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March 12, 2021

VIA IZIS

Zoning Commission
of the District of Columbia
441 4th Street, NW, Suite 210
Washington, DC 20001

**Re: Applicant's Transportation Statement
Z.C. Case No. 20-12 - Consolidated PUD and Zoning Map Amendment
Westminster Church at 400 I Street, SW (Square 499, Lot 52)**

Dear Members of the Zoning Commission:

On behalf of Westminster Presbyterian Church, Westminster Community Partners, Bozzuto Development Company, and Bozzuto Homes Inc. (collectively, the "Applicant"), and pursuant to 11-Z DCMR § 401.8, we hereby submit a Transportation Statement prepared for the above-referenced case by Symmetra Design. The resume for Nicole White, the expert in transportation from Symmetra Design who prepared the Transportation Statement, is included at in the case record at Exhibit 15B.

As indicated below, a copy of the Transportation Statement is also being served on Advisory Neighborhood Commission 6D, the Office of Planning, and the District Department of Transportation ("DDOT"). The Applicant previously provided a copy of the Transportation Report to DDOT on February 26, 2021.

We look forward to the Commission's continued consideration of this application.

Sincerely,

HOLLAND & KNIGHT LLP



Kyrus L. Freeman



Jessica R. Bloomfield

Enclosure

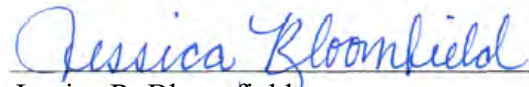
cc: Certificate of Service
Joel Lawson, D.C. Office of Planning (with enclosure via email)
Steve Cochran, D.C. Office of Planning (with enclosure via email)
Aaron Zimmerman, DDOT (with enclosure via email)
Commissioner Andrew Bossi, ANC 6D01 (with enclosure via email at 6d01@anc.dc.gov)

CERTIFICATE OF SERVICE

I hereby certify that on March 12, 2021, a copy of the foregoing letter and Transportation Report were served on the following via email:

Ms. Jennifer Steingasser
D.C. Office of Planning
jennifer.steingasser@dc.gov

Advisory Neighborhood Commission 6D
6d@anc.dc.gov


Jessica R. Bloomfield
Holland & Knight LLP



symmetra design

Westminster Presbyterian Church

Transportation Statement

February 26, 2021

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Transportation Planning. Traffic Engineering.

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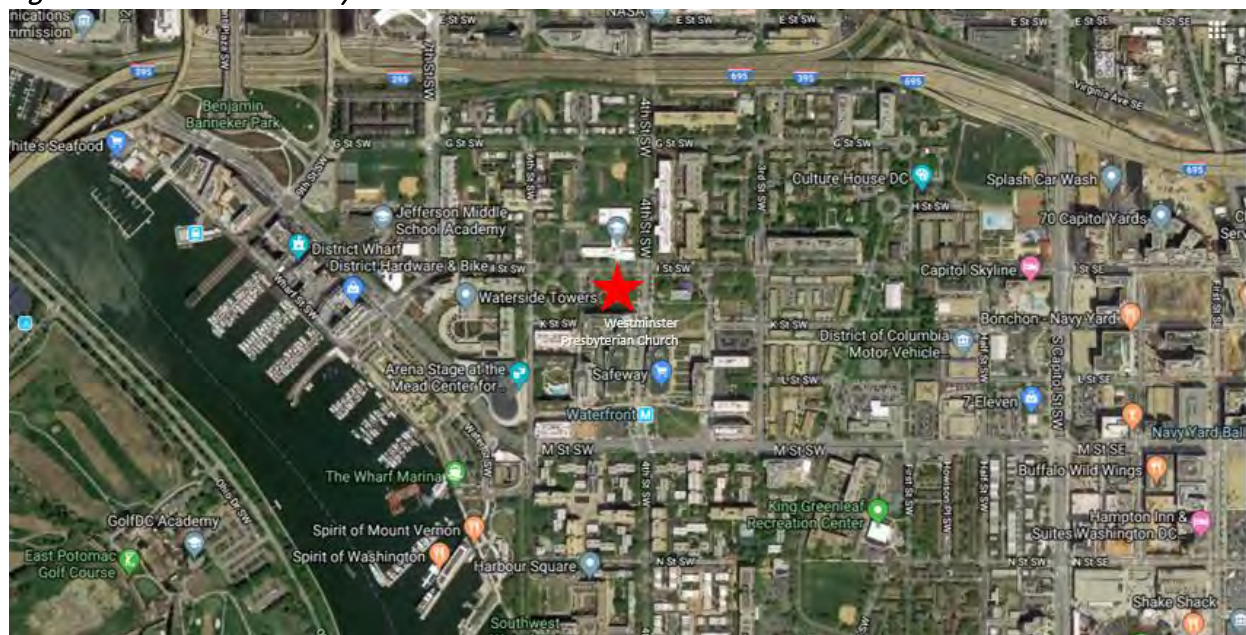
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INTRODUCTION

The following report presents the findings of the Transportation Statement prepared for the Westminster Presbyterian Church redevelopment project at 400 I (Eye) Street, SW. The site is located in ward 6 in the southeastern quadrant of the 4th Street/Eye Street intersection. Figure 1 displays the site location of the Westminster Presbyterian Church.

Westminster Presbyterian Church, Westminster Community Partners, Bozzuto Development Company, and Bozzuto Homes Inc. (collectively, the “Applicant”) plans to redevelop the site to include 123 senior residential units, 99 market-rate residential units and a larger church. The redeveloped church would increase in size from 7,500 SF to 18,513 SF. The project is planned to include 60 vehicle parking spaces (34 residential and 26 church) in a below-grade parking garage. This Transportation Statement has been prepared in conjunction with the application for a consolidated planned unit development (PUD) and a related Zoning Map amendment from the R-3 zone to the MU-2 zone.

Figure 1: Westminster Presbyterian Church Site Location



Scope of Study

The report sections and methodology herein are in accordance with the District Department of Transportation (DDOT) Comprehensive Transportation Review (CTR) guidelines and scoping process. This report includes an assessment of the transportation mode split, trip generation, transit services and facilities, pedestrian and bicycle facilities, sustainable transportation elements, loading management plan, transportation demand management plan, and curbside management. The proposed redevelopment of Westminster Presbyterian Church is expected to produce low trip generation, provide minimal vehicle parking, and establish TDM measures, thus no traffic analysis was required per coordination with DDOT.

Travel Assumptions

Mode Split

Residential mode split was obtained from the American Community Survey Census Data. Church mode split was obtained from observations/counts conducted at the existing Westminster Presbyterian Church.¹ In order to obtain accurate mode splits vehicles parking in the parking lot, on-street parkers, pedestrians walking, and transit users were all counted before and as they entered the Westminster Presbyterian Church. **Table 1** shows the residential and church mode split percentages.

Table 1: Residential and Church Mode Split Percentages

Mode Split	Residential	Church (Weekday)	Church (Sunday)
Auto (Drive alone and Carpool)	37.6%	32%	45%
Transit	42.0%	1%	2%
Walk	11.8%	65%	51%
Bike	2.7%	2%	2%
Other (Work from home)	5.9%	-	-
Total	100%	100%	100%

Trip Generation

This section outlines the site-generated traffic for 123 senior residential units, 99 market-rate residential units, and the redeveloped church. A summary of residential and church trip generated is outlined below.

Residential Trip Generation

Residential trips were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, Land Use Code 252 Senior Adult Housing Attached (123 senior residential units) and Land Use Code 221 Multifamily Housing (99 Residential units). ITE Trips are generally more representative of suburban conditions. Thus, ITE trips were adjusted to determine person-trips considering an auto occupancy factor of 1.18 persons per vehicle². Person trips were then converted to vehicle trips for the site considering mode split percentages as outlined above. **Table 2** and **3** below shows the residential person trips by mode and the person trips converted to vehicle trips, respectively.

