

TECHNICAL MEMORANDUM

To: District of Columbia
District Department of General Services

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Date: January 13, 2017

Subject: DC Homeward Initiative – Ward 6
Comprehensive Transportation Review (CTR) Statement

INTRODUCTION

This memorandum presents the findings of a Transportation Statement conducted for the DC Homeward Initiative Ward 6 Short-term Family Housing (STFH) development located at 850 Delaware Avenue in Southwest Washington, DC in support of its Board of Zoning Adjustment (BZA) application (Case No. 19451). Figure 1 identifies the site location within the District. The development will replace a three-story health clinic structure with an emergency/short-term housing facility for families, with a health clinic on the lower level.

The proposed 53,005 gross square-foot STFH development will contain 50 family units with 166 beds, and approximately 7,860 square feet of health clinic space, as part of a larger, citywide short-term housing program. In addition, STFH spaces are provided for wrap-around services for families, including case workers, meals, computer facilities, and additional area for outside program providers. The ground floor will contain the health clinic lobby and much of the needed space for services, as well as a dining area where all meals will be provided to families residing in the facility. Each residential floor will have laundry facilities and a common room, both for use by families. Finally, much of the cellar floor will contain the health clinic, with space for long-term bicycle storage and storage space for donated items and outside providers.

Based on the location of the facility less than 0.4 miles from the nearest Metrorail Station, the unique nature of the use, and site constraints, the development is proposed to include one (1) required parking space for the health clinic, and 12 surface lot parking spaces and ten (5) short-term and (5) long-term bicycle spaces for the STFH. It is expected that most of this capacity would serve the STFH support staff.

The purpose of this statement is to determine if the proposed development would generate detrimental impacts to surrounding traffic or parking systems. The following sections are found within this document:

- A summary of major transportation features near and adjacent to the site including reviewing transit, pedestrian, bicycle, and carshare facilities;

January 13, 2017

- A parking inventory and occupancy survey along block faces within walking distance of the site in order to determine the utilization of on-street parking during the evening, when residential demand is at its highest;
- A review of the proposed loading facilities and operations, including a loading management plan; and
- An outline of the proposed transportation demand management plan for the development.

This statement concludes that the proposal will not generate detrimental impacts for the following reasons:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an excellent environment for safe and effective non-auto transportation.
- Based on the site location near ample transit services, the neighborhood-oriented use of the site, and the site design elements that encourage non-auto transportation, it was determined that the inclusion of limited parking on-site will not have a detrimental impact to the surrounding neighborhood.
- The proposed loading plan is adequate given the amount of loading activity expected at the facility. A loading management plan will be implemented to minimize potential timing conflicts, and to ensure as minimal a footprint as possible from loading activities.
- A Transportation Demand Management (TDM) plan for the development will include the implementation of a TDM coordinator, on-site services, and bicycle amenities.

EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, and pedestrian facilities in the site vicinity. The site is served by several public transportation options, including Metrorail and Metrobus. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by an on-street bicycle network, consisting of trails, bike lanes, and signed bicycle routes nearby.

Transit

Local transit services that provide access to and from the Ward 6 STFH site primarily include Metrorail via the Waterfront station, which is located approximately 0.4 miles from the site and is served by the Green Line. The Navy Yard-Ballpark Metrorail Station, which also serves the Green Line, is located approximately 0.6 miles from the site. Additionally, the site is located approximately 0.8 miles from the Federal Center Metrorail Station and Capitol South Metrorail Station, and approximately 0.9 miles from the L'Enfant Plaza Metrorail Station, which all serve the Orange, Blue, and Silver lines. Figure 2 illustrates the site's proximity to Metrorail stations as well as existing Metrobus routes. Table 1 shows a summary of the bus route information for the lines that serve the study area, including service hours and headways. The closest Metrobus stop is located on the southeast corner of the 3rd Street and K Street intersection, and serves the P6 and V1 Metrobus routes.

January 13, 2017

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Typical Headway
P6	Anacostia-Eckington Line	Weekdays: NB 4:43 am – 3:02 am SB 4:21 am – 3:22 am Saturdays: NB 4:33 am – 2:33 am SB 4:18 am – 2:54 am Sundays: NB 4:43 am – 2:32 am SB 4:30 am – 2:25 am	12 – 30 minutes
V1	Benning Heights-M Street Line	Weekdays: WB 5:31 am – 9:24 am EB: 3:09 pm – 7:11 pm	15 - 35 minutes
W9	L’Enfant Plaza-Coast Guard Limited Line	Weekdays: SB 6:25 am – 9:12 am NB 3:28 pm – 6:28 pm	8 - 36 minutes
A9	Martin Luther King Jr Ave MetroExtra Line	Weekdays: NB 6:25 am – 9:28 am SB 3:52 pm – 7:11pm	10 - 20 minutes
74	Convention Center-Southwest Waterfront Line	Weekdays: SB 5:00 am – 11:53 pm NB 5:05 am – 11:59 pm Saturdays: SB 5:03 am – 12:04 am NB 5:06 am – 12:07 am Sundays: SB 5:03 am – 12:01 am NB 5:05 am – 12:03am	11 - 25 minutes

Bicycle Facilities

An inventory of the bicycle facilities found throughout the study area is provided in Figure 3. The site is in close proximity to existing bike facilities and local streets with safe cycling conditions surrounding the site. Existing bicycle facilities include the Anacostia Riverwalk Trail which runs east-west to the south of the site, north-south bike lanes along 4th Street SW, First Street SE, and 4th St SE, east-west bike lanes along I Street, and an on-street signed bicycle route along Water Street SW, Maine Avenue SW, 3rd Street SW, M Street SW, First Street SW, Half Street SW, and P Street SW.

In addition, the Capital Bikeshare program has placed over 400 bike share stations across Washington, DC, Arlington, Alexandria, and Fairfax, VA, and Montgomery County, MD with more than 3,500 bicycles provided. Figure 3 identifies existing station locations in the study area. Capital Bikeshare currently has 13 existing bike share locations within a mile walk of the site. The nearest station is located along M Street, near the Waterfront Metro Station.

Pedestrian Facilities

Most roadways in the immediate vicinity of the proposed development provide satisfactory pedestrian facilities and connectivity throughout the area. The presence of on-street parking along one or both sides of many roadways in the site vicinity act as a buffer between the sidewalk and the travel way. The majority of crosswalks within the study area comply with DDOT and ADA standards, but gaps do exist. Figure 4 shows a detailed inventory of the existing pedestrian infrastructure surrounding the site. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT’s Public Realm Design Manual in addition to ADA standards. Sidewalk widths and requirements for the District are shown below in Table 2.

Table 2: Sidewalk Requirements

Street Type	Minimum Sidewalk Width	Minimum Buffer Width
Residential (Low to Moderate Density)	6 ft	4 ft (6 ft preferred for tree space)
Residential (High Density)	8 ft	4 ft (6 ft preferred for tree space)
Commercial (Non-downtown)	10 ft	4 ft
Downtown	16 ft	6 ft

Car Sharing

Four car-sharing companies serve the District: Zipcar, Enterprise CarShare, Maven, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Both Zipcar and Enterprise CarShare have locations near the project site. Table 3 lists the car-sharing locations near the project and shows that 28 carsharing vehicles are available within a mile of the site.

Table 3: Car Share Locations and Vehicles

Carshare Location	Number of Vehicles
Zipcar	
Capitol Park Tower Apartments, 301 G Street SW	1 Vehicle
2 nd Street and Virginia Avenue SW	4 Vehicles
Waterside Towers, 907 6 th Street SW	1 Vehicle
I Street SW & Makemie Place SW	2 Vehicles
4 th and I Street SW	1 Vehicle
3 rd and K Street SW	6 Vehicles
3 rd and K Street SE	2 Vehicles
Navy Yard Metro	2 Vehicles
601 L Street SE	1 Vehicle
Enterprise CarShare	
First and N Street SE	4 Vehicles
Waterfront Metro	4 Vehicles
Total Number of Car Share Vehicles in Study Area	28 Vehicles

Car sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar and Enterprise CarShare, Car2Go can be used for one-way rentals. Car2Go currently has a fleet of vehicles located throughout the District and Arlington. Car2Go vehicles may park in any non-restricted metered curbside parking space or Residential Parking Permit. Members do not have to pay the meter or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however, availability is tracked through their website and mobile phone application, which provides an additional option for car-sharing patrons.

