

TECHNICAL MEMORANDUM

To: Jamie Weinbaum
Dan Roth
Ditto Residential
Ditto Residential

From: Pulkit Parikh
Jim Watson, PTP
Erwin N. Andres, P.E.

Date: January 8, 2016

Subject: 301 Florida Avenue NE Comprehensive Transportation Review (CTR)

INTRODUCTION

This memorandum presents a Comprehensive Transportation Review (CTR) that describes the loading, parking, and sufficiency of alternative modes of transportation for a mixed-use development located at 301 Florida Avenue NE near the Florida Avenue Market and NoMa neighborhoods of Northeast Washington, DC. Figure 1 identifies the site location within the District, which is bound by Florida Avenue to the north, N Street to the south, and 3rd Street to the west. The site will be redeveloped into a mixed-use project with 56 residential units, approximately 4,500 square feet (sf) of ground floor retail space, and approximately 6,100 sf of cellar retail space. No off-street parking or loading is planned to be provided for this development. Loading and delivery access will be provided curbside from 3rd Street or N Street. Primary pedestrian access will be via entrances along Florida Avenue and N Street. It should be noted that some discussion has occurred within the community to close N Street. The developer supports this initiative, but the PUD itself does not propose to close N Street and is planned to continue whether N Street remains open or closed.

The following are our conclusions regarding the 301 Florida Avenue 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 and coupled with a Transportation Demand Management (TDM) plan, we have determined that the parking variance sought for the project will not cause any detrimental impacts.
- Based on an analysis of comparable residential units and an estimation of loading and trash activity for the development, we have determined that the amount of loading and trash activity expected to take place at the site will be adequately served curbside from 3rd Street or N Street.
- A TDM plan for the development will include the implementation of a TDM coordinator, RPP restrictions, a marketing program, transportation incentives, bicycle amenities and ride-matching/ridesharing programs.

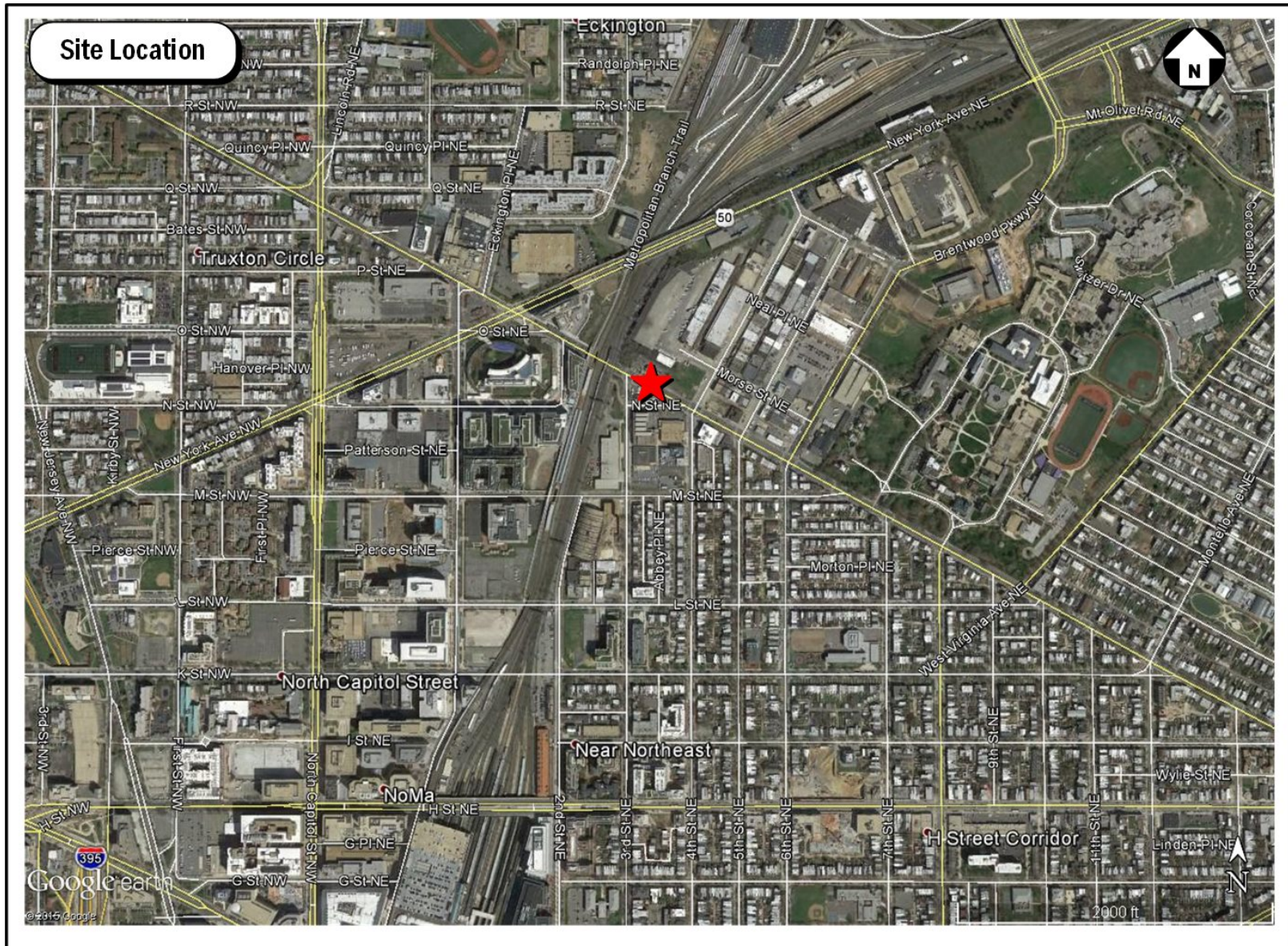


Figure 1: Site Location

January 8, 2016

EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, pedestrian, on-street parking, and car sharing facilities in the site vicinity. The site is served by several public transportation sources, including Metrorail, Metrobus, and potentially the H Street streetcar. The nearest streetcar stop is located about half a mile from the site at H Street NE and 3rd Street NE. The site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the site. Additionally, the site is served by an on-street bicycle network, consisting of bike lanes, cycle tracks, and signed bicycle routes. A map showing the available transportation options to and from the site is shown in Figure 2.

Transit

Local transit services that provide access to and from the 301 Florida Avenue 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.

