20 outbound) and 36 PM peak hour trips (23 inbound and 13 outbound). As such, no additional review of vehicular impacts is required since DDOT CTR guidelines require additional vehicular study for developments that generate 25 or more peak hour trips in the peak direction and this development is only anticipated to generate a maximum of 23 peak hour trips in the peak direction.

Table 4: Trip Generation and Mode Split

Land Use	Size		Trip Generation					
			AM Peak Hour			PM Peak Hour		
			<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Apartment (LU 220)	135	Units	14	56	70	60	32	92
<i>Non-Auto Reduction</i>	<i>65%</i>		<i>-9</i>	<i>-36</i>	<i>-45</i>	<i>-39</i>	<i>-21</i>	<i>-60</i>
Total New Residential Trips			5	20	25	21	11	32
Retail (LU 820)	6,297	Sf	4	2	6	11	12	23
<i>Non-Auto Reduction</i>	<i>80%</i>		<i>-3</i>	<i>-2</i>	<i>-5</i>	<i>-9</i>	<i>-10</i>	<i>-19</i>
Total New Retail Trips			1	0	1	2	2	4
Total Site-Generated Trips			6	20	26	23	13	36

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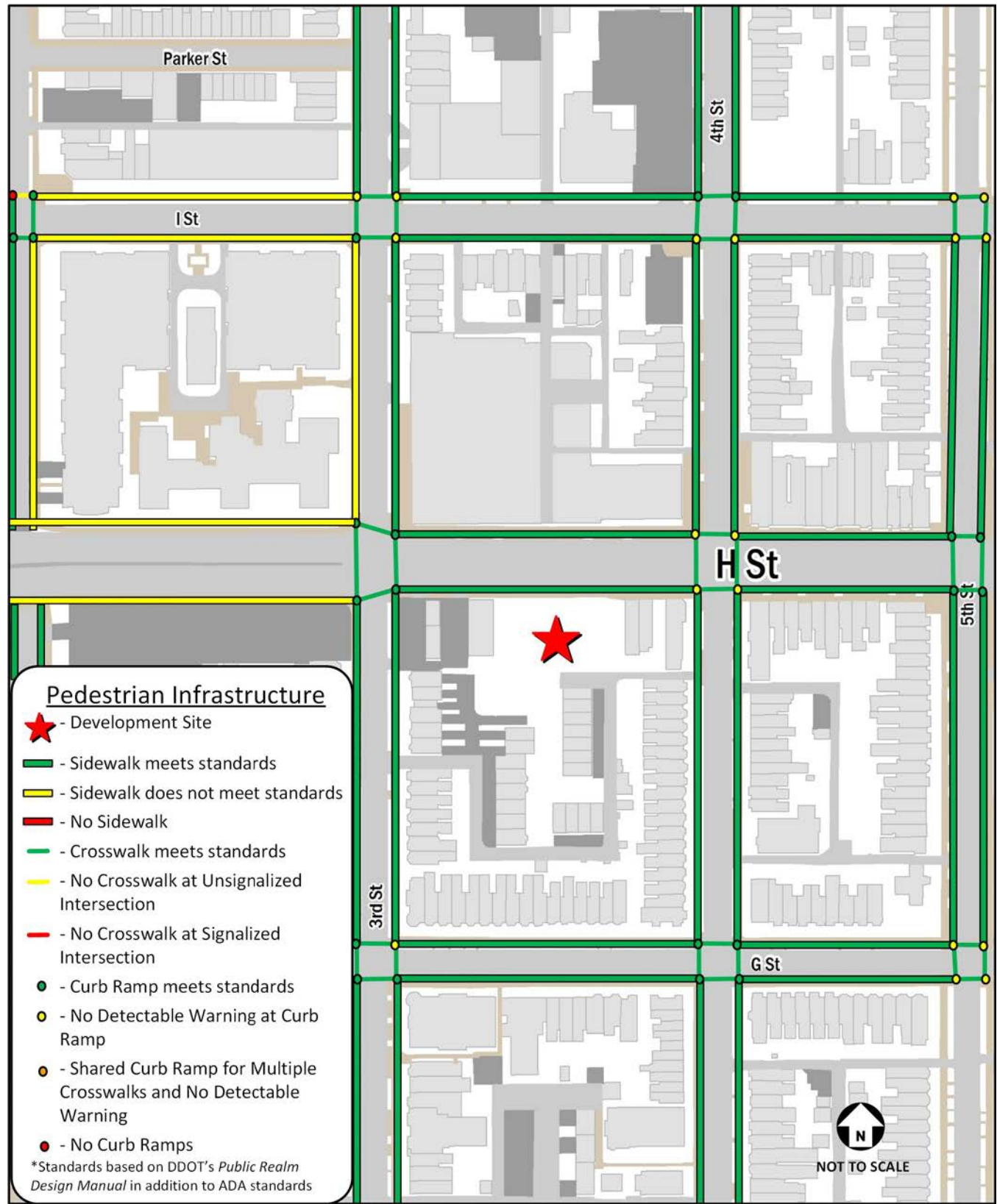


