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MEMORANDUM



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To: Patrick Reed, AICP – DDOT
Aaron Zimmerman, PTP – DDOT

Copy: Tom McDowell – MAP, LLC
Kyrus Freeman – Holland and Knight LLP

From: Jami L. Milanovich, P.E.
Grady P. Vaughan, EIT
Wells + Associates, Inc.

Date: August 13, 2018

Re: Multimodal Transportation Assessment
4611-4615 Wisconsin Avenue NW (Dancing Crab)
Washington, DC
Zoning Commission Case No.: 18-03

OVERVIEW

Dancing Crab Properties (the Applicant) proposes to rezone and redevelop the property located at 4611-4615 41st Street in the northwest quadrant of Washington, DC with a mixed-use development of residential and restaurant uses. The subject site is located on Square 1769 (Lots 1 and 2) and generally is bounded by 41st Street on the west, a public alley on the east, an existing commercial building to the north, and a small surface parking lot to the south. The site currently is developed with two restaurants and is zoned MU-4. The site location map is shown on Figure 1.

Under the proposed Planned Unit Development (PUD), the Applicant would rezone the property from MU-4 to MU-5-B and construct a new building housing 41 residential units and approximately 4,204 SF of gross floor area (GFA) of restaurant uses¹. Nine parking spaces will be provided by a mix of structured and surface parking. Although not required by ZR16, a service/delivery space will be provided at the rear of the property. Access to the parking and service/delivery space will be provided via the public alley. The cellar floor, ground floor, and 2nd Floor plans are shown on Figures 2A through 2C, respectively.

¹ A portion of the first floor is below grade, resulting in a gross floor area (GFA) calculation of 4,204 SF based on the Grade Plane Method (11-B DCMR 304.5) and including the proposed restaurant square footage located in the building's penthouse (see Sheets A0.5 through A0.7 of Exhibit 2C in the record for more detailed information regarding the calculation). Therefore, in accordance with the Zoning Regulations of 2016 (ZR16), parking and loading calculations were made using 4,204 SF of GFA. However, for purposes of estimating trip generation, a square footage of 6,700 SF was used, which includes the below grade space.

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This transportation assessment was undertaken in accordance with the scope approved by DDOT, which is included in Attachment A.

MULTI-MODAL TRANSPORTATION OPTIONS

Public Transit Services

The subject site is well-served by public transportation, including both bus and Metrorail. As shown on Figure 3, The Tenleytown Metro Station is approximately 1,050 feet from the site. The Metro Stations provides access to the Metro Red Line. Metro riders can transfer to the Blue, Orange, and Silver Lines at the Metro Center Station or to the Yellow and Green Lines at the Gallery Place – Chinatown Metro Station. The minimum and maximum headways for the Red Line are summarized in Table 1.

Table 1
Metrorail Headways (in minutes)

Headway*	AM Rush 5:00 AM – 9:30 AM	Midday 9:30 AM – 3:00 PM	PM Rush 3:00 PM – 7:00 PM	Evening 7:00 PM – 9:30 PM	Late Night 9:30 PM – Close	Weekend Open – 9:30 PM	Weekend 9:30 PM – Close
RED LINE (TENLEYTOWN METRO STATION)							
Min	0:04	0:12	0:04	0:08	0:15	0:12	0:15
Max	0:08	0:12	0:08	0:12	0:18	0:15	0:15
* Headways presented represent headways in both directions.							

Several Metrobus routes also provide service in close proximity to the site, as shown on Figure 3. Stops for the 30N, 30S, 31, 33, 37, and N2 bus routes are located along Wisconsin Avenue one block to the north and south of the site. Stops for bus routes H2, H3, H4, M4, and 96 are located along Fort Drive NW one block to the east of the site. The bus frequencies during the peak hour and midday are as shown in Table 2.

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Table 2
Metrobus Headways (in minutes)

HEADWAY	NORTHBOUND/WESTBOUND			SOUTHBOUND/EASTBOUND		
	AM Peak Period	Midday Period	PM Peak Period	AM Peak Period	Midday Period	PM Peak Period
	7:00 AM – 10:00 AM	10:00 AM – 4:00 PM	4:00 PM – 7:00 PM	7:00 AM – 10:00 AM	10:00 AM – 4:00 PM	4:00 PM – 7:00 PM
FRIENDSHIP HEIGHTS – SOUTHEAST LINE (30N,30S)						
Min	0:31	0:27	0:19	0:16	0:18	0:22
Max	0:36	0:35	0:31	0:34	0:37	0:39
Avg	0:33	0:31	0:27	0:27	0:31	0:30
WISCONSIN AVENUE LINE (31,33)						
Min	0:08	0:07	0:04	0:05	0:06	0:05
Max	0:13	0:12	0:08	0:12	0:12	0:13
Avg	0:10	0:10	0:05	0:07	0:10	0:10
WISCONSIN AVENUE LIMITED LINE (37)[†]						
Min	0:15	N/A	N/A	N/A	N/A	0:07
Max	0:18	N/A	N/A	N/A	N/A	0:26
Avg	0:15	N/A	N/A	N/A	N/A	0:18
EAST CAPITOL ST.-CARDOZO LINE (96,97)						
Min	0:20	0:16	0:21	0:20	0:24	0:24
Max	0:24	0:27	0:24	0:24	0:24	0:24
Avg	0:22	0:24	0:24	0:22	0:24	0:24
MASSACHUSETTS AVENUE LINE (N2,4,6)						
Min	0:32	0:34	0:14	0:12	0:33	0:30
Max	0:37	0:36	0:35	0:26	0:34	0:34
Avg	0:34	0:34	0:25	0:20	0:34	0:33
CROSTOWN LINE (H2,4,6)						
Min	0:02	0:05	0:16	0:10	0:06	0:06
Max	0:14	0:18	0:20	0:12	0:16	0:14
Avg	0:05	0:16	0:18	0:11	0:10	0:10
NEBRASKA AVENUE LINE (M4)						
Min	0:06	0:15	0:18	0:30	0:05	0:20
Max	0:26	0:30	0:30	0:30	0:31	0:30
Avg	0:16	0:25	0:20	0:30	0:25	0:20
[†] This route provides only southbound service during the AM Peak hour and only northbound service during the PM Peak hour service only.						

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Pedestrian Facilities

The District of Columbia Pedestrian Master Plan (the Pedestrian Plan) strives to make Washington, DC safer and more walkable by improving sidewalks, roadway crossings, and the quality of the pedestrian environment as well as by ensuring that the District's policies and procedures support walking.

Sidewalks in the vicinity of the site are in good condition, including along the path to the Tenleytown Metro Station and bus stops along Wisconsin Avenue.

As part of the Pedestrian Plan, eight priority corridors (one in each ward) were identified based on areas of heavy pedestrian traffic and deficient walking conditions. The priority corridor in Ward 3 is along Wisconsin Avenue from Western Avenue to Woodley Road. The area around the intersection of Wisconsin Avenue/41st Street NW is identified in the Ward 3 study. The Pedestrian Plan recommends that the curb separating the one-way (northbound) 41st Street NW and Wisconsin Avenue be extended along the existing striping, and the crosswalk be moved to the south. A graphic showing the existing crosswalk and a graphic showing the recommended improvement from the Pedestrian Plan are included in Appendix B.

At the request of the Advisory Neighborhood Commission (ANC), the Applicant has explored potential traffic calming measures on 41st Street. Based on discussions with the ANC and DDOT, the Applicant proposes to construct curb extensions in the vicinity of the existing crosswalk on 41st Street just north of its intersection with Wisconsin Avenue. In conjunction with the proposed curb extensions, the Applicant also proposes to provide a stamped concrete crosswalk in lieu of standard crosswalk markings. Additionally, the Applicant proposes to install two pedestrian crossing warning signs with embedded LEDs. The project team did evaluate the feasibility of implementing the recommendation from the Pedestrian Plan; however, due to significant utility and drainage issues, an alternative plan was developed. Although not identical to the Pedestrian Plan recommendation, the proposed concept would achieve many of the same outcomes; namely, provide a shorter crossing distance for pedestrians, provide better visibility for pedestrians, and would potentially reduce vehicular travel speeds on 41st Street by narrowing the travel way. A copy of the preliminary traffic calming concept is included in Attachment B.

Bicycle Facilities

The District of Columbia Bicycle Master Plan (the Bicycle Plan) seeks to create a more bicycle-friendly city by establishing high-quality bicycle facilities and programs that are safe and convenient.

The Bicycle Plan provides bicycle levels of service (BLOS) for roadways in the District where bicycles share the road with vehicles. The Bicycle Plan also reports the number of bicycle crashes

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that occurred between 2000 and 2002. The bicycle levels of service within the study area lies between BLOS E and BLOS F.

Finally, the Bicycle Plan identifies areas and corridors that are barriers to cyclists. These barriers include “freeways, railroad and highway grade separations, neighborhoods with heavy traffic, and other impediments to bicycle travel.” No such barriers exist in the vicinity of the site.

Since completion of the Bicycle Plan a northbound bicycle lane was added to 41st Street in front of the subject site and a southbound bicycle lane was added to 40th Street, east of the site. Additionally, sharrows have been added along 41st Street, north of Chesapeake Street and on Chesapeake Street in the vicinity of the site.

Capital Bikeshare

Capital Bikeshare is an automated bicycle rental or bicycle sharing program that provides over 4,000 bicycles at over 500 stations across Washington, DC, Maryland, and Virginia.

Membership, which is required to use Capital Bikeshare, includes five options for joining: single trip (\$2), 24-hours (\$8), three days (\$17), 30 days (\$28), or one year (\$85). Under any membership option, the first 30 minutes of use are free; users are then charged a usage fee for each additional 30-minute period. Bicycles can be returned to any station with an available dock.

As shown on Figure 3, the closest Bikeshare station is located approximately 75 feet south of the site at the intersection of Wisconsin Avenue/41st Street NW/Brandywine Street NW. Four additional Bikeshare stations are located roughly ½ mile from the site. The following chart details how many docks are located at each of the proximate stations:

- Wisconsin Avenue/41st Street NW/Brandywine Street NW 25 docks
- Fessenden Street & Wisconsin Ave NW 15 docks
- Tenleytown / Wisconsin Avenue & Albemarle Street NW 14 docks
- Yuma Street & Tenley Circle NW 19 docks
- 39th Street NW & Veazey Street NW 15 docks

Car Sharing Services

Three car-sharing providers currently operate in the District. Zipcar requires a \$25 application fee and members can choose from three plans: occasional driving plan - \$70 per year (pay as you go based on the standard hourly or daily rate), monthly plan - \$7 per month (pay as you go based on the standard hourly or daily rate), or extra value plan - \$50 per month and receive 10% discount on driving (after the \$50 is used up you pay as you go based on a discounted hourly or

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daily rate), and the works - \$10 per month and receive one free day on a three day weekend rental with Budget. Cars must be returned to the same designated parking spaces from which they were picked up.

As shown on Figure 3, the nearest Zipcar is located within 100 feet of the site at the intersection of Wisconsin Avenue and 41st Street NW/Brandywine Street NW. Two additional locations are located within a ½ mile radius. The following chart details how many vehicles are located at each of the proximate carshare locations:

- Wisconsin Avenue/41st Street NW/Brandywine Street NW 2 vehicles
- 40th & Albemarle Street NW 1 vehicle
- Connecticut Heights Apartments 1 vehicle

Note the number of cars at any given location change frequently.

