

TECHNICAL MEMORANDUM

To: Evelyn Israel DDOT

From: Vinay Varadarajan, E.I.T.
Jim Watson, AICP PTP
Erwin Andres

Date: June 5, 2017

Subject: 3450 Eads Street, NE Transportation Statement

INTRODUCTION

This memorandum presents follow-up transportation information in support of the 3450 Eads Street, NE project and its Planned Unit Development (PUD) application (ZC Case Number 16-20). A Comprehensive Transportation Review (CTR) was submitted to DDOT on March 17, 2017 to which DDOT issued an April 24, 2017 Memorandum generally supporting the results of the CTR with some minor requests for clarifications in the Transportation Demand Management (TDM) plan for the project. This transportation statement is being provided in response to items noted at the May 4, 2017 Zoning Commission hearing by members of the community and commission. These included requests for review of neighborhood on-street parking, curbside management, and existing transit and pedestrian amenities surrounding the site.

This project consists of the redevelopment of an existing vacant lot into a single structure five-story residential building containing approximately 70 senior dwelling units with 17 parking spaces for residents located along the alley north of the site (meeting zoning requirements for the development). Loading will be accessed through the alley west of the site.

Based on a review of the surrounding transportation infrastructure, the following conclusions were made regarding the 3450 Eads Street, NE development:

- The site's adequate access to transit, as well as multiple bicycle and pedestrian facilities and other new development in the area results in a safe and effective environment for non-auto transportation access to the site.
- A curbside management plan to create a residential loading zone in front of the main entrance along Eads Street will not result in a net loss of on-street parking spaces due to the closure of an alley and curb cut for the development.
- The sufficient supply of on-street parking options will more than adequately serve any additional parking demands that the project may see, particularly the site's central location to on-street parking spaces within a two-block radius.
- The sufficient supply of on-street and off-street parking options for patrons of local businesses, including the nearby nightclub will not cause undue hardship in accessing parking for residents of the development or other nearby users.

TRANSIT AND PEDESTRIAN CONDITIONS

This section provides a review of the existing transit and pedestrian facilities in the vicinity of the site. The site is served by Metrobus, and is approximately one mile from the Minnesota Avenue Metrorail Station. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site.

June 5, 2017

Transit

The site is serviced by Metrobus along multiple primary corridors with multiple bus stops located adjacent to the site. These bus lines connect the site to many areas of the District of Columbia, including several Metrorail stations. The site vicinity is currently served by the U4, X1, X2, and X3 routes with stops along Benning Road, 34th Street, and Clay Street, including a U4 stop one block west of the site. The U4 line serves the River Terrace neighborhood directly every 12 to 30 minutes with stops on 34th Street, near the end of Eads Street (less than 500 feet from the site), and providing service directly to the Minnesota Avenue Metro Station. The X1 and X3 lines provide AM and PM peak period service every 20 to 30 minutes at bus shelters along Benning Road (less than 800 feet from the site) with both routes servicing the Minnesota Avenue Metro Station and the X2 line extending to Farragut Square via H Street and the X3 line extending to Adams Morgan via the Florida Avenue/U Street corridor. The X1 line provides the most frequent service, every six to 20 minutes at the bus shelters along Benning Road (less than 800 feet from the site), serving the Minnesota Avenue Metro Station and extending to Foggy Bottom via Union Station and Constitution Avenue. All of the bus stops serving these routes are available to residents via sidewalks that meet DDOT standards and well-marked crosswalks with curb ramps.

The table below shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop. The closest Metrorail station at Minnesota Avenue, which is located approximately one mile from the site. In addition to bus service, existing transit facilities surrounding the site are shown on Figure 1.

Additionally, the site is just south of Benning Road, where the H Street-Benning Road Streetcar line is planned to pass through. Currently, the DC Streetcar route originates at Union Station and travels eastbound along H Street NE, terminating at Oklahoma Avenue, just west of the Anacostia River. Current plans call for an extension of this line across the Anacostia River along Benning Road, terminating at either the Minnesota Avenue or Benning Road Metrorail stations. In either alignment, the route would pass near the site, with a stop planned at 34th Street and Benning Road, one block north of the site. From the most recent Environmental Assessment (EA) conducted for the streetcar in April 2016, two build alternatives were studied that placed shared land streetcar tracks on either the outer lane (Alternative 1) or near the median (Alternative 2). At this time, the selection of alternatives has not been made and the future 34th Street/Benning Road stop may be placed on the median or the outside of Benning Road.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
U4	Sheriff Road-River Terrace Line	Weekdays: 4:54 AM – 1:43 AM Weekends: 6:11 AM – 11:11 PM	12-30 min	0.7 miles, 7 minutes
X1, X3	Benning Road Line	Westbound: 6:00 AM – 8:39 AM Eastbound: 3:31 PM – 5:37 PM	20-30 min	0.2 miles, 3 minutes
X2	Benning Road-H Street Line	Weekdays: 4:00 AM – 3:25 AM Weekends: 4:15 AM – 3:29 AM	6-20 min	0.2 miles, 3 minutes

June 5, 2017

Pedestrian Facilities

Overall, the pedestrian facilities within the study area provide good connections to major local destinations, including the commercial establishments along Benning Road and the Minnesota Avenue Metrorail Station. A summary of the pedestrian facilities within a 0.25-mile walk of the site (with the addition of the pedestrian facilities to the Minnesota Avenue Metro Station) is shown in Figure 2. There are a few barriers and areas of concern within the study area that negatively impact the quality and attractiveness of walking. This includes roadway conditions that reduce the quality of walking conditions, narrow or nonexistent sidewalks, incomplete or insufficient crossings at busy intersections, and Interstate 295 which limits connectivity to the East. While Benning Road is immediately north of the site and is approximately 90 feet in width with nine lanes of traffic, well-marked crosswalks with curb ramps are available at the 34th Street/Benning Road signalized intersection that provides connectivity to the bus shelters along Benning Road.

