

# WELLS + ASSOCIATES

## MEMORANDUM



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**TO:** Aaron Zimmerman, DDOT

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**COPY:** Martin Mellett, Jubilee Housing  
Jeff Utz, Goulston & Storrs  
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**RE:** Transportation Assessment (BZA Case No.: 19882)  
Jubilee Housing  
1724 Kalorama Road NW  
Washington, DC 20009

**DATE:** October 19, 2018

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### INTRODUCTION

Jubilee Housing, Inc. (“the Applicant”) proposes to redevelop and expand an existing office building into a mixed-use building with multi-family affordable housing, an arts center, and office uses at 1724 Kalorama Road, NW (Square 2567, Lot 90). The subject site is located on the south side of Kalorama Road, midblock between Ontario Road and 17<sup>th</sup> Street, in the Adams Morgan neighborhood. The site is bounded by Kalorama Road to the north, a condominium building with ground-floor arts use (the Sitar Arts Center) to the east and south, and a 10-foot wide public alley to the west. The site location map is shown on Figure 1. The site is zoned RC-3 and currently is occupied by a three-story vacant office building. The Applicant proposes to reuse/renovate the existing building and construct a one-story addition and a penthouse on the building. The development will include approximately 6,100 square feet (SF) of ground floor retail dedicated to the Sitar Arts Center, 3,500 SF of penthouse office space to be used by Jubilee Housing staff, and approximately 25 affordable residential units. Two existing curb cuts on Kalorama Road that currently serve the property will be closed with the proposed redevelopment. The site plan is shown on Figure 2.

Based on the parking requirements from the Zoning Regulations of 2016 (ZR16) Subtitle C §701.5, the redevelopment would generate a parking requirement of 10 spaces. No parking is proposed with this development. Therefore, the Applicant is seeking special exception relief from the parking requirements. The Applicant also is seeking lot occupancy relief for the conversion of the existing floors.

The study was scoped with the District Department of Transportation (DDOT), and the approved scope is included in Attachment A. This memo provides an evaluation of the items requested by

Board of Zoning Adjustment  
District of Columbia  
CASE NO. 19882  
EXHIBIT NO. 29A

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DDOT, including: a summary of transportation options surrounding the site, trip generation estimates for the site, required parking, required loading, and proposed transportation demand management strategies.

### MULTIMODAL TRANSPORTATION OPTIONS

The subject site is well-served by a variety of transportation options, which are described in more detail below. Figure 3 illustrates the multi-modal transportation options surrounding the site.

#### Metrorail Service

The proposed project is located approximately ½ of a mile northwest of the U Street/African-American Civil War Memorial/Cardozo Metro Station. The Columbia Heights Metro Station is approximately ¾ of a mile north and east of the site. The proposed project is also located approximately ¾ of a mile southeast of the Woodley Park Zoo Metro Station. Figure 3 shows all Metrorail Stations in proximity to the subject site. The U Street/African-American Civil War Memorial/Cardozo Metro Station and the Columbia Heights Metro Station provides access to the Metro Green and Yellow lines. The Woodley Park Zoo Metro Station provides access to the Metro Red line. Riders can transfer to the Metro Blue, Silver and Orange lines at the Metro Center Metro Station. The minimum and maximum headways for the Green, Yellow, and Red Lines are summarized in Table 1.

Table 1  
Metrorail Headways (in minutes)

Headway*	AM Rush 5:00 AM – 9:30 AM	Midday 9:30 AM – 3:00 PM	PM Rush 3:00 PM – 7:00 PM	Evening 7:00 PM – 9:30 PM	Late Night 9:30 PM – Close	Weekend Open – 9:30 PM	Weekend 9:30 PM – Close
<b>GREEN AND YELLOW LINES (U STREET /CARDOZO AND COLUMBIA HEIGHTS STATIONS)*</b>							
<b>Min</b>	0:08	0:12	0:08	0:12	0:20	0:12	0:20
<b>Max</b>	0:08	0:12	0:08	0:12	0:20	0:15	0:20
<b>RED LINE (WOODLEY PARK ZOO STATION)*</b>							
<b>Min</b>	0:04	0:12	0:04	0:08	0:15	0:12	0:15
<b>Max</b>	0:08	0:12	0:08	0:12	0:18	0:15	0:15
* Headways presented represent headways in both directions.							