Figure 4: Existing Pedestrian Infrastructure

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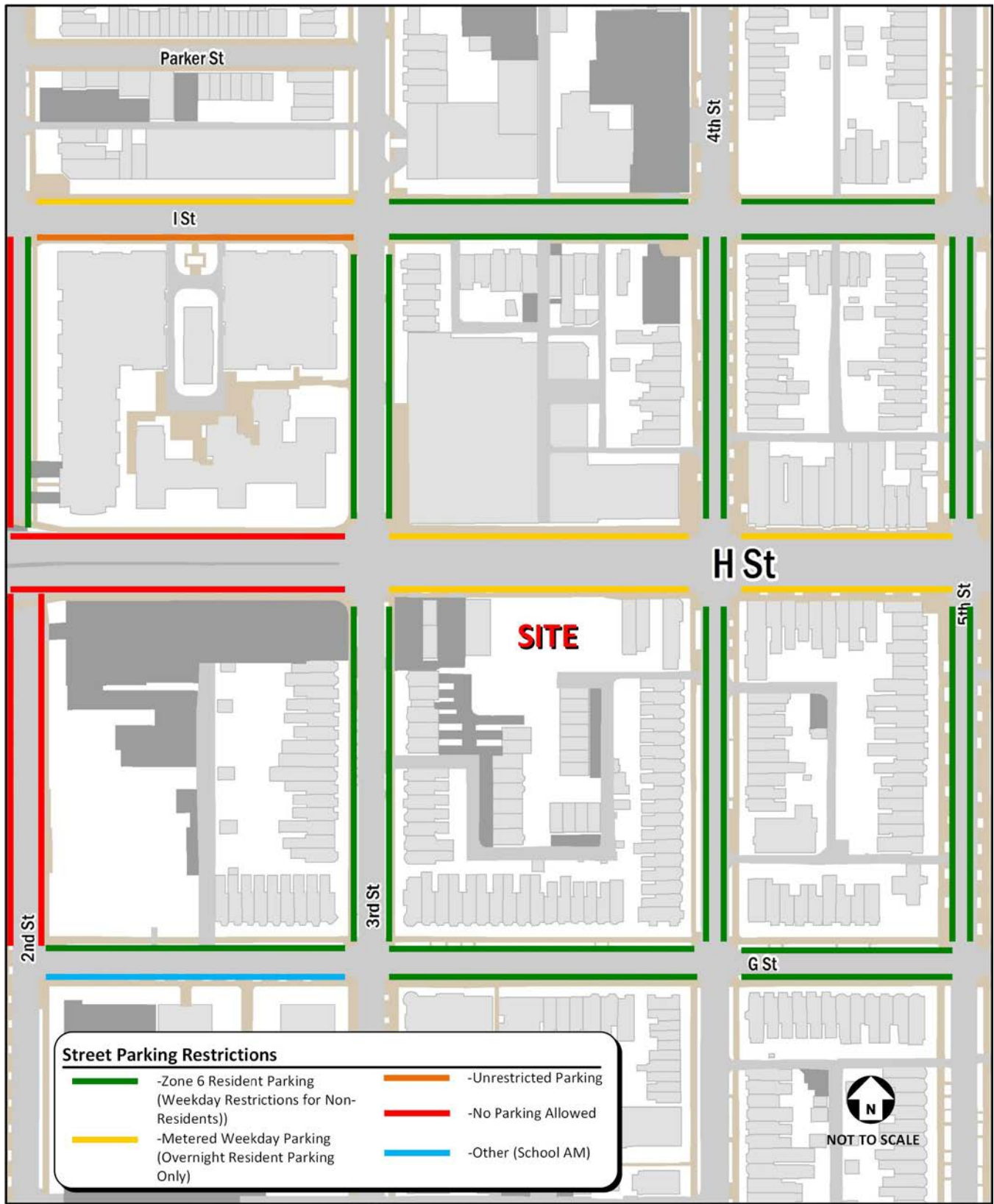


Figure 5: Current Street Parking Restrictions in the Site Vicinity

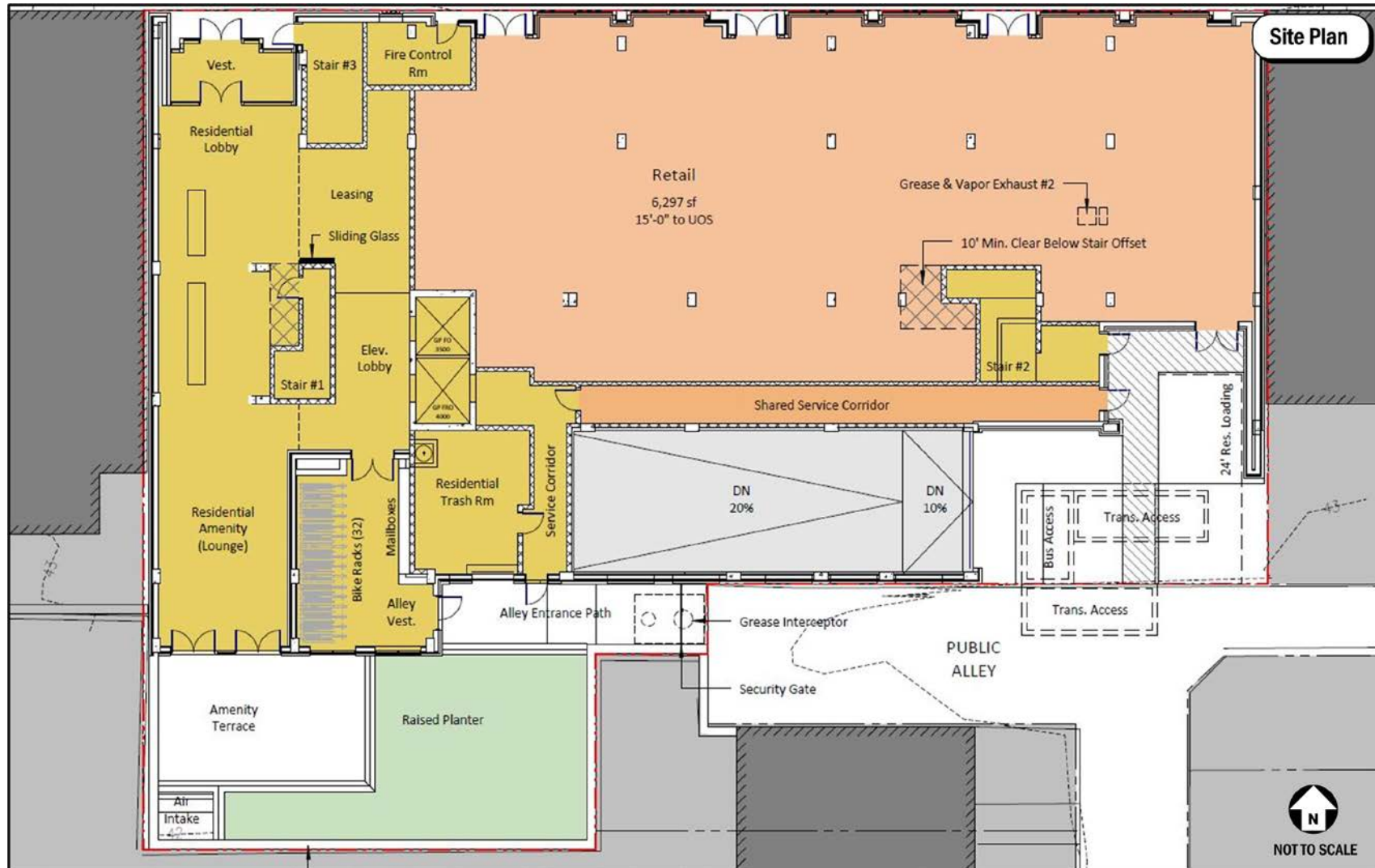


Figure 6: Site Plan

Site Access and Internal Circulation

Site Access

Primary pedestrian access will be located strictly along H Street. Vehicles accessing the on-site parking garage will use the existing alley from 4th Street. There will be 30 parking spaces for the development located in an underground parking garage accessible from the aforementioned alley. Vehicle turning movement diagrams were prepared using Autotun software to ensure that an AASHTO “P” design vehicle (or large personal vehicle) could access the parking garage ramp via the alley. These turning maneuvers are shown on Figures 7 and 8.