January 13, 2017

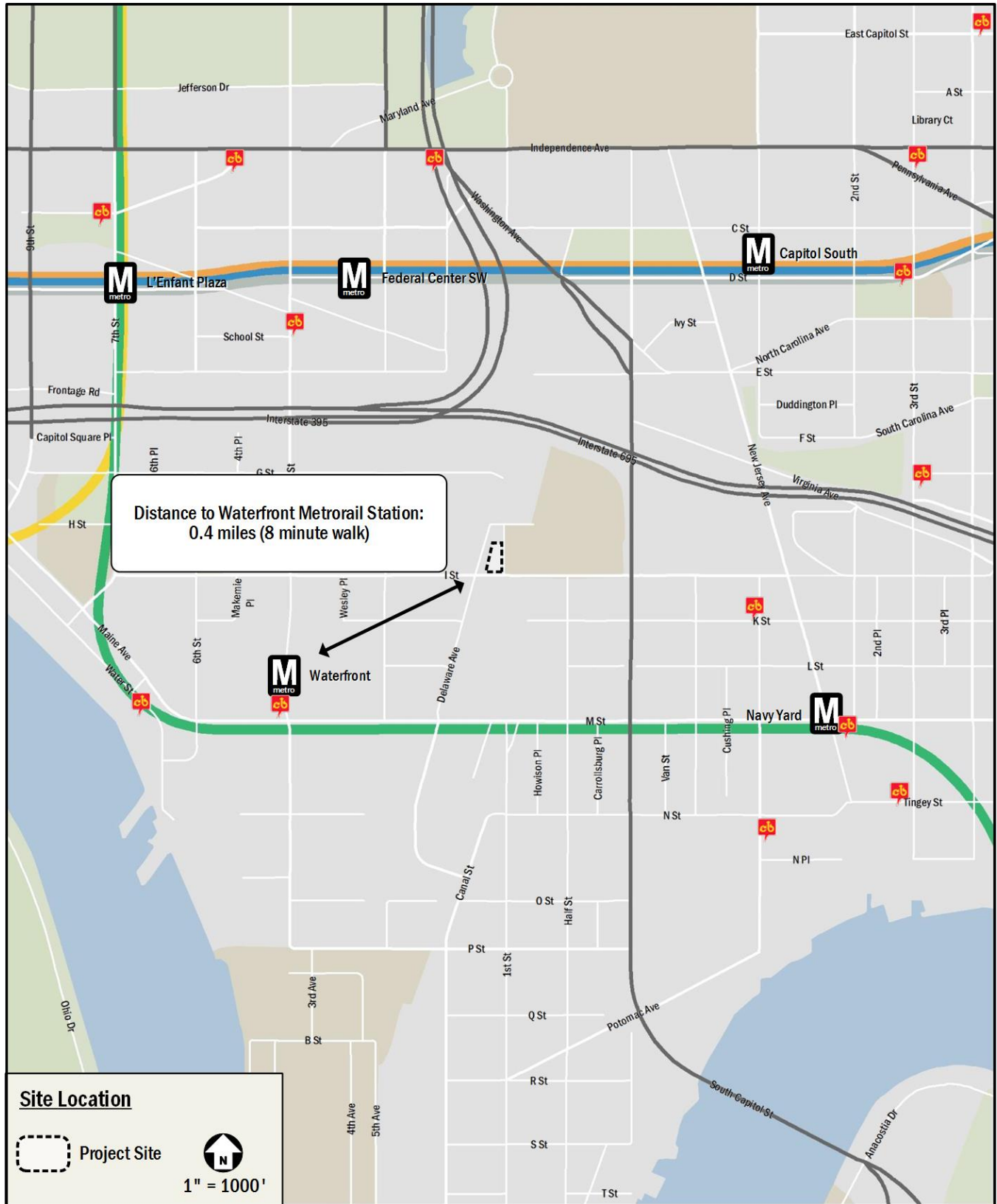


Figure 1: Site Location

January 13, 2017

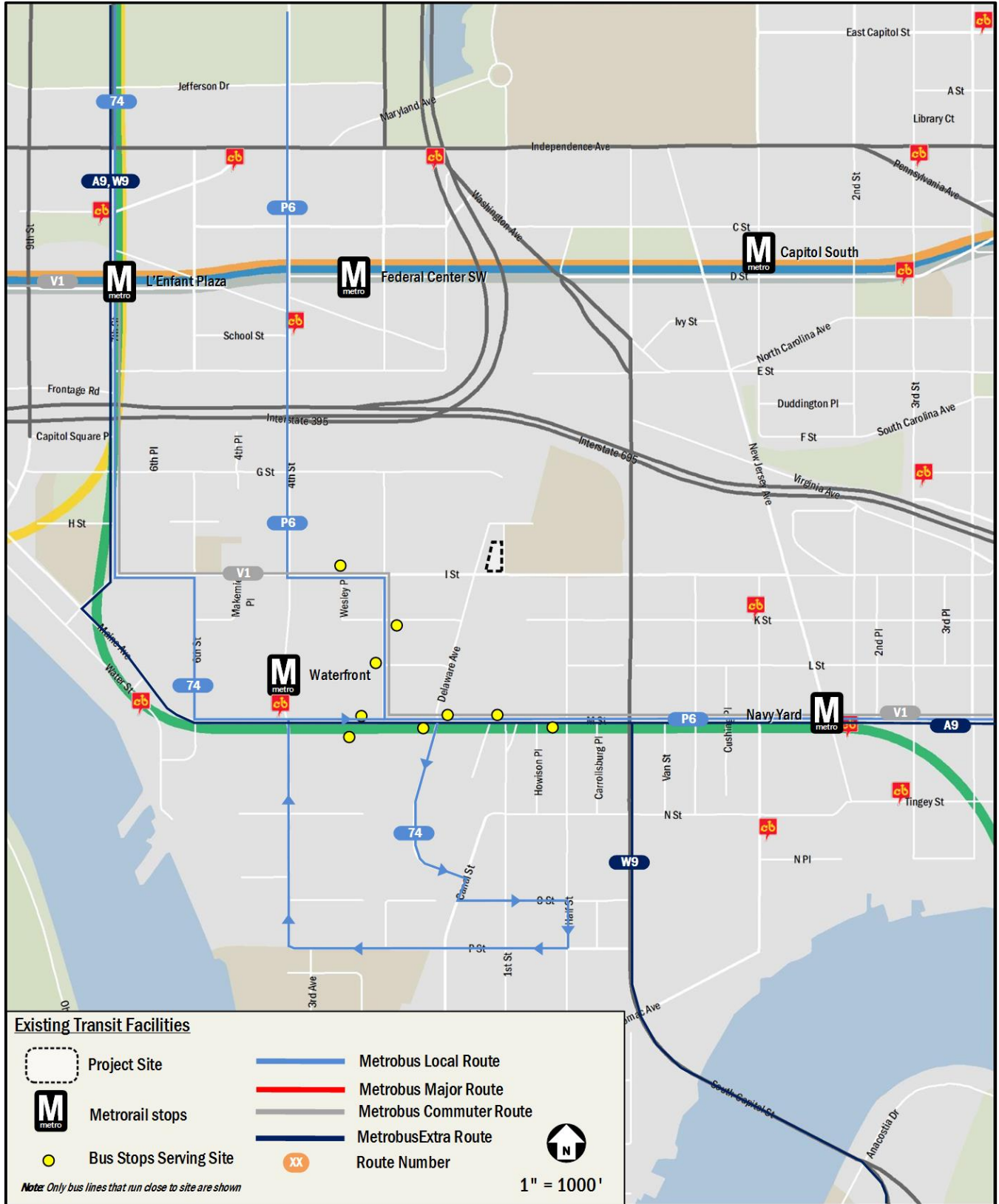


Figure 2: Existing Transit Facilities

January 13, 2017

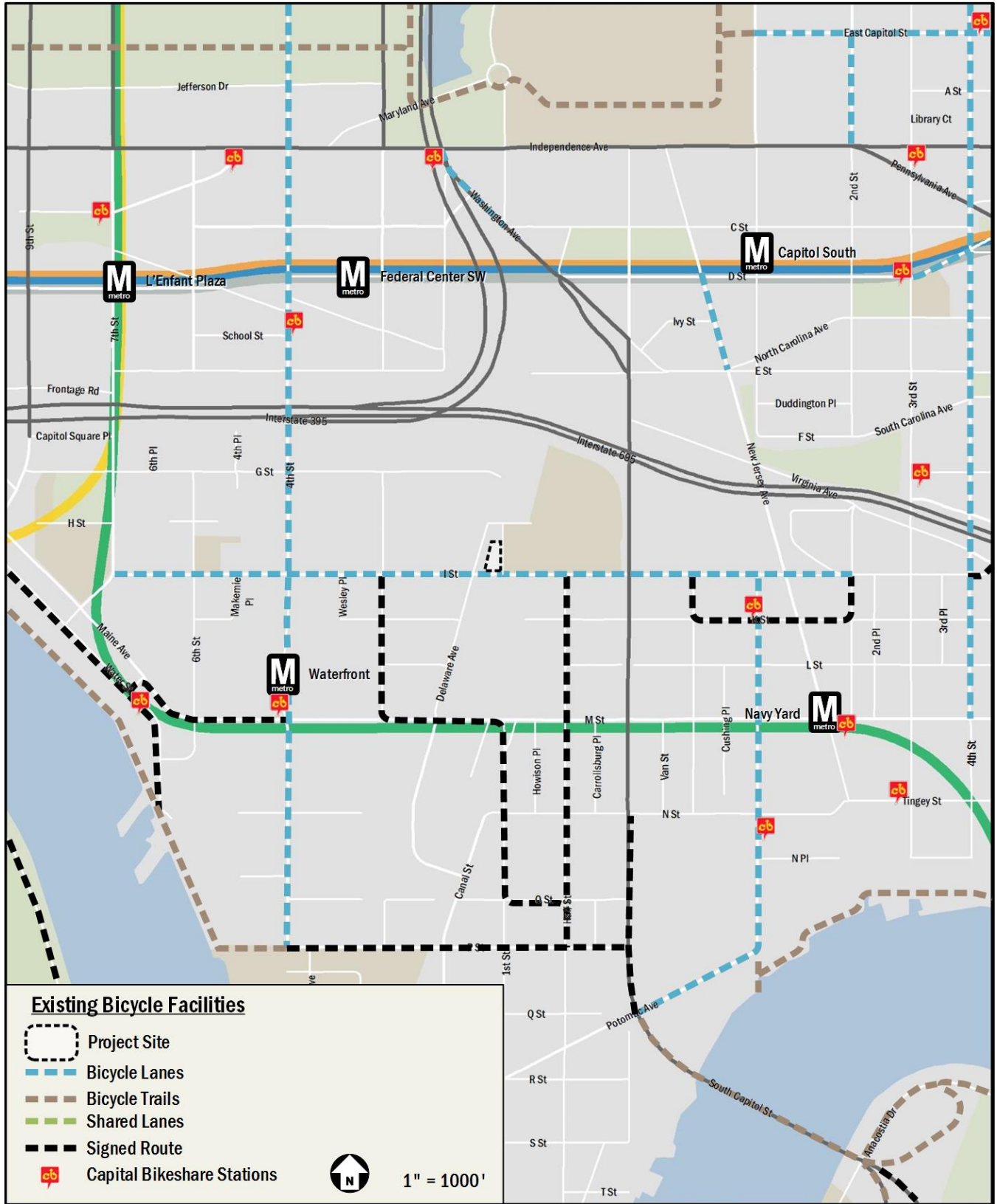


Figure 3: Existing Bicycle Facilities

January 13, 2017

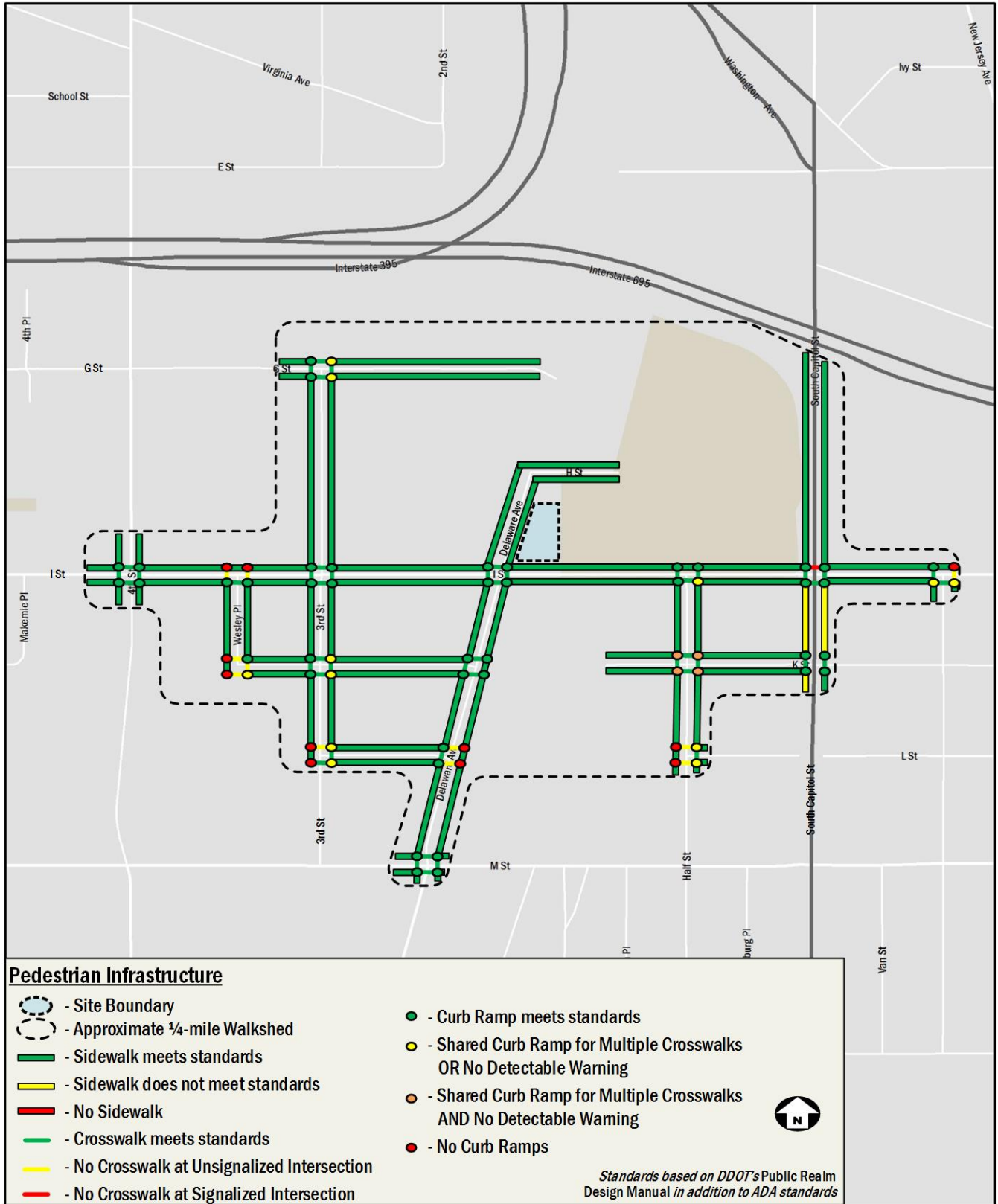


Figure 4: Existing Pedestrian Facilities

January 13, 2017

DESIGN REVIEW

This section provides an overview of the transportation features of the proposed development. The development will replace an existing three story health clinic structure with an emergency/short-term housing facility for families, with a health clinic on the lower level. The proposed 53,005 square-foot STFH development will contain 50 family units with 166 beds, and approximately 7,860 square feet of health clinic space, as part of a larger, citywide emergency and short-term housing program. In addition, STFH spaces are provided for wrap-around services for families, including case workers, meals, computer facilities, and additional area for outside program providers. The ground floor will contain the health clinic lobby and much of the needed STFH space for services, as well as a dining area where all meals will be provided to families residing in the facility. Each residential floor will have laundry facilities and a common room, both for use by families. Finally, much of the cellar floor will contain the health clinic, with space for long-term bicycle storage and storage space for donated items and outside providers. One (1) required parking space will be provided for the health clinic and 12 parking spaces will be provided in a surface lot adjacent to the facility. Five (5) secure long-term bicycle spaces will be available inside the facility and five (5) short-term bicycle parking spaces are planned near the entrance to the facility for the STFH. Overall, the facility is expected to have at least 12 staff on the premises at all times, with a maximum of 25-27 staff during peak activity. Figure 7 displays the proposed site plan.