¹ Counts were conducted prior to the COVID-19 pandemic on Sunday December 15, 2019 and Monday January 13, 2020.

² Based on Table 3 of DDOT *Guidance for Comprehensive Transportation Review*

Table 2: Residential Person Trips by Mode

		AM Peak Generation			PM Peak Generation		
Mode Share		IN	OUT	TOTAL	IN	OUT	TOTAL
Auto (Drive Alone & Carpool)	37.6%	8	18	26	20	14	34
Transit	42.0%	8	20	28	22	16	38
Walk	11.8%	2	6	8	7	4	11
Bike	2.7%	1	1	2	1	1	2
Other (work from home)	5.9%	1	3	4	3	2	5
Total	100%	20	48	68	53	37	90

Table 3: Residential Person Trips Converted to Vehicle Trips

	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto Person Residential Trips	8	18	26	20	14	34
Residential Vehicle Trips (Auto Person Trips /1.18)	7	16	23	18	12	30

Church Trip Generation

Weekday and Sunday trip generation for the redeveloped church was projected as follows:

- Weekday AM peak vehicle trip generation was developed using Institute of Transportation Engineers Trip Generation Manual, 10th Edition, Land Use Code 560 Church for both the existing 7,500 SF church and the proposed 18,513 SF.
- Weekday PM peak vehicle trip generation was developed using counts at the existing church and site driveway conducted on a typical weekday church event. Church members that parked on the street and other locations were also accounted for in the trip generation. The church is expecting the number of attendees for weekday events to remain the same, therefore the existing weekday PM

peak generation counted during a typical³ event was used for future weekday PM peak vehicle trip generation.

- Sunday peak vehicle trip generation was developed using counts at the existing church and site driveway conducted during a typical Sunday service. The church is expecting the number of attendees for Sunday service to increase from the approximately 75 members to 100 members (33% growth rate). The 33% growth rate was applied to the existing Sunday peak vehicle trip generation to develop the future Sunday peak vehicle trip generation.
- The auto occupancy factors are 1.67 (AM Weekday), 1.43 (PM Weekday), and 1.56 (Sunday). These factors were used to convert vehicle trips into person trips.

Table 4 shows the Future Weekday AM & PM and Sunday peak church person trips by mode.

Table 4: Future Church Person Trips by Mode

Mode Share	Weekday Mode Split	AM Peak Generation			PM Peak Generation			Sunday Peak Generation			
		IN	OUT	TOTAL	IN	OUT	TOTAL	Mode Split	IN	OUT	TOTAL
Auto (Drive Alone & Carpool) *	32%	2	1	3	28	5	33	45%	15	1	16
Transit	1%	0	0	0	1	0	1	2%	1	0	1
Walk	65%	4	2	6	65	1	66	51%	17	1	18
Bike	2%	0	0	0	2	0	2	2%	1	0	1
Total	100%	6	3	9	96	6	102	100%	34	2	36

³ Blue Monday Blues

Total Site Trip Generation

Table 5 shows the Total & Net Increase in Site Vehicle Trips.

Table 5: Total Site Vehicle Trips Summary Table

	AM Peak Generation			PM Peak Generation			Sunday Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
123 Senior residential units (Vehicle trips)	3	8	11	7	5	12	-	-	-
99 Residential units (Vehicle trips)	4	8	12	11	7	18	-	-	-
Total Residential Trips	7	16	23	18	12	30	-	-	-
Future 18,513 Square Foot Church (Vehicle trips)	2	1	3	18	5	23	20	1	21
Existing 7,500 Square Foot Church (Vehicle trips)	-1	0	-1	-18	-5	-23	-15	-1	-16
Church Trips (Net Increase)	1	1	2	0	0	0	5	0	5
Total Net Increase	8	17	25	17	12	29	5	0	5

MULTI-MODAL NETWORK EVALUATION

The multi-modal network evaluation is an assessment of the existing and planned pedestrian, bicycle, and transit facilities in the vicinity of the site.

Strategic Planning Elements

Previous planning studies prepared by DDOT were reviewed to determine multi-modal enhancements planned for the area. There are many planning efforts and studies in place that aim to improve the accessibility and mobility of the pedestrian, bicycle, and transit network in the District. These studies included the following:

- MoveDC
- SustainableDC
- M Street SE/SW Transportation Study
- Southwest Neighborhood Plan
- DC Bike and Pedestrian Master Plans
- DDOT Bike Parking Guide
- Capital Bikeshare Development Plan

MoveDC is the long-range transportation plan for DC that includes the implementation of new bike lanes, trails, high-capacity transit, and many other transportation improvements. MoveDC recommends installing protected bike lanes along Eye Street SW and 4th Street SW (south of M Street SW). Protected bicycle lanes have been installed on 4th Street SW. DDOT plans to implement protected bike lanes on Eye Street between 7th Street and New Jersey Avenue, including in front of the site.

Pedestrian Facilities

The pedestrian assessment includes an inventory of existing facilities (sidewalks, crosswalks, curb ramps, etc.) and walkability for pedestrians within and around the study area roadways, which include a quarter-mile radius of the Westminster Presbyterian Church community. The Walkscore, which is a ranking of walkability for a neighborhood scored from 0 (representing a car is necessary to access amenities) to 100 (representing a neighborhood that has essential amenities in a walkable distance), was also sourced to evaluate pedestrian conditions. The availability of grocery stores, restaurants, parks, schools, and other amenities are accounted for in the scored ranking. Per Walkscore.com, this area has a walk score of 88, which indicates that most errands can be accomplished by foot.

Sidewalk Conditions

Sidewalks in the study area were evaluated based on standards for low to moderate density residential set by the 2019 Design and Engineering Manual (DEM) as shown below in **Table 6**.

Table 6: Design and Engineering Manual (2019) Sidewalk Width Requirements

	Curb Walk	Tree/Furnishing Zone	Sidewalk Unobstructed Clear Width (minimum)
Low to Moderate Density Residential	None	4-6 feet	6 feet
High Density Residential	1 foot	4-8 feet	8 feet
Central DC and Commercial Areas	1-2 feet	4-10 feet	10 feet

Most of the sidewalks surrounding the Westminster Presbyterian Church development are in good condition and are in compliance with DEM standards. As mentioned above, the pedestrian network provides access to the nearby schools, parks, and other building in the community. However, there are a few locations where the sidewalk does not meet the standards, one is not provided, or is currently closed for construction. The developer is also proposing to install a bulb out at the intersection of Makemie Place SW and Eye Street SW, to reduce the pedestrian crossing distance across Makemie Place SW. It is also proposed to widen the sidewalk on Makemie Place SW, which will improve pedestrian safety near the entrance of the parking garage and loading dock of the redeveloped building.

Curb Ramp and Crosswalk Conditions

The standards of crosswalks and curb ramps outlined in the DEM guidelines are as follows:

- Crosswalks must be 10 feet wide on local streets, 15 feet wide on collector streets, and 20 feet wide on major arterials with high pedestrian volumes.
- Standard parallel crosswalk lines (low visibility) must be white and 6 inches wide.
- High-visibility crosswalks consist of 2-foot-wide longitudinal stripes parallel to the curb line and spaced every 2 feet with 2-foot-wide white stripes. Edge lines are to be 6 inches wide within crosswalks.
- All curb ramps must be located within the marked crosswalk, not including side flares of the ramps. All curb ramps must be installed perpendicular (90 degrees) to the gutter pan angle, with the back side of the flare aligned as closely as possible to the back edge line of the crosswalk.