Loading accommodation will be provided at a proposed space at the terminus of the existing alley. Truck turning movement diagrams were prepared using Autoturn software to ensure that a 24 foot truck could safely access the proposed loading space via the existing alley from 4th Street. As shown on Figures 9 and 10, a 24-foot truck can enter and exit the proposed loading space to and from 4th Street via the existing alley.

Parking

As mentioned previously, the project will provide 30 parking spaces on-site in an underground parking garage. According to the current zoning regulations and based upon the existing zoning of the site location, the development is required to provide one parking space for each three dwelling units. Per zoning requirements, retail parking should provide one space per 750 sf of retail space above 3,000 sf. Based on these requirements the site would be required to provide 50 parking spaces.

Although the development does not meet current zoning requirements, the development will realize much less parking demand than required under zoning. As such, the 30 parking spaces are projected to be adequate to serve the demands of the site due to the following various considerations:

- The site is served by 10 Metrobus and MetroExpress routes within a quarter-mile walking distance.
- The Union Station Metro Station is located roughly a third mile from the site and is easily accessible with or without the H Street Streetcar.
- The H Street/Benning Road Streetcar line is planned to allow quick and efficient transportation between the site and Union Station. The site’s location in relation to the Streetcar line also contributes to the site’s fulfillment of the proposed zoning requirements as discussed above. Given the site’s 94 WalkScore and proximity to Union Station Metro, little parking will be needed.
- Capital Bikeshare has three existing bike share locations near the site. One is immediately adjacent the site at the northeast corner of 3rd and H Street, with three additional locations within an approximately quarter mile walk from the site.
- The applicant will incorporate bicycle parking into the cellar level and first floor of the building. The design of these spaces will reflect similar dimensions as currently incorporated in other development throughout the District. The site will provide a minimum of 50 long-term spaces, which exceeds the bicycle parking requirements as stated within the DC zoning ordinance. Additionally, outdoor bike racks for residential and retail tenants will be installed along H Street and 4th Street.

- The site area has a walkability score of 94 as calculated by WalkScore.com. This categorizes the site and the surrounding areas as a “walker’s paradise.” It should also be noted that this high Walk Score exists without the planned streetcar service, which will further enhance the neighborhood’s character as a walkable area.
- Numerous neighborhood amenities exist and are planned within a short walk of the site. This includes grocers, banks, restaurants, and other retailers, thereby reducing the need for vehicular travel for day-to-day trips.

Given the site’s excellent access to numerous modes of transportation, minimal vehicular parking is anticipated to be necessary and the site will adequately serve the vehicular needs of the development.

On-Street Parking

This section presents the findings of an on-street parking study, including full inventory of available parking spaces and a parking occupancy count within walking distance of the proposed development. The purpose of these counts was to determine the amount of parking supply and demand on streets within a walking distance of the site and to identify any trends or patterns associated with this parking demand.

Parking Inventory and Occupancy Counts

The on-street parking study was conducted across an area considered to be within walking distance of 315 H Street. An inventory of available on-street parking facilities was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. The number of parking spaces inventoried within the study area totaled 348. Of these, 39 are metered spaces, 283 are Residential Permit Parking (RPP) spaces, 13 are unrestricted, and 13 are reserved for school uses during the morning peak hour. The metered spaces were mostly located along H Street while the RPP spaces are found along the neighborhood streets north and south of H Street. Figure 5 shows a breakdown of the most predominant parking type by block face for the study area.

Parking occupancy data was collected on Thursday, June 4, 2015 from 6:00 AM to 9:00 AM and from 5:00 PM to 12:00 AM to gather information on the parking occupancies of weekday morning and evening conditions when residents or visitors would most likely park on nearby streets. Table 5 gives a summary of the hourly utilization percentages for the weekday morning study period and Table 6 gives a summary of the hourly utilization percentages for the weekday evening study period.

It was determined that the weekday AM parking peak occurs from 6:00 to 7:00 AM with an overall parking utilization of 80 percent (or 279 vehicles occupying the 348 available spaces) and the weekday PM parking peak occurs from 9:00 to 10:00 PM with a parking utilization of 89 percent (or 309 vehicles occupying the 348 available spaces). Table 7 gives a summary of the inventory and occupancy results for the peak hour. Figure 11 shows the parking utilization during the weekday morning peak and Figure 12 shows the parking utilization during the weekday evening peak.

Table 5: Weekday (Thursday) Morning Hourly Utilization Percentages

	6AM	7AM	8AM	9AM
Occupancy	279	254	267	264
Total Spaces	348	348	348	348
Utilization	80%	73%	77%	76%

Table 6: Weekday (Thursday) Evening Hourly Utilization Percentages

	5PM	6PM	7PM	8PM	9PM	10PM	11PM	12PM
Occupancy	274	277	300	309	304	318	311	274
Total Spaces	348	348	348	348	348	348	348	348
Utilization	79%	80%	86%	89%	87%	86%	84%	79%

Table 7: Peak Hour Inventory and Occupancy Summary

Space Type	Morning Peak Period (6-7 AM)				Evening Peak Period (8-9 PM)			
	Spaces	Occupancy	Utilization	Available	Spaces	Occupancy	Utilization	Available
RPP	283	233	82%	50	283	250	88%	33
Metered	39	25	64%	14	39	36	92%	3
Unrestricted	13	11	85%	2	13	12	92%	1
Other	13	10	77%	3	13	11	85%	2
All On-Street Spaces	348	279	80%	69	348	309	89%	39

The number of available spaces remains largely steady during the AM peak period at roughly 75 to 80 percent occupancy, while the evening peak period fluctuates slightly from hour to hour before tapering off after 11:00 PM, likely due to the turnover of retail patrons along H Street who begin to return home after that time. At a minimum, at least 39 spaces (or 11 percent) of all street parking spaces in the site vicinity were available during the times surveyed. Thus, there is street parking readily available for any unlikely spillover that may occur from the subject site. While some minimal availability was noted in unrestricted spaces (1-2 available spaces during the peak hours), it should be noted that given the TDM plan discussed further in this document, residents will not be allowed to use the on-street RPP parking in the neighborhood given the restriction planned for residents in obtaining RPP.