Under Zoning Regulations, the proposed development is required to provide one (1) 30-foot loading berth, one (1) 20-foot service/delivery space, and 27 parking spaces. The Applicant is seeking relief for the requirements set forth by District zoning for parking for the STFH. Parking generated by the STFH is expected to occur either in the surface lot or on-street within the near vicinity of the site. Parking ingress will be provided via an existing curb cut on H Street and egress will be provided via an existing curb cut on I Street. Loading and unloading activities are expected to occur in the surface parking lot, which will include a 20' service/delivery space and a 30' loading berth.

Trip Generation

Given the STFH component of proposed facility does not conform to traditional Institute of Transportation Engineers (ITE) land uses, information has been provided by the Applicant to develop a trip generation profile for the proposed use. Trip generation rates for the medical clinic component of the proposed development was calculated using ITE. Detailed trip generation assumptions and mode split assumptions are included as attachments. Table 4 shows the mode splits for the residential and staff components of the facility.

Table 4: STFH Component Mode Split

User Group	Mode Split			
	Auto	Transit	Bike	Walk
Residential	<1%	90%	0%	10%
Staff	50%	42%	5%	3%

Resident Trips

To determine the number of trips generated by residents, information regarding residential auto ownership policies was obtained from the Applicant. As residents are not allowed to park vehicles onsite and the number of residents who own vehicles is negligible, it was assumed no vehicular peak hour trips would be made by residents. Based on information provided by the District Department of General Services (DGS), at the existing DC General facility less than one percent of residents own vehicles. Additionally, at the existing DC General facility bicycles are not stored for residents and DGS staff are not aware

of any residents that own bicycles. A summary of the multimodal trip generation for the residential component of the development is provided in Table 5 for the morning and afternoon peak hours.

Table 5: Residential Trip Generation (based on ITE rates)

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Transit	6 ppl/hr	23 ppl/hr	29 ppl/hr	30 ppl/hr	16 ppl/hr	46 ppl/hr