Crosswalks are to be marked at the following locations:

- Intersections or mid-block locations controlled by vehicular and/or pedestrian traffic signals or all-way stop signs.
- High-visibility crosswalks are required at all uncontrolled crosswalks and all crosswalks (including signalized or stop-controlled crosswalks) leading to a block with a school, within a designated school zone area, along a designated school walking route, on blocks adjacent to a Metro station,

in areas with moderate to high pedestrian volumes, and in locations with high frequencies of conflicts with pedestrians and turning vehicles.

- In general, high-visibility crosswalk markings are strongly preferred over decorative markings because they are easier for motorists to see. Crosswalks constructed of decorative materials should include 12-inch-wide reflective white strips along the boundary of the crosswalk to maximize visibility. The decorative surface must be firm, stable and slip resistant; vertical displacement must not exceed 1/4 inch, and horizontal gaps must not exceed 1/2 inch per ADA requirements.
- At the nearest intersection of all bus stops.
- ADA ramps must be included at all crosswalks, whether at a corner or mid-block. ADA ramps must be installed in pairs of two, one for each pedestrian travel direction.

All intersections in the study area with crosswalks have curb ramps with a 4-foot width for accessibility, although a few curb ramps lack truncated domes. Many of the curb ramps at the intersections along G Street SW lack truncated domes. There are also a few ramps that share multiple crosswalks, which is not recommended by the ADA standards. Most of the crosswalks in the area are in good or fair condition and are clearly visible. **Figure 2** below is an inventory of the existing pedestrian facilities surrounding the site. **Figure 3** below displays the pedestrian routes to some of the local destinations.

Figure 2: Pedestrian Facilities within a Half-Mile Radius of the Site

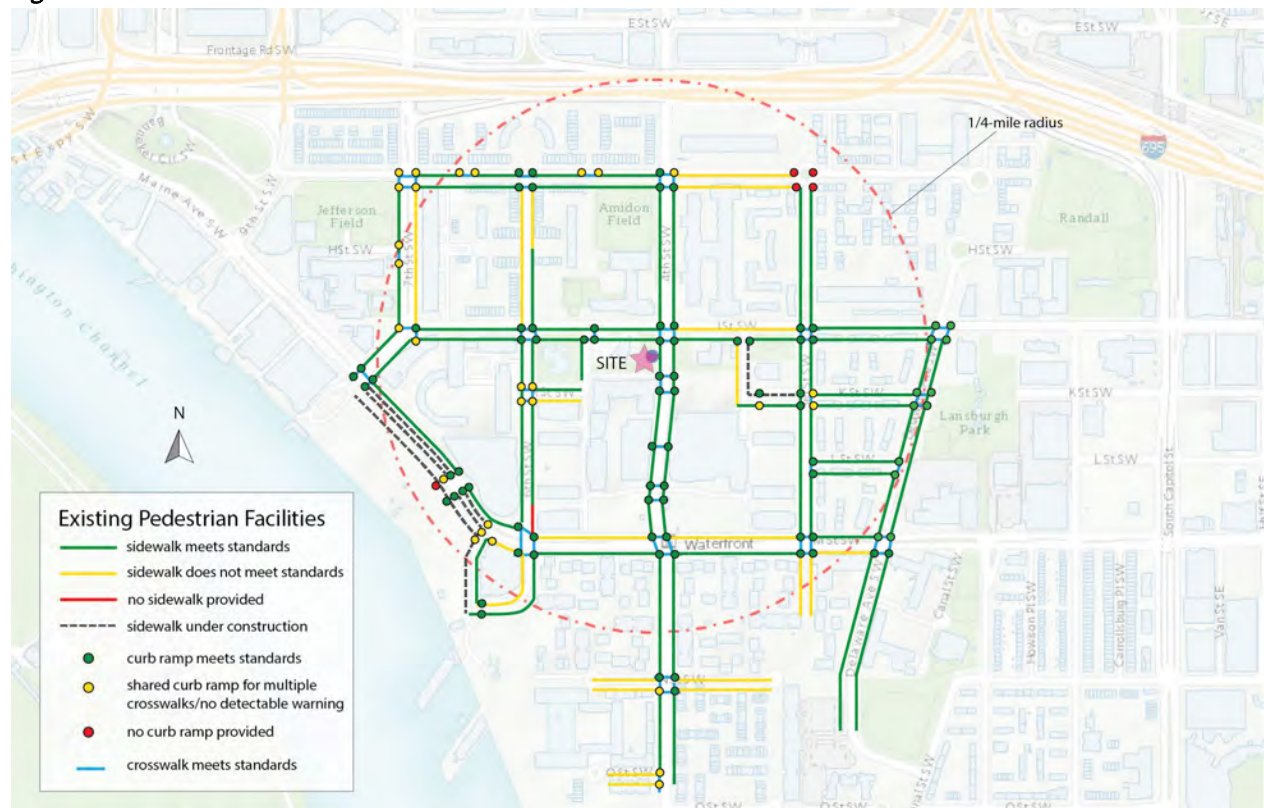


Figure 3: Pedestrian Routes to Local Destinations



Bicycle Facilities

The neighborhood in the site vicinity received a BikeScore of 95, indicating most daily errands can be accomplished on a bike. There are a few Capital BikeShare facilities within a half-mile of the site located near the train stations, the Wharf, and other intersections near the site. The closest Capital BikeShare is located at the Waterfront metro station at the intersection of 4th Street SW and M Street SW. There are currently paved bicycle lanes along Eye Street SW and 6th Street SW connecting users to the local train stations and other nearby amenities such as the Wharf and Nationals Park. Protected bike lanes are also provided along 4th Street SW. As mentioned above, DDOT is considering implementing a protected bike lane along Eye Street SW between 7th Street SW and New Jersey Avenue SE. The bike lanes would be relocated from adjacent to parking lane to adjacent to curb and separated by bollards. **Figure 4** below displays the existing bicycle facilities within a 0.5-mile radius of the site.

Figure 4: Bicycle Facilities within a Half-Mile Radius of the Site⁴



Transit Facilities

The following section identifies existing and future transit service and facilities that serve or will serve the Westminster Presbyterian Church community area. Per Walkscore.com, the transit service is rated at 80 out of 100. This is a mostly favorable score which indicates travel via transit is somewhat accessible and convenient for most trips.

Metrorail

The closest metrorail stations are the Waterfront station, Federal Center SW station, and L'Enfant Plaza station. The Waterfront station, which is on the Green line of the metrorail, is located within a 0.25-mile walking distance of the Westminster Presbyterian Church. There are five other stations within the 1.0-mile study area of the site that are best accessible via bike, bus, or rail. The metrorail stations located with the study area are listed in **Table 7** below.