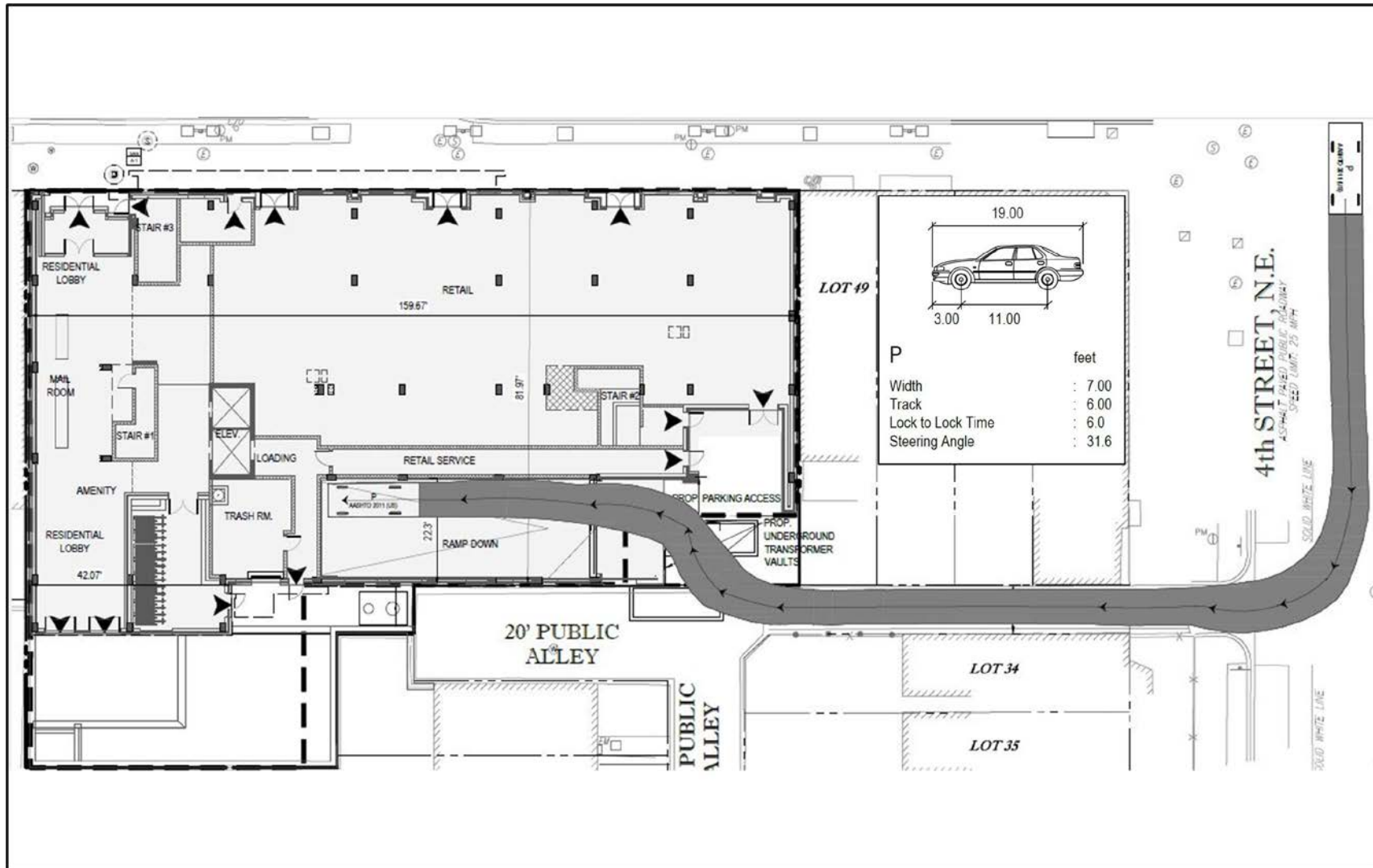


Figure 7: Personal Vehicle Entering Garage Ramp