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Walk	1 ppl/hr	2 ppl/hr	3 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr

Staff Trips

Staff trip generation was determined based on information provided by the Applicant. The Applicant provided information on staffing levels at proposed facility and estimations on when and how employees would arrive and depart. This was used to determine a distribution of arrival and departure times. It should be noted that the ultimate number of staff will be determined by the operator of the facility, but these assumptions are expected to depict a worst case scenario. Using this information, a daily vehicular trip generation was determined for staff as shown in Figure 5. By mapping daily trip generation, peak hours were determined around staff shift changes which will be at 7:00AM, 3:00PM, and 11:00PM. A conservative detailed listing of staffing levels is as follows:

- Security Staff – shifts beginning at 7:00AM, 3:00PM, and 11:00PM
 - 3 at all times (outdoors, rover, reliever)
 - 2 at front desk
 - 1 on each floor excluding the ground floor x 6 floors
 - Max of 11 security staff
- Case workers – 10:00AM to 7:00PM typically
 - 3 case workers
 - 1 intake case worker
 - Max of 4 during day time hours
- Building management
 - 1 building manager – 8:00AM to 5:00PM
 - 1 shift manager – 24 hour position (3 shifts beginning at 7:00AM, 3:00PM, and 11:00PM)
 - 2 janitors – 7:00AM to midnight
 - 1 monitor on each floor with sleeping rooms (6 monitors) – 7:00AM to 11:00PM (2 shifts beginning at 7:00AM and 3:00PM)
- Additional programming

January 13, 2017

- 2 people twice per week

Based on the above breakdown of staff, there will be approximately 12 staff on site at all times, with 25-27 staff being present at peak staffing times, depending on additional programming. A summary of the multimodal trip generation for the staff of the facility is provided in Table 6 for the morning, afternoon, and night shift change hours.

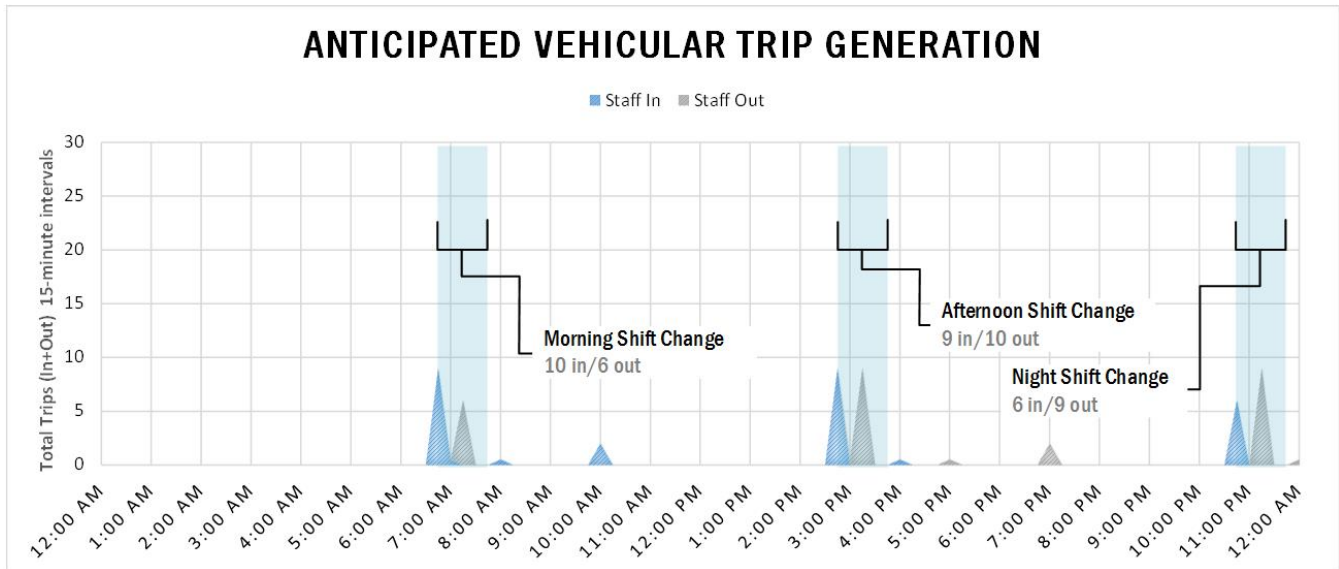


Figure 5: Staff Anticipated Vehicular Trip Generation

Table 6: Staff Trip Generation (based on information provided by Applicant)