Maven is a new car-sharing service in the District. Cars can be rented by the hour (for as low as \$8 per hour) or by the day. The rental includes 180 miles per day. Currently, Maven does not charge a membership fee. Cars must be returned to the same designated parking spaces from which they were picked up. No Maven vehicles are located near the site at this time.

Car2Go requires a one-time \$35 application fee. Once registered, a member card is issued, which enables members to access an available car. No reservation is required, and car usage is charged by the minute, with hourly and daily maximum fees. Unlike Zipcar and Maven, a Car2Go vehicle does not have to be returned to its original location; a Car2Go vehicle can be parked in any unrestricted curbside parking space, in any metered/pay station curbside parking space (without paying meter/pay station fees), or in any residential permit parking space. Car2Go currently has 500 vehicles in the District.

All existing car sharing locations are shown on Figure 3. As noted below in the “Transportation Demand Management” section, the Applicant proposes to dedicate two on-site parking spaces to a carshare company.

SITE ANALYSIS

Site Trip Generation

The total number of trips generated by the project would be comprised of vehicular trips and non-auto trips (i.e., walk, bike, transit, etc.). The trip generation was completed for the project using TripsDC calculations. The project is anticipated to generate 67 total AM peak hour trips (all modes) and 106 total PM peak hour trips (all modes) as shown in Table 3. The inbound and outbound splits were taken from the Institute of Transportation Engineers’ (ITE) Trip Generation

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Manual (10th Edition), Land Use Code (LUC) 231 – Mid-Rise Residential with First Floor Commercial.

TripsDC was also used to determine the auto, transit, bike, and walk mode splits shared. A breakdown of trips, by mode, is included in Table 3.

Table 3

Site Trip Generation Summary

Land Use Trip Type	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
41 Apartments and 6,700 SF¹ of Ground Floor Retail						
Person Trips ²	15	52	67	75	31	106
<i>Auto Trips (32% AM; 28% PM) ³</i>	5	17	22	21	9	30
<i>Transit Trips (32% AM; 24% PM)</i>	5	16	21	18	7	25
<i>Bike Trips (4% AM; 4% PM)</i>	1	2	3	3	1	4
<i>Pedestrian Trips (32% AM; 44% PM)</i>	4	17	21	33	14	47
<ol style="list-style-type: none"> 1. A portion of the first floor is below grade, resulting in a gross floor area (GFA) calculation of 4,204 SF based on the Grade Plane Method (11-B DCMR 304.5) and including the proposed restaurant square footage located in the building's penthouse (see Sheets A0.5 through A0.7 of Exhibit 2C of the Record for more detailed information regarding the calculations). Therefore, in accordance with the Zoning Regulations of 2016 (ZR16), parking and loading calculations were made using 4,204 SF of GFA. However, for purposes of estimating trip generation, a square footage of 6,700 SF was used, which includes the below grade space. 2. Person trips calculated using TripsDC. The inbound and outbound percentages were taken from ITE's <u>Trip Generation Manual</u>, 9th Edition. The upper end of the range provided by TripsDC was used. 3. The Auto mode split was taken from TripsDC. The upper end of the range was used to provide a conservative analysis. 						

The proposed redevelopment is anticipated to generate 22 AM peak hour vehicle trips and 30 PM peak hour vehicle trips. Given the de minimus trip generation, the proposed project is not expected to have a significant impact on the surrounding transportation system.

Transportation Demand Management

The site's proximity to a variety of transportation options (including the Tenleytown Metro station, seven Metrobus lines, and a Capital Bikeshare Station) along with its limited parking supply will naturally encourage the use of non-auto modes of transportation. To further encourage the use of non-auto modes of transportation, the Applicant proposes the following Transportation Demand Management (TDM) Plan:

- 1) A member of the property management team will be designated as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.

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- 2) The property management website will include information on and/or links to current transportation programs and services, such as:
 - Capital Bikeshare,
 - Car-sharing services,
 - Ride-hailing services (e.g. Lyft or Uber),
 - Transportation Apps (e.g. Metro, Citymapper, Spotcycle, Transit),
 - Other transportation sources (e.g. DDOT's DC Bicycle Map, goDCgo.com, WMATA),
 - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters,
 - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency, and
 - Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.
 - A current list of neighborhood retail, services, and amenities such as grocers, pharmacies, dry cleaners, and salons/barbershops and publish the list on the property management website.
- 3) An electronic display will be provided in a common, shared space in the building and will provide real-time public transit information such as nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the number of bicycles available at each location.
- 4) Convenient and covered secure bike parking facilities will be provided in a bicycle storage room in the cellar of the building. A minimum of 14 long-term bicycle spaces will be provided. Additionally, eight short-term bicycle spaces will be provided in public space for visitors to the site.
- 5) Two electric car charging stations will be provided on-site.
- 6) Two of the on-site surface parking spaces will be offered to a car sharing service, subject to demand from a service provider.
- 7) The cost of parking spaces for tenants will be unbundled from leases.

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PROPOSED PARKING

Vehicular Parking

Based on parking requirements prescribed in District of Columbia Zoning Regulations of 2016 (ZR16), a minimum of seven parking spaces are required for the proposed redevelopment (including the 50 percent reduction allowed within ½ mile of a metro station). A summary of the parking required and provided for each land use is provided in Table 4. As shown in Table 4, the proposed redevelopment will meet minimum parking requirements.

Table 4
Parking Summary

Land Use	Required Parking	Proposed Parking
Residential	1 per 3 units in excess of 4 units = $\{(41-4)/3\} \times 0.5$ (Metro Reduction) 6 spaces	6 spaces
Eating and Drinking Establishment	1.33 per 1,000 SF in excess of 3,000 SF = $\{1.33 \times (4,204-3,000)/1,000\} \times 0.5$ (Metro Reduction) 1 spaces	3 spaces
Total	50% reduction within ½ mile of Metrorail = 7 spaces	9 spaces

Bicycle Parking

The redevelopment would also be required to provide long-term and short-term bicycle parking. Long-term bicycle parking is intended for use by employees and residents and must be located on the first level below grade or on the ground floor of each building. Short-term bicycle parking is intended for use by visitors to the site and should be located in public space with input from DDOT during the public space process. The required bicycle parking for the development is summarized in Table 5 below.

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Table 5
Bicycle Parking Summary

Land Use	Required Parking		Proposed Parking	
	Long-term	Short-term	Long-term	Short-term
Residential [†]	1 per 3 units = 41/3 = 14 long-term space	1 per 20 units = 41/20 = 2 short-term space	14 long-term	4 short-term
Eating and Drinking Establishment	1 per 10,000 SF 4,204/10,000 = 0 long-term space	1 per 3,500 SF 4,204/3,500 = 1 short-term space	0 long-term	4 short-term
Total	14 long-term	3 short-term	14 long-term	8 short-term[†]
[†] The exact number and location of short-term bicycle parking spaces will be finalized through the public space process.				

The long-term bicycle parking will be located on the cellar floor, as shown on Figure 2A.

Proposed Loading

According to ZR16, residential developments with fewer than 50 dwelling units are not required to provide loading facilities. Likewise, food and alcohol establishments under 5,000 SF of gross floor area are not required to provide loading facilities. As such, the proposed redevelopment is not required to provide loading facilities. Despite not being required, the proposed redevelopment will provide a service/delivery space at the rear of the property, which will be accessed via the abutting public alley.

Thirty-eight units will be studio- or one-bedroom, market rate units. One unit will be a one-bedroom Inclusionary Zoning (IZ) unit, and two units will be two-bedroom IZ units. As such, it is anticipated that the majority of the move-in/move-out activities will use smaller trucks that can be accommodated in the proposed service/delivery space. Prospective and existing tenants will be notified of DDOT's procedure for reserving curb side space for trucks too large for the service/delivery space.

The existing restaurant on-site that is still in operation has indicated that the majority of deliveries to the restaurant occur from the abutting alley to the rear of the property. Only the beverage deliveries (which typically are made in 40-foot trucks) occur from the front of the restaurant on 41st Street. Since 40-foot trucks cannot physically maneuver in and out of the adjacent alley, the Applicant has agreed to limit truck sizes for restaurant vendors to a maximum of 30-feet. Swept-area diagrams showing how 30-foot trucks and trash trucks can access the abutting public alley are included in Attachment C.

CONCLUSIONS

The conclusions of this traffic evaluation are as follows:

- The proposed redevelopment will include 41 residential units with 4,204 SF of GFA of restaurant space. The proposed project does not require relief from parking or loading requirements prescribed in ZR16.
- The proposed project will be well-served by a variety of transportation services, including the nearby Tenleytown Metro Station (Metro's Red Line) and seven Metrobus lines.
- Nine parking spaces are proposed in conjunction with the project, which exceeds the minimum required seven spaces. In accordance with DDOT requirements, parking will be accessed via the existing alley to the rear of the property.
- Although not required in accordance with ZR16, a service/delivery space will be provided on-site. The service/delivery space also will be accessed via the alley.
- Due to the small size of the residential units, the proposed service/delivery space is anticipated to accommodate most of the residential move-in/move-out activities. When larger trucks are necessary, residents will be instructed to follow DDOT's established procedures for reserving curbside space for moving trucks.
- The existing alley cannot physically accommodate 40-foot trucks or larger. Therefore, the Applicant has agreed to limit restaurant vendors to truck sizes of 30-feet or less.
- Vehicular access to parking and the service/delivery space is proposed via the public alley.
- The proposed redevelopment is anticipated to generate 22 vehicle trips during the AM peak hour and 30 vehicle trips during the PM peak hour.
- In order to encourage the use of non-auto modes of transportation, the Applicant will implement a TDM plan.
- In response to concerns raised by the ANC, the Applicant has agreed to install curb extensions on 41st Street as a traffic calming measure. The proposed improvements on 41st Street are not required from a traffic mitigation perspective. Rather, they are proposed an amenity/benefit for the community.
- The proposed project is not anticipated to have an adverse impact on the surrounding transportation network.

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We trust that this memorandum provides you with sufficient information regarding the traffic impacts of the proposed redevelopment. Should you require any additional information, please do not hesitate to contact Jami Milanovich at 703-917-6620 or jlmilanovich@wellsandassociates.com.

