

TECHNICAL MEMORANDUM

To: District of Columbia
District Department of General Services

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Date: January 13, 2017

Subject: DC Homeward Initiative – Ward 5
Transportation Statement

INTRODUCTION

This memorandum presents the findings of a Transportation Statement conducted for the DC Homeward Initiative Ward 5 Short-term Family Housing (STFH) development located at 1700 Rhode Island Avenue in Northeast Washington, DC in support of its Board of Zoning Adjustment (BZA) application (Case No. 19452). Figure 1 identifies the site location within the District. The development will expand the existing building to include an emergency/short-term housing facility for families.

The proposed expansion will be comprised of a residential component of approximately 44,091 square feet, containing 46 family units with 150 beds. In addition, 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 conference space, workstations, 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 floor will have laundry facilities, a lounge, and a common room, all for use by families. The facility will also contain staff offices and lounge, as well as storage space for donated items and outside providers. The existing cell tower on the northeast portion of the site will remain with relocated access to the utility area.

Based on the location of the facility approximately 1.0 miles from the nearest Metrorail Station, the unique nature of the use, and site constraints, the development is proposed to include four (4) surface parking spaces and outdoor bicycle spaces.

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;
- 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;

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- A review of the proposed loading facilities and operations, including a loading management plan; and
- An outline 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 adequate 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 limited supply of on-site parking 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 sources, 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 5 STFH site primarily include Metrorail via the Rhode Island Avenue station, which is located approximately 1.0 miles from the site and is served by the Red Line. There are also multiple Metrobus routes that serve the site. Figure 2 illustrates the site proximity to the Rhode Island Avenue Metrorail Station 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 northwest corner of the 17th Street and Rhode Island Avenue NE intersection, and serves the 82, 83 and 86 Metrobus routes.

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Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Typical Headway
82, 83, 86	College Park Line	Weekdays: SB 4:40 am – 1:44 am NB 5:20 am – 2:01 am Saturdays: SB 5:35 am – 1:45 am NB 5:20 am – 1:59 am Sundays: SB 6:35 am – 12:09 am NB 6:50 am – 12:30 am	5-40 minutes
B8, B9	Fort Lincoln Shuttle	Weekdays: WB 5:36 am – 7:38 pm EB 5:50 am – 7:27 pm	15-23 minutes
E2	Ivy City – Fort Totten Line	Weekdays: SB 5:54 am – 12:47 am NB 5:25 am – 12:21 am Saturdays: SB 5:40 am – 1:06 am NB 5:58 am – 1:23 am Sundays: SB 5:55 am – 12:39 am NB 6:36 am – 12:12 am	20-50 minutes
H6	Brookland – Fort Lincoln Line	Weekdays: WB 4:30 am – 12:58 am EB 5:06 am – 12:43 am Saturdays: WB 4:55 am – 1:05 am EB 5:27 am – 12:49 am Sundays: WB 6:25 am – 10:59 pm EB 7:00 am – 10:44 pm	12-50 minutes
T14	Rhode Island Avenue – New Carrollton Line	Weekdays: WB 4:37 am – 10:23 pm EB 5:12 am – 10:28 pm Saturdays: WB 8:13 am – 6:55 pm EB 8:00 am – 6:46 pm Sundays: WB 8:05 am – 6:35 pm EB 9:38 am – 6:41 pm	18-64 minutes
T18	Annapolis Road Line	Weekdays: WB 5:00 am – 11:04 pm EB 5:45 am – 11:53 pm Saturdays: WB 6:30 am – 9:45 pm EB 7:20 am – 10:35 pm Sundays: WB 7:15 am – 7:01 pm EB: 8:10 am – 7:55 pm	10-35 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 surround the site. Existing bicycle facilities include exclusive and shared bike lanes along 12th Street and 18th Street, on-street signed routes along 18th Street and Newton Street, and trails within Langdon Park. The Metropolitan Branch Trail is approximately 1.0 miles to the west with access near the Rhode Island Avenue Metro Station.

In addition, the Capital Bikeshare program has placed over 400 bike share stations across Washington, DC, Arlington, Alexandria, and Fairfax County, 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 two existing bike share locations within a mile walk of the site. The nearest station is located along 18th Street NE south of Rhode Island Avenue, near the Woodridge Neighborhood Library.

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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 four 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 seven (7) car-sharing vehicles are available within a mile of the site.

Table 3: Car Share Locations and Vehicles

Carshare Location	Number of Vehicles
Zipcar	
1830 Rhode Island Avenue NE (Shell Gas Station)	1 Vehicle
2350 Washington Place NE (Rhode Island Row)	2 Vehicles
2320 New York Avenue NE (Exxon Gas Station)	1 Vehicle
Enterprise CarShare	
Rhode Island Avenue Metro Station	4 Vehicles
Total Number of Car Share Vehicles in Study Area	7 Vehicles

Car sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar, Enterprise CarShare, and Maven, 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, which provides an additional option for car-sharing patrons.