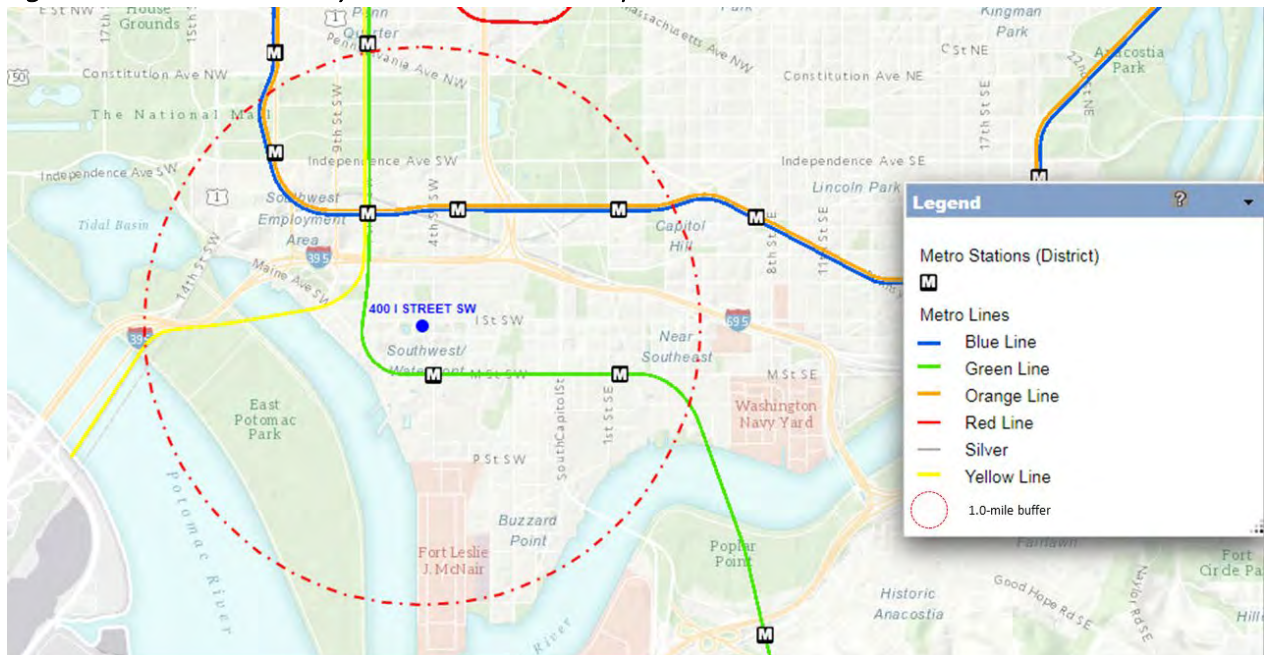
⁴ From DDOT Bike Map 2020

Table 7: Metrorail Stations within a One-Mile Radius of the Westminster Presbyterian Church

Station	Line(s)	Service Headways	Distance from Site
Waterfront	<ul style="list-style-type: none"> Green 	8 min (AM/PM rush) 15-20 min (Midday, Evening, & Weekends)	0.25 mile
L'Enfant Plaza	<ul style="list-style-type: none"> Green Yellow Blue Silver Orange 	8 min (AM/PM rush) 15-20 min (Midday, Evening, & Weekends)	0.6 mile
Federal Center SW	<ul style="list-style-type: none"> Blue Silver Orange 	8 min (AM/PM rush) 15-20 min (Midday, Evening, & Weekends)	0.5 mile
Navy Yard – Ballpark	<ul style="list-style-type: none"> Green 	8 min (AM/PM rush) 15-20 min (Midday, Evening, & Weekends)	0.9 mile
Smithsonian	<ul style="list-style-type: none"> Blue Silver Orange 	8 min (AM/PM rush) 15-20 min (Midday, Evening, & Weekends)	1.0 mile
Capitol South	<ul style="list-style-type: none"> Blue Silver Orange 	8 min (AM/PM rush) 15-20 min (Midday, Evening, & Weekends)	1.0 mile

Figure 5 below displays the six Metrorail stations located within a 1.0-mile radius of the Westminster Presbyterian Church site.

Figure 5: Westminster Presbyterian Church Redevelopment Metrorail Facilities⁵



Bus Stops & Routes

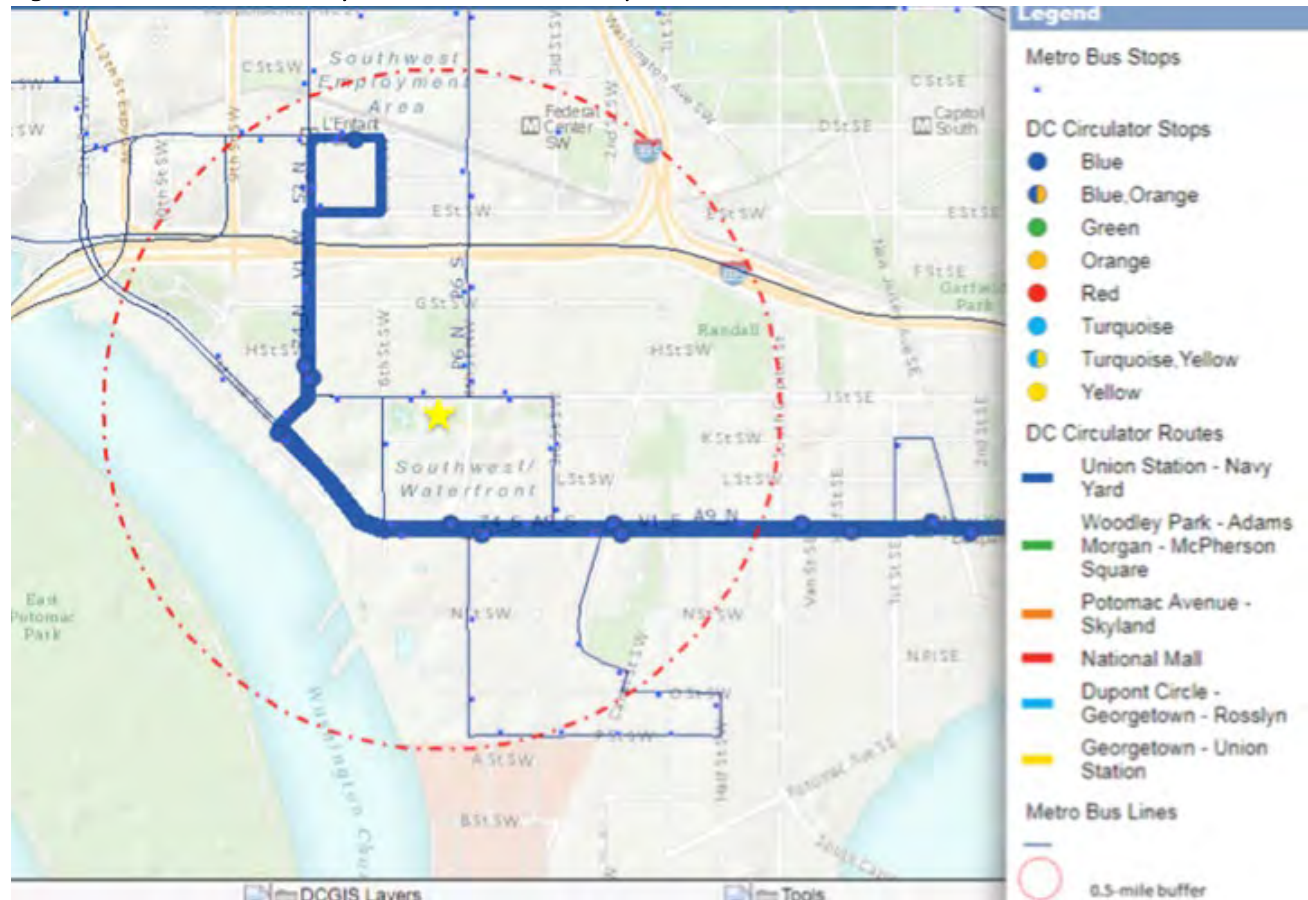
There are a few bus routes that serve the study area of the Westminster Presbyterian Church. These routes include the local Metrobus, DC Circulator, Potomac and Rappahannock Transportation Commission Omniride, and Loudoun County Transit lines. The closest bus stops in proximity of the site are located on 4th Street SW, just north of I Street SW, and on I Street SW just west of Wesley Place SW. Each of these bus stops are served by the P6 bus route of the Metrobus. **Table 8** below outlines all bus lines that serve within a 0.5-mile radius of the Westminster Presbyterian Church site. **Figure 6** below displays the bus stops and routes within a 0.5-mile radius of the site.