Within the area shown, most roadways such as Eads Street and 34th Street are considered low to moderate density residential. Most of the sidewalks surrounding the site comply with DDOT standards; however there are some existing areas which have inadequate sidewalks or no sidewalks at all that are located directly north and west of the site. 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 Figure 2, under existing conditions crosswalks and curb ramps near the site are present.

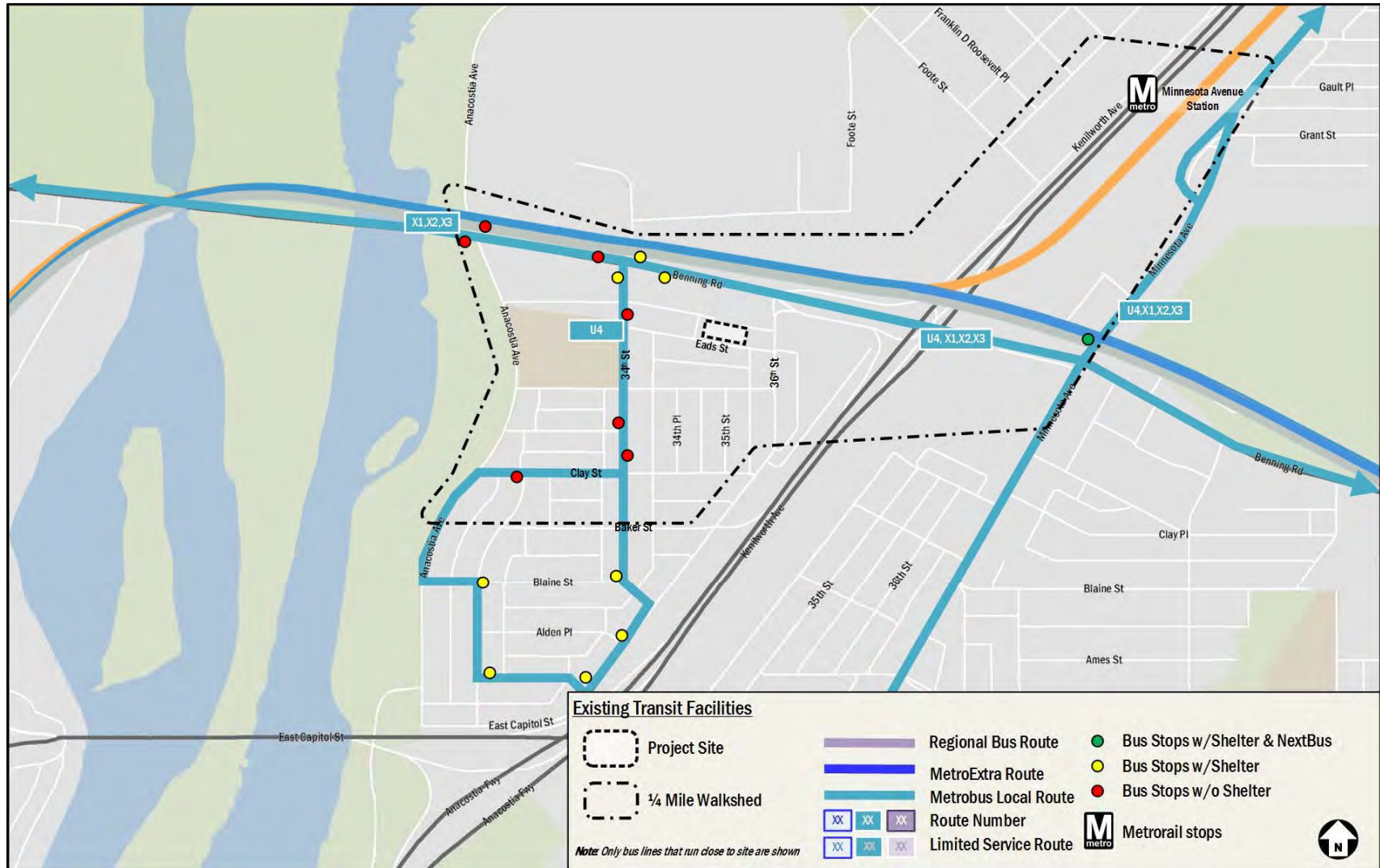


Figure 1: Existing Transit Service

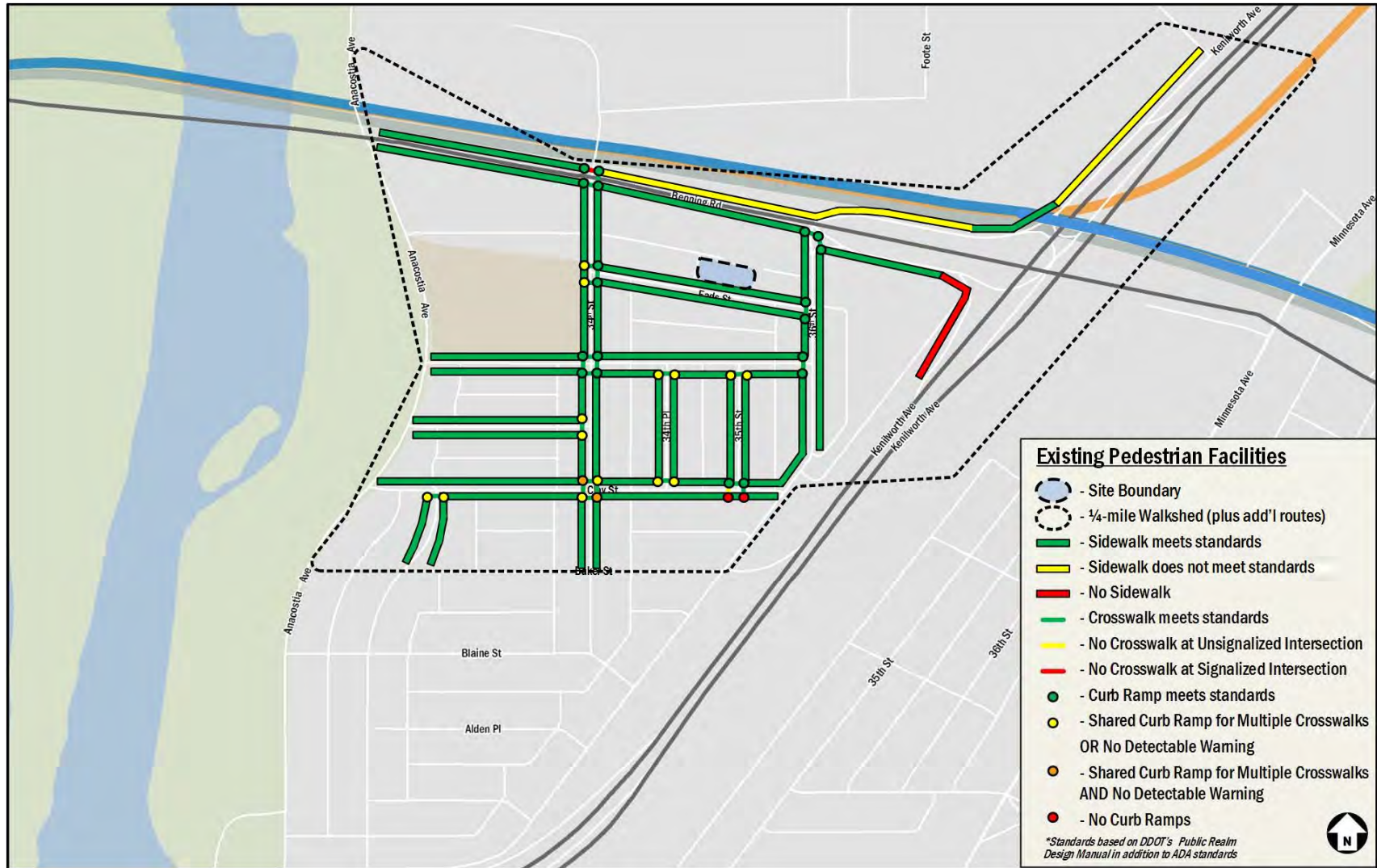


Figure 2: Pedestrian Infrastructure

CURBSIDE MANAGEMENT

The development program consists of replacing the vacant lot with a five-story residential building containing approximately 70 senior dwelling units with 17 parking spaces for residents located along the alley north of the site. The existing alley east of the site will be closed. Figure 3 shows the proposed site plan. As part of this transportation statement, feedback made at the May 4, 2017 Zoning Commission hearing indicated the need for curbside loading adjacent to the main entrance along Eads Street. Currently, parallel parking spaces exist on this block face of Eads Street, with an existing alley is present along the eastern edge of the site. In the development plan, as seen in Figure 3, this public alley will be closed, with the eastern portion of the development taking its place. As Figure 4 and Figure 5 illustrate, the loss of approximately two vehicular spaces for curbside loading will be mitigated with the additional two spaces created after closing the eastern public alley, resulting in zero net spaces lost.