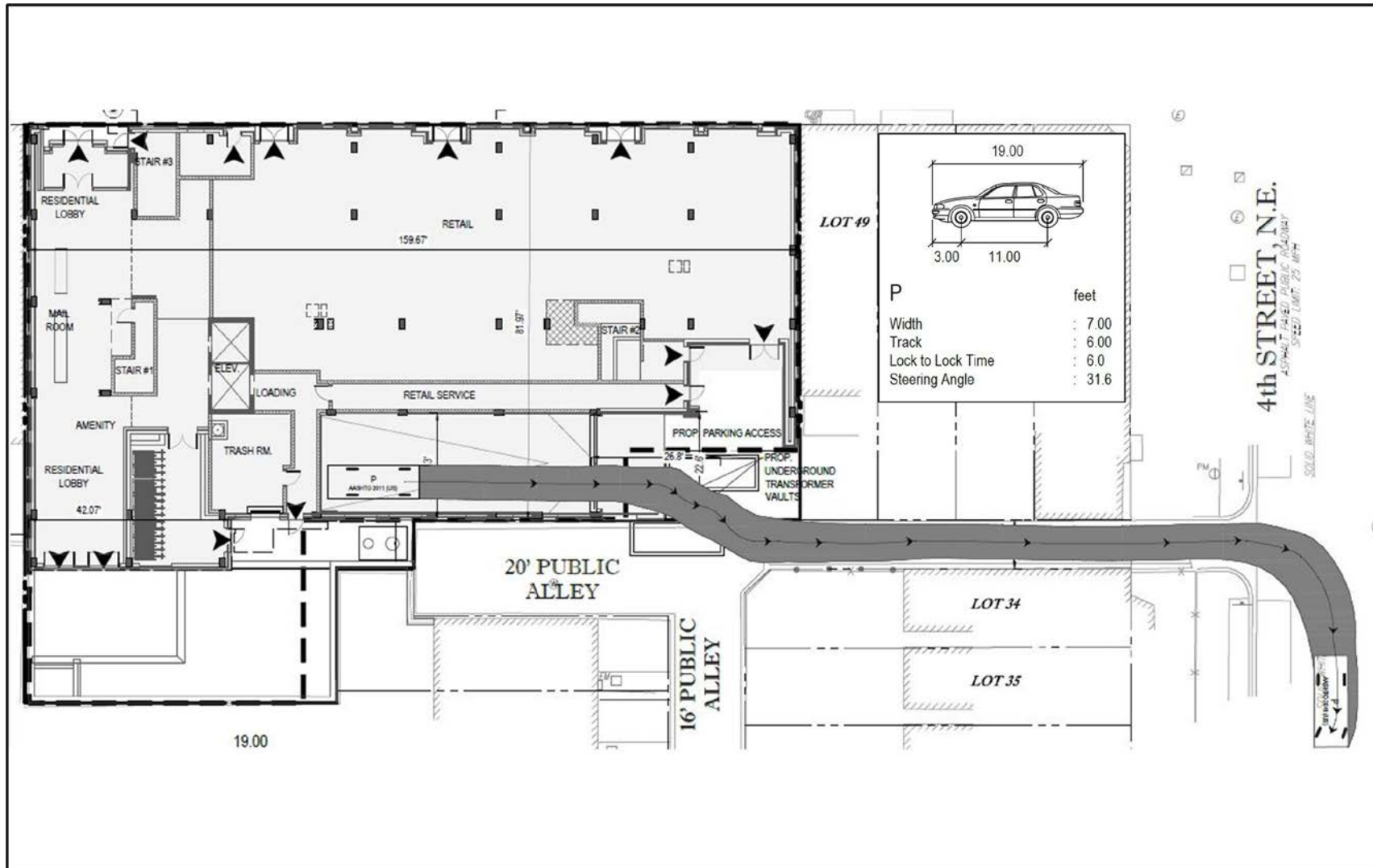
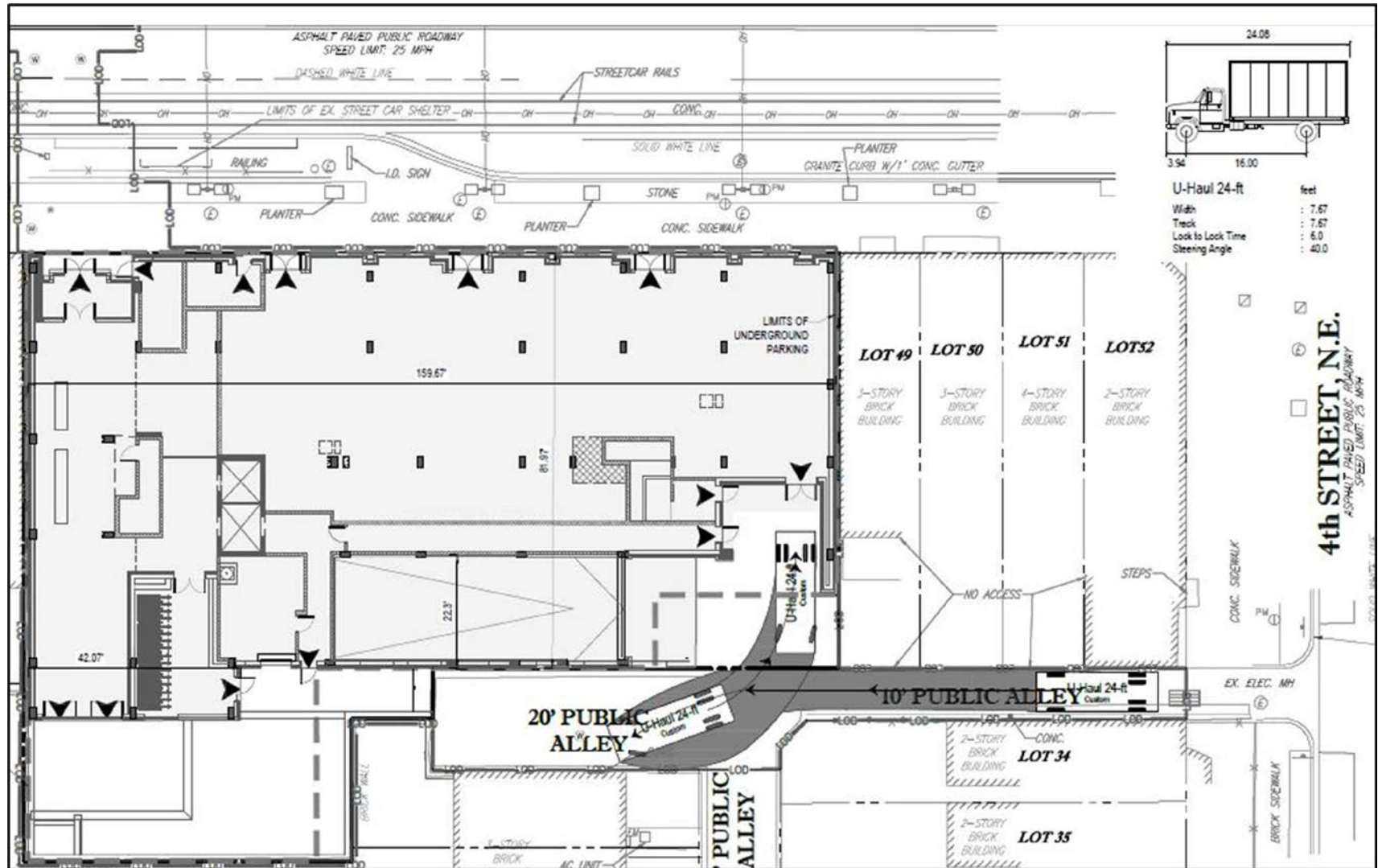