Mode	Morning Shift Change (6:45-7:45AM)			Afternoon Shift Change (2:45-3:45PM)			Night Shift Change (10:45-11:45PM)		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	10 veh/hr	6 veh/hr	16 veh/hr	9 veh/hr	10 veh/hr	19 veh/hr	6 veh/hr	9 veh/hr	15 veh/hr
Transit	7 ppl/hr	4 ppl/hr	11 ppl/hr	7 ppl/hr	7 ppl/hr	14 ppl/hr	4 ppl/hr	7 ppl/hr	11 ppl/hr
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr
Walk	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr

Medical Clinic Trips

No parking or loading variance or special exception is necessary for the medical clinic. Nonetheless, a trip generation rate for the Medical Clinic component was done using ITE rates and mode-split assumptions. A detailed breakdown of these assumptions and trip generation calculations is attached to this report. The clinic component of the development is expected to serve the neighborhood in the direct vicinity of the site, resulting in a low auto split and high walk split.

Land Use	Mode Split			
	Auto	Transit	Bike	Walk
Clinic	30%	20%	5%	45%

January 13, 2017

Overall Trips

The following trip generation can be expected by the development:

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	Residents	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr
Auto	Staff	10 veh/hr	6 veh/hr	16 veh/hr	0 veh/hr	2 veh/hr	2 veh/hr
Auto	Clinic	4 veh/hr	1 veh/hr	5 veh/hr	3 veh/hr	6 veh/hr	9 veh/hr
Auto	Total	14 veh/hr	7 veh/hr	21 veh/hr	3 veh/hr	8 veh/hr	11 veh/hr
Transit	Residents	6 ppl/hr	23 ppl/hr	29 ppl/hr	30 ppl/hr	16 ppl/hr	46 ppl/hr
Transit	Staff	7 ppl/hr	4 ppl/hr	11 veh/hr	0 ppl/hr	2 ppl/hr	2 veh/hr
Transit	Clinic	3 ppl/hr	1 ppl/hr	4 ppl/hr	2 ppl/hr	5 ppl/hr	7 ppl/hr
Transit	Total	16 ppl/hr	28 ppl/hr	44 ppl/hr	32 ppl/hr	23 ppl/hr	55 ppl/hr
Bike	Residents	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Bike	Staff	1 ppl/hr	1 ppl/hr	2 veh/hr	0 ppl/hr	0 ppl/hr	0 veh/hr
Bike	Clinic	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr
Bike	Total	2 ppl/hr	1 ppl/hr	3 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr
Walk	Residents	1 ppl/hr	2 ppl/hr	3 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr
Walk	Staff	1 ppl/hr	1 ppl/hr	2 veh/hr	0 ppl/hr	0 ppl/hr	0 veh/hr
Walk	Clinic	8 ppl/hr	1 ppl/hr	9 ppl/hr	4 ppl/hr	11 ppl/hr	15 ppl/hr
Walk	Total	10 ppl/hr	4 ppl/hr	14 ppl/hr	7 ppl/hr	13 ppl/hr	20 ppl/hr

Parking

Under Subtitle C § 701.5, the parking requirement for the emergency shelter is 26 spaces, and the parking requirement for the medical care facility is one space. As mentioned previously, the project will be providing 13 on-site parking spaces in a surface lot adjacent to the facility, which will be for the exclusive use of the STFH staff. Even though the proposed development will be 14 parking spaces short of meeting zoning requirements for the STFH, the parking requirement for the medical clinic will be met on site. The following factors will contribute to a lower auto usage and parking demand:

- The Waterfront Metrorail Station is located less than 0.4 miles from the site, serving the Green Line.
- The Federal Center Metrorail Station is located less than 0.8 miles from the site, serving the Orange, Blue and Silver Lines.
- The P6 and V1 Metrobus routes have stops located less than 0.25 miles from the site. The site is further served by three more Metrobus routes with stops located less than 0.5 miles from the site.
- The development will include five (5) secure long-term bicycle spaces inside the facility and five (5) short-term bicycle spaces near the entrance to the facility.

- Residents of the facility are expected to have very low rates of car-ownership.

It is expected that approximately 50% of staff will commute via personal cars, with the rest commuting via transit or other methods.

On-Street Parking

This section presents the findings of an on-street parking study, including full inventory of available parking spaces and a parking occupancy count within walking distance of the proposed development. The purpose of these counts was to determine the amount of parking supply and demand on streets within a walking distance of the site and to identify and trends or patterns associated with this parking demand.

Parking Inventory and Occupancy Counts

An on-street parking study was conducted within a 600 to 800 foot walkshed of the proposed development. An inventory of available on-street parking facilities was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. A total of 411 parking spaces were inventoried within the study area. Of these, 54 are unrestricted spaces, 105 are Zone 6 Residential Permit Parking (RPP) spaces, 146 are Zone 6 Enhanced RPP spaces, 39 are time restricted spaces, and 67 are private parking spaces. Figure 9 shows a breakdown of parking inventory and type by block face within the study area.

Parking occupancy data was collected on Tuesday, December 6th from 5:00 PM to 12:00 PM to gather information on the parking occupancies of weekday evening conditions, when residential parking rates are at their highest. Table 7 gives a summary of the hourly utilization percentages for the study period, excluding the private parking spaces on 3rd Street SW as they will not be available for staff of the proposed development.

It was determined that the parking peak occurs from 11:00 PM to 12:00 AM with an overall parking utilization of 55 percent (or 188 vehicles occupying the 344 available spaces). Table 8 gives a summary of the inventory and occupancy results for the peak hour. Figure 10 shows the parking utilization during the weekday peak.

Table 7: Weekday (Wednesday) Hourly Utilization Percentages

	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Occupancy	176	174	176	181	177	188	187
Total Spaces*	344	344	344	344	344	344	344
Utilization	51%	51%	51%	53%	51%	55%	54%

*Does not include private parking on 3rd Street SW

Table 8: Peak Hour (10:00PM-11:00PM) Inventory and Occupancy Summary

Space Type	Peak Period (10-11 PM)			
	Spaces	Occupancy	Utilization	Available
RPP	118	83	70%	35
Enhanced RPP	146	97	66%	49
Private	67	53	56%	43
Metered	26	4	15%	22
Loading	0	0	N/A	0
Carshare	0	0	N/A	0
Unrestricted	54	4	7%	50
Handicap	0	0	N/A	0

January 13, 2017

All On-Street Spaces	441	241	55%	199
Excluding Private Parking on 3rd Street SW	344	188	55%	156

Parking utilization remained generally consistent throughout the entirety of the study period. An increase in the number of vehicles occupying parking spaces corresponded with typical patterns seen in residential areas, where parking utilization rates increase further into the night, representing residents returning home. However, even at its peak the majority of parking spaces are empty.

Since the community-serving use of this site is unique in nature, information was provided by the Applicant to help project the practical demand for parking. This information was used to plot out arrival and departure times by STFH staff. The parking demand generated by the medical clinic was based on ITE Parking Generation and adjusted for modal splits. The results of the parking demand analysis, shown in Figure 6 forecast a peak demand parking of 27 spaces, which will only occur for a relatively short amount of time during the afternoon shift change.

The results of the on-street parking study show that the area surrounding the site, where parking demand is most likely to increase as a result of the proposed development, has more than enough capacity to absorb any increase in parking demand that will be generated by the proposed development.