June 5, 2017

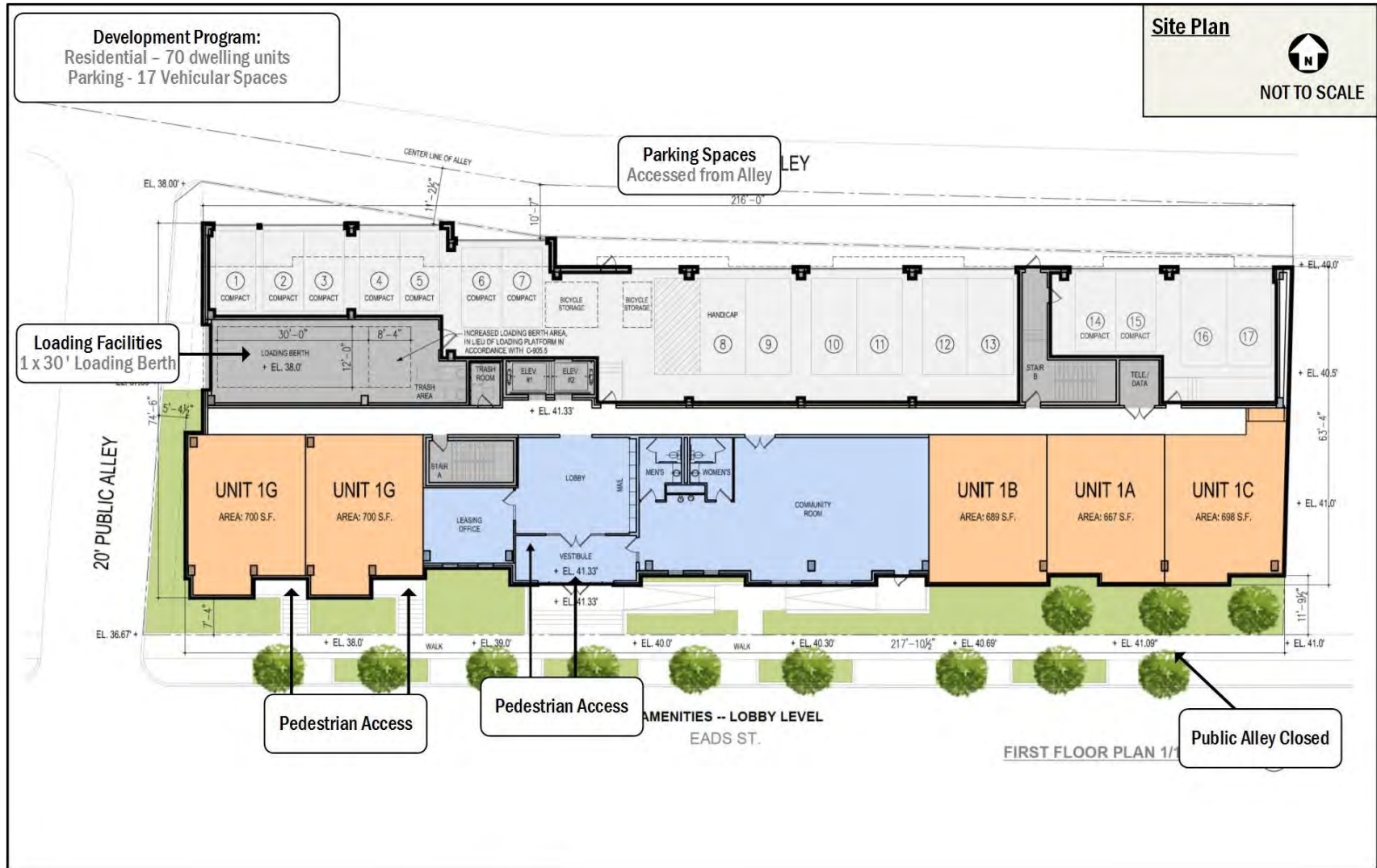


Figure 3: Site Plan



Figure 4: Existing Curbside Management Plan

June 5, 2017



Figure 5: Proposed Future Curbside Management Plan

ON-STREET PARKING REVIEW

As mentioned previously, 17 parking spaces will be provided in the back of the property, satisfying zoning requirements. Vehicular access to the parking spaces is provided from the north alley behind the property that is accessible from the west alley via Eads Street. As requested during the May 4, 2017 Zoning Commission hearing, a review of the nearby on-street parking supply and occupancy was conducted.

In order to assess whether the nearby on-street parking has available capacity to accommodate the increase in parking demand that the proposed development would generate, a parking occupancy study was conducted on Thursday, May 18 (correlating with an average week night) and Friday, May 19, 2017 (correlating with a night when the nearby Chateau Remix nightclub has activity). The parking occupancy study for the nearby on-street parking spaces consisted of hourly sweeps of the on-street parking spaces in and around the site vicinity from 4:00 PM to 10:00 PM, based on coordination with DDOT and the hours of the nearby Chateau Remix nightclub (which is regularly open until 10:00 PM on Friday evenings). The vicinity was an area considered to be within walking distance of the development site, roughly a two-block radius in all directions. Included in this area were two off-street areas, an existing parking lot on the site and the existing eastern alley off of Eads Street that is proposed for closure and currently used as unmarked parking by some vehicles. An inventory of available on-street parking spaces was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. The number of on-street parking spaces inventoried within the study area totaled 400 parking spaces. In addition, the parking lot on the project site includes 35 parking spaces, but was only opened on Friday, May 19 and had a peak occupancy of 32 vehicles. Space for 11 vehicles was available along the eastern alley on each day (although this parking is unmarked and could be subject to enforcement from DDOT). The majority of the study area included time-restricted and residential permitting parking spaces for Zone 7.

The results of the study indicate that the on-street parking spaces have the ability to absorb any additional demand that the proposed development may generate. As shown in Figure 6 and Figure 7, the highest demand observed in the parking study was in the 9:00 PM hour, where 195 (49%) of the 400 available on-street parking spaces were occupied on Thursday, May 18 (leaving 205 available spaces in the study area) and 229 (57%) of the 400 available on-street parking spaces on Friday, May 19 (leaving 171 available parking spaces in the study area). In addition, in areas that will be occupied by the proposed development (an existing parking lot and adjacent alley space), four (4) vehicles were noted during the peak occupancy on Thursday, May 18 and 34 vehicles were noted during the peak occupancy on Friday, May 19. Were vehicles parking in these areas displaced due to the construction of the development and required to park in on-street spaces in the study area, the number of spaces available to accommodate any excess demand by the proposed development would be 201 spaces based on the Thursday, May 18 data collected and 137 spaces based on the Friday, May 19 data collected.

Table 2 and Table 3 give a summary of the hourly utilization percentages for the two-day study period and Table 4 gives a summary of the hourly utilization percentages for the 9:00 PM peak period broken down by parking restrictions. The 9:00 PM hour exhibited a parking utilization of 49 percent on Thursday, May 18 and 57 percent on Friday, May 19.