Figure 8: Personal Vehicle Exiting Garage Ramp



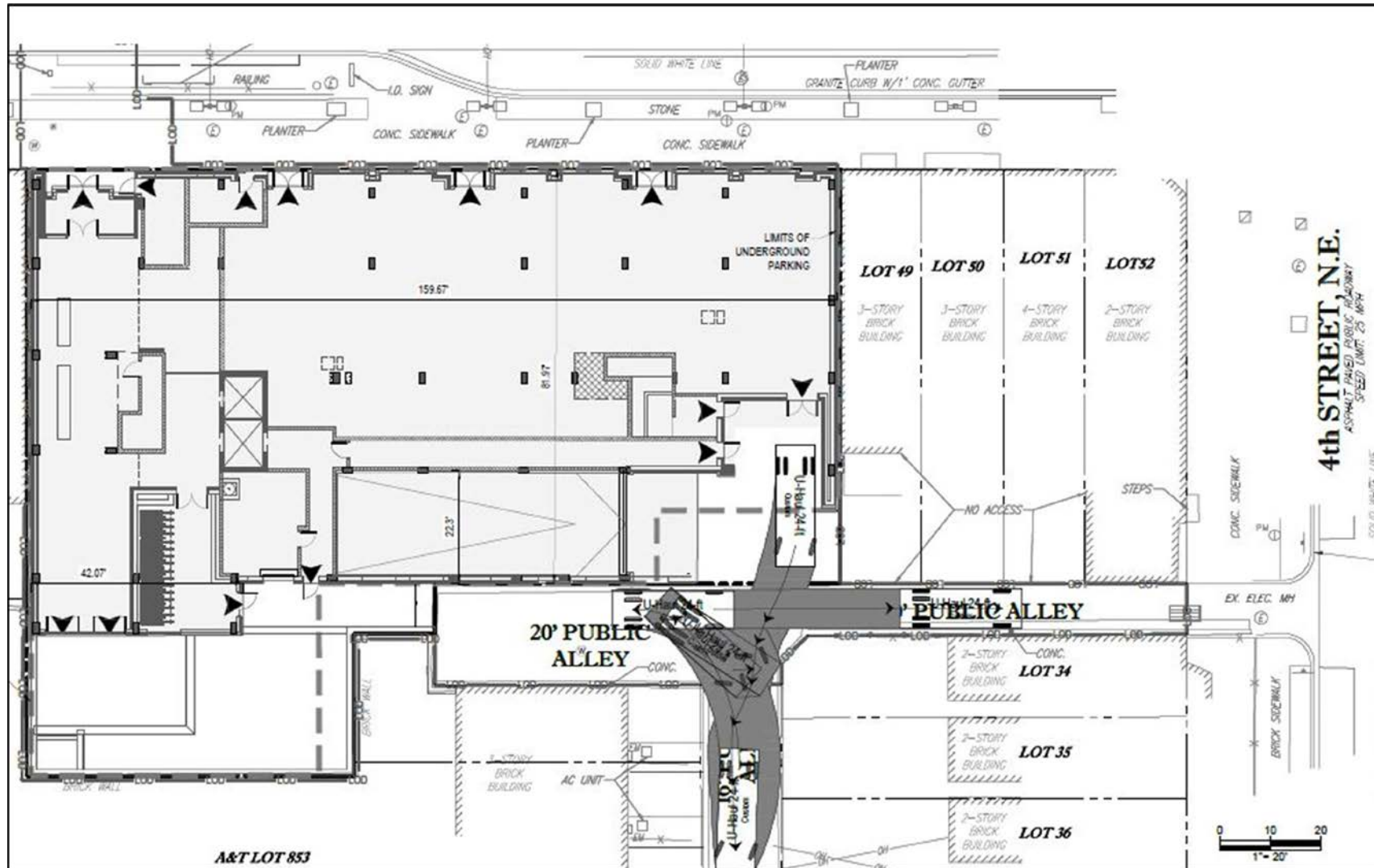


Figure 10: 24 Foot Truck Exiting Proposed Loading Space

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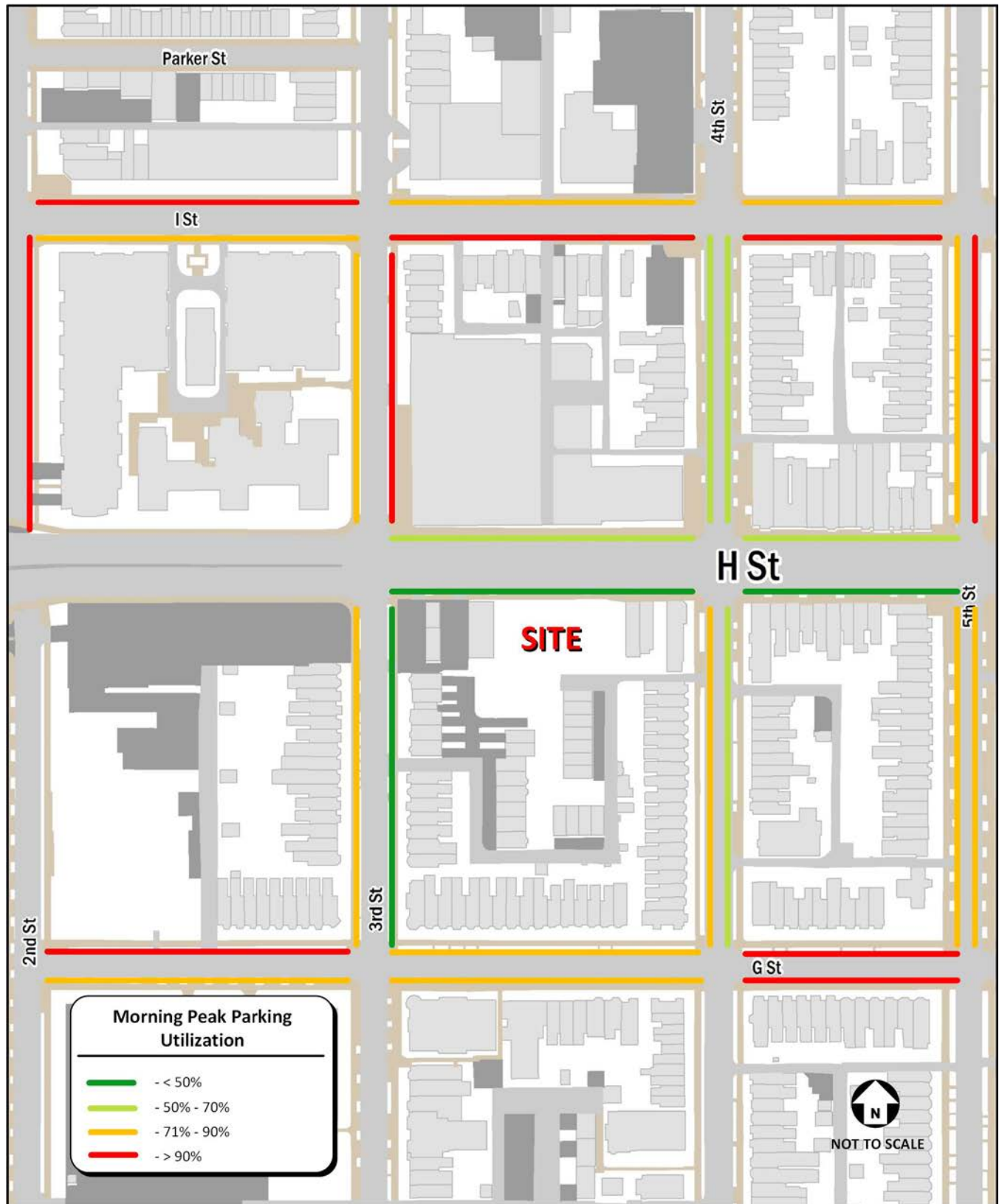