Figure 1: Site Location

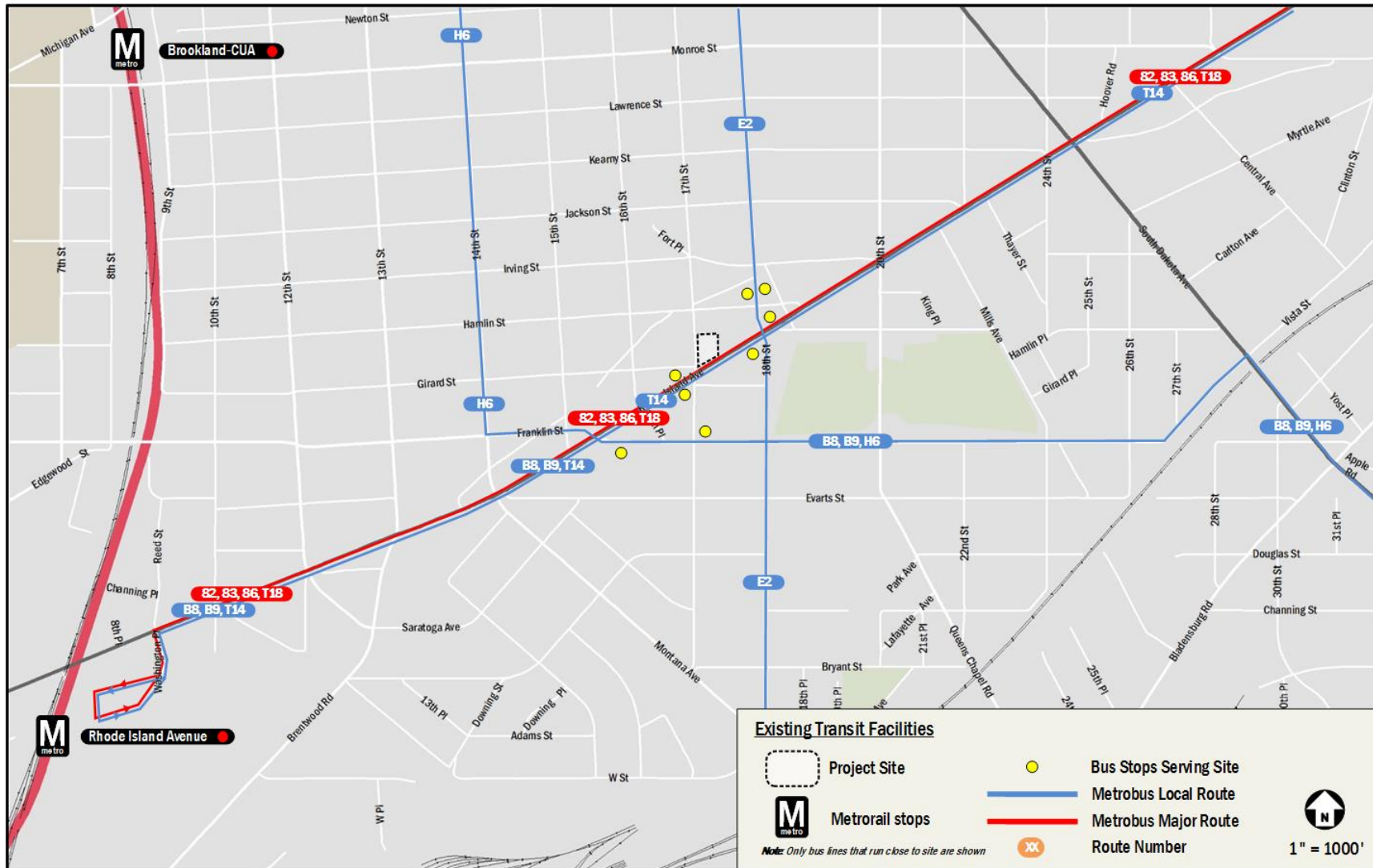


Figure 2: Existing Transit Facilities



Figure 3: Existing Bicycle Facilities

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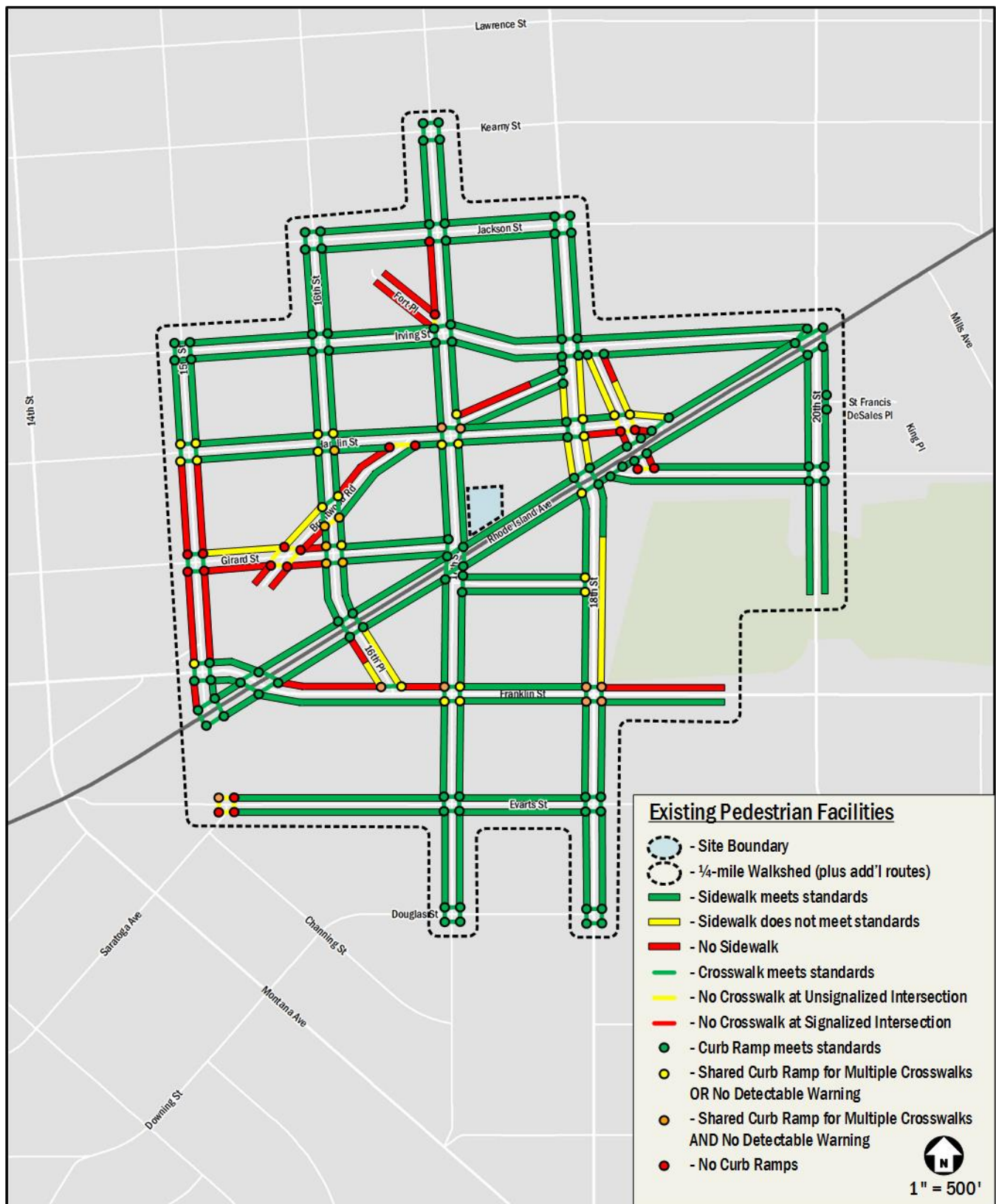