The site is located approximately two blocks from the NoMa-Gallaudet University Red Line Metro Station. The Red Line provides connections to areas in the District and Maryland, and connects Rockville, MD with Glenmont, MD while providing access to the District core. Of particular importance, from this location the Red Line provides a one-stop connection to Union Station, which is a hub for commuter rail – such as Amtrak, MARC, and VRE – in addition to Metrorail. In addition, the Red Line provides connections to all additional Metrorail lines allowing for access to much of the DC Metropolitan area. The NoMa-Gallaudet University Station can be access by two entrances, one at the intersection of 2nd and N Streets NE and another along M Street NE, just west of Delaware Avenue NE. It should also be noted that a future access point is planned to the Station from the intersection of 3rd and N Streets NE, opposite the 301 Florida Avenue site which will provide direct access for residents, patrons, and employees of the development to the Station.

Numerous Metrobus and MetroExpress routes operate along Florida Avenue, H Street, K Street, and 8th Street 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 closest Metrobus stop to the site is located on Florida Avenue just adjacent to the site and serves the 90, 92, 93, and X3 lines. A second Metrobus stop is located at the intersection of K Street NE and 4th Street NE and serves the D3, D4, and D8 lines. The bus stop near the intersection of H Street NE and 4th Street NE serves the X1, X2, and X9 lines.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Headway
90, 92, 93	U Street – Garfield Line	24-Hour Service	10-30 minutes for each route
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

January 8, 2016

Route Number	Route Name	Service Hours	Headway
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
X9	Benning Road-H Street Limited	Weekdays: 6:15 am – 9:00 am 3:30 pm – 6:30 pm	15 minutes

In addition to evaluating the existing transit services, the studies conducted in 2010 for the 90s lines and the X lines were referred for the potential future changes that would be made to the above lines. The studies revealed the following:

- Initially, the X9 service would be expanded to the midday period on weekdays (with 15-minute-off-peak headways). Ultimately, the X9 would become an all-day service, 7 days a week, with 10-minute headways in the peak weekday periods and 15-minute frequencies all other times.
- A new Metro Express Route 99 would be introduced connecting Dupont Circle Metro Station to Anacostia Metro Station via U Street, Florida Avenue, and 8th Street. The route would serve major bus stops along the 90s line. Initially, the route would operate bi-directionally with 15-minute headways during peak periods only. The headway would be reduced in the phase 2. In the long term, the route would include weekday midday, weekday evening, and weekend service.
- Dedicated transit lanes on Florida Avenue between New York Avenue and 8th Street NE are part of the long-term considerations for the 90s lines improvements.

Due to the 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 in the vicinity of the 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, approximately half a mile from the site.

Bicycle Facilities

The site has excellent connectivity to existing on- and off-street bicycle facilities. Northbound bicycle lanes along 6th Street, NE and southbound bicycle lanes along 4th Street, NE provide two-way bicycle circulation between the site and the Navy Yard neighborhood in addition to providing a connection to the east/west bicycle facilities on I Street and G Street, NE. In addition, bicycle facilities along 6th Street, NE have been extended to include a two-way cycle track between Florida Avenue and Penn Street, NE. The site is located two blocks from the Metropolitan Branch Trail, an eight-mile, multi-use trail which provides on- and off-street bike facilities along the Red Line between Union Station and Silver Spring. The Metropolitan Branch Trail also provides connections to many east-west bicycle connections such as the R and Q Street bike lanes, which

January 8, 2016

run eastbound and westbound, respectively. Additionally, south of the site, the Metropolitan Branch Trail connects the site to the E Street, NW bike lane. Figure 3 illustrates existing bicycle facilities in the area.

In addition to personal bicycles, the Capital Bikeshare program provides an additional cycling option for residents and patrons of the 301 Florida Avenue development. The Bikeshare program has placed over 300 bicycle-share stations across Washington, DC, Arlington and Alexandria, VA, and most recently Montgomery County, MD with over 2,500 bicycles provided. There are three stations located within a quarter-mile of the site, supplying a total of 57 docks and six additional stations within an extended walking area. Figure 3 identifies existing station locations in the study area.

Pedestrian Facilities

A review of pedestrian facilities surrounding the site shows that many facilities meet DDOT standards and provide a quality walking environment. Figure 4 shows a detailed inventory of the existing pedestrian infrastructure in the study area. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT's *Public Realm Design Manual (July, 2011)* in addition to ADA standards. Sidewalk widths and requirements for the District are shown below in Table 2.

Within the area shown, most roadways are considered residential with a low to moderate density. Most of the sidewalks surrounding the site comply with these standards; however there are some areas which have inadequate sidewalks or no sidewalks at all. The areas of inadequate sidewalks that are expected to have the greatest effect on residents and patrons of the development are the sidewalks along Florida Avenue. However, as discussed later in this section, pedestrian conditions are expected to improve along Florida Avenue. DDOT is aware of the safety concerns associated with Florida Avenue and has initiated the *Florida Avenue Multimodal Transportation Study*. Through this study, DDOT is evaluating safety, streetscape, and operational enhancements along the roadway between New York Avenue and H Street, NE, with the vision of improving safety for pedestrian and bicyclists while ensuring all users have safe access within and through the corridor.

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 are not desired. As shown in the figure, under existing conditions, there are some issues with crosswalks and curb ramps near the site; however, several of these issues will be remedied through improvements from the *Florida Avenue Multimodal Transportation Study*.

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

January 8, 2016

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. The following types of street parking restrictions exist in the study area surveyed:

- Residential Parking Permit for Zone 6 residents with weekday restrictions for non-residents
- Reserved Handicap spaces
- No Parking spaces
- Police Vehicle Only spaces
- No Parking on school days spaces
- Commercial Loading Zone spaces

As shown on Figure 5, the majority of street parking in the immediate site vicinity is designated for Zone 6 residential parking. Specifically, the Florida Avenue frontage adjacent to the site is designated for No Parking and the 3rd Street, NE and the N Street, NE frontages are unrestricted.

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 16 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.

Table 3: Car Share Locations and Vehicles

Car share Location	Number of Vehicles
Zipcar	
Elevation at Washington Gateway	1 Vehicle
Loree Grand – 250 K Street NE	1 Vehicle
5 th & L Streets NE	1 Vehicle
1 st & M Streets NE	2 Vehicles
66 New York Avenue NE – Tag B Parking Lot	3 Vehicles
Enterprise CarShare	
66 New York Avenue NE	6 Vehicles
Harry Thomas Way/Eckington Pl NE	2 Vehicles
Total Number of Car Share Vehicles in Study Area	16 Vehicles

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.