Figure 11: Weekday AM Peak Parking Utilization

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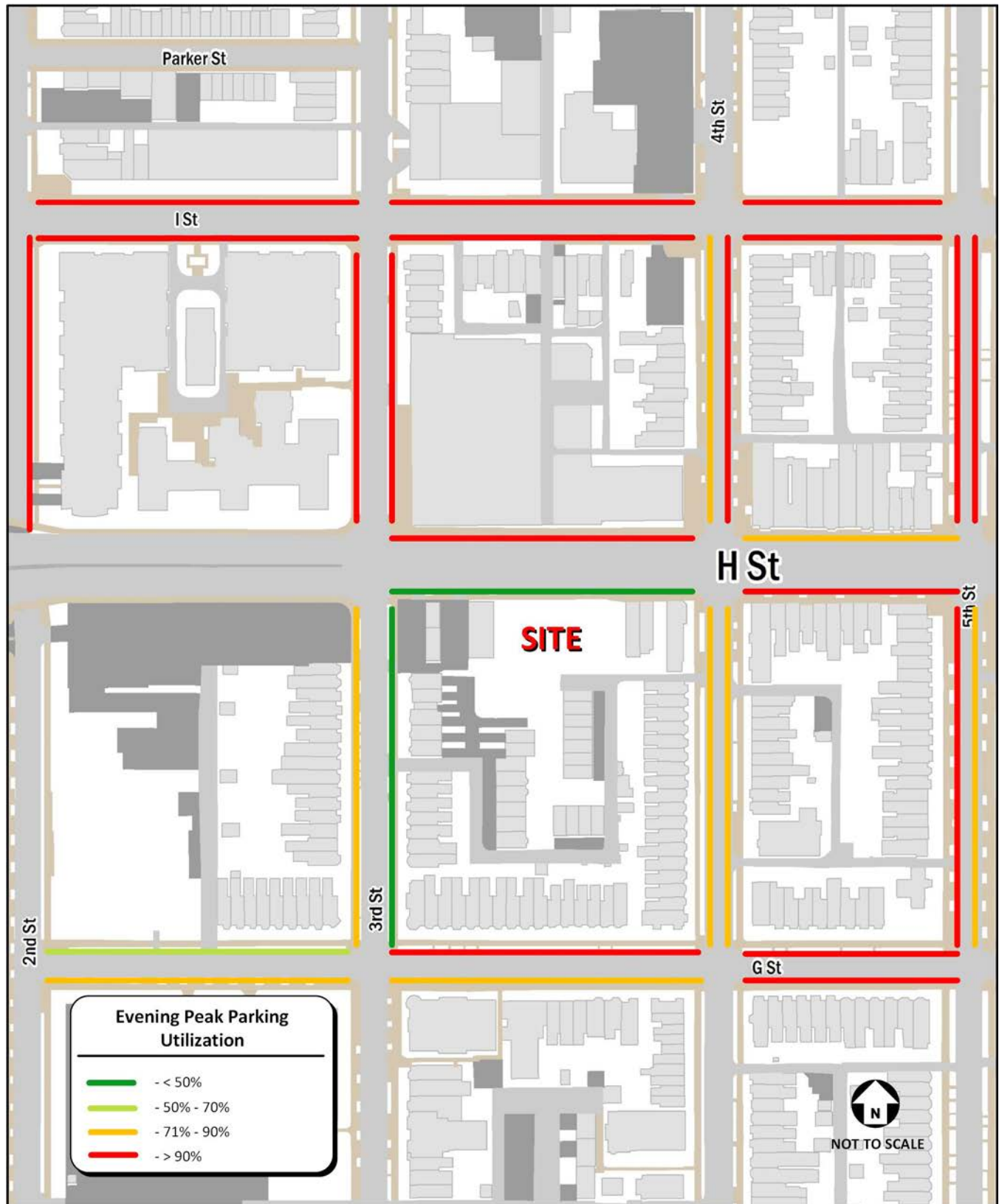


Figure 12: Weekday PM Peak Parking Utilization

Loading

The site plan indicates that there will be one 24 foot loading space on site to serve the residential uses. Pursuant to §2201.1, one 30 foot loading berth is required for the retail use and one 55 foot loading berth for the residential use. However, larger trucks cannot be accommodated on-site given the compact nature of the site and the alley serving the site. The depth of the site severely impacts the parking layout on the basement level, which in turn limits the location of the parking ramp—which can only be located parallel to the 20 foot wide alley, and the elevator core—which can only be located on the west-end of the building. Because of this, the limited alley frontage width on the west end of the 20 foot wide alley, the need to separate residential and retail uses as well as meet minimum ground floor retail use area requirements, and the limited truck maneuvering space within the alley, only a 24 foot residential loading space could be located on-site. As a result, it will be necessary for residential trucks to be 24 feet or less utilizing the proposed loading space. Given the 10 foot width of the alley, retail loading is planned to be accommodated within the existing 60 foot loading zone along 4th Street.

The number of truck trips generated by a project of this scale is relatively low. Based on previous studies, apartments have an average turnover of 18 months, with two trucks expected per turnover (one move-out and one move-in). Based on this assumption for a 135-unit apartment building, there will be one move-in/move-out delivery every week. In addition, general retail stores are expected to have three van-sized deliveries per day, which are typically UPS, FedEx, and USPS deliveries, which would be shared deliveries with the residential developments. The retail portion would also have up to one larger 30 foot truck delivery per day. As noted above, retail loading is planned to be focused in the commercial loading zone along 4th Street so as to minimize any additional impacts on the alley network.

Loading information for locations similar to the 315 H Street development was also compiled, as shown in Table 8. Properties with more total residential units than the 315 H Street development operate sufficiently utilizing either off-street or on-street loading. Based on the compiled information, most move-in and move-outs utilize vehicles 24 feet in length and smaller. Therefore, it can be concluded that for a development of this size, the loading space will be adequate to serve all residential loading operations. In addition, the Applicant is committed to restricting the use of trucks over 24 feet in length at the loading space along the alley and will require that all trucks utilizing the loading space to approach from and leave toward 4th Street.

Table 8: Comparable Site Loading Area Supply

Property	Total Units	Loading Location	Studio Apartment		Small 1 Bedroom Apartment	
			Average Size	Max Size	Average Size	Max Size
Hamilton House, 1255 New Hampshire Ave, NW	304	Off-Street	SU-25 or Less	SU-40 ²	N/A	N/A
M Street. 1112 M Street, NW ¹	124	Off-Street	SU-22 or Van	SU-30 ²	N/A	N/A
Preston, 1743 P Street, NW	27	On-Street	SU-20	SU-30	SU-22	SU-30
Sutton Plaza, 1230 13th Street, NW	176	On-Street	Van	SU-20 ²	SU-20	SU-22 ²

1. Most studio renters move in with personal vehicle.

2. Vehicle size used rarely throughout calendar year (10 times or less per year).

A loading management plan is also planned to be implemented. The goals of this plan are to minimize undesirable impacts to the neighborhood and to building tenants, reduce conflicts between truck traffic, and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. The components of the loading management plan are as follows:

- Vendors and on-site tenants will be required to coordinate and schedule deliveries and a loading coordinator will be on duty during delivery hours.
- Trucks accessing the on-site loading space will be limited to a maximum of 24 feet in length.
- All tenants will be required to schedule any loading operation conducted using a truck greater than 20 feet in length.
- Deliveries will be scheduled such that the loading space's (or nearby commercial loading zone) capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading space (or commercial loading zone) is full, that driver will be directed to return at a later time when the loading space will be available so as to not impede the alley that passes adjacent to the loading space.
- Inbound and outbound truck maneuvers will be monitored to ensure that trucks accessing the loading space do not block vehicular traffic along the alley except during those times when a truck is actively entering or exiting the loading space. Those driving the residential moving trucks will be instructed to utilize the alley from 4th Street only to access the loading facilities. Retail tenants will also be prohibited from delivering directly from H Street and instead use the commercial loading zone available on 4th Street for any curbside deliveries.
- Trucks using the loading space 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 System.
- The loading space operation will be limited to daytime hours of operation, with signage indicating these hours posted prominently at the loading space with notification also given to tenants. The loading space will be open seven days a week from 7am-7pm.