Figure 4: Existing Pedestrian Facilities

DESIGN REVIEW

This section provides an overview of the transportation features of the proposed development. The development will expand the existing building at 1700 Rhode Island Avenue NE to include a residential component of approximately 44,091 square feet, containing 46 family units with 150 beds for emergency/short-term housing as part of the DC Homeward Initiative program. In addition, 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 conference space, workstations, 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 floor will have laundry facilities, a lounge, and a common room, all for use by families. The facility will also contain staff offices and lounge, as well as storage space for donated items and outside providers. The existing cell tower on the northeast portion of the site will remain with relocated access to the utility area. Short-term bicycle racks will be installed at the western entrance of the facility along 17th Street. Overall, the facility is expected to have at least ten (10) staff on the premises at all times, with a maximum of 22-26 staff during peak activity. Figure 7 displays the proposed site plan.

Under Zoning Regulations, a community-based residential facility of this size is required to provide one (1) 30-foot loading berth, one (1) service/delivery space, and 22 parking spaces. The Applicant is seeking relief for the requirements set forth by District zoning laws for parking. Parking demand generated by the development is expected to occur in space provided for four vehicles in the existing public alley on the eastside of the building or on-street within the near vicinity of the site. Loading and unloading activities are expected to occur via the existing public alley on the eastside of the building. The alley connects to Hamlin Street to the north and Rhode Island Avenue to the south. As displayed in Figure 8, the existing curb cut on 17th Street NE adjacent to the building will be removed.

Trip Generation

Given the 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. 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: Mode Split

User Group	Mode Split			
	Auto	Transit	Bike	Walk
Residential	<1%	90%	0%	10%
Staff	70%	22%	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	5 ppl/hr	21 ppl/hr	26 ppl/hr	29 ppl/hr	15 ppl/hr	44 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. 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 10 security staff
- Case workers – 10:00AM to 7:00PM typically
 - 4 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 (2 shifts beginning at 7:00AM and 4:00PM)
 - 1 monitor on each floor with sleeping rooms (5 monitors) – 7:00AM to 11:00PM (2 shifts beginning at 7:00AM and 3:00PM)
- Additional programming
 - 2 people twice per week

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Based on the above breakdown of staff, there will be approximately 10 staff on site at all times, with 22-26 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.

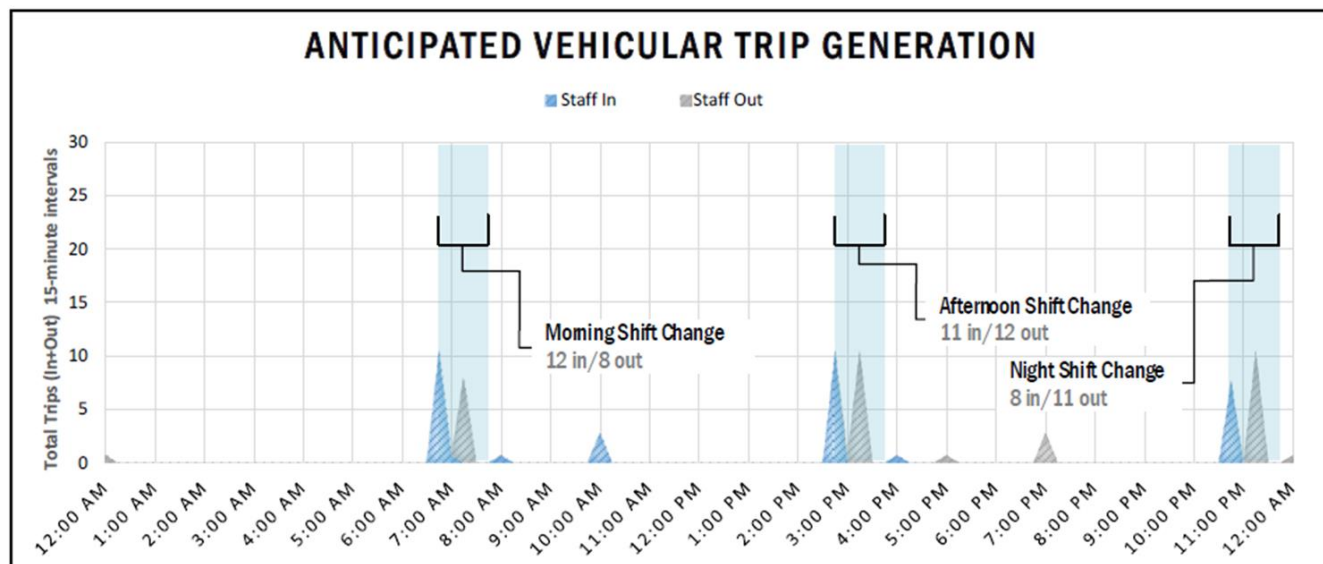


Figure 5: Anticipated Vehicular Trip Generation for Staff

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	12 veh/hr	8 veh/hr	20 veh/hr	11 veh/hr	12 veh/hr	23 veh/hr	8 veh/hr	11 veh/hr	19 veh/hr
Transit	4 ppl/hr	2 ppl/hr	6 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr	2 ppl/hr	4 ppl/hr	6 ppl/hr
Bike	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr
Walk	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr

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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	12 veh/hr	8 veh/hr	17 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr
Auto	Total	12 veh/hr	8 veh/hr	17 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr
Transit	Residents	5 ppl/hr	21 ppl/hr	26 ppl/hr	29 ppl/hr	15 ppl/hr	44 ppl/hr
Transit	Staff	4 ppl/hr	2 ppl/hr	6 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Transit	Total	9 ppl/hr	23 ppl/hr	32 ppl/hr	29 ppl/hr	15 ppl/hr	44 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	0 ppl/hr	1 ppl/hr	0 ppl/hr	0 ppl/hr	2 ppl/hr
Bike	Total	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	0 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	0 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr
Walk	Total	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	6 ppl/hr

Parking

As mentioned previously, the project will only be providing four (4) on-site parking spaces on a surface parking lot, which can be accessed from the existing public alley on the eastside of the building, which will be for the exclusive use of support staff. Under Subtitle C § 701.5, the parking requirement for a 44,091 sf emergency shelter is 22 spaces. It is acceptable that the proposed development will include limited on-site parking given the following considerations:

- The Rhode Island Avenue Metrorail Station is located approximately 1.0 miles from the site, serving the Red Line.
- The 82, 83, 86, T14 and T18 Metrobus routes have stops located less than 0.2 miles from the site. The site is further served by four additional Metrobus routes with stops located less than 0.5 miles from the site.
- The development will include bicycle racks along the entrance to the facility on 17th Street.
- Residents of the facility are expected to have very low rates of car-ownership.

It is expected that approximately 70% 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 377 parking spaces were inventoried within the study area. Of these, 38 require a Zone 5 Residential Parking Permit (RPP), 34 are time-restricted based on peak period directional flow of traffic, and 305 are unrestricted spaces. Figure 10 shows a breakdown of parking inventory and type by block face within the study area.

Parking occupancy data was collected on Wednesday, December 7, 2016 from 5:00 PM to 11:00 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.

It was determined that the parking peak occurs from 10:00 to 11:00 PM with an overall parking utilization of 36 percent (or 134 vehicles occupying the 377 available spaces). Table 8 gives a summary of the parking inventory and occupancy results for the peak period. Figure 11 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	110	109	123	128	133	134	132
Total Spaces	377	377	377	377	377	377	377
Utilization	29%	29%	33%	34%	35%	36%	35%

Table 8: Peak Hour Inventory and Occupancy Summary

Space Type	Peak Period (10 PM - 11 PM)			
	Spaces	Occupancy	Utilization	Available
RPP	38	29	76%	9
Metered	0	0	NA	0
Loading*	0	0	NA	0
Carshare	0	0	NA	0
Time-restricted	34	2	6%	32
Unrestricted	305	103	34%	202
Handicap	0	0	NA	0
All On-Street Spaces	377	134	36%	243

Parking utilization remained generally low 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 staff. The results of the parking demand analysis, shown in Figure 6 forecast a peak demand parking of 25 spaces, which will only occur for a relatively short amount of time during the afternoon shift change.

Given the RPP parking restrictions on 17th Street north of Rhode Island Avenue and the time restricted parking on Rhode Island Avenue abutting the site, it is most likely that staff that drive to work will park on Hamlin Street, Brentwood Road, Girard Street, and Irving Street in the near vicinity of the site. 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.