⁵ From the DC Atlas Map

Table 8: Bus Routes within a One Half-Mile Radius of the Westminster Presbyterian Church

Route	Route Name	Key Destinations	Service Headways (Weekday)	Service Headways (Weekends)
Metrobus Lines				
P6	Anacostia – Eckington Line	<ul style="list-style-type: none"> Navy Yard – Ballpark Gallery Place 	10-30 min	30-35 min
74	Convention Center – Southwest Waterfront Line	<ul style="list-style-type: none"> L’Enfant Plaza Waterfront station 	30 min	30 min
52	14 th Street Line	<ul style="list-style-type: none"> Metro Center L’Enfant Plaza 	12-24 min	20-30 min
DC Circulator				
EM LP	Eastern Market – L’Enfant Plaza Line	<ul style="list-style-type: none"> Waterfront Navy Yard - Ballpark 	10 min	10 min
Potomac and Rappahannock Transportation Commission (PRTC) Omniride				
D-300	Dale City – Washington Navy Yard Line	<ul style="list-style-type: none"> Dale City Pentagon Navy Yard - Ballpark 	20-38 min	No service
612	Dulles South Via East Gate	<ul style="list-style-type: none"> Navy Yard – Ballpark L’Enfant Plaza 	20-30 min	No service
Loudoun County Transit (LCT)				
281/681	Loudoun County to Washington DC	<ul style="list-style-type: none"> Dulles South 	30-32 min	No service

Figure 6: Westminster Presbyterian Church Redevelopment Transit Facilities⁶



Note: PRTC and LTC Commuter bus routes not shown.

Bus Stop ADA Assessment

In accordance with DDOT scope of work requirements, bus stops within the immediate vicinity (within 0.25-mile walking distance) of the Westminster Presbyterian Church site were surveyed to determine access requirements according to the American Disability Act Accessibility Guidelines (ADAAG)⁷. According to the ADAAG, landing pads for passengers boarding and alighting buses should be:

- Firm and stable
- Clear of obstructions at least 96 inches (8 feet) from the curb/roadway and at least 60 inches (5 feet) parallel to the roadway. A landing area of this size or larger is necessary for deployment of the vehicle's ramp and lift for customers using a wheelchair to maneuver on and off the lift
- Connected to streets, sidewalks, or pedestrian paths by an accessible route
- Sloped (parallel to the roadway) the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the landing area shall not be steeper than 1:48

⁶ From the DC Atlas Map

⁷ Guidelines for the Design and Placements of Transit Stops for the Washington Metropolitan Authority, 2009 was used as a reference for ADA requirements.

- Ideally, for urban and high volume stops, and where there is adequate right-of-way, landing pads should be a continuous 8-foot-wide paved pad along the entire length of the bus stop (40 feet for a standard bus and 60 feet for an articulated)

It is also preferred that the landing pad/waiting areas be connected to an accessible sidewalk but separated from the general pedestrian flow. This will allow for safe boarding/alighting from both the front and rear doors of the bus. The current Federal Transit Administration’s (FTA) interpretation of the ADAAG is that the construction of a landing pad is not required unless other improvements such as shelters are constructed (i.e., a stop can be designated by sign without constructing a new landing pad).

Shelter opening should be at least 36 inches wide (ADAAG specifies minimum of 30 inches) to allow wheelchair access – open face shelter is preferred. The shelter should provide a usable clear floor or ground space that is at least 36 inches wide by at least 48 inches deep. The minimum dimensions for the maneuvering space outside of the shelter depends on the placement of the opening and the direction of approach from the sidewalk. If the approach to the shelter opening is perpendicular (i.e., the customer is facing the opening while approaching), the minimum clear space from the opening is 48 inches. If the customer approached the opening from the side the minimum clear space from the opening is 42 inches.

Table 9 summarizes the ADA assessment of bus stops within the immediate vicinity of the site.

Table 9: Bus Stop ADA Assessment Summary

Bus Stop	Side of Roadway	Bus Stop Amenities (Shelter, Real Time Transit Display, etc.)	ADA Compliance	Notes
I Street SW				
I Street & Makemie Pl	North, South	None	Yes, Yes	-
I Street & Wesley Pl	North, South	None	No, Yes	ADA Landing pad not provided at bus stop on north side.
3rd Street SW				
3 rd Street & K Street	East	Benches, Shelter	Yes	-
3 rd Street & K Street	West	None	Yes	-
4th Street SW				
4 th Street & I Street	East, West	Benches, Shelter	Yes, No	Connection to the sidewalk less than 4ft
6th Street SW				
6 th Street & K Street	East	Benches, Shelter	No	ADA Landing pad obstructed by trash can.

SITE DESIGN

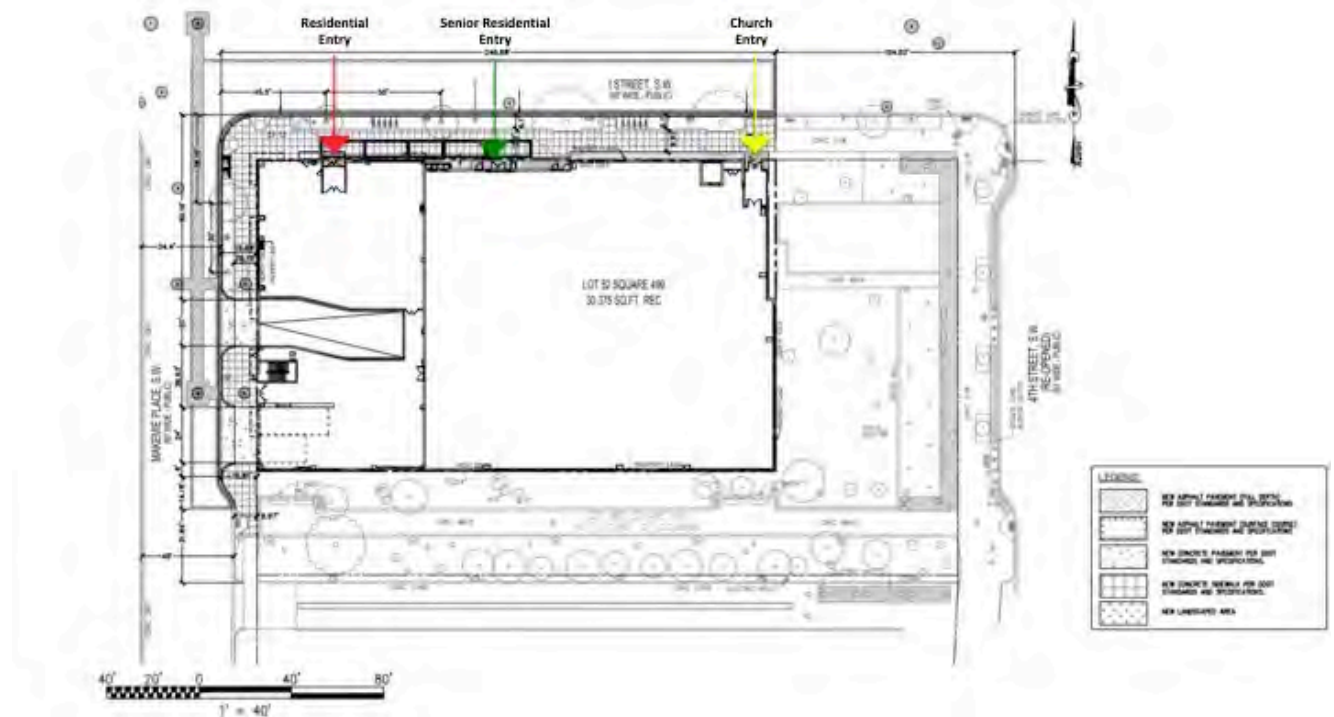
The proposed redevelopment will consist of:

- New church facility increase from 7,500 SF to 18,513 SF
- 123 Senior residential units
- 99 market-rate residential units
- 60 parking spaces (34 residential and 26 church)

Vehicular Site Access

The site plan proposes access to the below-grade parking garage via a proposed curb cut on Makemie Place SW, north of the existing curb cut. A new curb cut on Makemie Place SW would provide access to the loading area. **Figure 7** below is the Westminster Presbyterian Church redevelopment site plan.