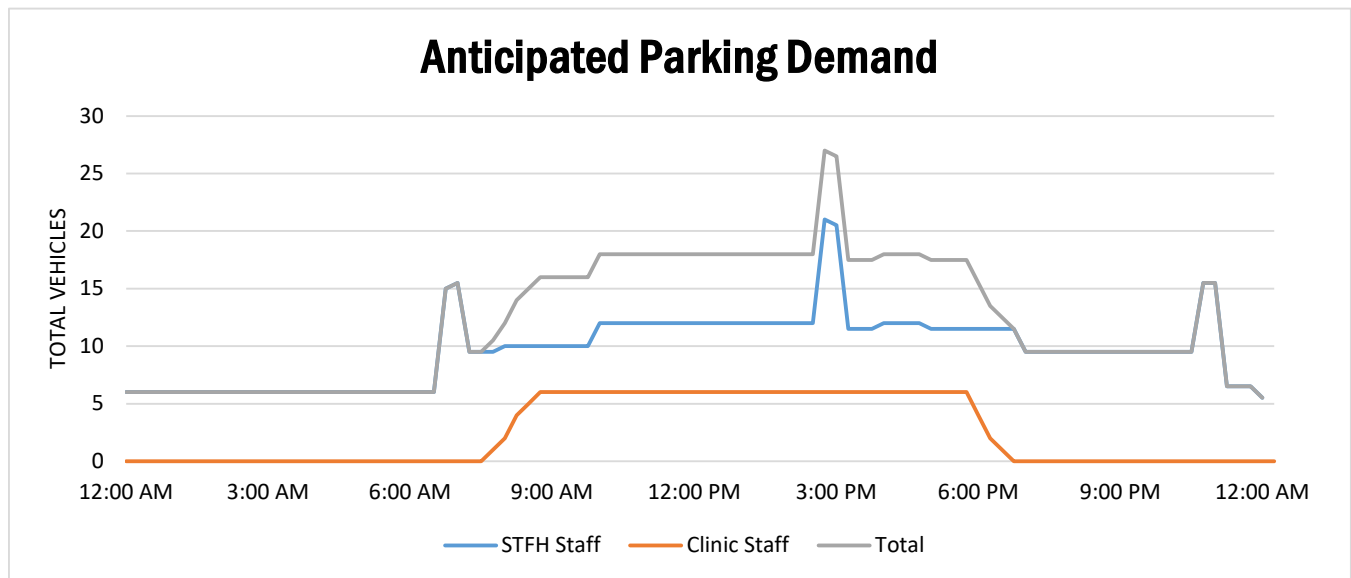


Figure 6: Anticipated Parking Demand

Loading

Under Zoning Regulations, a community-based residential facility of this size is required to provide one (1) 30-foot loading berth and one (1) 20-foot service/delivery space. Loading and unloading activities are expected to occur within the development’s loading zone in the surface parking lot between H Street and I Street, which provides for a 20’ service/delivery space and 40’ loading berth.

Based on discussions with District Department of General Services staff, the amount of loading activity expected for the facility will average on 6.8 daily deliveries/trips, and 38 weekly deliveries/trips. Table 9 breaks down the expected loading activity for the facility by programmatic elements and expected vehicle type by day and week.

January 13, 2017

Table 9: Anticipated Loading Demand

Programmatic Element	Expected Type of Vehicle	Anticipated Daily Loading Demand	Anticipated Weekly Loading Demand
Supplies Delivery	Van (approx. 25')	0.8 van deliveries	Four (4) van deliveries
Trash	Truck (approx. 35')	One (1) truck delivery	Five (5) truck deliveries
Food Delivery	Van (approx. 25')	Two (2) van deliveries	14 van deliveries
Resident Pick-up/Drop-off	Shuttle (approx. 25')	One (1) shuttle trip (assumes resident turnover of 90 days)	Five (5) shuttle trips (assumes resident turnover of 90 days)
School Pick-up/Drop-off	Shuttle (approx. 25')	Two (2) shuttle trips	Ten (10) shuttle trips
Total		6.8 daily deliveries/trips	38 weekly deliveries/trips

Based on this information, there are likely to be 6 to 7 deliveries per day, all of which will take on-site, noted above. This amount of loading can easily be accommodated. In addition, the Applicant proposed the following Loading Management Plan:

- A loading manager will be designated by the building management. The loading manager will coordinate and schedule deliveries where possible, and will be on duty during delivery hours.
- The loading operations will be limited to daytime hours of operation, with signage indicating these hours posted prominently at the loading zone.
- Trucks using the loading zone will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine idling), the regulations set forth in DDOT’s Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
- The loading manager will be responsible for disseminating DDOT’s Freight Management and Commercial Vehicle Operations document to drivers to encourage compliance with District laws and DDOT’s truck routes.

Based on DDOT’s truck and bus route system map, it is likely that service vehicles will access and egress the site along I Street and Delaware Avenue as they provide the most direct routes to M Street, South Capitol Street, and I-395/I-695, which are the nearest roadways designated as preferred truck routes.

Pedestrian Facilities

Pedestrian facilities along I Street will largely be maintained as is with the proposed development. As such, while the landscape buffer will be improved and updated, no significant changes are proposed. Additionally, as shown in Figure 4, the existing pedestrian infrastructure located along this section of I Street is compliant with DDOT and ADA requirements and does not require upgrades.

Bicycle Facilities

The development will incorporate several elements that promote cycling as a mode of transportation to and from the facility. Five (5) secure long-term bicycle spaces will be located inside the STFH facility, and five (5) short-term bicycle parking spaces will be provided near the entrance of the facility.