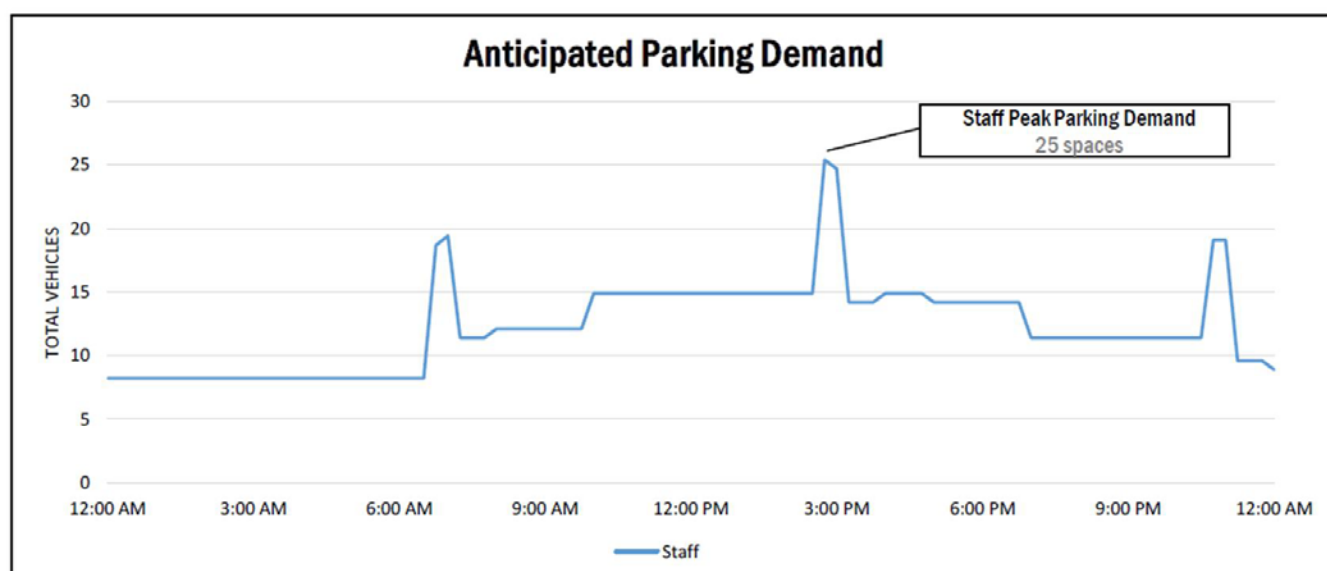


Figure 6: Anticipated Parking Demand

Loading

Relief from the amount of loading required under Subtitle C § 901.1 will be needed. Under Zoning Regulations, an emergency shelter of this size is required to provide one (1) 30-foot loading berth and one (1) 20-foot service/delivery space. Due to site constraints, no loading berths or service and delivery spaces are being provided. Loading and unloading activities are expected to occur in the existing public alley to the east of the building. The alley connects Hamlin Street to the north and Rhode Island Avenue to the south. Vans delivering food and supplies as well as trash pick-up will occur in the alley.

Resident and school pick-up and drop-off activities are expected to occur on curbside 17th Street in front of the proposed development. As such, the Applicant is proposing to convert 30' of curb space on the eastern blockface of 17th Street in front of the proposed development into a pick-up and drop-off zone marked as "No Parking". This would be facilitated by converting the existing 30' curb cut into a 30' loading zone. This would result in no loss to the existing supply of parking, and

would allow the facilitation of curbside pick-up and drop-off that are expected as a result of the development, as shown in Figure 9.

Based on discussions with District Department of General Services staff, the amount of loading activity expected for the facility will average on 6.2 daily deliveries/trips, and 35 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.

Table 9: Anticipated Loading Demand

Programmatic Element	Expected Type of Vehicle	Anticipated Daily Loading Demand	Anticipated Weekly Loading Demand
Supplies Delivery	Van (approx. 25')	0.6 van deliveries	Three (3) van deliveries
Trash	Truck (approx. 35')	0.6 truck deliveries	Three (3) 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		6.2 daily deliveries/trips	35 weekly deliveries/trips

Based on this information, there are likely to be 6 to 7 deliveries per day, all of which will take place in the location note 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 the alley abutting the site via Hamlin Street and egress the alley going at Rhode Island Avenue, as that roadway itself is designated as a preferred truck route.

Pedestrian Facilities

Pedestrian facilities along the perimeter of the site along 17th Street and Rhode Island Avenue will be improved over existing conditions with the addition of the proposed development. Landscape buffers on both roadways will be improved and updated and one curb cut on 17th Street will be abandoned. As shown on Figure 4, the existing pedestrian infrastructure on

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17th Street and Rhode Island Avenue adjacent to the site 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. Bicycle racks will be located at the western entrance of the facility along 17th Street.