O:\Projects\7001 - 7500\7403 Dancing Crab Properties\Documents\Dancing Crab Properties Multimodal Transportation Memo (2.28.2018).docx

FIGURES

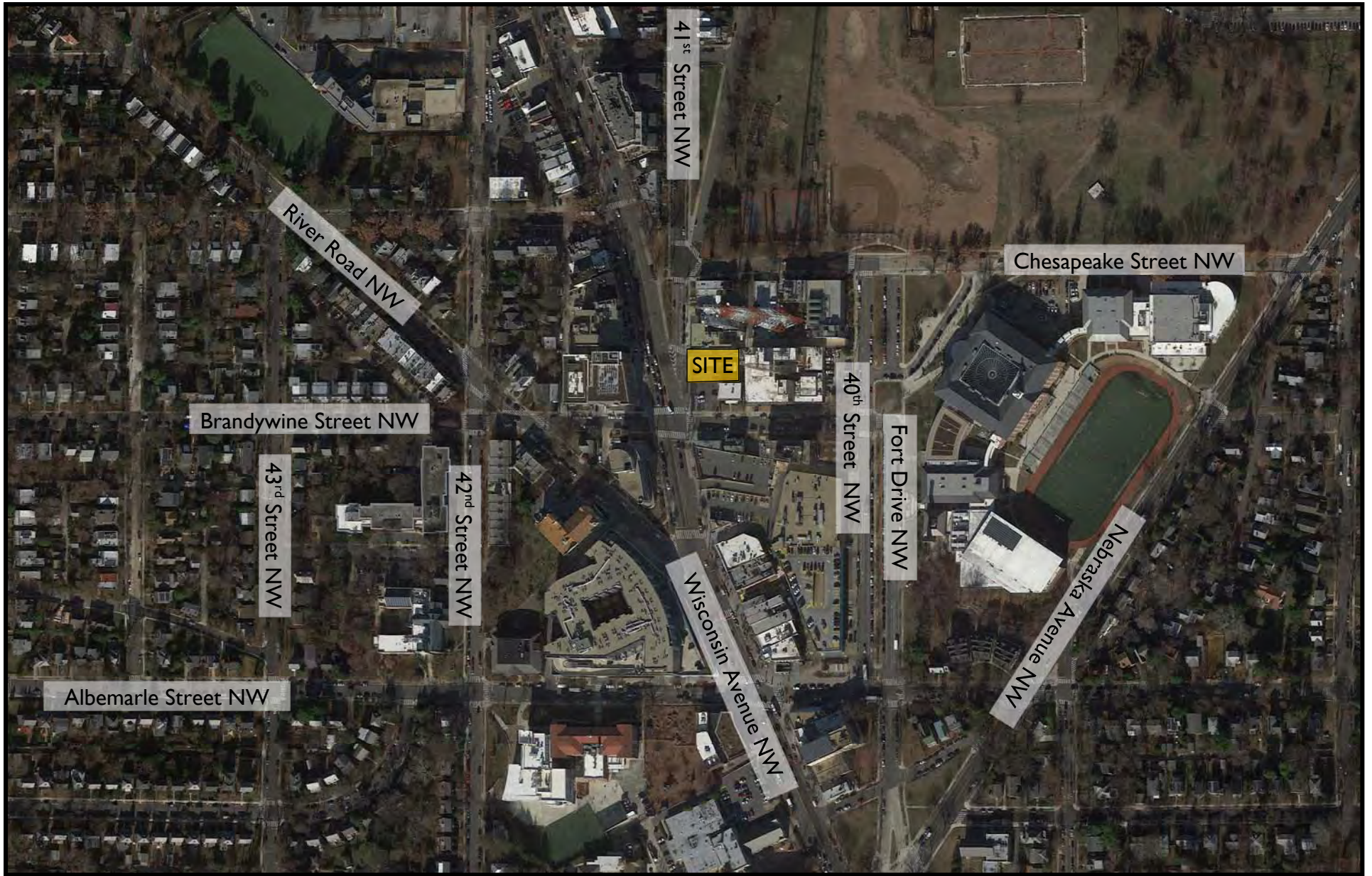


Figure 1
Site Location



NORTH

4611-4615 41st Street NW
Washington, DC

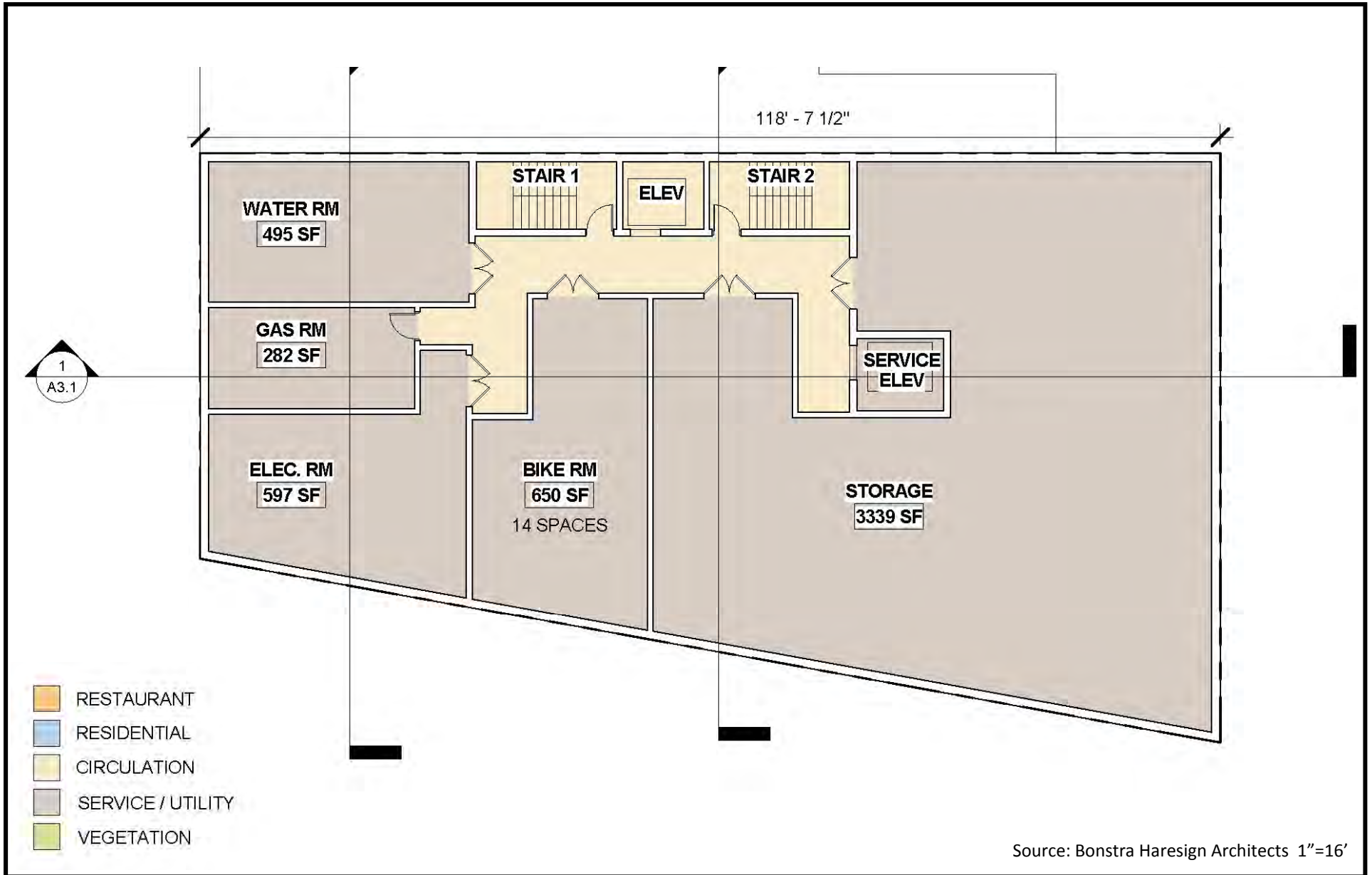


Figure 2A
Cellar Floor Plan



NORTH

4611-4615 41st Street NW
Washington, DC

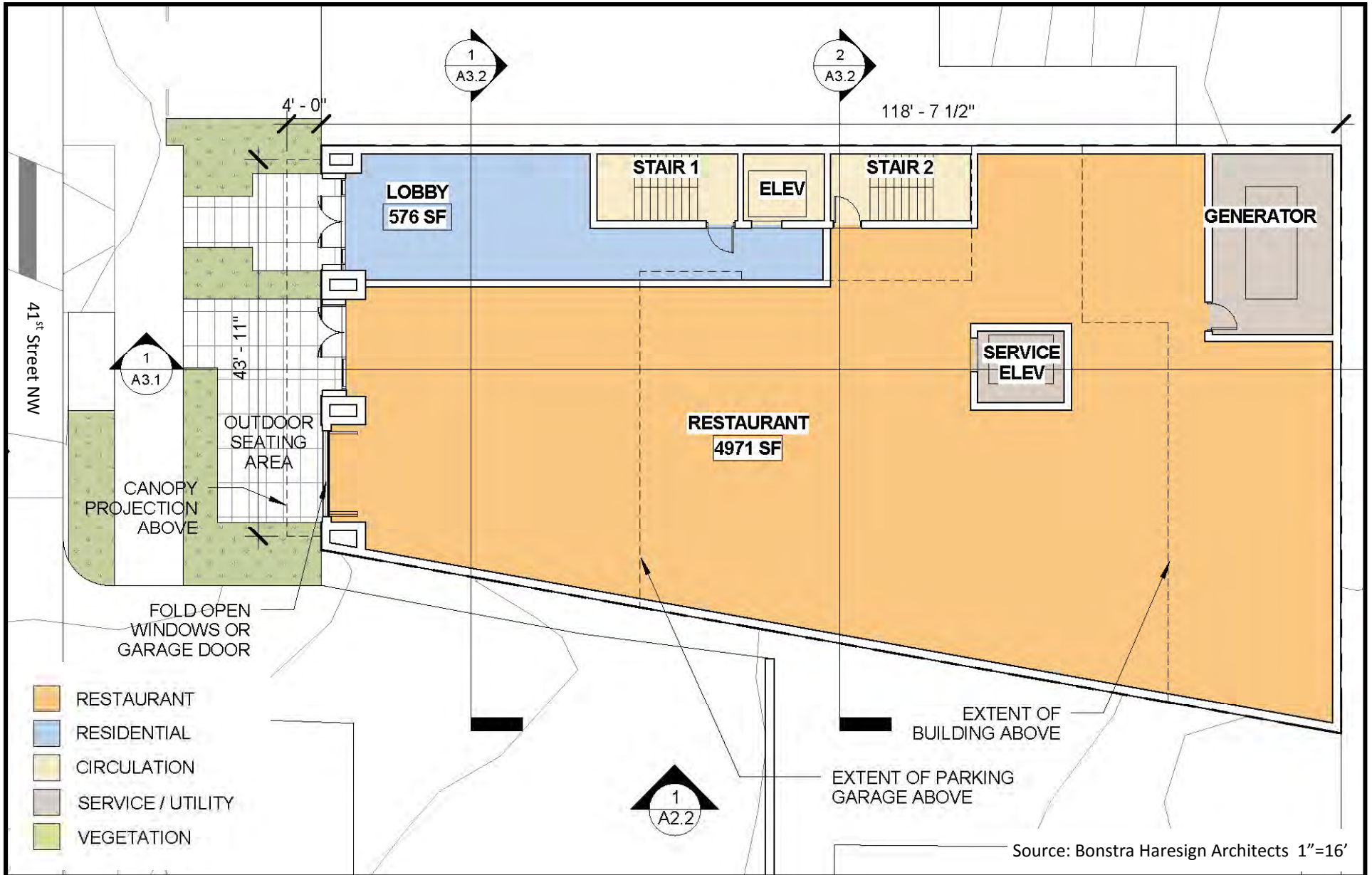


Figure 2B
Ground Floor Plan



NORTH

4611-4615 41st Street NW
Washington, DC

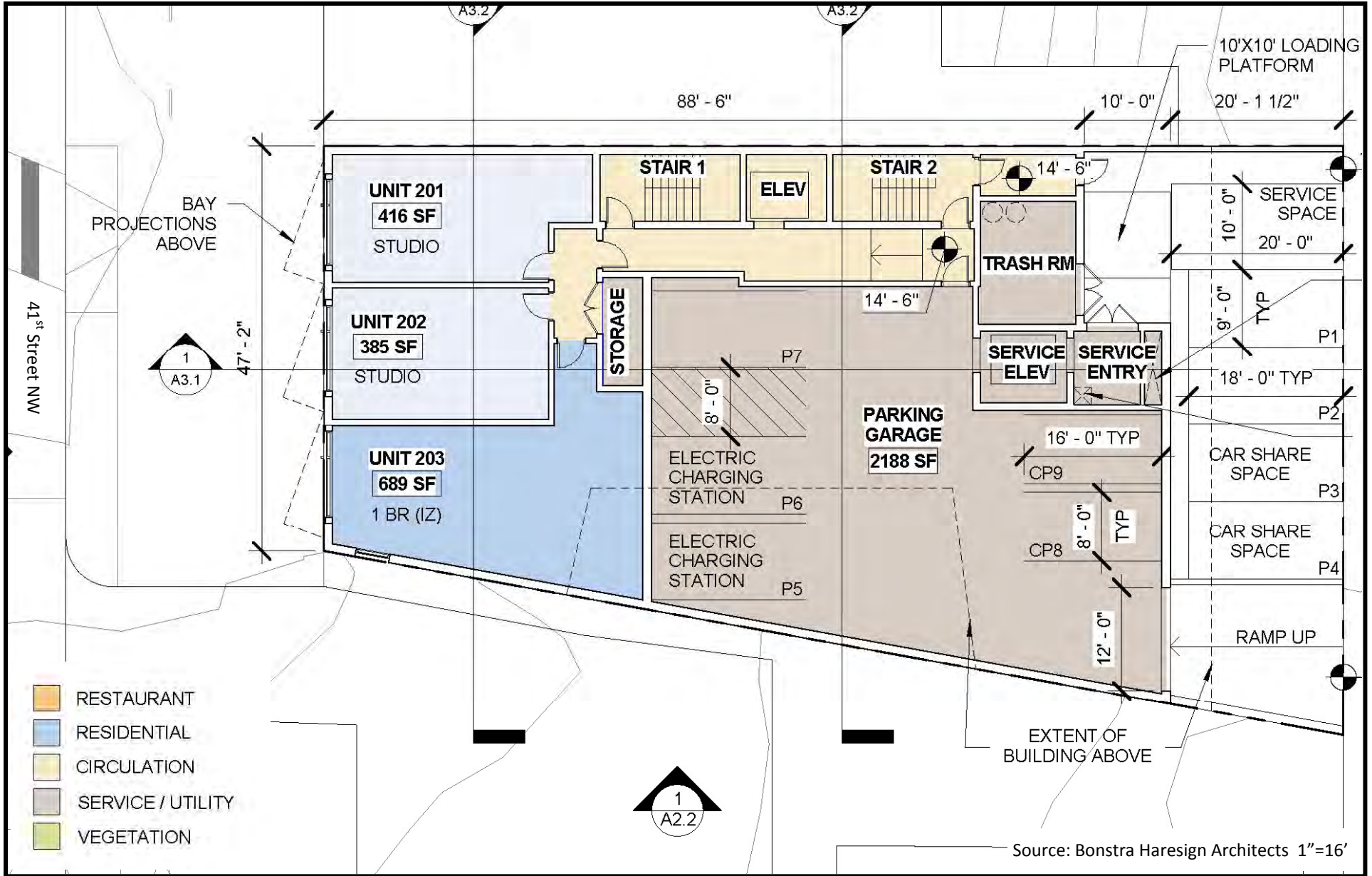


Figure 2C
Second Floor Plan



4611-4615 41st Street NW
Washington, DC



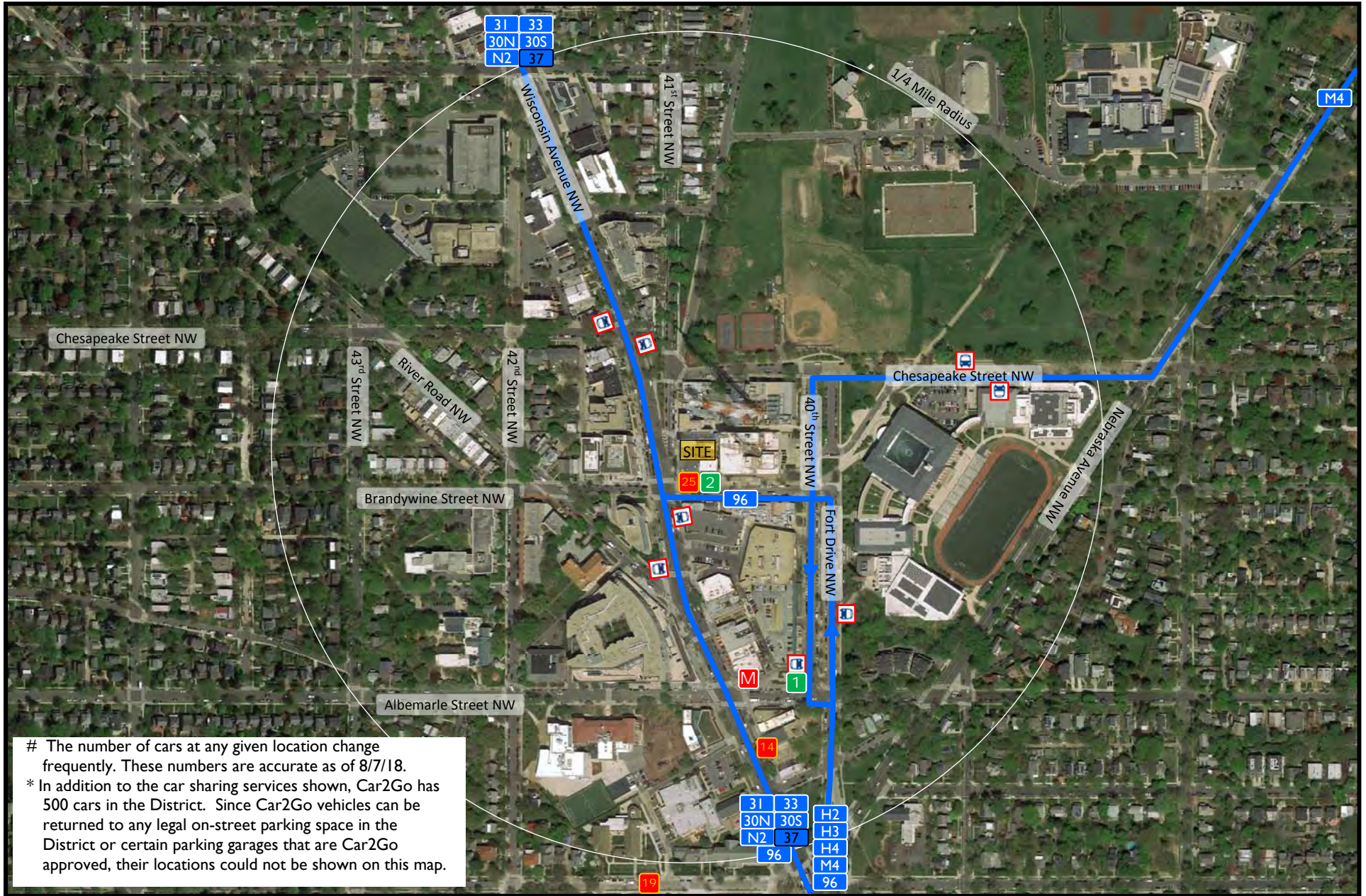


Figure 3
Multi-Modal Transportation Options

- M Tenleytown Metrorail Station (Red Line)
- XX Metrobus Route XX MetroExtra Route Bus Stop
- # Capital Bikeshare Locations (Number of Docks)
- # Zipcar Locations (Number of Zipcars)



4611-4615 41st Street NW
Washington, DC

**ATTACHMENT A
SCOPING DOCUMENT**

Project Name & Applicant Team:	
Project Name:	Tenleytown Apartments
Project Applicant:	Tom McDowell Dancing Crab Properties E: tmcdowell@mappllc.com P: 301.910.8525
	Traffic Consultant Wells + Associates Jami Milanovich/Asawari Gharat E: jmilanovich@wellsandassociates.com / agharat@wellsandassociates.com P: 703.917.6620
Case Type & No. (PUD, LTR, etc.):	PUD (Case No. has not yet been assigned)
Street Address:	4611-4615 41 st Street, NW Washington, DC 20016
Current Zoning and/or Overlay District:	MU-4
Date of Filing:	Anticipate filing end of January 2018.
Estimated Date of Hearing:	End of February or March
Description of Project:	
<p>The Applicant proposes to redevelop the properties at 4611-4615 41st Street, NW in Washington, DC. The subject site is located on Square 1769, Lots 1 and 2 along the east side of 41st Street, just north of its intersection with Wisconsin Avenue. The site is zoned MU-4 and currently is occupied with two restaurants. Under the proposed Planned Unit Development (PUD), the Applicant would rezone the site to the MU-5 district and redevelop the site and construct a building housing approximately 