January 8, 2016

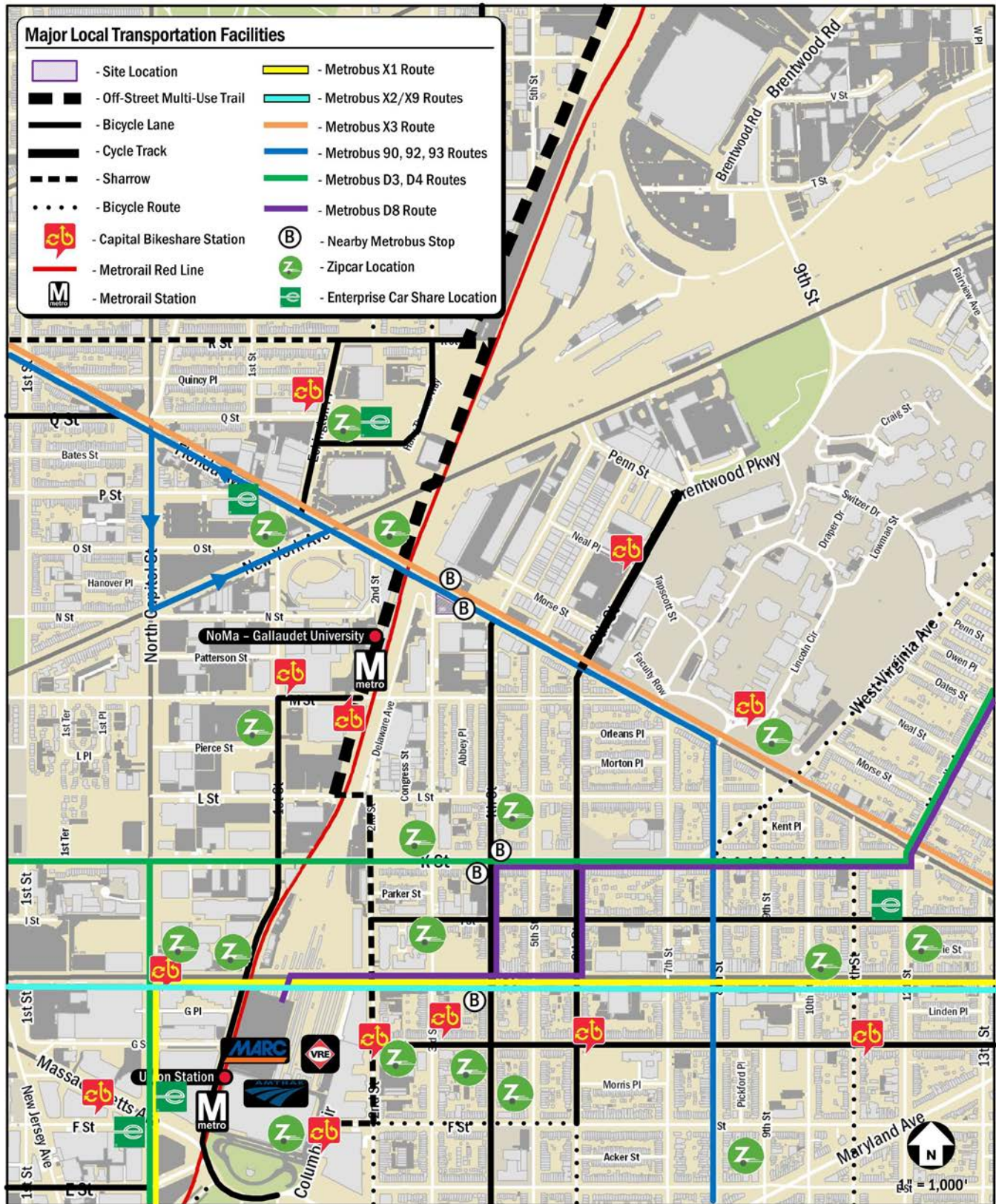


Figure 2: Major Local Transportation Facilities

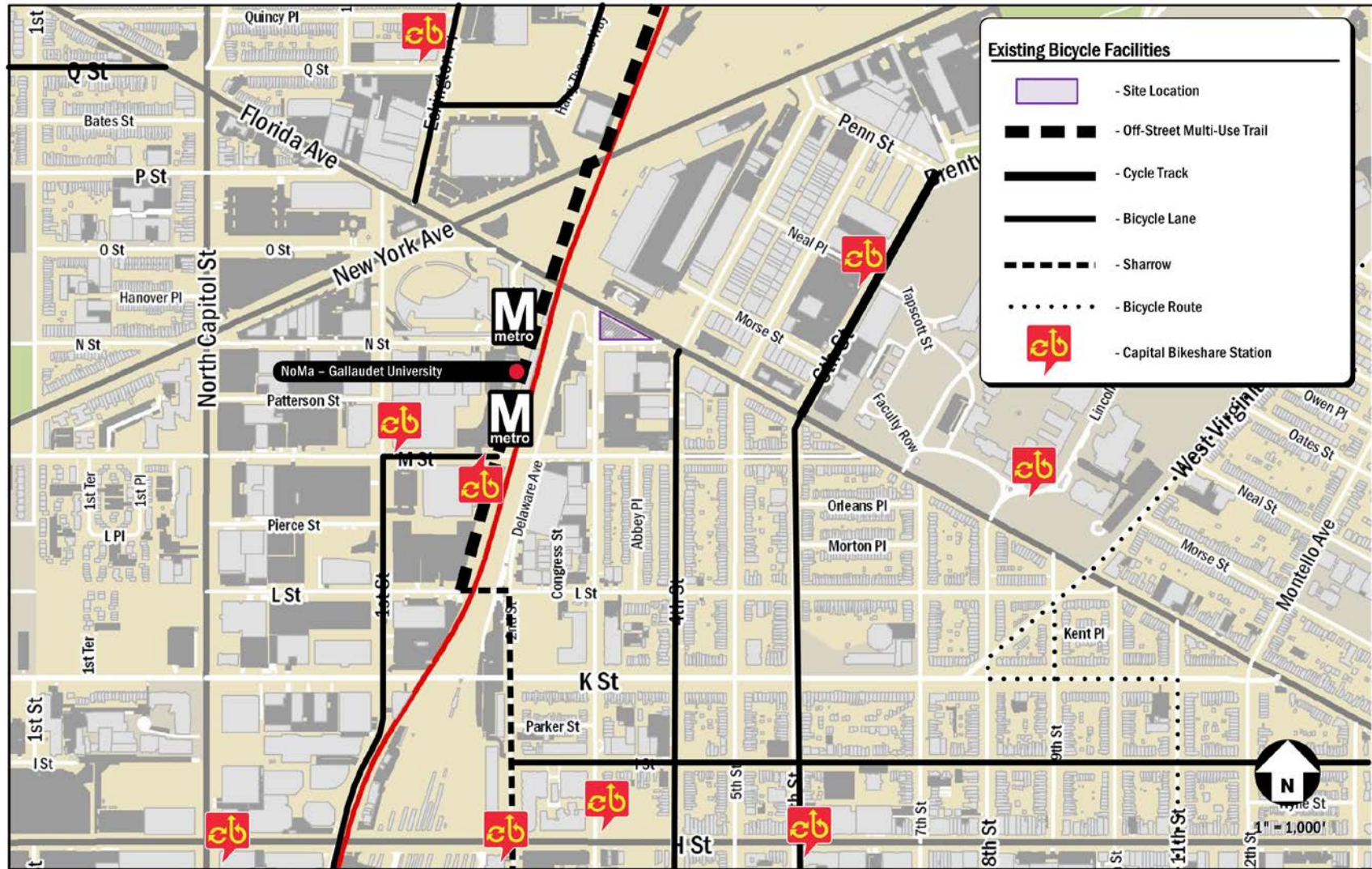


Figure 3: Existing Bicycle Infrastructure

January 8, 2016

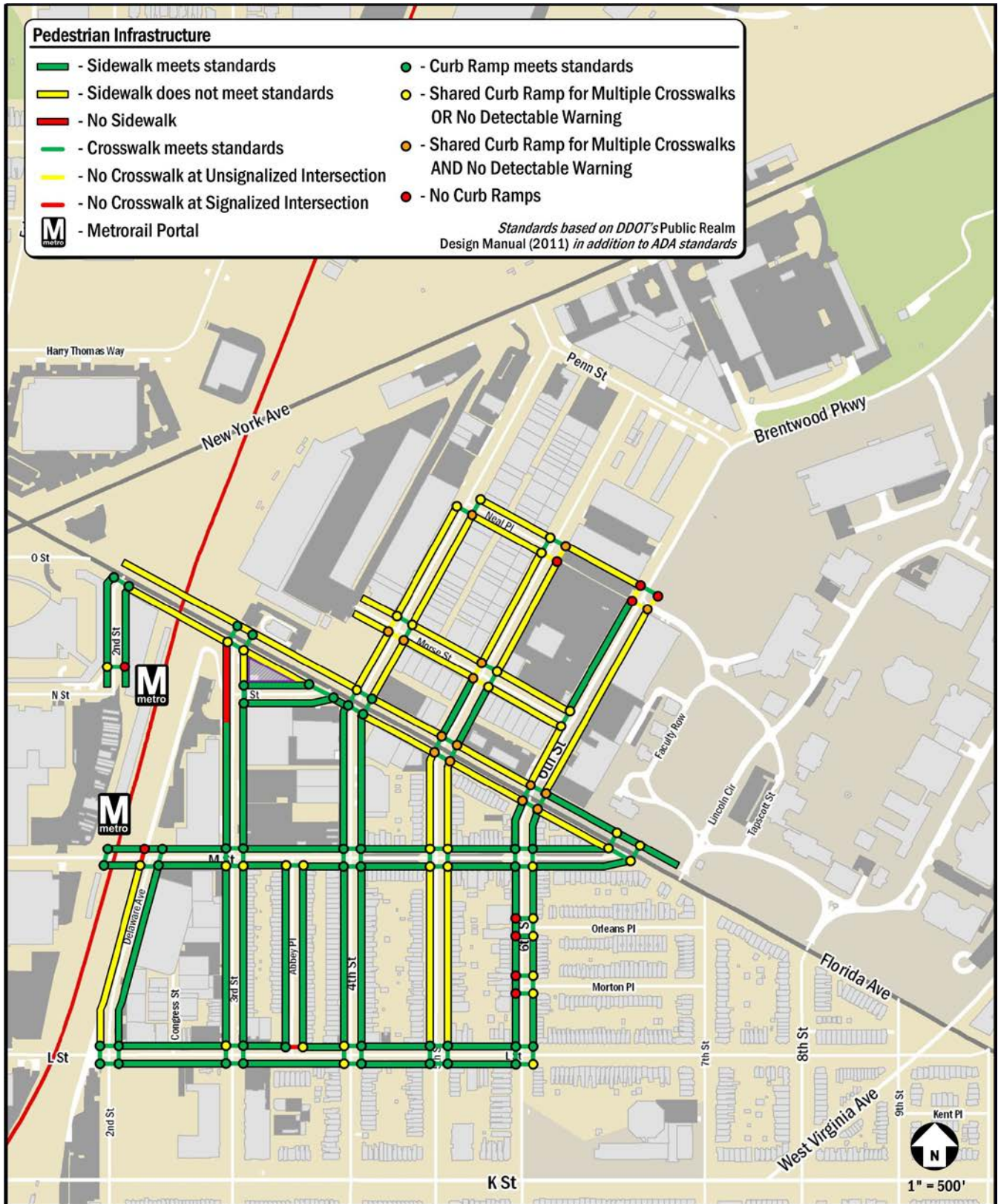


Figure 4: Existing Pedestrian Infrastructure

January 8, 2016

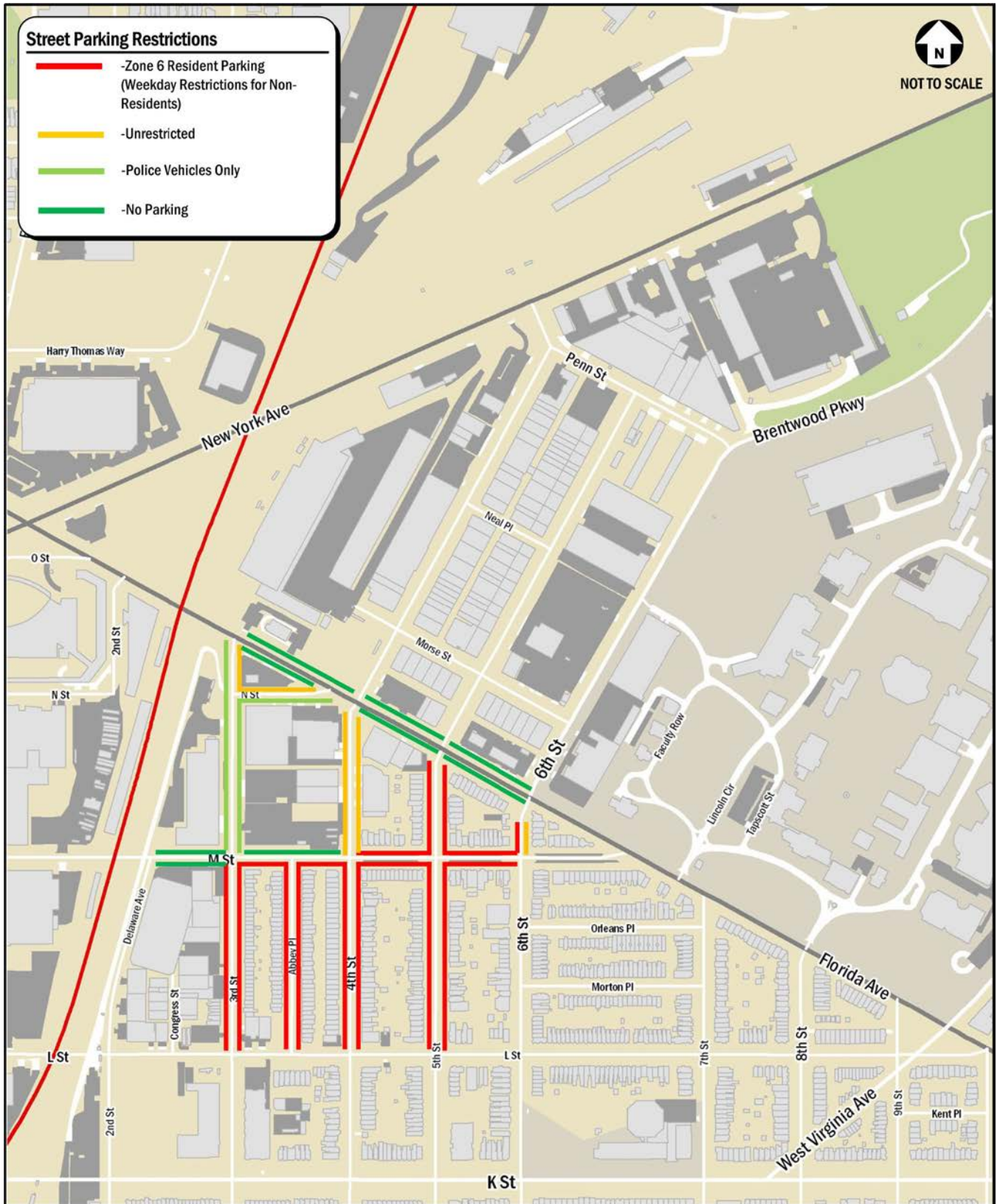


Figure 5: Parking Restrictions in the Site Vicinity

DESIGN REVIEW

This section provides an overview of the proposed development transportation features. The development program consists of approximately 4,500 sf of ground floor retail space, approximately 6,100 sf of cellar level retail space, and 56 residential units. No off-street parking spaces or loading are planned to be provided within the proposed building. Loading and delivery access will be provided curbside from 3rd Street. Primary pedestrian access will be via entrances along Florida Avenue and N Street, NE It should be noted that some discussion has occurred within the community to close N Street. The developer supports this initiative, but the PUD itself does not propose to close N Street and is planned to continue whether N Street remains open or closed.

Trip Generation

Vehicle trips were calculated for the site to determine whether the site would conservatively generate enough trips to warrant a full review of the traffic impacts of the development as required by 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 and the comments received from DDOT in the scoping document, a