Figure 7: Westminster Presbyterian Church Redevelopment Site Plan



Pedestrian Site Access

As labeled in the site plan above, there are three pedestrian access points that will be provided on the sidewalk along Eye Street SW. The primary entrance for the 99 residential units is proposed in the northwest corner of the building near the Eye Street SW and Makemie Place SW intersection. The entrance for the 123 senior residential units is located near middle of the building. The entrance for the church is located on the northeast corner of the building. The site plan proposes to widen the sidewalk along Makemie Place SW, from approximately 10 feet to approximately 15.8 feet. This would result in a roadway width of approximately 34.4 feet⁸ as shown in Figure 7.

⁸ To be confirmed following a site survey.

Streetscape and Public Realm

The existing property has a curb cut on Makemie Place SW and one on Eye Street SW. The redevelopment proposes two curb cuts on Makemie Place SW, one to access the parking garage and one to access the loading area. The plan would eliminate the existing curb cuts on Eye Street SW and Makemie Place SW. Along with the sidewalk widening, the developer is planning to install bulb out(s)⁹ along Makemie Place SW to reduce the distance for pedestrians crossing Makemie Place SW. Also, the existing property currently does not have vaults on the site. The redevelopment is proposing to install four vaults in the “public parking space” between the development and I Street SW. The applicant will coordinate streetscape and public realm improvements as part of the public space approval process.

Curbside Management

There are currently on-street metered and carshare parking spaces provided on Eye Street SW, 4th Street SW, and Makemie Place SW. The redevelopment would result in the following changes to parking spaces and curbside restrictions:

- Elimination of approximately two metered parking spaces on Makemie Place SW due to a new curb cut.
- Elimination of approximately four metered parking spaces on Eye Street SW to accommodate no parking zones in front of building entrances. The no parking zones would be used for pick-up and drop-off activity.

DDOT is planning to install protected bike lanes on Eye Street SW that would relocate on-street spaces adjacent to bike lanes rather than adjacent to the curb. The existing and proposed curbside restrictions are shown in **Figure 8** and **Figure 9** below.

⁹ Details of the bulb outs will be coordinated with DDOT as a part of the Public Space approval process.

Figure 8: Westminster Presbyterian Church Existing Curbside Restrictions

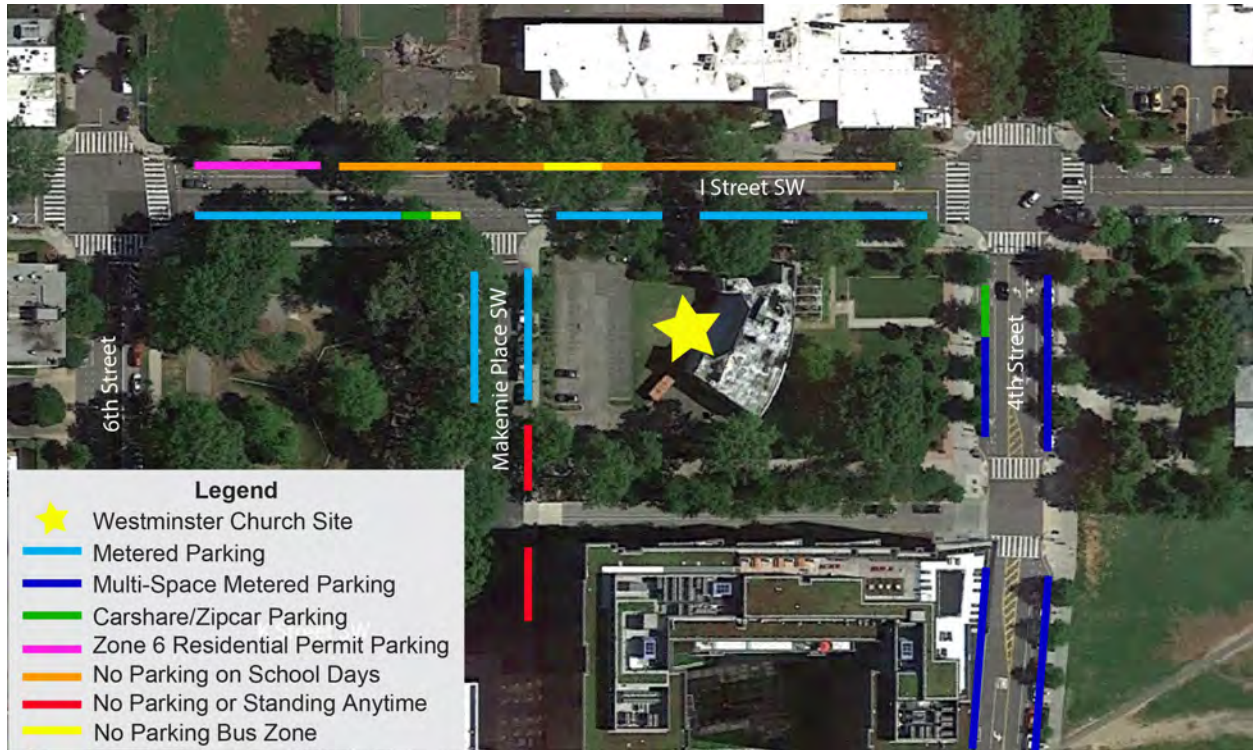
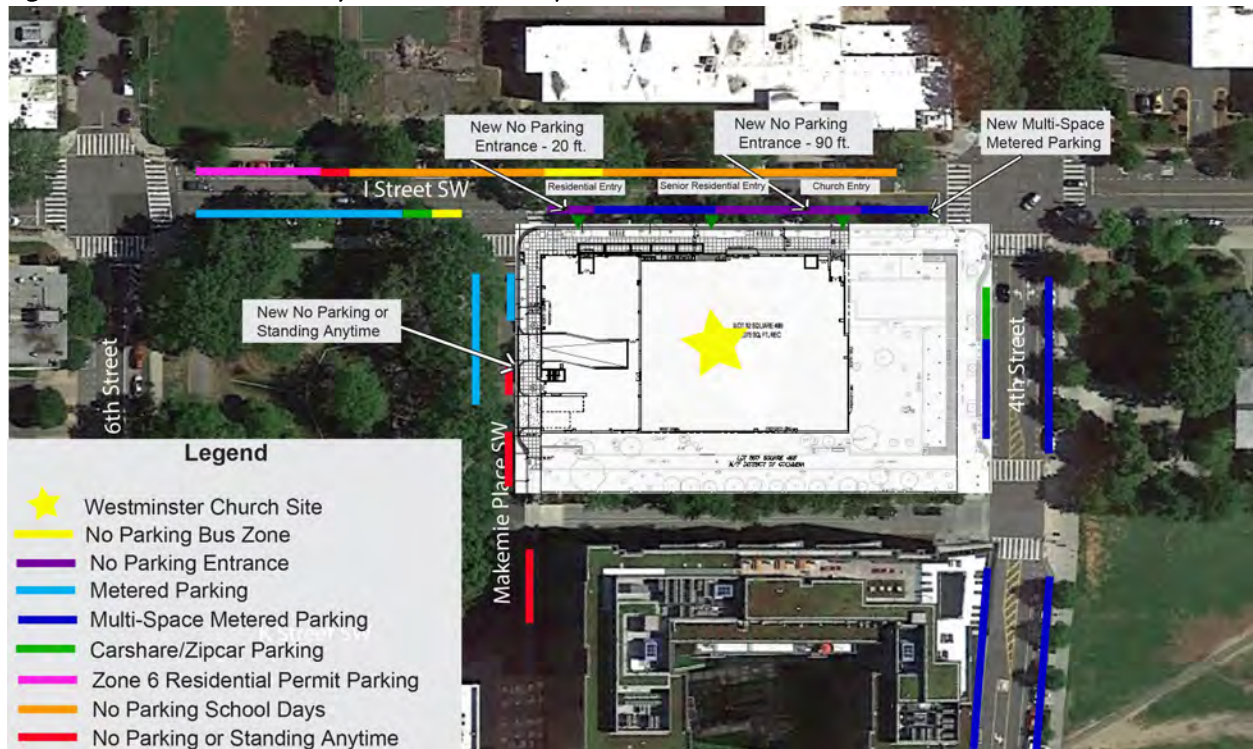


Figure 9: Westminster Presbyterian Church Proposed Curbside Restrictions



Loading

The project will meet zoning requirements and provide one 30-foot loading berth and one 20-foot service/delivery space. The loading berth and delivery space is proposed to be accessed via a curb cut on Makemie Place SW. Makemie Place is the lowest volume street surrounding the site and is appropriate for loading access.