June 5, 2017

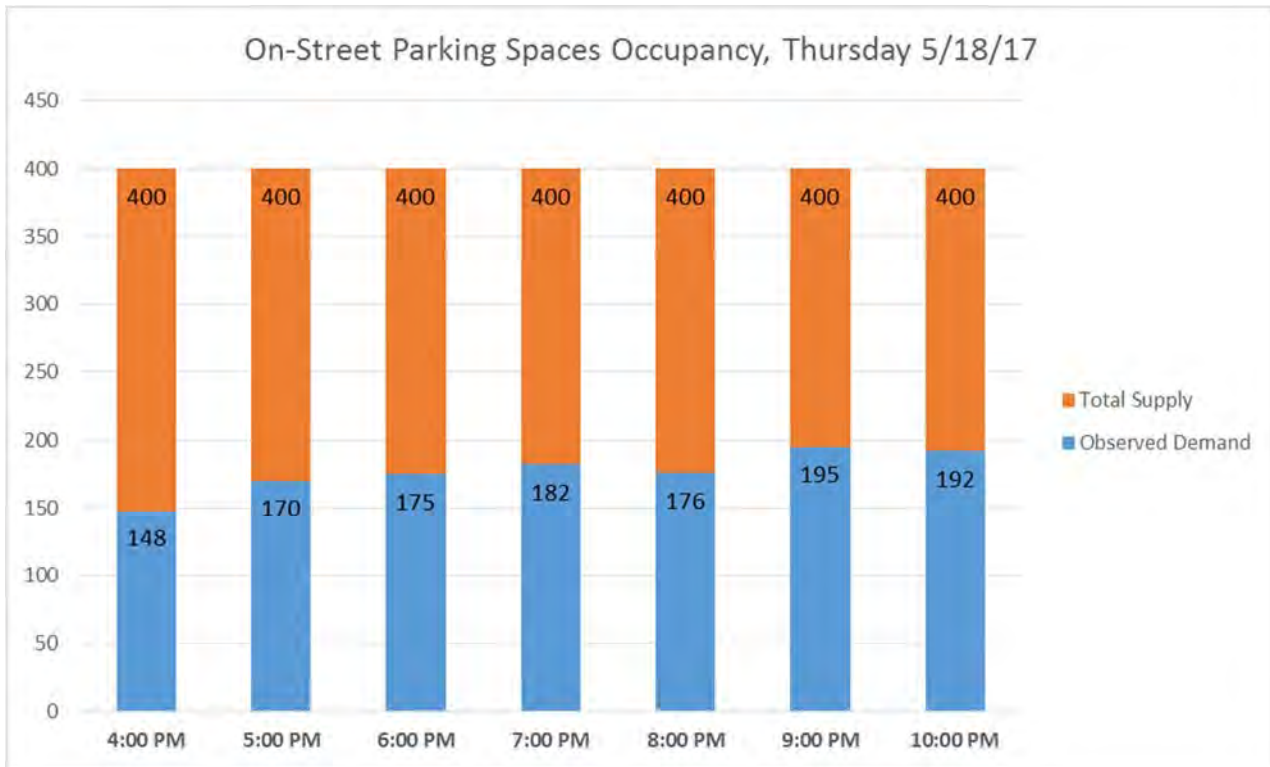


Figure 6: On-Street Parking Spaces Occupancy, Thursday, May 18, 2017

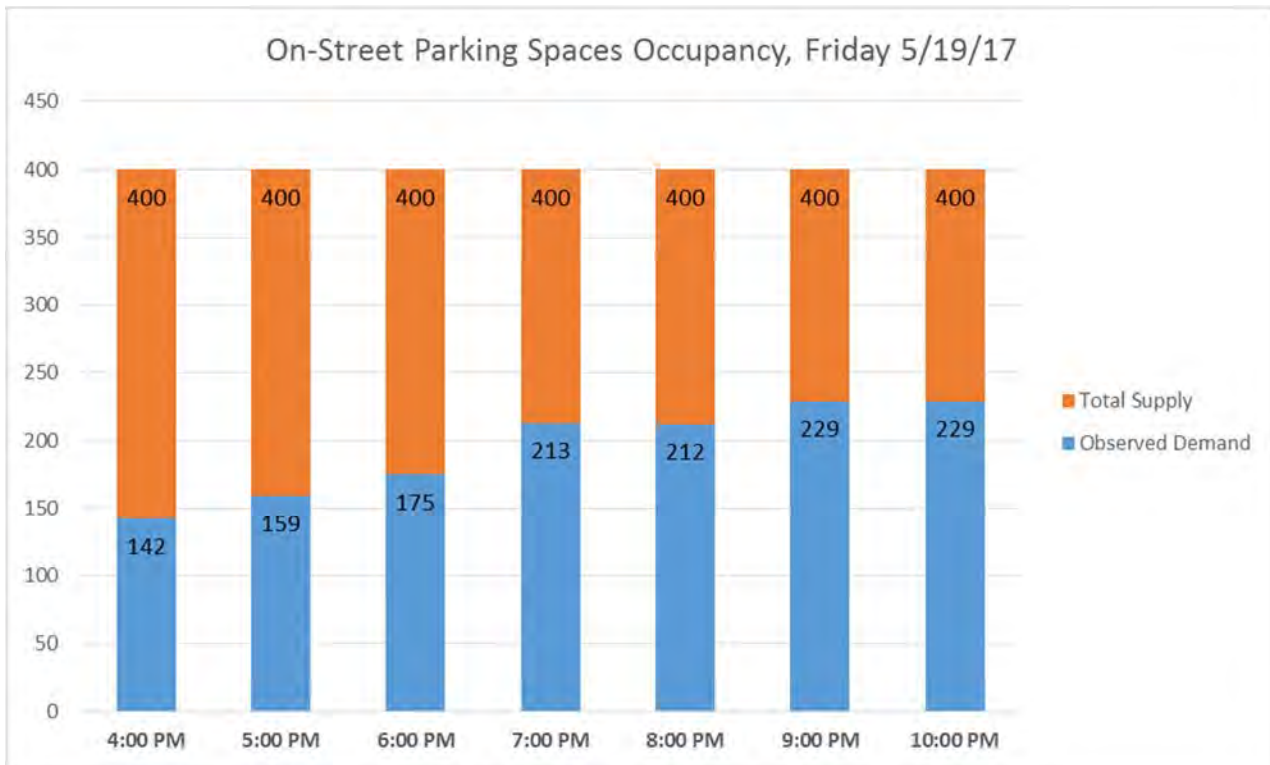


Figure 7: On-Street Parking Spaces Occupancy, Friday, May 19, 2017

June 5, 2017

Parking restrictions by block are shown on Figure 8 and the peak hour occupancy by block is shown on Figure 9 and Figure 10 for May 18 and May 19, respectively. During the 9:00 PM peak period on Thursday, May 18, occupancies by block varied greatly, but generally the most densely occupied on-street parking facilities were located south of the site along 34th Place and 35th Street (between Dix Street and Clay Street) and along a portion of 36th Street north of Clay Street. Most block faces along these streets realized peak period occupancies of 70 percent or more. On Friday, May 19, parking along Benning Road between 34th and 36th Streets observed full occupancy when the Chateau Remix was in operation as well as similar peak occupancies south of the site as seen on the previous evening.

Areas along the north and south sides of Eads Street by the site recorded moderate occupancy rates during the peak periods, from 43 to 62 percent on Thursday and Friday, respectively. Of the 60 on-street parking spaces on Eads Street, 34 parking spaces were available during the peak occupancy on Thursday, May 18 (9:00 PM) and 23 parking spaces were available during