41 residential units with approximately 6,700 SF of restaurant use. Note that a portion of the first floor is below grade, resulting in a gross floor area (GFA) calculation of 4,204 SF based on the Grade Plane Method (11-B DCMR 304.5). Therefore, for purposes of estimating trip generation, a square footage of 6,700 SF was used. However, in accordance with the Zoning Regulations of 2016 (ZR16), parking and loading calculations were made using 4,204 SF of GFA.</p> <p>DDOT Comment: because the project is a PUD, no “relief” in the technical sense is required; however, DDOT believes the project should be designed in a manner that accommodates rather than externalizes its loading operations. Without a better understanding of the ground floor program it may be difficult to anticipate actual loading demand. Because the building is close to Metro, the Applicant should explore reducing the at-grade parking to allow loading operations parallel to the alley so the alley is not blocked during loading operations.</p> <p>The Zoning Regulations apply to PUDs in the same manner that they apply to other projects in the District. If PUDs do not meet Zoning Requirements (such as for parking or loading) relief from those requirements must be requested in conjunction with the PUD. The Zoning Commission would then need to approve the requested relief in conjunction with the PUD approval. Reducing the at grade-parking to accommodate a loading berth would require relief from the minimum parking requirements prescribed in the Zoning Regulations. <u>As currently designed, the project requires neither loading nor parking relief.</u></p>	



Approximately nine parking spaces will be provided in conjunction with the proposed redevelopment. One 20' service/delivery space will also be provided. The Applicant is seeking loading relief in conjunction with the proposed PUD. Access to parking and delivery space is proposed via the public alley system to the east side of the site from Brandywine Street.

The site location is included as Figure 1. A preliminary plan for the site has been provided as Figure 2.