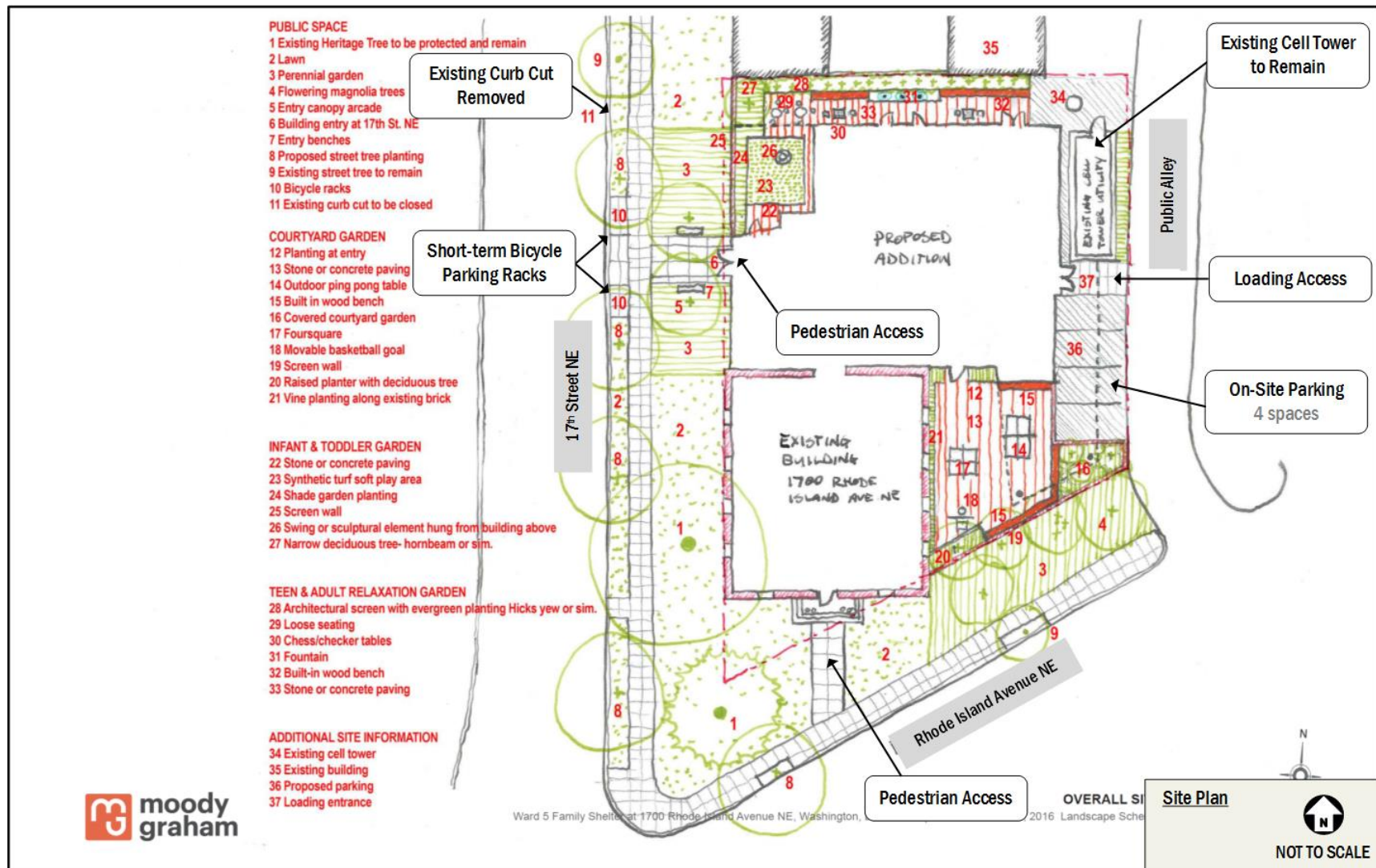


Figure 7: Site Plan

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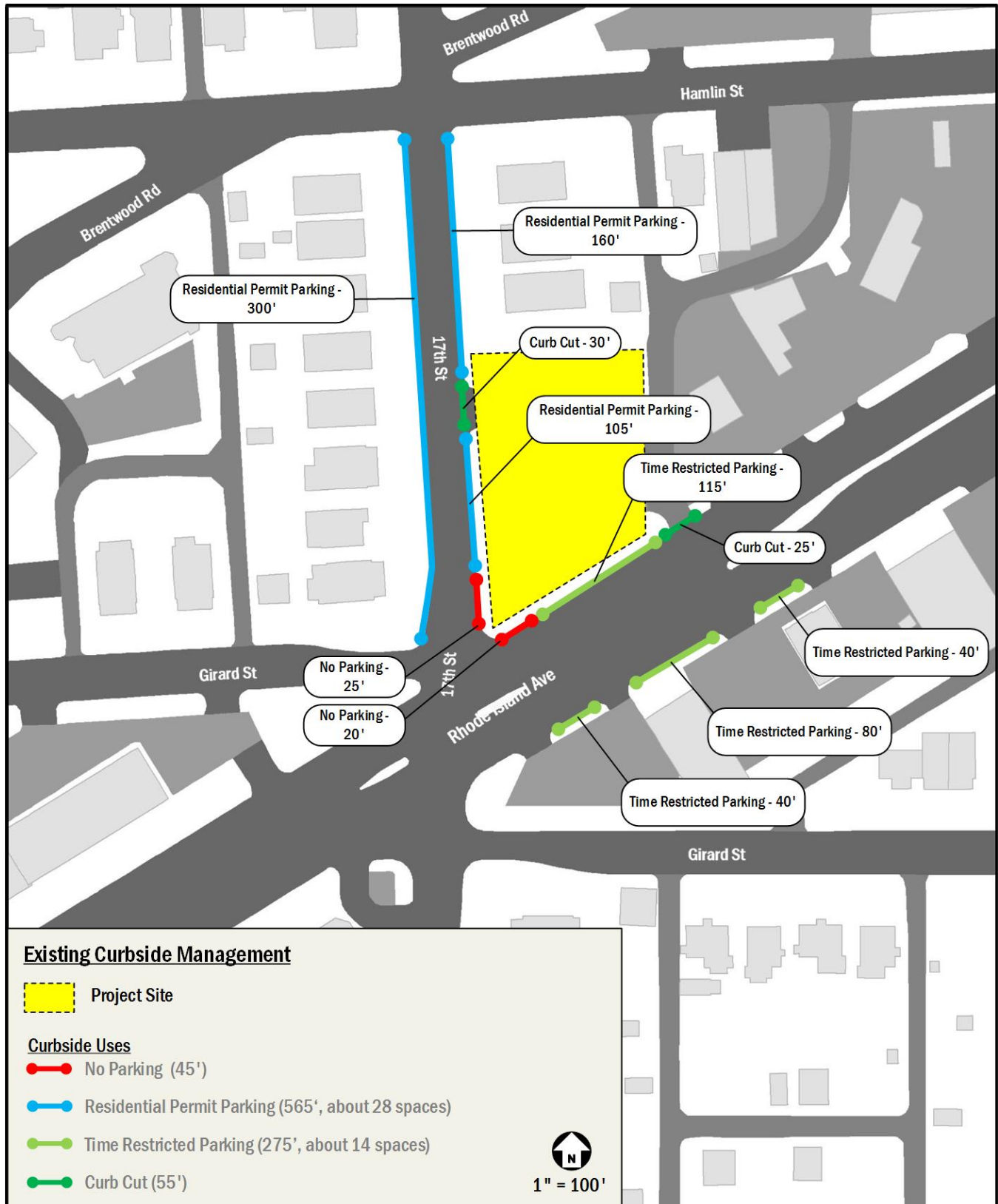


