

## TECHNICAL MEMORANDUM

To: Aaron Zimmerman District Department of Transportation

From: Vinay Varadarajan, E.I.T.  
Katie Wagner, P.E., PTOE  
Erwin N. Andres

Date: November 14, 2017

Subject: The Strand Residences PUD – Response to DDOT Comments

## INTRODUCTION

This memorandum presents the Applicant's response to DDOT's review of the proposed development at 5119-5123 and 5127 Nannie Helen Burroughs (NHB) Avenue, NE, known as The Strand Residences. This memorandum addresses DDOT comments related to the Loading Management Plan (LMP) and Transportation Demand Management (TDM) Plan for the project, which were identified by DDOT in their November 6, 2017 review letter.

As described in the October 2, 2017 CTR, the Site will be redeveloped into a mixed use development with 86 dwelling units, approximately 1,400 square feet of retail, and 20 parking spaces. Figure 1 presents the site plan with the proposed loading facilities that include one (1) 20 foot service/delivery space.

Access to the service space and parking garage will be provided by a new curb cut on Division Avenue, NE, which will replace the existing curb cut to the existing alley. The new curb cut and 15-foot wide alley with a public access easement will be located approximately 40 feet south of the existing curb cut. This new alley will provide access to the parking and service space.

The proposed development is expected to generate approximately six (6) loading trips per day. This includes three (3) general deliveries consisting of trash removal, mail, and parcel delivery, approximately one (1) residential delivery, calculated based on an average unit turnover of 18 months with two (2) deliveries per turnover (one move-in and one move-out), and two (2) retail deliveries.

## REVISED LOADING MANAGEMENT PLAN

The Loading Management Plan for the development was prepared within the CTR to mitigate the lack of a 30 foot loading berth. In order to optimize the usage of the loading facilities and to address DDOT's issues raised in our November 9, 2017 meeting with them, a revised loading management plan has been prepared. The goals of this plan are to minimize undesirable impacts to the neighborhood and to building residents and tenants, reduce conflicts between truck traffic using the loading facilities, and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. The components of this revised loading management plan have been made with DDOT input and are as follows (changes are noted in **bold**):

November 14, 2017

- Residents, vendors, and/or on-site tenants will be required to coordinate and schedule deliveries with an assigned loading coordinator, and the loading coordinator will be on duty during delivery hours.
- Residents will be required to schedule move-in and move-outs with the loading manager through leasing regulations.
- Trucks accessing the on-site service space will be limited to a maximum of 20 feet in length. All trucks 20 feet and under must meet service zone requirements.
- **Signage indicating vehicles over 20 feet in length are prohibited in the public alley will be placed in a conspicuous location to alert all drivers.**
- All residents and tenants will be required to schedule any loading operation conducted using a truck greater than 20 feet in length. These operations must take place from the street parking alongside Division Avenue, NE.
- Residents utilizing moving trucks greater than 20 feet in length will be required to obtain “Emergency, No Parking” signs during the duration of the move. The fees for this service will be paid by the resident.
- **Commercial loading activity utilizing trucks greater than 20 feet shall utilize parking along Division Avenue, NE.**
- Deliveries will be scheduled such that the capacity of the service space is not exceeded. In the event that an unscheduled delivery vehicle arrives while the service space is full, that driver will be directed to return at a later time when the service space is available. Should a delivery vehicle arrive at a time when the service space is unoccupied and no delivery is immediately scheduled, the driver may utilize the service space for a short period of time.
- The two (2) surface spaces included in the development will not be utilized for pickup or drop-off services. These short-term spaces intended for retail purposes are located in the rear of the building, far from the residential and retail entrances on NHB Avenue, NE. Additionally, while these spaces have a direct connection to the residential building, it is at an unstaffed location. The main residential entrance along NHB Avenue, NE will have a staffed lobby where a security check can be made on who is entering the premises.
- Inbound and outbound truck maneuvers will be monitored to ensure that trucks accessing the service space do not block vehicular traffic along the alley except during those times when a truck is actively entering or exiting the loading space.
- Trucks using the service 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 manager will be responsible for disseminating DDOT’s Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT’s truck routes. The dock manager will also post these documents in a prominent location within the service area.
- **Trash collection operations will take place from Division Avenue, NE, adjacent to the proposed curb cut. This will be accomplished with the utilization of rolling dumpsters to transfer waste from the trash room to the waste**

collection truck on Division Avenue, NE. Responsibility of the waste transfer from the trash room to a curbside location for the collection truck will be that of the loading manager on duty the morning of waste collection.

- In compliance with Design and Engineering Manual (DEM) regulations (31.5.5), the proposed curb cut for the relocated alley will be 25 feet away from the adjacent curb cut servicing a church parking lot on Division Avenue, NE. DEM regulations require five (5)-foot setbacks for on-street parking from the alley edge (45.1.3), thus not allowing enough length for on-street parking between the alley and church parking lot curb cuts. The length between the two curb cuts will be signed for no parking.
- Waste collection trucks will stop in front of the no parking space between the alley and church parking lot curb cuts and alley curb cut to perform waste collection without interference to traffic along southbound Division Avenue, NE or on-street parking.

### TRANSPORTATION DEMAND MANGEMENT (TDM)

As a supplement to the TDM plan presented in the Strand Residences CTR, DDOT requested additional measures to be provided per the DDOT report dated November 6, 2017. At a meeting with DDOT on November, 9 2017, the list of required TDM elements were discussed resulting in an updated TDM plan, which accounts for the affordable housing nature of the project. DDOT requested a revised list of TDM measures including those presented in the CTR as well as those agreed to in the November 9, 2017 meeting. The revised TDM program for the project includes the following measures (changes are noted in **bold**):

- **The Applicant will work with DDOT and goDCgo (DDOT’s TDM program) to implement TDM measures at the site.**
- The Applicant will identify a TDM Leader (for planning, construction, and operations) at the building, who will act as a point of contact with DDOT/Zoning Enforcement with annual updates. The TDM Leader will work with residents to distribute and market various transportation alternatives and options.
- **The Applicant will share the full contact information of the TDM coordinator for the site with DDOT and goDCgo.**
- The Applicant will provide TDM materials to new residents in the Residential Welcome Package materials.
- The Applicant will meet Zoning requirements to provide bicycle parking facilities at the proposed development. This includes secure parking located on-site and a minimum of 8 short-term bicycle parking spaces around the perimeter of the Site (in the form of 4 bicycle racks).
- The Applicant will provide a bicycle repair station to be located in the secure long-term bicycle storage room.
- The Applicant will install a Transportation Information Center Display (electronic screen) within the residential lobby containing information related to local transportation alternatives.
- **The Applicant will fund the expansion of at least four (4) docks to the existing Capital Bikeshare station at the intersection of Division Avenue and Foote Street, NE, bringing it up to the DDOT minimum standard of 19 docks, at a maximum contribution of \$9,000. As stated in the *District of Columbia Capital Bikeshare Development Plan*, the cost associated with the measure will be \$8,160 for the expansion plates with an annual two percent increase to account for year-over-year cost escalations.**

November 14, 2017

- **The Applicant will work with a private carshare provider to place at least one (1) carshare vehicle on site. In the event that a carshare provider cannot be secured for this project, the Applicant will offer a one-year Capital Bikeshare membership for each unit for the initial residents of the building or offer the carshare space as an electric vehicle charging station. This contingency plan would allow for the designated carshare space to be available for unrestricted use by the Applicant.**
- **The Applicant will provide at least eight (8) shopping carts for residential use.**