1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
<p>Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information.</p> <p>Proposed Documents:</p> <ul style="list-style-type: none"> • DDOT Design and Engineering Manual • District of Columbia Municipal Regulations • District of Columbia Pedestrian Master Plan and District of Columbia Bicycle Master Plan • TIP for the Washington Metro. Region (prepared by the Nation Capitol Region Transportation Research Board) • DDOT Public Realm Design Manual 	
2. Roadway Network, Capacity, & Operations	DDOT Comments/Action Items
<p><u>Vehicle Trip Generation Assumptions</u></p> <p>Guidelines: Provide preliminary site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guideline for further information.</p> <p>Proposed preliminary mode split and supporting documentation:</p> <p>TripsDC was used to estimate the number of trips generated by the project. TripsDC indicates the following mode splits during the AM peak hour:</p> <ul style="list-style-type: none"> • 29-33 percent take transit, • 0-4 percent bike, and • 29-33 percent walk <p>During the PM peak hour, TripsDC estimates the following mode splits:</p> <ul style="list-style-type: none"> • 20-24 percent take transit, • 1-5 percent bike, and • 41-45 percent walk 	<p>DDOT generally supports the use of TripsDC, but the Applicant should use the upper end of the TripsDC mode split for autos. In its Transportation Assessment Memorandum, the Applicant should use 32% in the AM and 28% in the PM and reduce the other modes as appropriate.</p> <p>Noted. The trip generation has been updated accordingly.</p> <p>DDOT prefers the use of the 10th edition of Trip Generation Manual for inbound and outbound percentages.</p> <p>Noted. The trip generation has been updated accordingly.</p>



A summary of the Proposed trip generation (based on ITE) for the site is shown on Table 1. Note that Table 1 does not include credit for the number of trips currently generated by the site. As such, the number of net new trips added to the roadway network would be less than the number shown in Table 1.

Based on the trip generation presented below, the number of vehicle trips that would be generated by the proposed redevelopment would NOT surpass the 25-directional trip threshold that would require a full traffic impact study.

Also, it is not clear if the percentages taken from the 9th generation reflect residential, restaurant, or retail use. Please clarify and justify.

The trip generation has been updated based on the inbound/outbound distributions for LUC 231 – Mid-Rise Residential with 1st Floor Commercial.

DDOT Comment: Please recalculate with land use codes that separate out the residential and retail components of the project. Unfortunately, there isn't a sufficient sample size for the 231 LU Code. LU 221, Multifamily Housing Mid-Rise, Weekday Peak Hour of Adjacent Street Traffic, General Urban/Suburban. The retail component should be based on the anticipated program using a code with a sufficient sample size (likely either shopping center, 820, or high-turnover restaurant, 932). Please retain the existing TripsDC mode split.

The trip generation shown in Table 1 reflects the TripsDC methodology. The ITE Trip Generation Manual, 10th Edition, was used only to determine inbound and outbound percentages since that information is not provided by TripsDC.



Table 1 -
Tenleytown Apartments – Proposed Trip Generation

Land Use	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED						
41 Apartments; 6,700 SF of ground floor retail						
Person Trips ¹	15	52	67	75	31	106
Auto Trips ³ (32% AM; 28% PM)	5	17	21	21	9	30
Transit Trips ² (32% AM; 24% PM)	5	17	21	18	7	25
Bike Trips ² (4% AM; 4% PM)	1	2	3	3	1	4
Walk Trips ² (32% AM; 44% PM)	5	17	21	33	14	47
Notes:						
¹ Person trips calculated using TripsDC. The upper end of the range provided by TripsDC was used. The inbound and outbound percentages were taken from ITE <u>Trip Generation Manual</u> , 10th Edition (LUC 231 - Mid-Rise Residential with 1st Floor Commercial).						
² The transit, bike, and walk mode splits were taken from TripsDC.						
³ The Auto mode split was taken from TripsDC. The upper end of the range was used.						



<p><u>Vehicle Site Access</u> Guidelines: If vehicle access is needed, at a minimum the CTR will provide the locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements. Access Location(s): Access to parking and loading facilities is proposed via the public alley system to the east side of the site. Access Control: Unsignalized. Existing curb cuts utilized: One existing curb cut on Brandywine Street will be used to access the public alley system. Existing curb cuts abandoned: N/A Proposed curb cuts: N/A Curb cut width and radii: N/A</p>	<p>The existing alley has both north south and east west corridors. With future submissions, provide a dimension plan illustrating the location of the garage entryway and the distance from the alley's proximate intersection. Noted. A diagram will provide with dimensions requested.</p>
<p><u>CTR Triggers for further vehicle analysis (for sections below)</u> Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the <i>Roadway Network, Capacity & Operations</i> section of the scoping form is required.</p>	<p>N/A</p>
<p><u>Development Scenarios</u> Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios. Proposed Development Scenarios: N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed.</p>	<p>N/A</p>
<p><u>Vehicle Study Area</u> Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area. Proposed Study Area intersections, including access points (attach figure at end of Scoping Form as needed): N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed.</p>	<p>N/A</p>
<p><u>Data Collection and Hours of Analysis</u> Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. Proposed turning movement count intersections: N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed.</p>	<p>N/A</p>
<p><u>Roadway Improvements</u> Guidelines: The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.8 of the CTR guidelines. Proposed roadway improvements: N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, no roadway improvements will be included.</p>	<p>At its recent scoping meeting, the Applicant suggested a few improvements that the community would be interested in that may affect the geometry of the intersection of 41st and Wisconsin, including extending the landscaping</p>



	<p>where striping exists today and potentially providing a raised crossing. The Applicant should include any concept proposals discussed by the ANC and the Applicant with its Transportation Assessment Memorandum submission.</p> <p>Noted.</p> <p>DDOT Comment: Please continue to coordinate with DDOT regarding potential improvements during the development process.</p> <p>Agreed.</p>
<p><u>Background Developments</u></p> <p>Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines.</p> <p>Proposed background development:</p> <p>N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, no background developments will be needed.</p>	<p>N/A</p>
<p><u>Background Growth</u></p> <p>Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines.</p> <p>Proposed annual background growth:</p> <p>N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, a background growth rate is not applicable.</p>	<p>N/A</p>
<p><u>Site Trip Distribution & Assignment</u></p> <p>Guidelines: Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment.</p> <p>Proposed site distribution and assignment (attach figures, as needed, at end of Scoping Form):</p> <p>N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, no site distribution or assignment will be needed.</p>	<p>N/A</p>
<p><u>Analysis Methodology</u></p> <p>Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines.</p> <p>Proposed analysis methodology:</p>	<p>N/A</p>



N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, the analysis methodology is not applicable.	
<u>Vehicle Trip Mitigation</u> Guidelines: Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT’s practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
3. Bicycle and Pedestrian Facilities	DDOT Comments/Action Items
<u>CTR Triggers for Bike and Pedestrian Mode Share</u> Guidelines: A CTR is required to include some level of analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.	
<u>CTR Bike and Pedestrian Study Area</u> Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study area: A discussion of the existing and proposed pedestrian facilities within the immediate vicinity of the project will be included.	Acknowledged.
<u>Data Collection and Analysis of Bike and Pedestrian Network and Facilities</u> Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes. Proposed bike and pedestrian network and facilities analysis: A discussion of the existing and proposed pedestrian and bicycle facilities in the immediate vicinity of the proposed development will be provided. Additionally, relevant information from the Pedestrian Master Plan and Bicycle Master Plan also will be included.	Acknowledged. The Applicant should also include any concept proposals discussed by the ANC and the Applicant with its Transportation Assessment Memorandum submission (raised crosswalk). Noted.
<u>Mitigation for Bike and Pedestrian Network</u> Guidelines: If deficiencies have been documented in the study area’s pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike and pedestrian network. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.	
4. Transit Service	DDOT Comments/Action Items
<u>CTR Triggers for Transit Mode Share</u>	



<p>Guidelines: A CTR is required to include some level of analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i> section of this scoping form is required.</p>	
<p><u>CTR Transit Study Area</u> Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area. Proposed transit study area: The nearest Metro Station (Tenleytown Metro Station) is approximately 1,050 feet walking distance from the site. The Tenleytown Metro Station provides access to the Metro Red Line. Metro Rail riders can transfer to the Blue, Orange, and Silver lines at the Metro Center Metro Station or can transfer to the Yellow and Green Lines at the Gallery Place – Chinatown Metro Station. The Tenleytown Metro Station also provides access to 7 Metrobus lines (30N, 30S, 31, 33, 37, 96, N2, W47, and X3). Five additional routes (W45, H2, H3, H4 and M4) are also served by a stop one block east of the Tenleytown Metro Station on 40th Street.</p>	<p>Acknowledged.</p>
<p><u>Analysis of Transit Network</u> Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information. Proposed transit analysis: The existing transit services in the area are expected to adequately accommodate the proposed development. The existing transit service and any planned transit improvements will be discussed in the report.</p>	<p>Acknowledged.</p>
<p><u>Transit Trip Mitigation</u> Guidelines: Proposed mitigation of transit impact may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.</p>	
<p>5. Site Access and Loading</p>	
<p>Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies. Freight/Delivery The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. Motorcoach</p>	<p>The Applicant's proposal is not ideal as DDOT believes the commercial properties are likely to load on street, potentially impacting the bicycle lanes on 41st or travel lane. DDOT needs information about the loading needs of anticipated tenants and recommends that the Applicant propose times to restrict</p>



For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines. **Proposed loading analysis:**

Residential

No loading facilities are required for residential projects with 50 or fewer units

Retail (5,000 GFA to 20,000 GFA)

- ~~One loading berth~~ **Since the GFA for the proposed retail component is less than 5,000 SF of GFA, not loading facilities are required.**

Proposed

- One 20' service/delivery space

~~As shown above, the Applicant is seeking relief from the loading requirements.~~ **No relief from loading requirements is being sought.**

A loading management plan will be provided.

the tenants' loading operations for the purposes of the eventual zoning order. DDOT suggests the Applicant explore other opportunities, such as exploring agreements with 4027 Brandywine Street to use the parking area for loading/unloading during non-peak parking hours. If curbside loading is proposed, this should be documented in the CTR for review by DDOT's curbside management team. However, it is unlikely to be approved given the surrounding land uses and also because the site has alley access.

The Applicant should include a narrative about trash collection operations and show turning movements into/out from the alley as appropriate using a standard AASHTO design vehicle.