Figure 8: Existing Curbside Management

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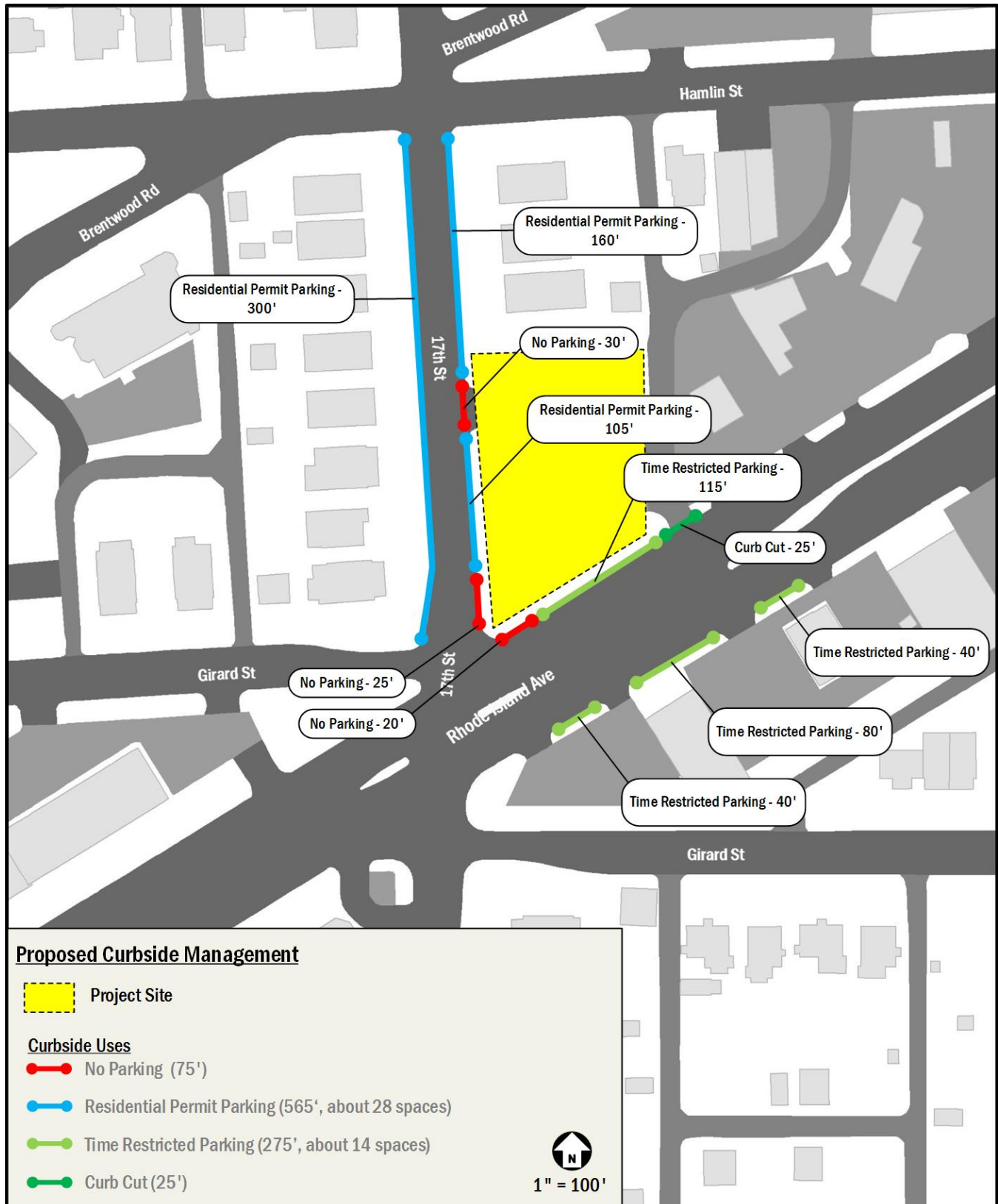


Figure 9: Proposed Curbside Management

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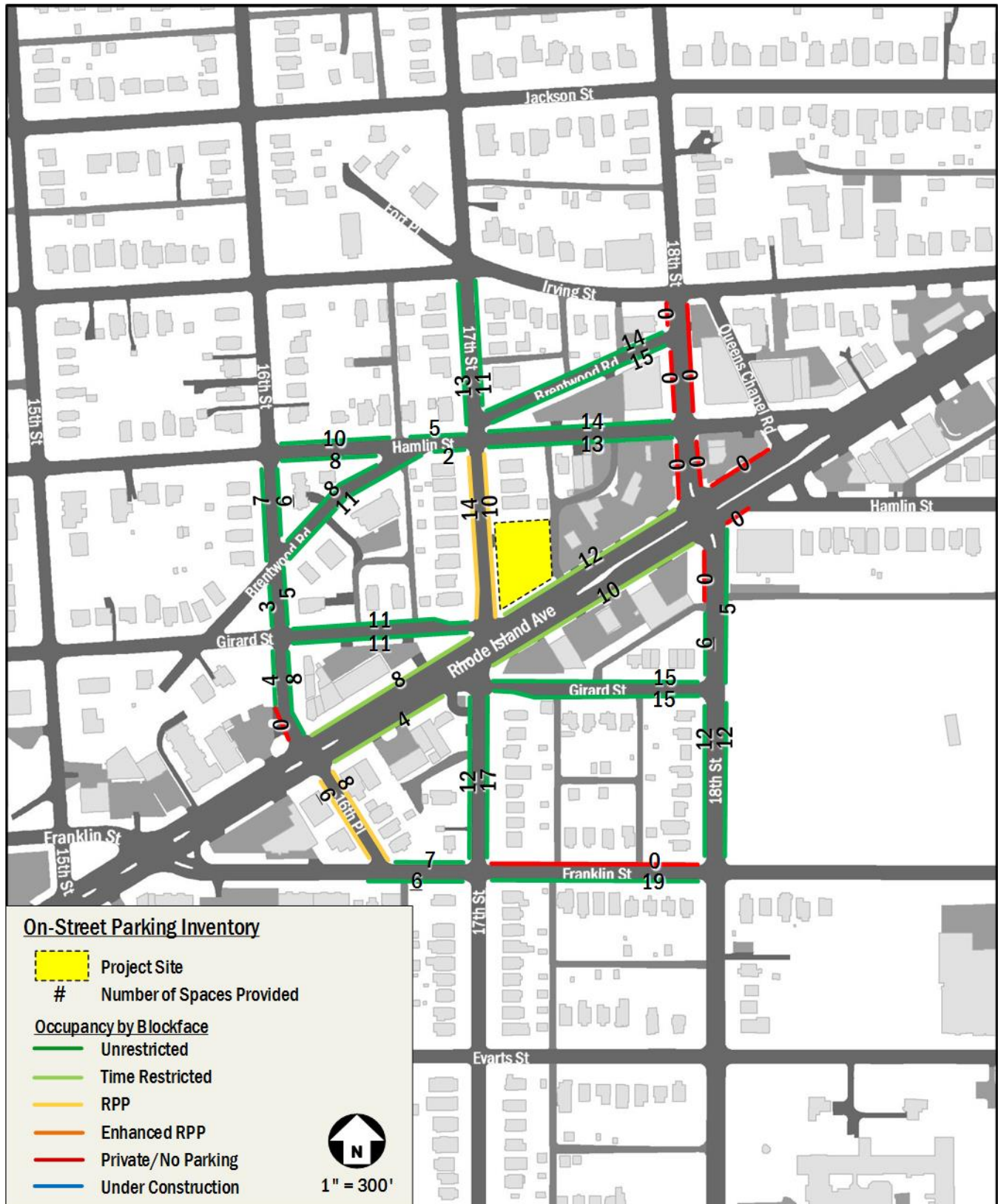