January 13, 2017

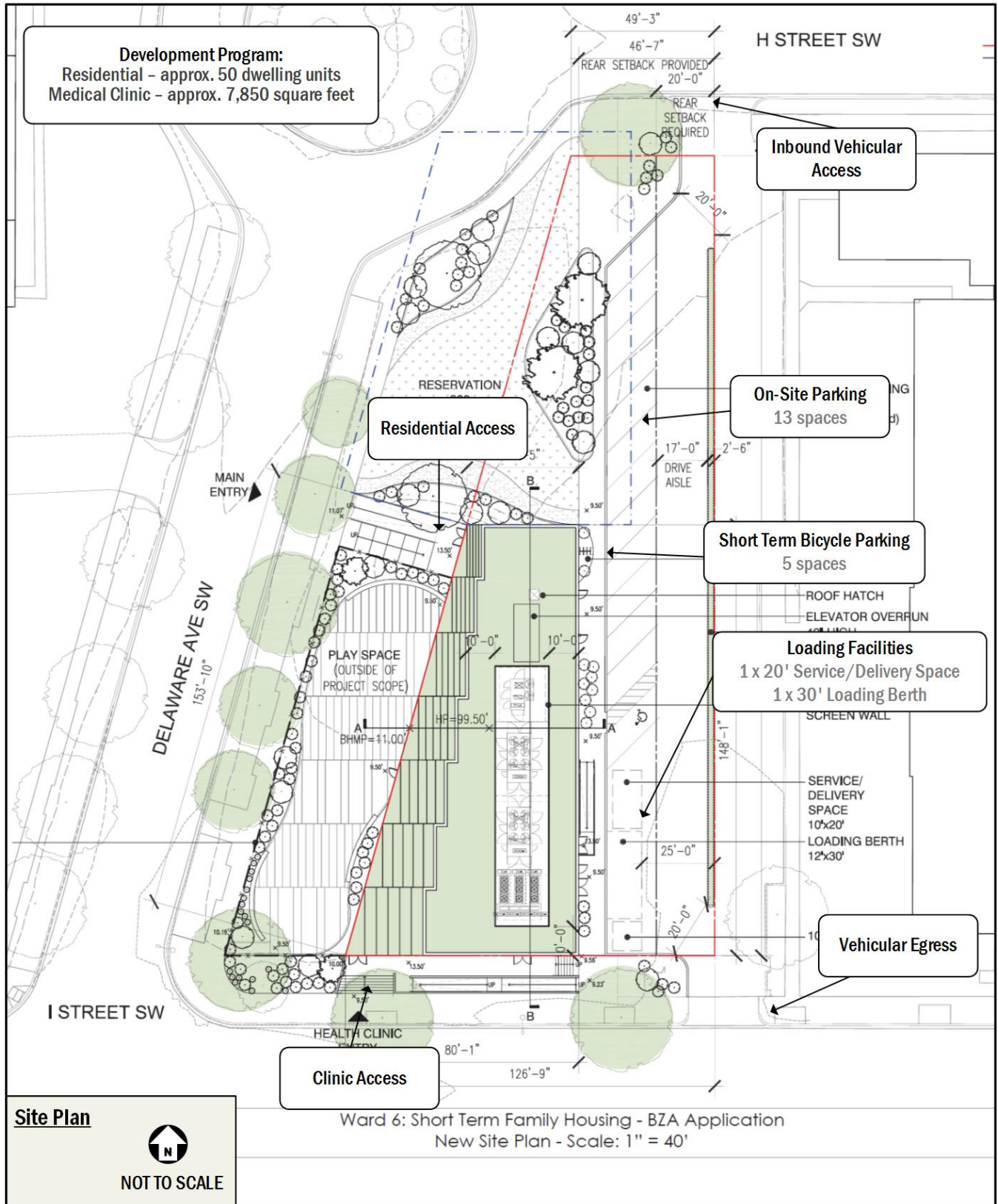


Figure 7: Site Plan

January 13, 2017

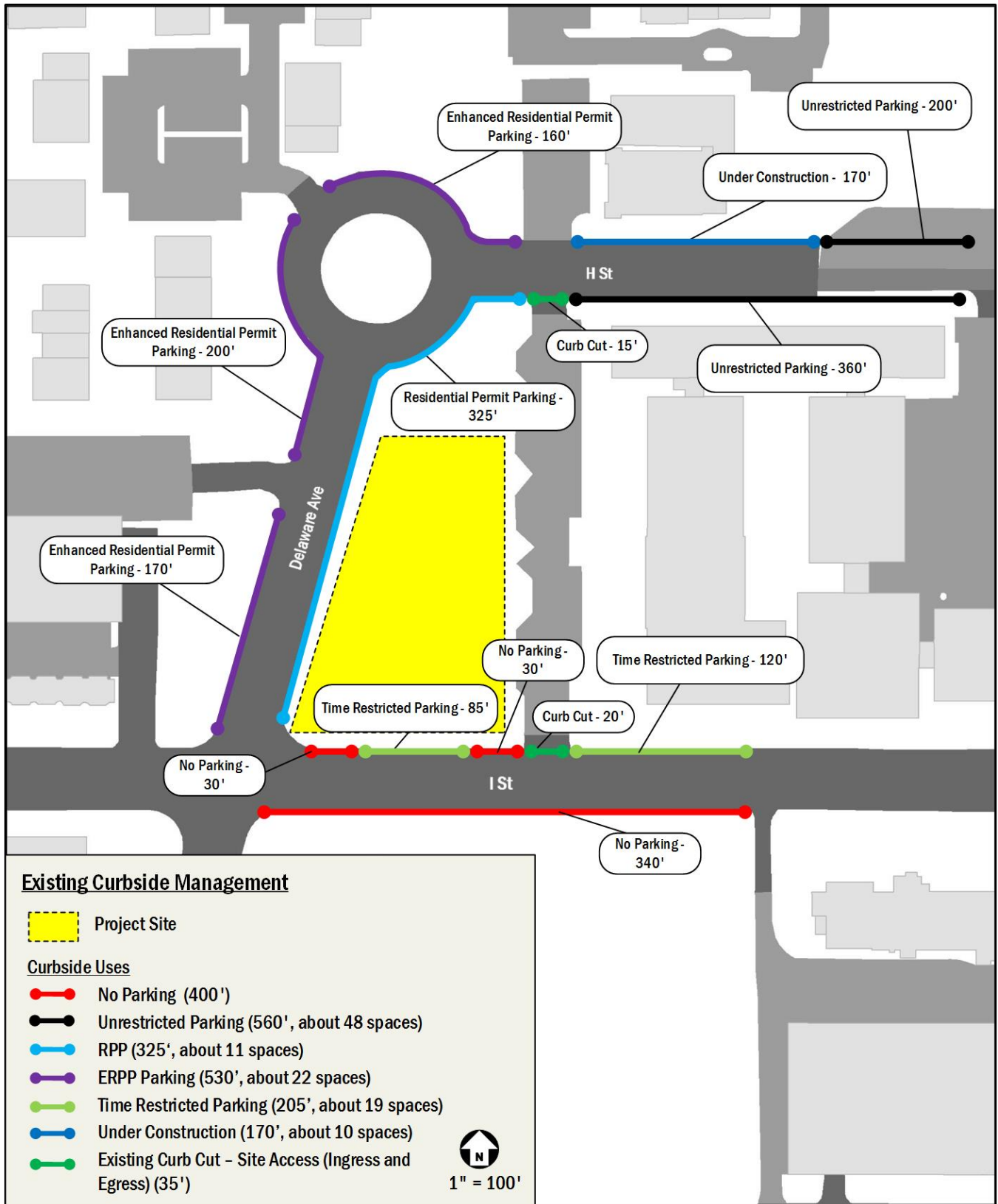


Figure 8: Curbside Management

January 13, 2017

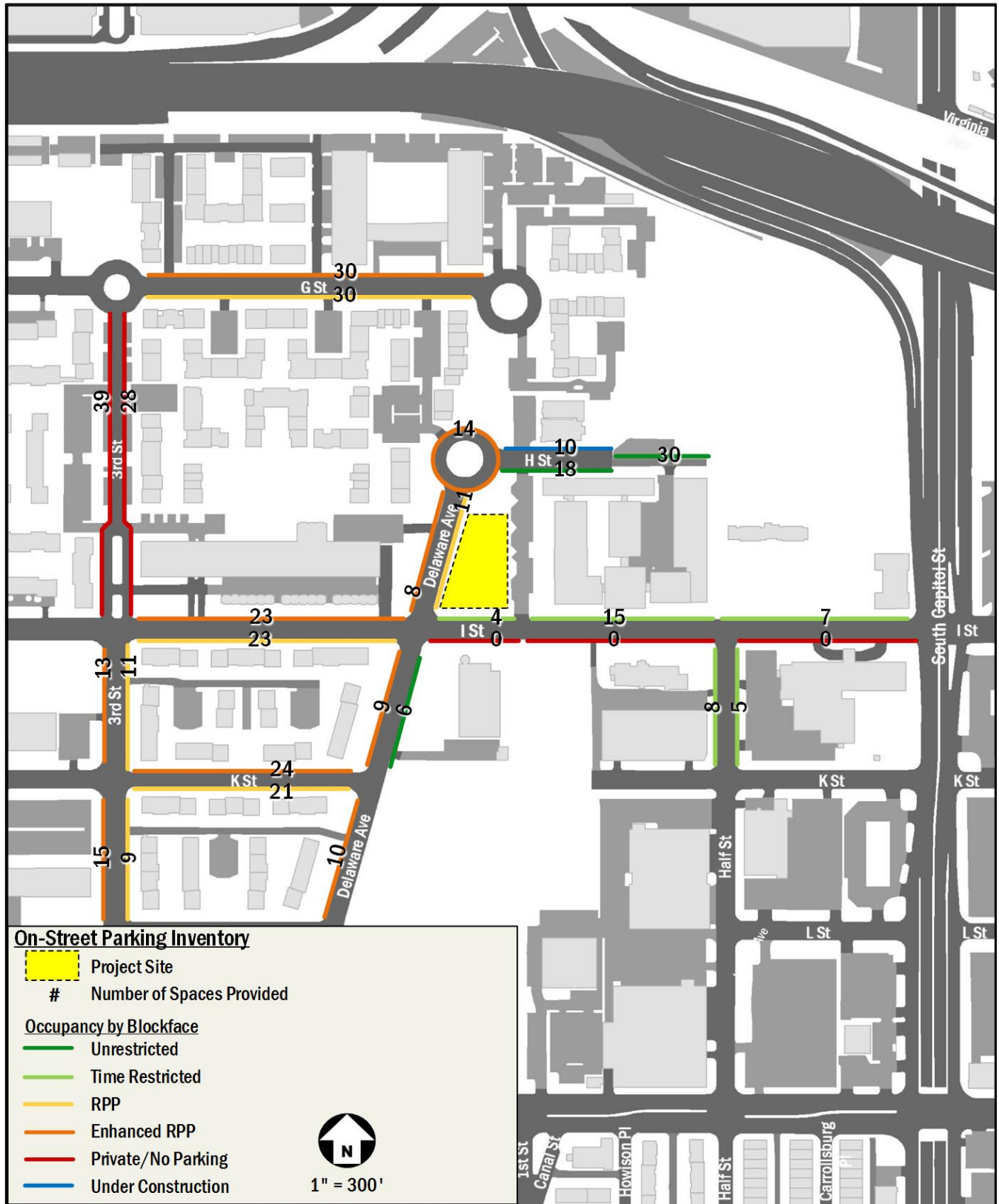


Figure 9: On-Street Parking Inventory

January 13, 2017

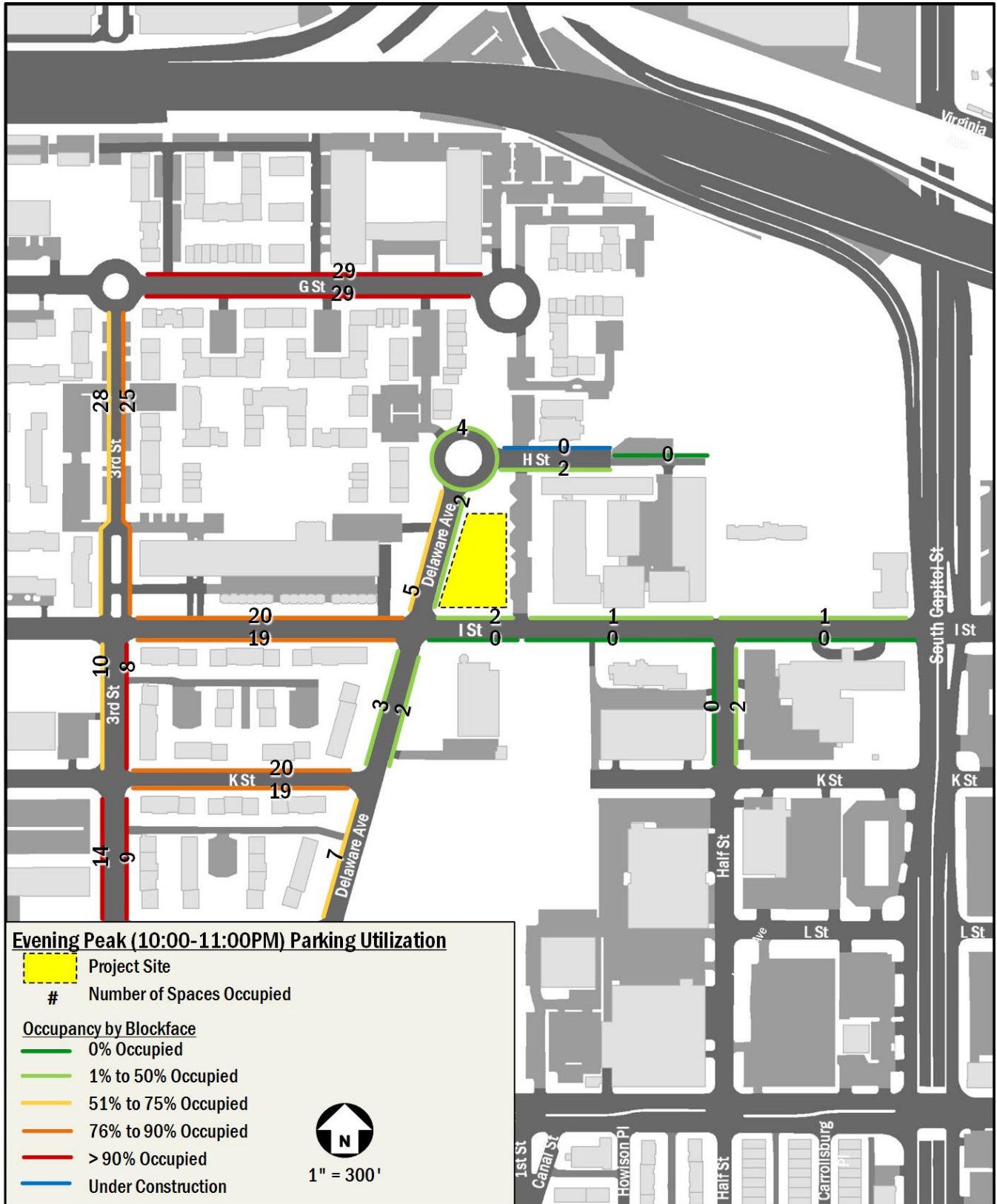


Figure 10: Weekday Evening Peak Parking Utilization

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM primarily focuses on reducing the demand of single-occupancy private vehicles during peak period travel times. TDM plans implemented for private developments reduce the demand on public parking and contribution to traffic congestion by incentivizing usage of other modes of transportation. TDM's importance within the District is highlighted within section T-3.1 of the DC Comprehensive Plan, where it has its own dedicated section including TDM policies and actions.

Proposed TDM Plan

Based on the DDOT expectations for TDM programs, success with other TDM programs for similar development sites, and analyzing the specific attributes of the development site, the following outlines the proposed TDM plan for the Ward 6 Short Term Family Housing project:

- ***Transportation Management Coordinator (TMC)***
Effective TDM programs require a coordinator to implement and manage them. An employee of the facility would be a point of contact and would be responsible for coordinating, implementing, and monitoring the TDM strategies. This would include the development and distribution of information and promotional brochures to employees regarding transportation facilities and services including transit, pedestrian, and bicycle facilities and linkages. The contact information for the TMC would be provided to DDOT/Zoning Enforcement with annual contact updates.
- ***On-Site Services***
The TMC will make printed materials related to local transportation alternatives available to employees upon request.
- ***Bicycle Amenities***