Based on the current application submitted, no loading relief is required in accordance with ZR16. Based on field observations of the existing retail in the area, the majority of loading and service occurs in the alley. Tenley Bar & Grill, which operates on the subject site, has indicated that all deliveries occur from the rear door, via the alley, with the exception of the soda delivery, which occurs at the front door. Information regarding Tenley Bar & Grill's current deliveries will be included in the



	<p>CTR as it will best reflect the potential deliveries associated with the proposed restaurant.</p> <p>Please see comment above under “Description of Project” related to loading.</p> <p>See response provided in “Description of Project.”</p>
6. Parking	
<p>Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6 of the CTR guidelines.</p> <p>Proposed parking analysis:</p> <p>Required vehicular parking (41 units of Residential, Multi-Household):</p> <ul style="list-style-type: none"> • One parking space required for every three dwelling units in excess of 4 units; within ½ mile of a Metrorail station, the parking requirements may be reduced by 50 percent • Six spaces required <p>Required vehicular parking (4,204 SF of Retail GFA):</p> <ul style="list-style-type: none"> • In excess of 3,000 SF, 1.33 for each additional 1,000 SF; within ½ mile of a Metrorail station, the parking requirements may be reduced by 50 percent • One space required <p>Proposed Vehicular Parking</p> <ul style="list-style-type: none"> • Nine vehicular parking spaces will be provided. Note that two of the nine spaces will be reserved for car sharing vehicles, subject to agreement from a car sharing vendor. <p>Required bicycle parking (41 units of Residential, Multi-Household):</p> <ul style="list-style-type: none"> • Long-term: One parking space required for every three dwelling units <ul style="list-style-type: none"> ○ 14 long-term spaces required • Short-term: One parking space required for every twenty dwelling units <ul style="list-style-type: none"> ○ 2 short-term spaces required <p>Required bicycle parking (4,204 SF of Retail GFA):</p>	<p>Please see comment above under “Description of Project” related to loading.</p> <p>See response provided in “Description of Project.”</p>



- Long-term: One parking space required for every 10,000 SF
 - 0 long-term spaces required
- Short-term: One parking space required for every 3,500 SF
 - 1 short-term spaces required

Long-term bicycle parking will be provided in the cellar. The Applicant will work with DDOT during the public space process to determine location of short-term bicycle parking.

7. Transportation Demand Management

Triggers for a TDM Plan

Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 of the CTR guidelines.

Proposed TDM Plan:

N/A

The Applicant's mode split assumptions have pushed it under the threshold necessitating a capacity study. To ensure these mode splits are realized, please submit a transportation demand management plan that adequately encourages individuals to use transit, bike, and walk.

The mode split assumptions are based on actual data for similar residential/retail projects in the area. The close proximity of the site to the Tenleytown Metro Station and the low number of parking spaces (two of the nine proposed spaces will be reserved for car sharing vehicles, leaving just seven spaces for residential or retail use, which is the minimum required by code) will be the driving factors in the non-auto mode split. A TDM plan will be included in the CTR; however, TDM strategies will be commensurate with the minimal impact anticipated be the proposed development.



DDOT Comment: Based on the current calculations no capacity analysis is required, however, if the required amendments to the trip gen push the applicant over the capacity analysis threshold, DDOT is willing to waive the analysis based on the minimal amount of parking so long as a robust TDM plan is provided.

The trip generation is still below the trip threshold for requiring a capacity analysis.

8. Performance Monitoring & Measurement

Guidelines: Development of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information.

For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.

Loading performance monitoring may be proposed in the Applicant's zoning order based the outcome of the analysis in relation to the requested relief.

As updated, the Applicant no longer is seeking relief from the loading requirements of ZR16. As such, loading performance monitoring is no longer appropriate.

DDOT Comment: Repeat comment. Loading performance monitoring may be required based on final design. As a clarification, relief is not technically required because the project is a PUD. The project should be designed in a manner to avoid externalizing loading needs to the extent possible.

As explained in the "Project Description," the Zoning Regulations do apply to PUDs in the same manner that they apply to other



	<p>projects in the District. The proposed project, as currently designed meets the Zoning Regulations for Loading Requirements. Therefore, we do not believe that on-going loading monitoring is appropriate.</p>
9. Safety	
<p>Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information.</p> <p>Proposed safety analysis: N/A</p>	
10. Streetscape/Public Realm	
<p>Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation.</p> <p>These guidelines are provided to inform that public realm design standards may alter an Applicant’s intended use of public space.</p>	<p>Staff has concerns about the privatization of public space and needs more information about the proposed enclosure in public space. Provide street sections and/or elevations as necessary. Staff cannot support any enclosure within public space for a non-retail/restaurant use (i.e. projections that offer entry into the residential portion of the building). Please explain and justify the proposal further, noting DDOT may not approve the proposal.</p> <p>Noted. The proposed streetscape was discussed with DDOT at a meeting on May 8, 2018. The project team will continue to engage with DDOT regarding this issue.</p> <p>Noted.</p>



Information/Data Requests (List requested data from DDOT after each field below:

- District planning documents: N/A
- Local planning documents, including small area plans: N/A
- Information on programmed and/or funded roadway improvements in study area: N/A
- Studies for background developments in study area: N/A
- Signal Timings: N/A
- Crash: N/A

Proposed Schedule:

Submit Scoping Document: 1st Submission – January 5, 2017; 2nd Submission – February 20, 2018

DDOT comments on Scoping Document:

March 8, 2018 and July 25, 2018

Transportation Consultant/Applicant responses to comments: July 10, 2018 and August 7, 2018

Submission of Report to DDOT: At least 45 days prior to Zoning Commission Hearing

Zoning Commission or BZA Hearing Date: ~~Anticipate March or April hearing~~ – Hearing is scheduled for September 27, 2018

Attach any Figures, Tables, and Appendices here:



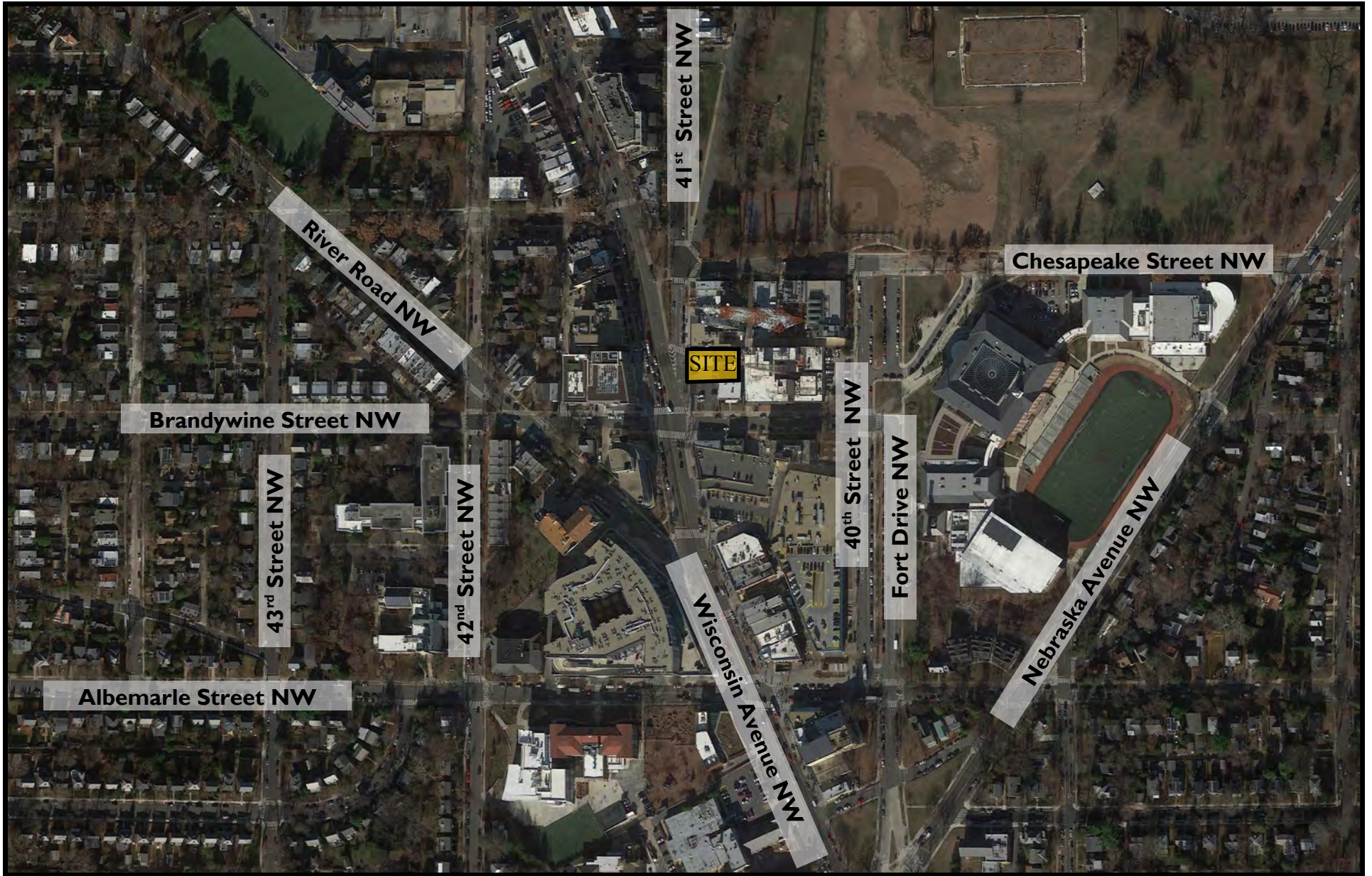


Figure 1

Site Location

4611-4615 41st Street, NW



NORTH

Tenlytown Apartments
Washington, DC



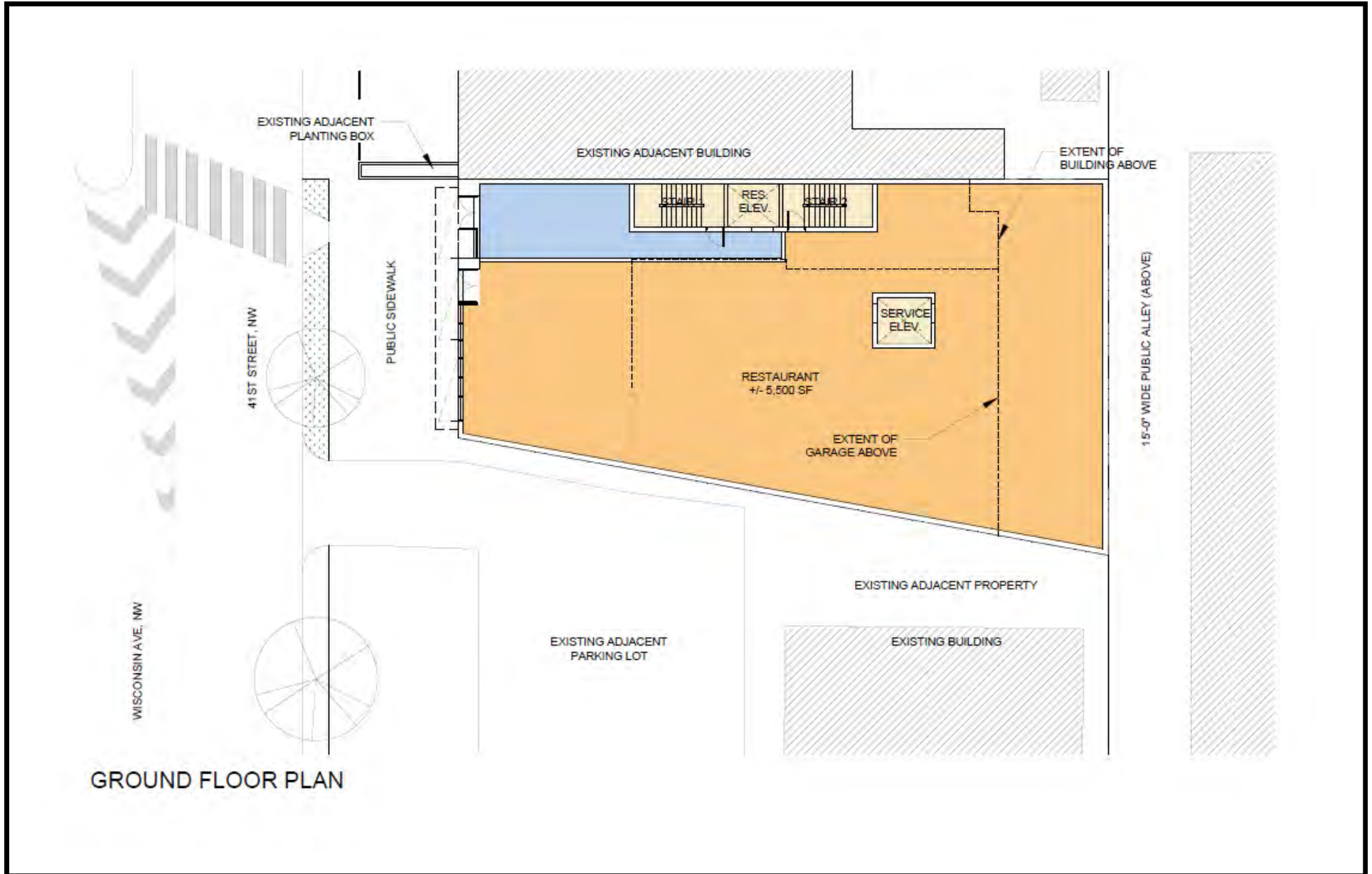


Figure 2
Site Plan
4611-4615 41st Street, NW

Source: Bonstra Haresign Architects
Date: 10.10.2017



NORTH
Tenleytown Apartments
Washington, DC

ATTACHMENT A

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TripsDC Trip Generation Estimates

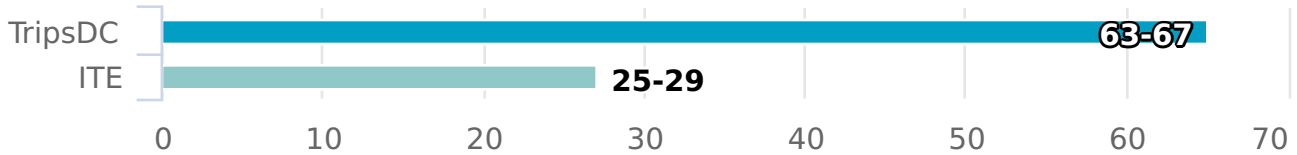


Dancing Crab Properties

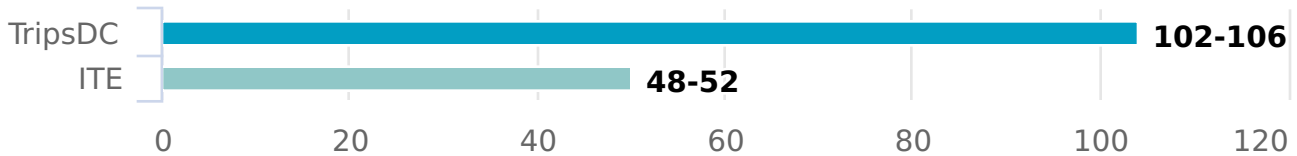
Project address: 4615 41st Street Northwest, Washington, District of Columbia 20016, United States

Residential units: 41 / Retail square footage (KSF): 6.7 / Parking spaces: 9

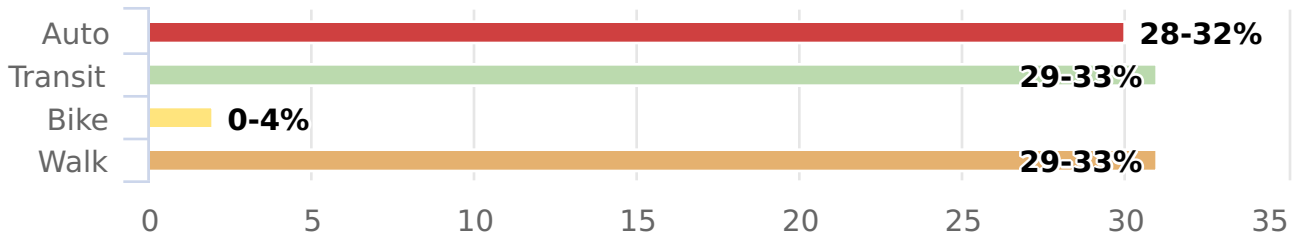
Person Trips AM



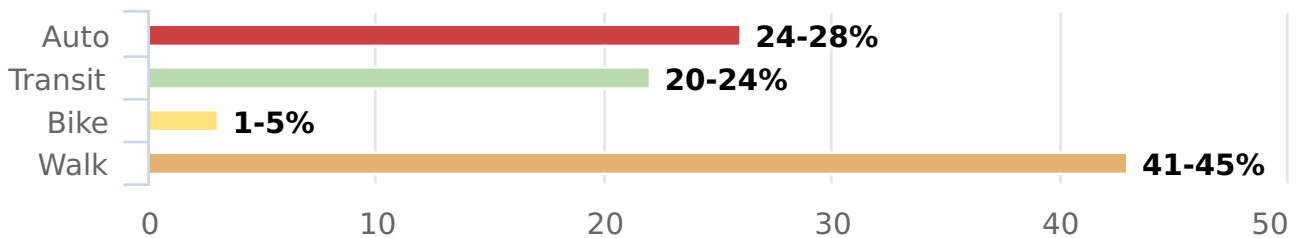
Person Trips PM



Mode Split AM



Mode Split PM



TripsDC provides trip generation estimates informed by empirical DC base research. Consult with DDOT about the appropriateness of the estimates based on the specific development proposal.

Generated on: Fri Feb 02 2018 13:35:07 GMT+0000 (UTC)