Figure 10: On-Street Parking Inventory

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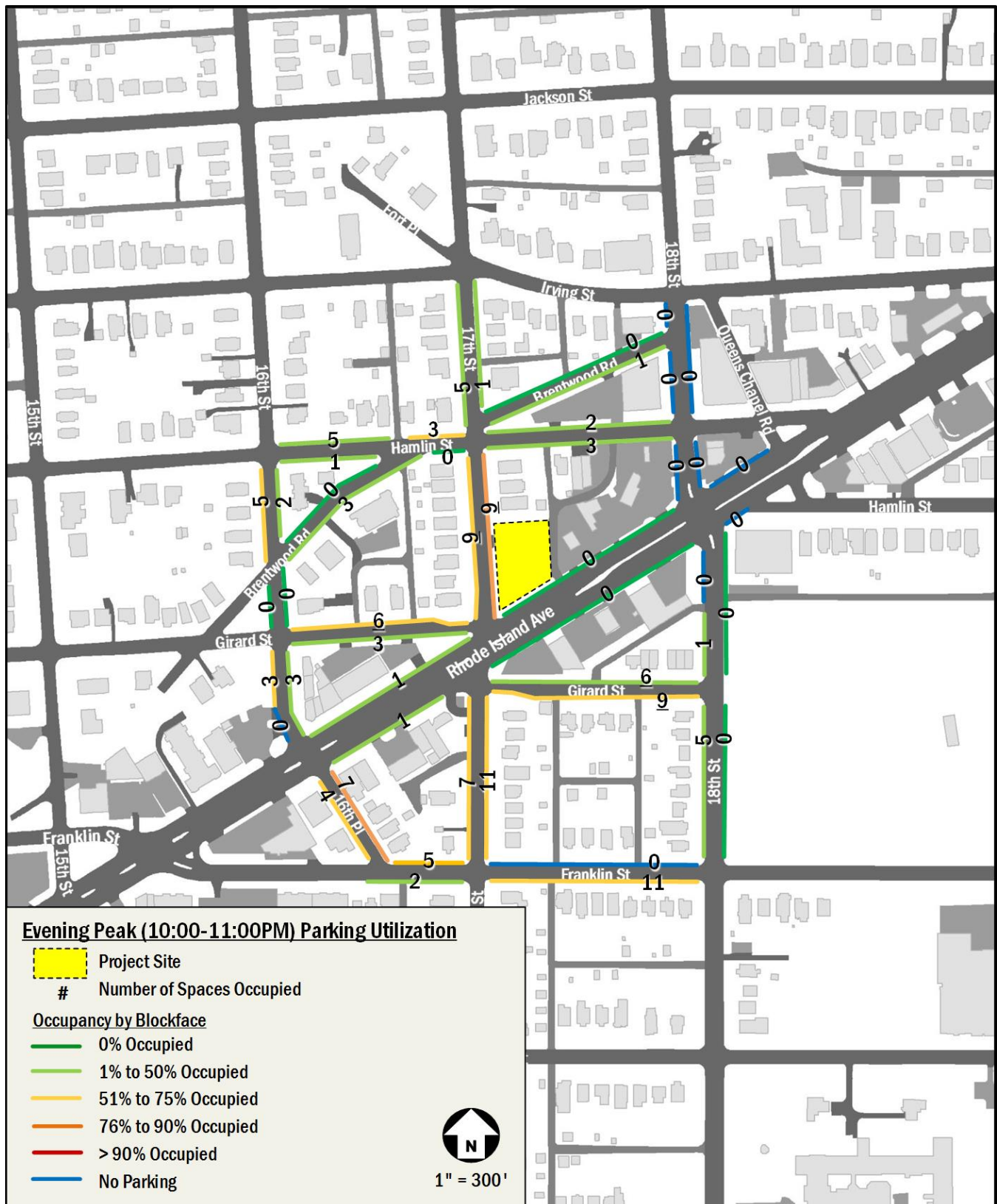


Figure 11: Weekday Evening Peak Parking Utilization

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 5 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 5 Short Term Family Housing development consists of renovating and expanding the existing building at 1700 Rhode Island Avenue NE to include a residential component of approximately 44,091 square feet, containing 46 family units with 150 beds for emergency/short-term housing as part of the DC Homeward Initiative program. The following conclusions were made regarding the Ward 5 Short term Housing Facility development:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate 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. Use of the existing public alley on the eastside of the building will facilitate all the various loading needs of the development. 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.