The Applicant will provide secure long-term bicycle parking inside the facility and short-term bicycle parking spaces along the perimeter of the site. The marketing program will include brochures on bicycling in the District and for Capital Bikeshare.
- ***Transit Cards***
The facility will provide residents with transit subsidy (SmartTrip cards) for use when traveling between the facility and other areas of the District for compulsory appointments. Additionally, students enrolled in DC Public Schools or charter schools are eligible for a DC One Card, which allows students to ride free on Metrobus and Metrorail.

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Conclusions

The Ward 6 Short Term Family Housing development consists of replacing a three-story structure with a new short-term housing facility as part of the DC Homeward Initiative program. The following conclusions were made regarding the Ward 6 Short term Housing Facility development:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an excellent environment for safe and effective non-auto transportation.
- Based on the site location near ample transit services, the unique use of the site, and the site design elements that encourage non-auto transportation, it was determined that the inclusion of limited parking on-site will not have a detrimental impact to the surrounding neighborhood.
- There exists ample available parking within the vicinity of the site to absorb any additional demand for parking as generated by the proposed development.
- The proposed loading plan is adequate given the amount of loading activity expected at the facility. A loading management plan will be implemented to minimize potential timing conflicts, and to ensure as minimal a footprint as possible from loading activities.
- A Transportation Demand Management (TDM) plan for the development will include the implementation of a TDM coordinator, on-site services, and bicycle amenities.