conservative 70 percent non-auto reduction was applied to the residential trips. For retail trips, the average values for the mode splits from the WMATA Development Related Ridership Survey (DRRS) were used. The WMATA DRRS noted a 36 percent auto mode share for retail trips. For purposes of this study, the mode split conservatively assumed to be 30 percent auto (or a 70 percent non-auto reduction), based on the WMATA DRRS and DDDOT comments.

The resulting trip generation projections are given in Table 4 below and show that the development is anticipated to generate 18 AM peak hour trips (4 inbound and 14 outbound) and 19 PM peak hour trips (10 inbound and 9 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 14 peak hour trips in the peak direction.

It should be noted that this trip generation analysis should be considered conservative in an effort to determine whether a vehicular study would be needed for the project as required by DDOT CTR guidelines. Given that no parking is provided on-site this trip generation analysis should not be interpreted as a reflection of parking demand that would be necessary for the site. As a result, the development is expected to generate fewer than the 18 AM peak hour vehicular trips and 19 PM peak hour vehicular trips conservatively calculated to determine the need for additional vehicular study as required by DDOT. The minimal number of vehicular trips that will be expected to be associated with the site will be carsharing, taxi, Uber, and other ridesharing services.

Site Access and Internal Circulation

Site Access

Primary Pedestrian access will be via entrances along Florida Avenue and N Street. No parking is planned to be provided on the site. Loading and delivery access will be provided curbside from 3rd Street or N Street. Figure 6 shows the proposed access plan for the site.

January 8, 2016

Table 4: Trip Generation and Mode Split**Trip Gen Summary for Residential**

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	3 veh/hr	13 veh/hr	16 veh/hr	7 veh/hr	4 veh/hr	11 veh/hr
Transit	3 veh/hr	11 veh/hr	14 veh/hr	11 veh/hr	5 veh/hr	16 veh/hr
Bike	1 veh/hr	3 veh/hr	4 veh/hr	3 veh/hr	1 veh/hr	4 veh/hr
Walk	2 veh/hr	5 veh/hr	7 veh/hr	6 veh/hr	2 veh/hr	8 veh/hr

Trip Gen Summary for Retail

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	1 veh/hr	1 veh/hr	2 veh/hr	3 veh/hr	5 veh/hr	8 veh/hr
Transit	2 veh/hr	2 veh/hr	4 veh/hr	6 veh/hr	7 veh/hr	13 veh/hr
Bike	1 veh/hr	0 veh/hr	1 veh/hr	2 veh/hr	2 veh/hr	4 veh/hr
Walk	1 veh/hr	1 veh/hr	2 veh/hr	3 veh/hr	4 veh/hr	7 veh/hr

Total Trip Gen Summary

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	4 veh/hr	14 veh/hr	18 veh/hr	10 veh/hr	9 veh/hr	19 veh/hr
Transit	5 veh/hr	13 veh/hr	18 veh/hr	17 veh/hr	12 veh/hr	29 veh/hr
Bike	2 veh/hr	3 veh/hr	5 veh/hr	5 veh/hr	3 veh/hr	8 veh/hr
Walk	3 veh/hr	6 veh/hr	9 veh/hr	9 veh/hr	6 veh/hr	15 veh/hr

Parking

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 21 parking spaces. As mentioned previously, no parking is planned to be provided on the site.