ATTACHMENT B
TRAFFIC CALMING CONCEPTUAL PLAN



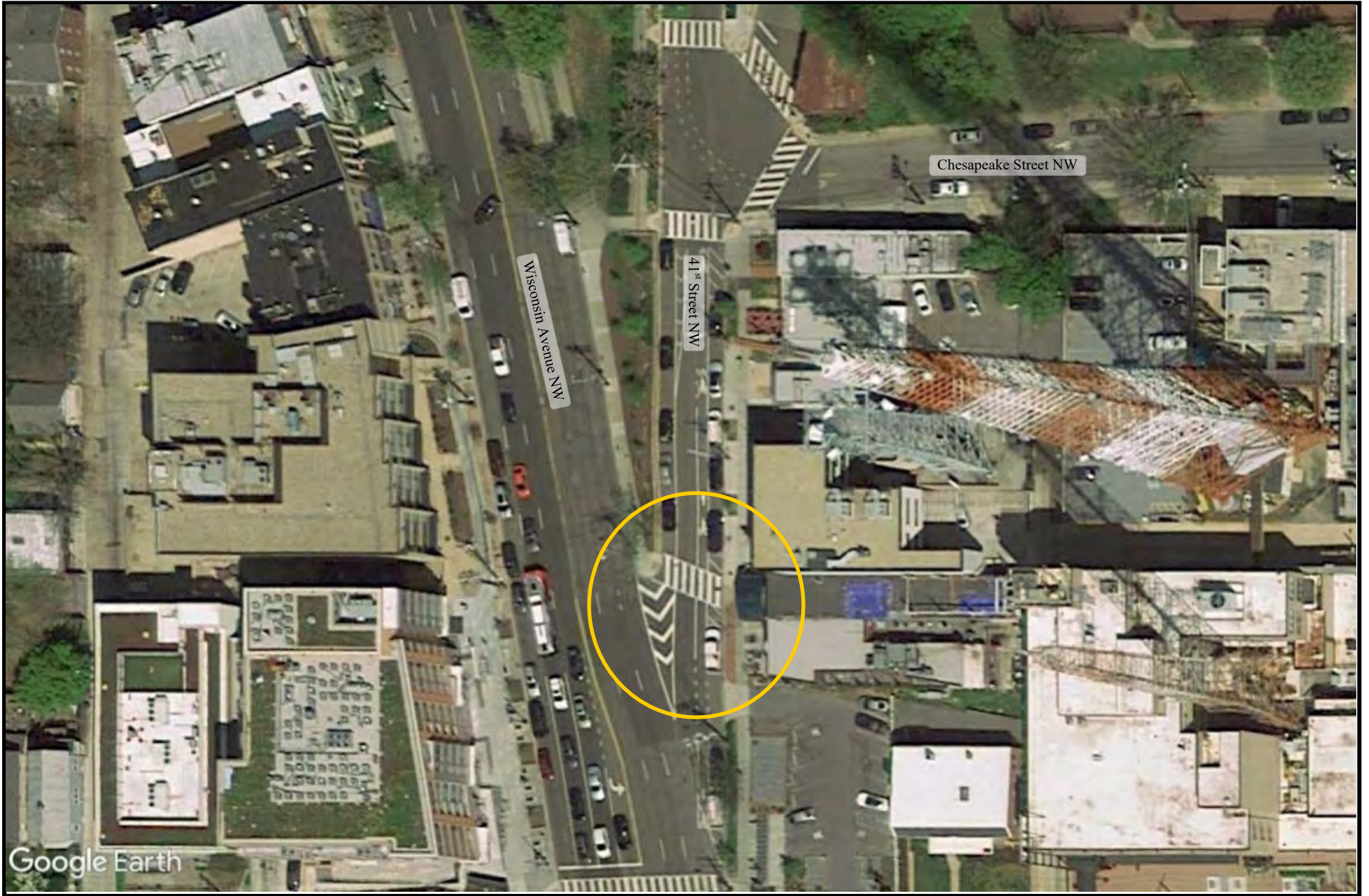


Figure B-1
Existing 41st Street Crosswalk Condition



NORTH

4611-4615 41st Street NW
Washington, DC



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations

Figure B-2
Pedestrian Master Plan Recommendation



NORTH

4611-4615 41st Street NW
Washington, DC



**ATTACHMENT C
SWEPT-AREA DIAGRAMS**

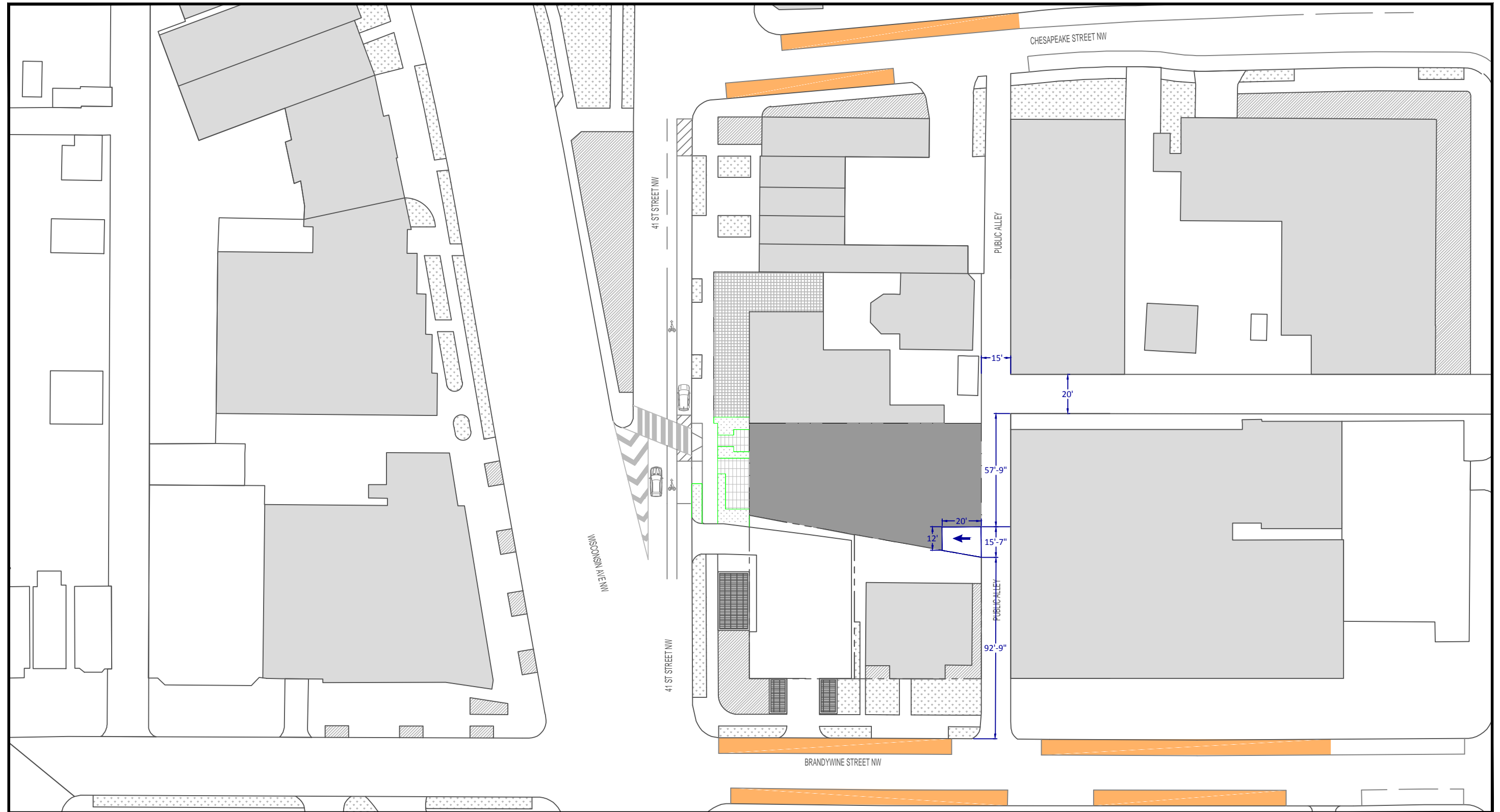
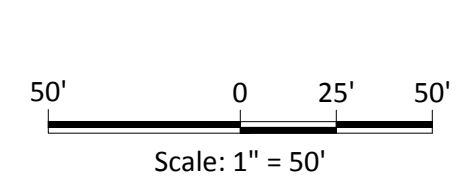


Figure C-1
Extended Site Plan



Dancing Crab Properties
Washington, DC



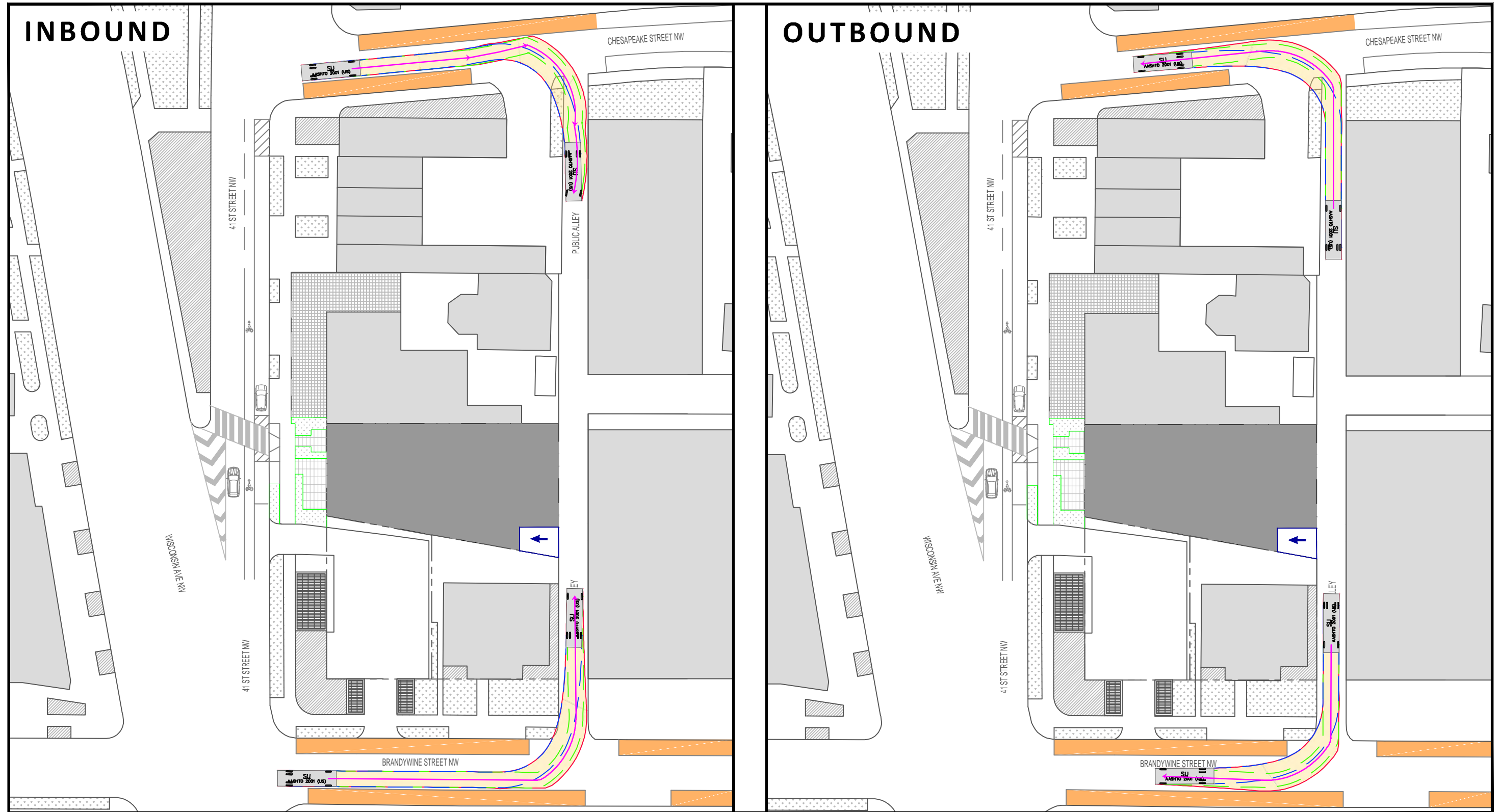
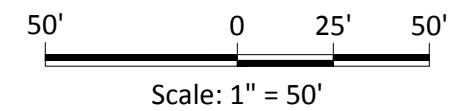


Figure C-2
Swept Area Diagram - SU30



Dancing Crab Properties
Washington, DC



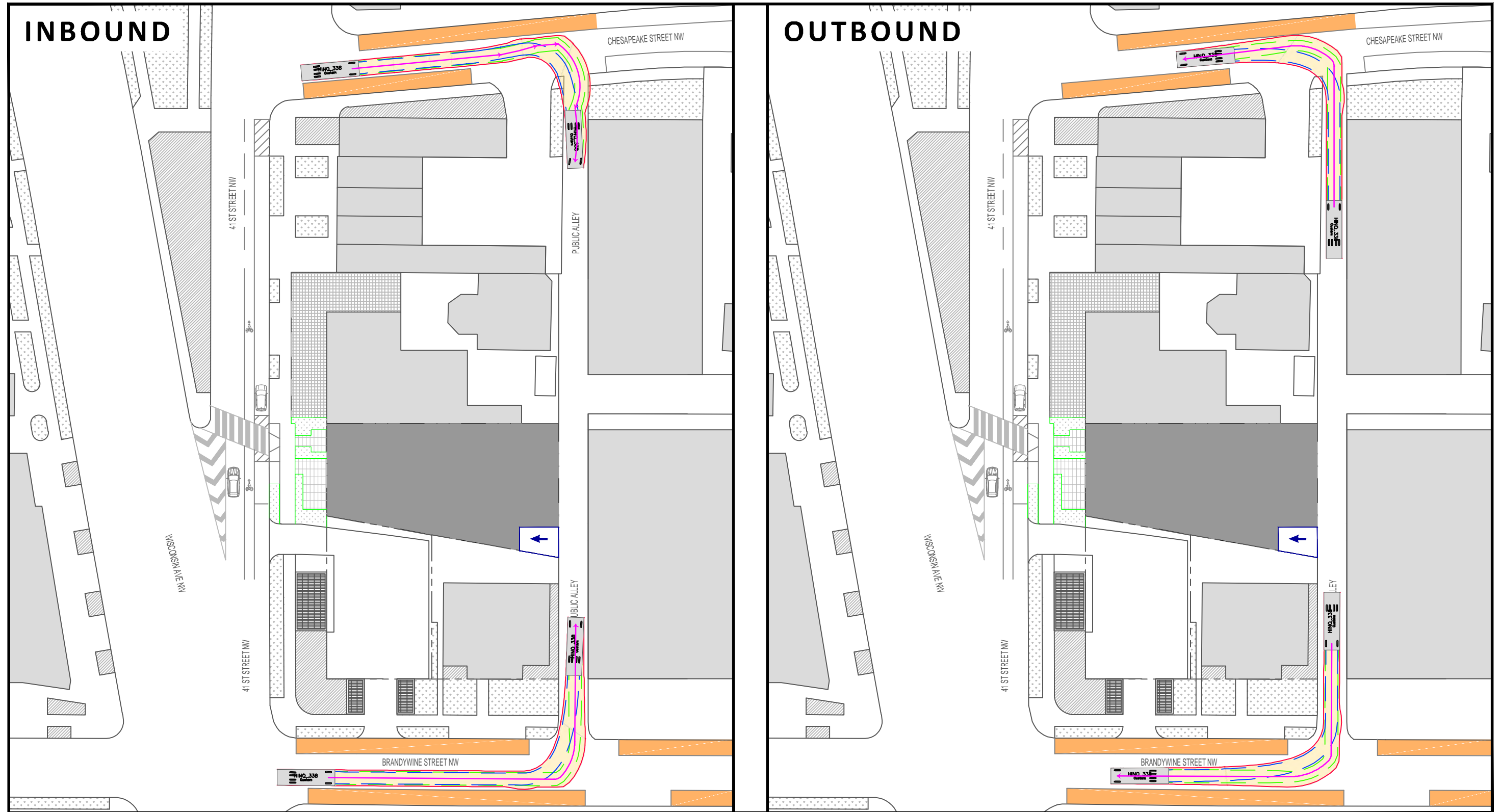


Figure C-3
Swept Area Diagram - Trash Truck (Rearload)