Trash Operations

As noted on Figure 4 above, the trash room is located toward the western side of the building immediately adjacent to a rear exit to the alley. All trash pick-up activity will occur from the alley. All trash bins will be fully enclosed within the building; the bins will be wheeled to the alley only for trash pick-up and will be promptly returned to the trash room. At no time will trash bins be left in the existing alley or curbside unattended for pick-up.

Bicycle Facilities

According to the Bicycle Commuter and Parking Expansion Act of 2007, a residential building owner shall provide at least one secure bicycle parking space for each 3 residential units for all new residential buildings. Additionally, all other land uses require that the number of bicycle spaces provided shall be at least equal to five percent (5%) of the number of automobile parking required. Based on these regulations the development would require 35 bicycle parking spaces. The development plans to provide a minimum total of 50 secure bicycle spaces in secure bicycle storage rooms on the lower and ground-floor levels of the development. In addition, a bicycle repair station will be provided in the bicycle storage room. Short-term bicycle parking along the perimeter of the development site is planned along H Street and 4th Street will be provided in coordination with DDOT.

Public Space Improvements

The Applicant plans to reconstruct the alley extending from 4th Street to the site as shown on Figure 13. This will include upgrades to the utilities within this portion of the alley and repaving of the alley, among other improvements. In addition, streetscape improvements along the site's H Street frontage are planned including the addition of outdoor bicycle parking, replacement of a street tree, and other improvements as well as improvements to tree boxes along 3rd Street.

Transportation Demand Management

Transportation Demand Management (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. TDM's importance within the District is highlighted within section T-3.1 of the DC Comprehensive Plan, where it has its own dedicated section including TDM policies and actions.

Proposed TDM Plan

Based on the DDOT expectations for TDM programs, and analyzing the specific attributes of the development site, the following outlines the proposed TDM plan for the 315 H Street development.

- **Transportation Management Coordinator (TMC)**

Effective Transportation Management Programs (TMPs) require a coordinator to implement and manage TDM strategies. A member of the property management group would be a point of contact and would be responsible for coordinating, implementing, and monitoring the TMP strategies. This would include the development and distribution of information and promotional brochures to residents, visitors, patrons, and employees regarding transit facilities and services, pedestrian and bicycle facilities and linkages, ridesharing (carpool and vanpool) and car sharing. In addition, the TMC would be responsible for ensuring that loading and trash activities are properly coordinated and do not impede the pedestrian, bicycle, or vehicular lanes adjacent to the development, including the existing alley located behind the proposed building. The contact information for the TMC would be provided to DDOT/Zoning Enforcement with annual contact updates.

- **On-Site Services**

A TransitScreen will be installed in the residential lobby to keep residents and visitors informed on all available transportation choices and provide real-time transportation updates. In addition, the TMC will provide a link to the TransitScreen website at move-in for new tenants.

- **Marketing Program**

The TMC will establish a TDM marketing program that provides detailed transportation information and promotes walking, cycling, and transit. An effective marketing strategy should consist of a multi-modal access guide that provides comprehensive transportation information. This information can be compiled in a brochure for distribution. The marketing program should also utilize and provide website links to CommuterConnections.com and goDCgo.com, which provide transportation information and options for getting around the District.

- Transportation Incentives

To help encourage non-auto transportation uses, the Applicant will provide the first occupant of each residential unit over a two year period with a one-time annual carsharing membership and application fee, a \$100 Smartrip card, and a one-time annual Capitol Bikeshare membership to help alleviate the reliance on personal vehicles. These incentives will be included in a move-in transportation package that includes brochures for transit facilities as well as bicycle and car sharing services for the first occupant of each residential unit. While the carsharing membership would allow usage for any carshare, it should be again be noted that the Applicant plans to reserve one of the on-site parking spaces for carshare use.

- Bicycle Amenities

The Applicant will encourage all alternative transportation modes including bicycling. Bicycling will be promoted with the provision of on-site outdoor temporary bicycle parking spaces and long-term bicycle parking spaces in bicycle storage rooms on the first floor and cellar levels. The marketing program will include brochures on bicycling in the District and for Capital Bikeshare. In addition, a bicycle repair station will be provided in the bicycle storage room.

- Ride-matching/Ridesharing Program

Retail employees and residents who wish to carpool will be provided detailed carpooling information as part of the marketing effort, and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments.

- Resident Parking Permit (RPP) Restrictions

Unit tenants of the development will be prohibited from obtaining RPP or Visitor Parking Pass (VPP) permits from the District Department of Motor Vehicles (DMV). This will be included in a clause in all residential leases prohibiting residents from applying for or obtaining RPP or using an RPP guest pass within one mile of the development. In addition, the Applicant will seek to have the development removed from the list of properties eligible for RPP, should it presently be on the list. Should any residential units be offered for sale, a covenant will be added to the deed of the units that will prohibit residents from applying for or obtaining RPP.



Conclusions

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation;
- Based on the site location near ample transit services in addition to an analysis of comparable residential sites, and coupled with a TDM plan, it was determined that the parking supplied by the development will be adequate to serve the needs of the development.
- Based on an analysis of comparable residential units and an estimation of loading and trash activity for the development, it was determined that the amount of loading and trash activity expected to take place at the site will be adequately served by the loading space planned on-site as well as the alley itself (for trash pickup). Residential moving trucks will not exceed 24 feet in length and will be restricted to entering and exiting the site from the alley via 4th Street. All retail loading will be accommodated from the existing loading zone along 4th Street.
- A TDM plan for the development will include the implementation of a TDM coordinator, on-site services, a marketing program, transportation incentives, bicycle amenities, ride-matching/ridesharing programs, and RPP restrictions.