- Although the development does not meet current zoning requirements, the development will realize much less parking demand than required under zoning. As such, we do not anticipate any concerns due to the lack of parking space provided on the site due to the following considerations: The site is served by 10 Metrobus and MetroExpress routes within a quarter-mile walking distance.
- The NoMa-Gallaudet University Metro Station is located roughly 500 feet from the site and is easily accessible from the site. Additional access is planned to the Station directly opposite the site at the intersection of 3rd and N Streets NE.
- Capital Bikeshare has three existing bike share locations within approximately a quarter mile walk from the site.
- Zipcar and Enterprise Carshare have seven (7) locations within approximately a quarter-mile walk from the site with a combined total of 16 vehicles.
- The applicant will incorporate bicycle parking into the building. The design of these spaces will reflect similar dimensions as currently incorporated in other development throughout the District. The site will provide 56

January 8, 2016

interior spaces on the basement level of the building and 18 exterior spaces (on nine bicycle racks), which exceeds the bicycle parking requirements.

- 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 301 Florida Avenue NE. 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 322. Of these, 38 are unrestricted spaces and 273 are Residential Permit Parking (RPP) spaces.

Parking occupancy data was collected on Wednesday, May 27, 2015 from 6:00 AM to 9:00 AM and from 5:00 PM to 11:00 PM 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.

We determined that the weekday AM parking peak occurs at 8:00 AM with an overall parking utilization of 92 percent (or 290 vehicles occupying the 316 available spaces) and the weekday PM parking peak occurs at 11:00 PM with a parking utilization of 90 percent (or 289 vehicles occupying the 322 available spaces). Table 7 gives a summary of the inventory and occupancy results for the peak hour. Figure 7 shows the parking utilization during the weekday morning peak and Figure 8 shows the parking utilization during the weekday evening peak.

The number of available spaces remains largely steady during the AM peak period at roughly 90 percent occupancy, while the evening peak period fluctuates slightly from hour to hour before peaking at 11:00 PM, when the occupancy is about 90%. At a minimum, at least 26 or 8 percent of all street parking spaces in the site vicinity were available during the times surveyed.

January 8, 2016

Table 5: Weekday (Wednesday) Morning Hourly Utilization Percentages

	6AM	7AM	8AM	9AM
Occupancy	285	284	290	286
Total Spaces*	322	316	316	316
Utilization	89%	90%	92%	91%

* The total spaces have been reduced by 6 from 7:00 AM to 9:00 AM because of the No Parking 7:00 AM – 6:30 PM on School Days restriction

Table 6: Weekday (Wednesday) Evening Hourly Utilization Percentages

	5PM	6PM	7PM	8PM	9PM	10PM	11PM
Occupancy	266	249	262	278	272	278	289
Total Spaces*	316	316	322	322	322	322	322
Utilization	84%	79%	81%	86%	84%	86%	90%

* The total spaces have been reduced to 316 prior to 7:00 PM because of the No Parking 7:00 AM – 6:30 PM on School Days restrictions

Table 7: Peak Hour Inventory and Occupancy Summary

Space Type	Morning Peak Period (8 AM)				Evening Peak Period (11 PM)			
	Spaces	Occupancy	Utilization	Available	Spaces	Occupancy	Utilization	Available
RPP	273	255	93%	18	273	262	96%	11
Unrestricted	38	33	87%	5	38	26	68%	12
Other Spaces*	5	2	40%	3	11	1	9%	5
All On-Street Spaces	316	290	92%	26	322	289	90%	28

* The other spaces include the handicapped spaces and no parking on school days spaces

Loading

No loading facilities will be provided within the building, thus, the Applicant is seeking relief from the off-street loading requirements. Loading cannot be accommodated on-site given the compact nature of the site. Therefore, the Applicant proposes that loading activity for the site will take place adjacent to the site on 3rd Street or N Street.

The number of truck trips generated by a project of this scale is relatively low. Based on previous studies, apartments conservatively 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 56-unit apartment building, there will conservatively be approximately one moving truck delivery every 10 to 14 days. Delivery activity for the retail space would be based on the retail mix planned for the development, which is still undetermined. If it were estimated that one retailer and one restaurant occupied the retail space in the development, then it could be expected that one van sized delivery and one 30 foot truck delivery could be expected per day. In addition, three van sized deliveries per day for UPS/FedEx/USPS services can be expected as well to serve the residential and retail uses of the property. In total, the project would see occasional move-in/move-out deliveries, up to four daily van sized deliveries, and one 30 foot truck delivery per day. In addition, up to two trash pick-ups could be expected per day for retail and residential users.

In addition, a loading management plan has been developed for the project. The goals of this plan are to minimize undesirable impacts to the neighborhood and to building tenants, reduce conflicts between truck traffic using the curbside

January 8, 2016

for loading, and ensure smooth operation of the loading operations through appropriate levels of management and scheduling. 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 on-street loading will be limited to a maximum of 30 feet in length.
- Deliveries will be scheduled such that the on-street loading capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading space 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 traffic along 3rd Street or N Street.
- Tenants will be prohibited from delivering directly from Florida Avenue and will instead be required to use the curbside space along 3rd Street or N Street.
- 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 reserved for loading activities seven days a week from 7am-7pm and available for vehicular parking during all other hours.

Trash Operations

As noted on Figure 6 above, the trash room is located on the western side of the building along 3rd Street. Trash compactors are planned in the trash rooms in order to assist in the efficient operation of trash collection for the development. Bins from the trash compactors will be rolled from the trash room by the trash collection company for curbside pick-up on 3rd Street or N Street and then will be returned to the trash room. At no time will trash bins be left at curbside unattended for pick-up.

Bicycle Facilities

According to the Bicycle Commuter and Parking Expansion Act of 2007, a residential building owner is required to provide at least one secure bicycle parking space for each 3 residential units for all new residential buildings. Thus, the development would require 19 bicycle parking spaces, but 56 interior bicycle parking spaces on the basement level of the building and 18 exterior spaces (on nine bicycle racks) will be provided thus exceeding the requirement. In addition, a bicycle repair station is planned in the bicycle storage room on the basement level of the building and in-unit bicycle racks will be made available upon request to tenants.