the peak occupancy on Friday, May 19 (9:00 PM). The sufficient supply of available on-street parking will adequately serve any additional vehicular needs of the development and local businesses during the evening peak hours based on the proposed use of the site.

Table 2: Peak On-Street Parking Occupancy, Thursday, May 18

Thursday, May 18	PM						
	4:00	5:00	6:00	7:00	8:00	9:00	10:00
Occupied Spaces	148	170	175	182	176	195	192
Available Spaces	252	230	225	218	224	205	208
Total Spaces	400	400	400	400	400	400	400
Utilization	37%	43%	44%	46%	44%	49%	48%

Table 3: Peak On-Street Parking Occupancy, Friday, May 19

Friday, May 19	PM						
	4:00	5:00	6:00	7:00	8:00	9:00	10:00
Occupied Spaces	142	159	175	213	212	229	229
Available Spaces	258	241	225	187	188	171	171
Total Spaces	400	400	400	400	400	400	400
Utilization	36%	40%	44%	53%	53%	57%	57%

Table 4: Total Peak Period Inventory and Occupancy Summary

Space Type	Peak Period (9:00PM), Thursday May 18				Peak Period (9:00 PM), Friday May 19			
	Spaces	Occupancy	Utilization	Available	Spaces	Occupancy	Utilization	Available
No Restrictions	26	10	38%	16	26	14	54%	12
Time Restricted	290	153	53%	137	290	173	60%	117
RPP (Zone 7)	84	32	38%	52	84	42	50%	42
Total Off-Street	400	195	49%	205	400	229	57%	171
Parking Lot/Alley	11	4	36%	7	46	34	74%	12
All Spaces (Incl. Off-Street Areas)	411	199	48%	212	446	263	59%	183
Eads Street Only	60	26	43%	34	60	37	62%	23