The design team has studied a head-in/head-out access and maneuvering within the property and its impact on the programmed spaces. This approach would eliminate a significant portion of the church assembly area as well as back of house functions. The required height and turning clearances would also eliminate half of the 2nd floor of the residential tower resulting in a loss of units. Thus, delivery vehicles would reverse into the loading dock from Makemie Place and pull forward out of the loading dock.

Vehicle maneuvering diagrams are shown in **Figures 10-13** below.

Figure 10: Inbound 30 foot truck Northbound Maneuvering Diagrams

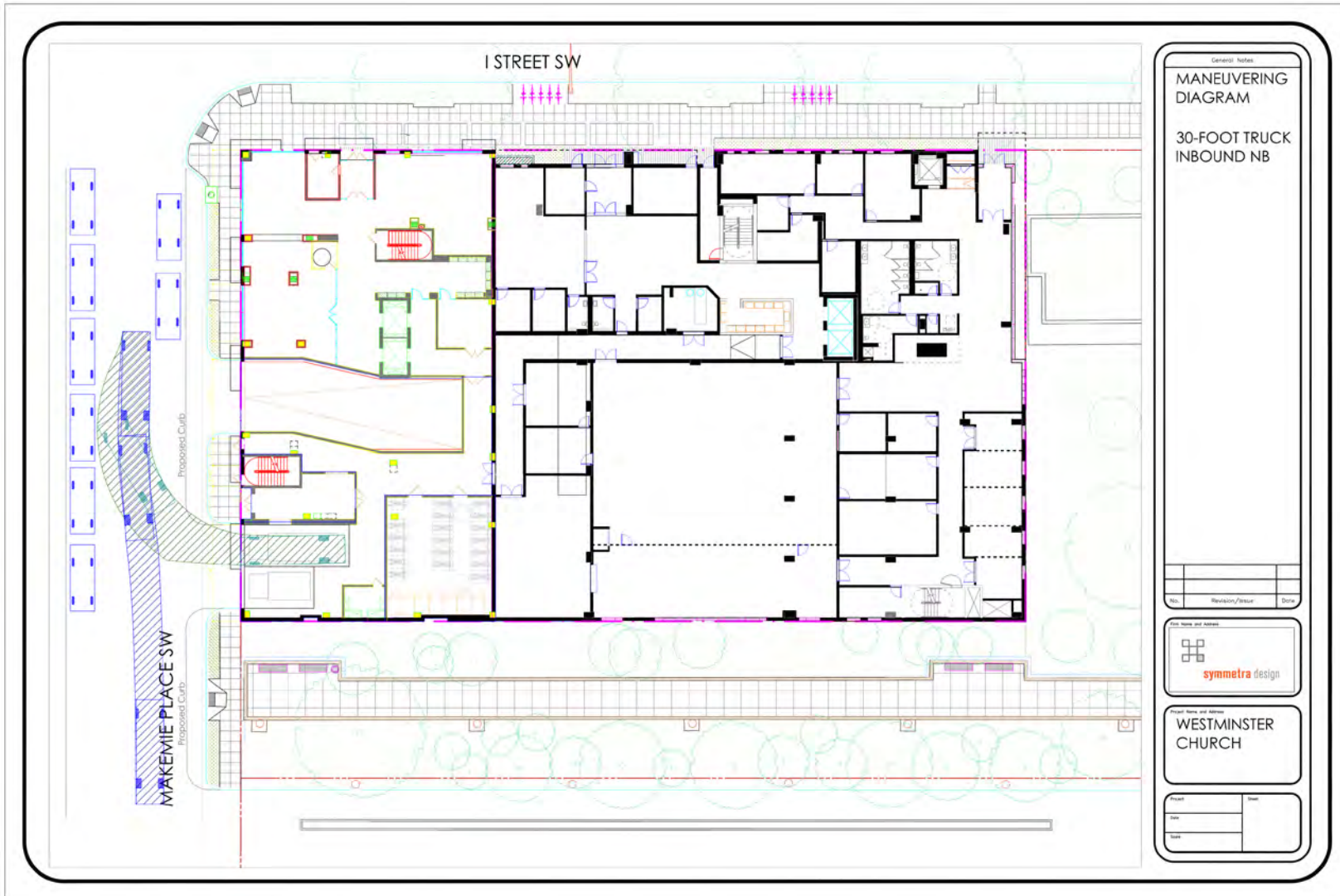


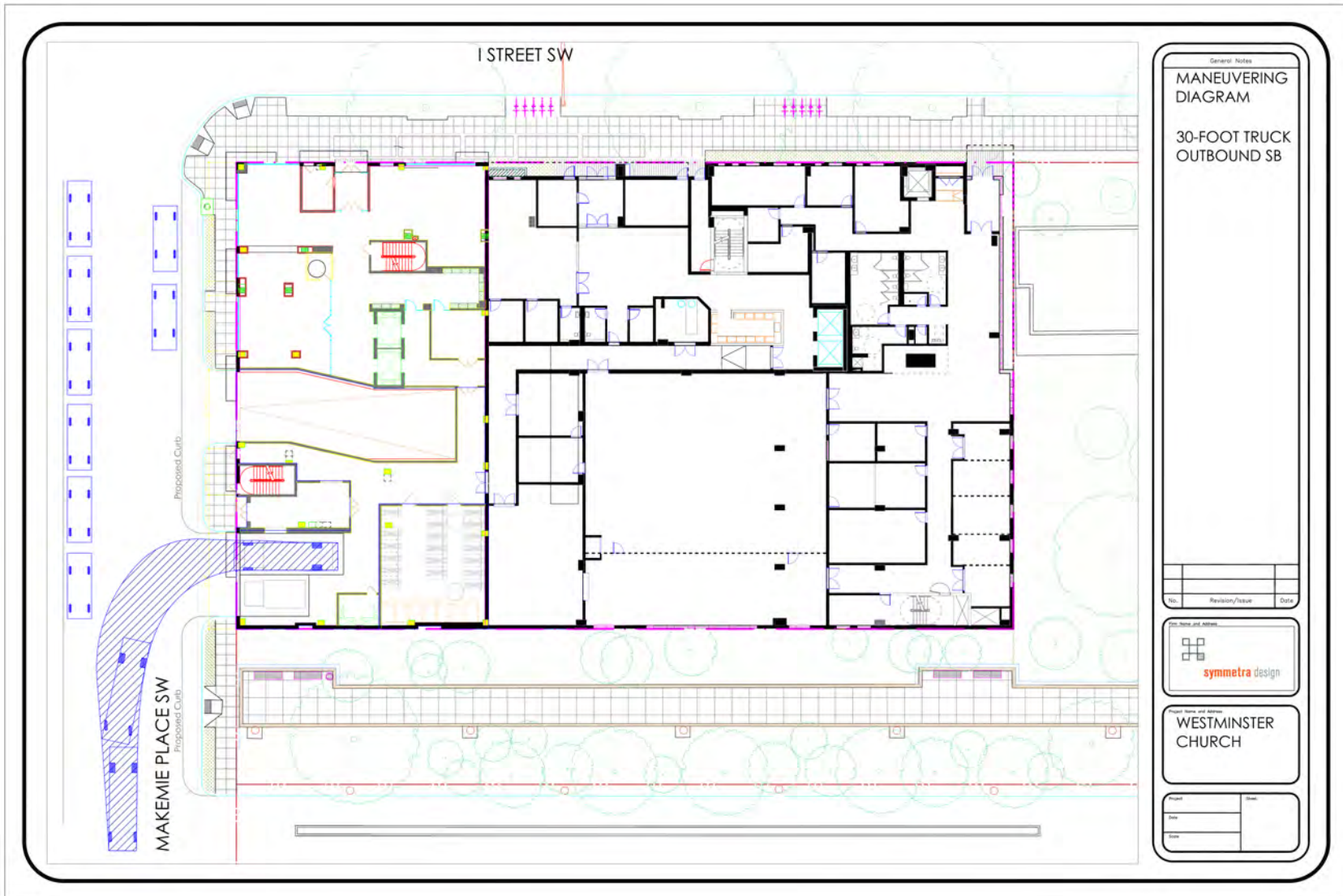
Figure 11: Inbound 30-foot truck Southbound Maneuvering Diagrams