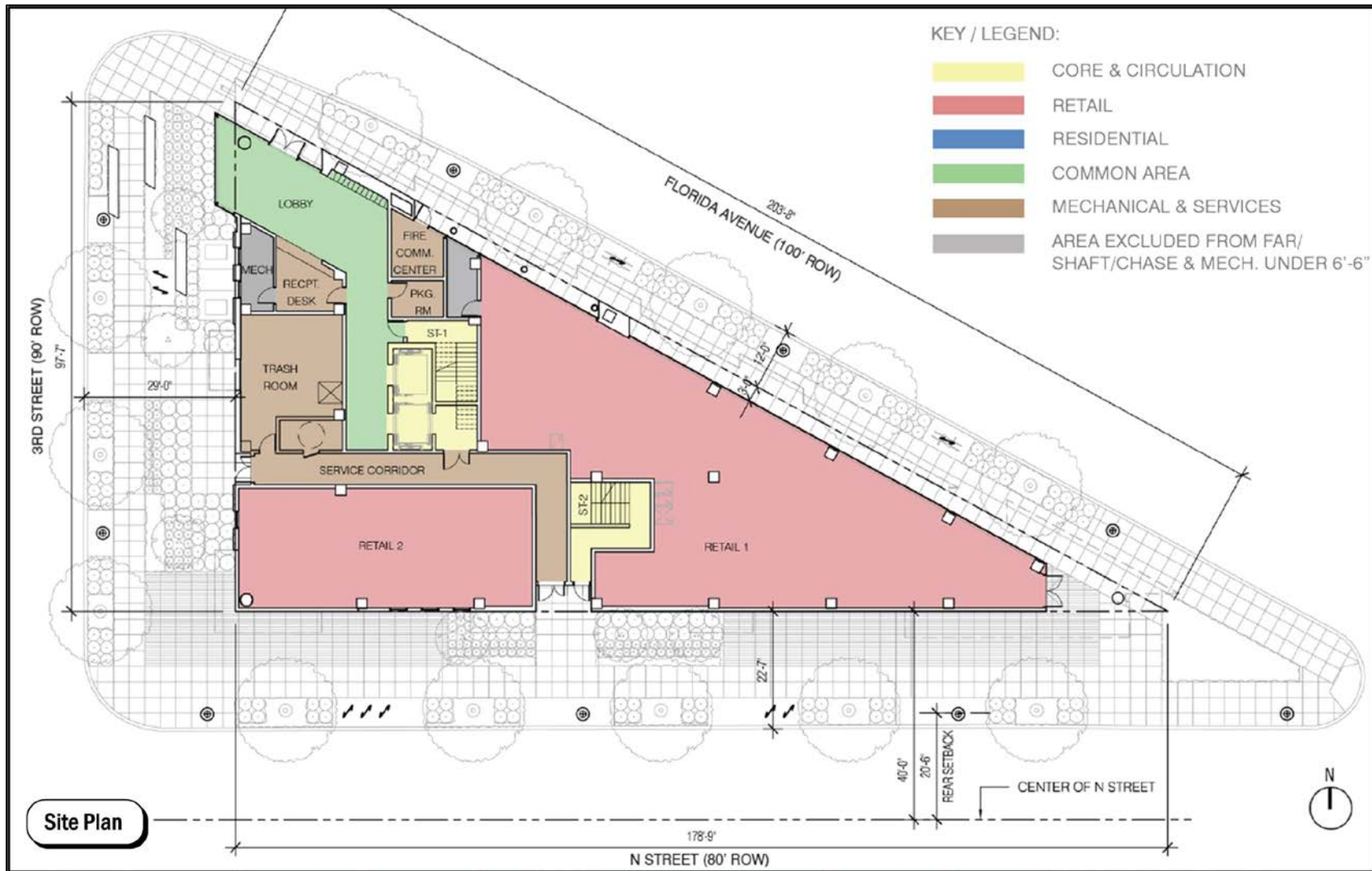


Figure 6: Site Plan

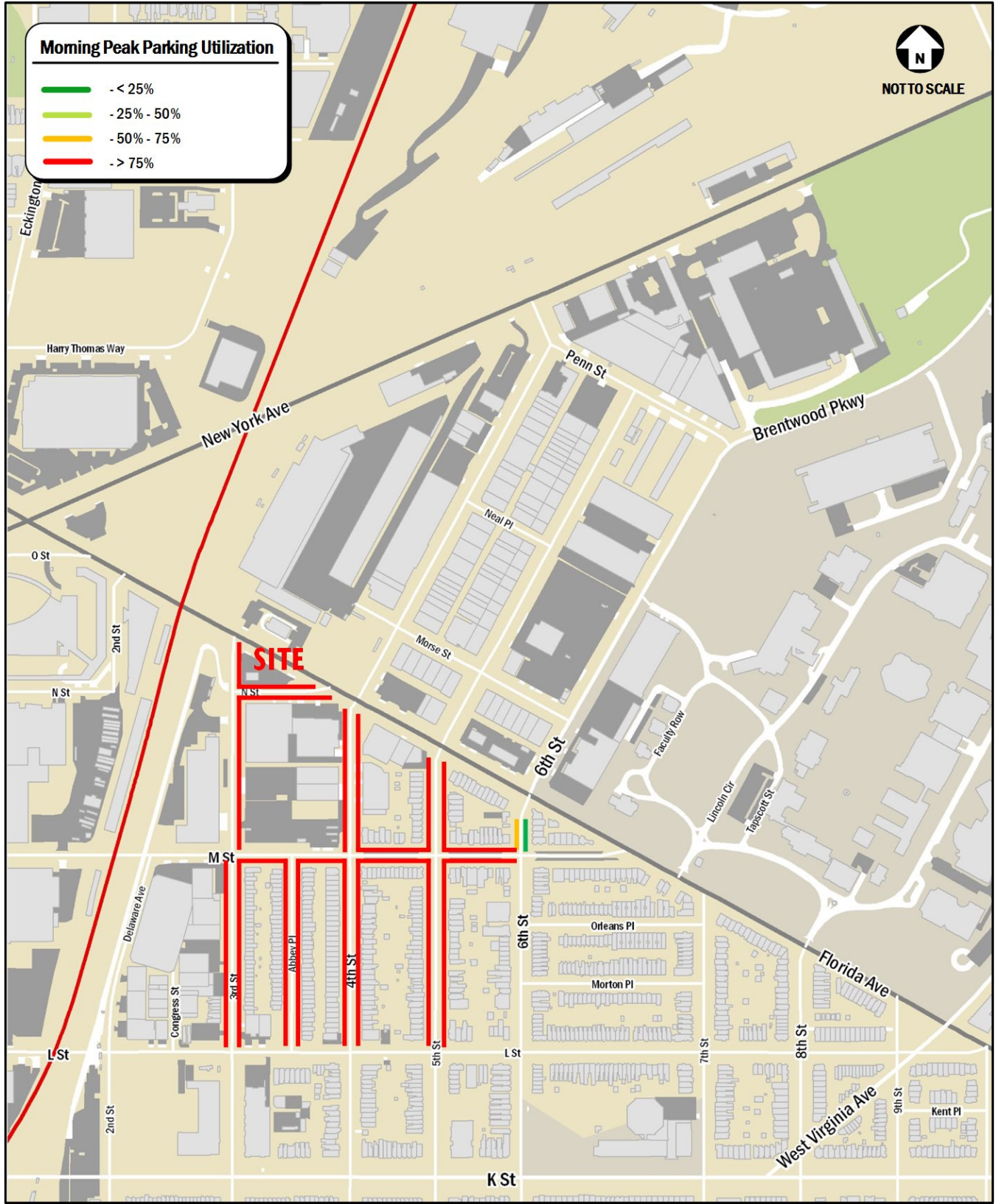


Figure 7: Weekday AM Peak Parking Utilization

January 8, 2016

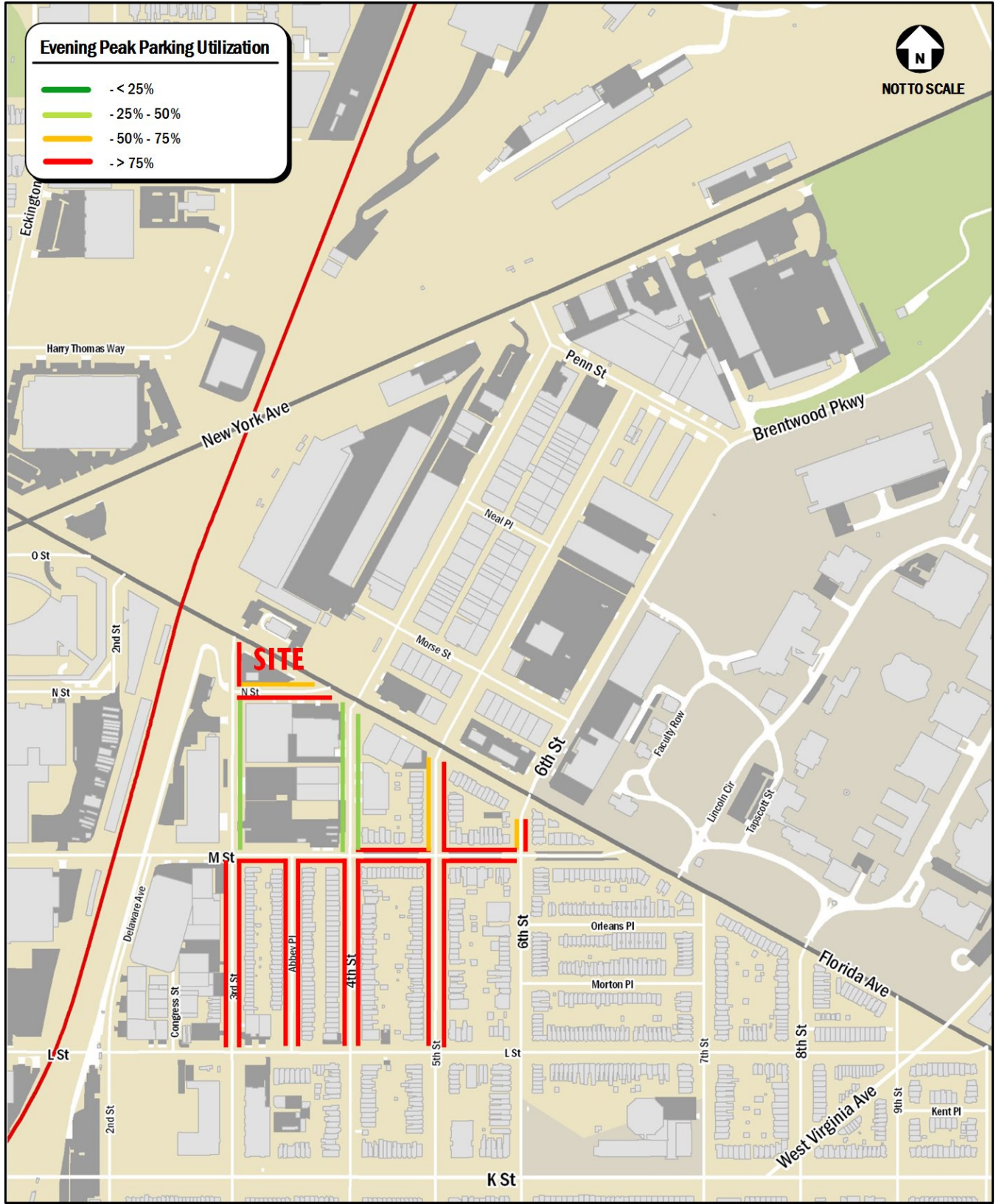


Figure 8: Weekday PM Peak Parking Utilization

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 301 Florida Avenue 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. The contact information for the TMC would be provided to DDOT/Zoning Enforcement with annual contact updates.
- ***Resident Permit Parking (RPP) Restrictions***
Tenants of the development will be prohibited from obtaining RPP permits from the District Department of Motor Vehicles (DMV). This will be included in a provision in the rental documents and will include consent and authorization to the property management to police and enforce this prohibition for the life of the project.
- ***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 and to help alleviate the reliance on personal vehicles, for the first three years of operation of the building, the Applicant will offer for each residential unit the option of either a one-time annual carsharing membership and application fee; a \$100 Smartrip card; or a one-time annual Capital Bikeshare membership. These incentives will be offered as part of the residential move-in transportation package that will include brochures for transit facilities as well as bicycle, car sharing, and Bikeshare services.

January 8, 2016

- *Bicycle Amenities*

The Applicant will encourage all alternative transportation modes including bicycling. Bicycling will be promoted with the provision of on-site temporary and long-term bicycle parking spaces as described above. Moreover, a bicycle maintenance station will be provided on the site. In addition, for the first three years of operation of the building, the Applicant will offer an in-unit bicycle rack for each residential unit.

- *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.

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 and coupled with a TDM plan, we have determined that the parking relief sought for the project will not cause any detrimental impacts.
- Based on an analysis of comparable residential units and an estimation of loading and trash activity for the development, we have determined that the amount of loading and trash activity expected to take place at the site will be adequately served curbside from 3rd Street or N Street.
- A TDM plan for the development will include the implementation of a TDM coordinator, RPP restrictions, a marketing program, transportation incentives, bicycle amenities and ride-matching/ridesharing programs, all of which will help to encourage residents to utilize alternative modes of transportation.