June 5, 2017

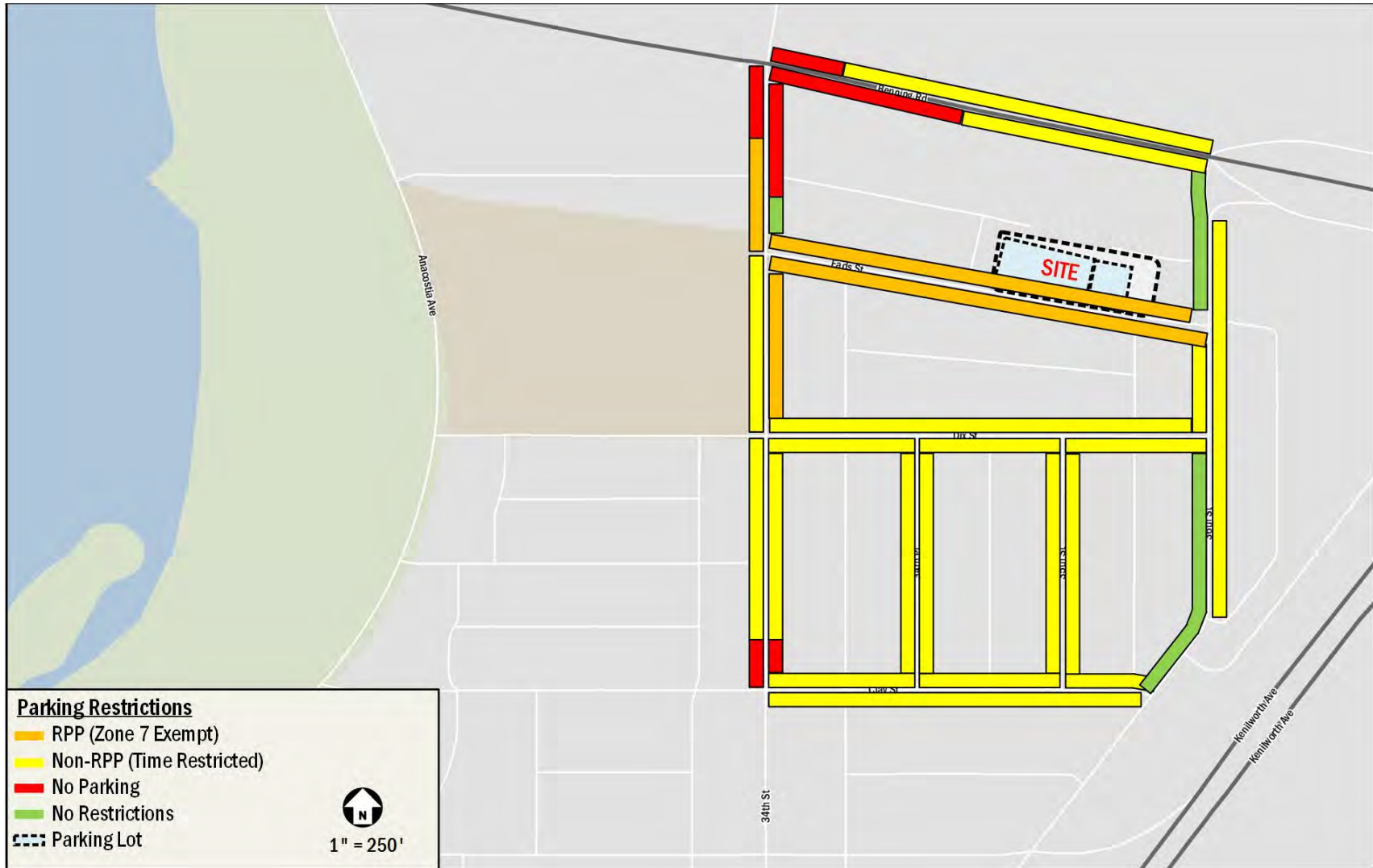


Figure 8: Parking Restrictions by Block Face

June 5, 2017

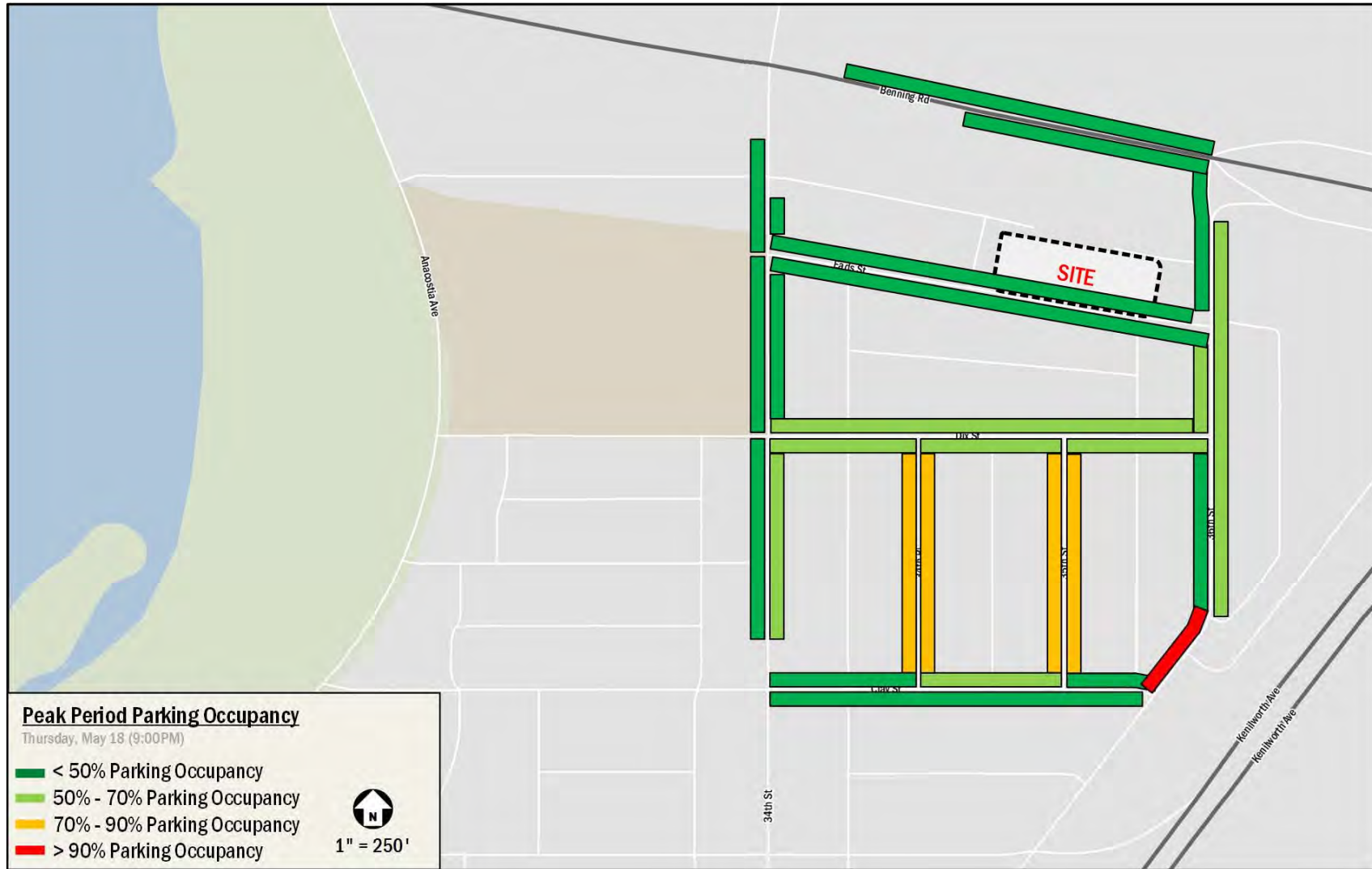


Figure 9: Peak Period Street Parking Occupancy, Thursday May 18

June 5, 2017

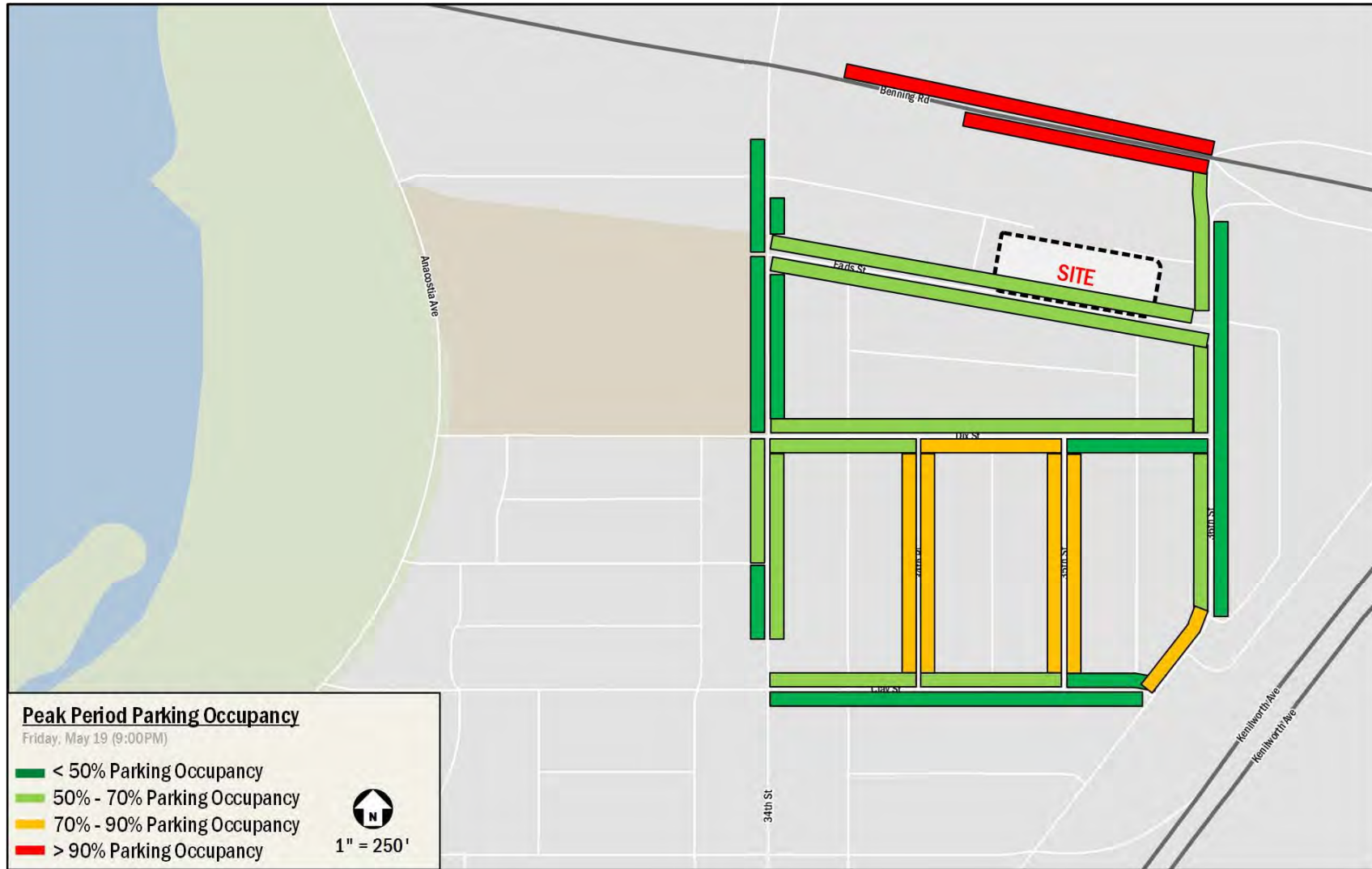


Figure 10: Peak Period Street Parking Occupancy, Friday May 19

Conclusions

This memorandum presents the findings of a transportation statement conducted following the Comprehensive Transportation Review (CTR) for the 3450 Eads Street, NE project in support of its Zoning Commission (ZC) application (ZC Case Number 16-20). The resulting development will be a single structure five-story residential building containing approximately 70 senior dwelling units with 17 parking spaces for residents located along the alley north of the site and meeting zoning requirements. Loading will be accessed through the alley west of the site.

This transportation statement is being provided in response to items noted at the May 4, 2017 Zoning Commission hearing by members of the community and commission. These include neighborhood on-street parking, curbside management, and existing transit and pedestrian amenities surrounding the site.

The following conclusions were made regarding the 3450 Eads Street, NE development:

- The site's adequate access to transit, as well as multiple bicycle and pedestrian facilities and other new development in the area results in a safe and effective environment for non-auto transportation access to the site.
- A curbside management plan to create a residential loading zone in front of the main entrance along Eads Street will not result in a net loss of on-street parking spaces due to the closure of an alley and curb cut for the development.
- The sufficient supply of on-street parking options will more than adequately serve any additional parking demands that the project may see, particularly the site's central location to on-street parking spaces within a two-block radius.
- The sufficient supply of on-street and off-street parking options for patrons of local businesses, including the nearby nightclub will not cause undue hardship in accessing parking for residents of the development or other nearby users.