Figure 12: Outbound 30 foot truck Northbound Maneuvering Diagrams



Figure 13: Outbound 30 foot truck Southbound Maneuvering Diagrams



Loading Management Plan

The loading facilities of the Westminster Presbyterian Church are planned along Makemie Place SW at the curb cut approximately 26 feet south of the proposed parking garage entrance. One loading space (12x30) will be provided and one service & delivery space (10x20) will be provided. Because this is a mixed-use project the loading dock will be shared by both the residential and church components of the site.

The goals of Loading Management Plan (LMP) are to maintain a safe environment for all users of the site, streets, and nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other street users; and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. The components of the loading management plan that will be implemented for the life of the project are as follows. The LMP may be adjusted as necessary to address the specific loading challenges with the project.

- a) The property manager will be responsible for coordinating with tenants to schedule deliveries and move-ins/move-outs, and will work with the community and neighbors to resolve any conflicts should they arise.
- b) Reverse maneuvers will be required to access the loading berth; therefore, an on-site manager will be provided to ensure safety while exiting the loading berth.
- c) All tenants will be provided with information regarding loading dock restrictions, rules, and suggested truck routes at lease signing.
- d) All residential tenants will be required to schedule move ins/outs.
- e) The maximum size for on-site delivery vehicles is 30 feet in length.
- f) If an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when the loading berth would be available

Vehicle Parking

The Applicant will meet zoning parking requirements by providing 60 parking spaces in the below-grade parking garage. As outlined in the Scoping Form, DDOT concurs and supports the Applicant’s proposal for parking. The current vehicle parking requirements by land use type and number of units are illustrated in **Table 10** below.

Table 10: Parking Requirements

Land Use/Units	DDOT Preferred Parking Ratios ¹⁰	ZR-16 Parking requirements	Parking Proposed
123 Senior residential units	0.30 spaces/unit or less= 37 spaces or less	1 space/6 dwelling units = 21 spaces @ 50% = 11 spaces	4
99 Residential units	0.30 spaces/unit or less= 30 spaces or less	1 space/3 dwelling units in excess of 4 dwelling units = 32 spaces @ 50% = 16 spaces	30
18,513 SF Church (517 seats)	75% of \$701.5 (1 space/10 seats) or less = 39 spaces or less	1 space/10 seats of occupancy capacity in the main sanctuary = 52 spaces @ 50% = 26 spaces	26
TOTAL	106 spaces or less	53 spaces	60 spaces

Bicycle Parking

The redevelopment is proposing to provide 20 total short-term and 76 total long-term bicycle parking spaces. The current bicycle parking requirements by land use type and number of units are illustrated in **Table 11** below.

Table 11: Bicycle Parking Requirements

Land Use/Units	Bike Parking Ratio per ZR-16	Bike Parking Required by ZR-16	Parking Proposed
Residential Short-term	1 per 20 units	11	12
Residential Long-term	1 per 3 units	74	74
Church Short-term	1 per 2,500 SF, but not less than 8	8	8
Church Long-term	1 per 7,500 SF	2	2

The short-term bicycle racks is provided on the sidewalk along Eye Street SW between the three pedestrian entrances. The long-term bicycle storage room is located on the first floor of the residential

¹⁰ Less than ¼ Mile from Metrorail

tower. **Figure 14** is the first-floor plan of the Westminster Presbyterian Church Redevelopment, which labels the locations of both short-term and long-term bicycle parking/storage spaces.

Figure 14: First Floor Plan of the Westminster Presbyterian Church Redevelopment



Sustainable Transportation Elements

The redeveloped Westminster Presbyterian Church is proposing to provide two Electric Vehicle (EV) charging spaces.

Safety Analysis

As part of the safety analysis for Westminster Church, the DDOT Vision Zero plan was referenced as a resource for safety issues and proposed improvements in the vicinity of the site. There were no high crash intersections and no fatal accidents in the vicinity of the site. However, there were two crashes involving pedestrians within the last three years and several noted instances of vehicles double parking on Eye Street blocking the bicycle lanes. Sight distance is adequate from the proposed site driveway and loading berth.

Transportation Demand Management

The applicant has committed to the following Transportation Demand Management (TDM) measures to minimize traffic and parking impacts.

Transportation Demand Management Plan

- I. Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
- II. Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- III. Will provide Transportation Coordinators' contact information to goDCgo, and report TDM activities and data collection efforts to goDCgo once per year.
- IV. Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- V. Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- VI. Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- VII. Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- VIII. Transportation Coordinator will subscribe to goDCgo's residential newsletter.
- IX. Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- X. Provide a FREE SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride.
- XI. Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents. Will provide a minimum of 11 residential plus 8 church short-term spaces, and 74 residential plus 2 church long-term spaces.
- XII. Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- XIII. Offer an annual CaBi membership to each unit for the first year after the building opens.
- XIV. Provide a bicycle repair station in each long-term bicycle parking storage room.
- XV. Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of [5] to encourage residents to walk to the grocery shopping and run errands.

- XVI. Provide bulb-out(s)¹¹ on Makemie Place SW to reduce the distance for pedestrians crossing Makemie Place SW.

CONCLUSIONS

- The redevelopment is forecasted to generate a net increase of 25 vehicular trips during the AM, 29 vehicular trips during the PM peak, and 5 vehicular trips during the Sunday peak hours. The projected vehicle trip generations are minimal and would not have any adverse impacts on the roadway network.
- The multi-modal network, including the pedestrian, bicycle, and transit facilities surrounding the development sufficiently connect residents and church attendees to local and regional destinations in the District, Maryland, and Virginia area.
- The project will provide 60 vehicle parking spaces, as well as two Electric Vehicle (EV) charging spaces. The project will meet total parking requirements and is consistent with ZR-16'S minimum parking ratios. DDOT has reviewed and concurs with the proposed parking.
- The project will also meet the bicycle parking requirements by providing 74 long-term bicycle parking spaces and 20 short-term bicycle parking spaces.
- The applicant has committed to a Loading Management Plan (LMP) to minimize undesirable impacts to pedestrians and to building tenants, reduce conflicts between truck traffic using the loading facilities and other street users, and ensure smooth operation of the loading facilities. The plan may be adjusted as necessary to address the specific loading challenges with the project.
- The applicant has committed to Transportation Demand Management (TDM) measures to minimize traffic and parking impacts. The TDM plan is consistent with DDOT's guidance for residential TDM strategies.

¹¹ Details of the bulb outs will be coordinated with DDOT as a part of the Public Space approval process.