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### Bus Service

Metrobus stops along 16<sup>th</sup> Street, ¼ mile northeast of the site, serve Metrobus routes S1, S2, S4, and MetroExtra route S9. Stops for Metrobus routes 90, 96, and X3 are located approximately ½ mile to the west of the site along 18<sup>th</sup> Street. About ¾ miles away along Columbia Road, there are stops for Metrobus Routes L2, 42, 43, and H1 as well as a DC Circulator route WP-AM. Metrobus routes 52 and 54, and MetroExtra route 59 stop about ¾ miles east of the site on 14 Street. Figure 5 shows all Metrobus stops and routes within a ½ mile radius of the subject site. Sidewalks are currently in good condition between the site and the Metrobus stops. Likewise, crosswalks along the path are well-marked. Figure 4 shows likely walking routes to and from Metrobus stops as well as pedestrian activity and deficiency for all available roadways in the vicinity of the site based on the District Department of Transportation’s 2009 Pedestrian Master Plan. The bus frequencies during the peak hour and midday are as shown in Table 2.

Table 2  
Metrobus and D.C. Circulator Headways (in minutes)

HEADWAY	NORTHBOUND/WESTBOUND			SOUTHBOUND/EASTBOUND		
	AM Peak 7:00 AM – 10:00 AM	Midday 10:00 AM – 4:00 PM	PM Peak 4:00 PM – 7:00 PM	AM Peak 7:00 AM – 10:00 AM	Midday 10:00 AM – 4:00 PM	PM Peak 4:00 PM – 7:00 PM
<b>16<sup>TH</sup> STREET-POTOMAC PARK LINE (S1)<sup>1</sup></b>						
Min	N/A	N/A	0:08	0:05	N/A	N/A
Max	N/A	N/A	0:19	0:15	N/A	N/A
Avg	N/A	N/A	0:15	0:07	N/A	N/A
<b>16<sup>TH</sup> STREET LINE (S2, S4)</b>						
Min	0:10	0:10	0:04	0:05	0:05	0:04
Max	0:14	0:15	0:12	0:19	0:23	0:17
Avg	0:11	0:12	0:08	0:12	0:14	0:11
<b>16<sup>TH</sup> STREET LIMITED LINE (S9)</b>						
Min	0:09	0:05	0:02	0:04	0:08	0:05
Max	0:12	0:20	0:07	0:22	0:20	0:12
Avg	0:10	0:15	0:05	0:12	0:16	0:09
<b>U STREET-GARFIELD LINE (90, 92)<sup>2</sup></b>						
Min	0:07	N/A	0:15	N/A	N/A	0:12
Max	0:17	N/A	0:30	N/A	N/A	0:12
Avg	0:12	N/A	0:22	N/A	N/A	0:12
<sup>1</sup> 16 <sup>th</sup> Street-Potomac Park Line only has Northbound evening service and Southbound morning service <sup>2</sup> U Street-Garfield Line Northbound and Southbound does not have midday service and Southbound does not have morning service.						

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Table 2 (continued)

Metrobus and D.C. Circulator Headways (in minutes)

HEADWAY	NORTHBOUND/WESTBOUND			SOUTHBOUND/EASTBOUND		
	AM Peak 7:00 AM – 10:00 AM	Midday 10:00 AM – 4:00 PM	PM Peak 4:00 PM – 7:00 PM	AM Peak 7:00 AM – 10:00 AM	Midday 10:00 AM – 4:00 PM	PM Peak 4:00 PM – 7:00 PM
<b>EAST CAPITOL ST.-CARDOZO LINE (96, 97)</b>						
Min	0:20	0:17	0:24	0:14	0:24	0:24
Max	0:24	0:24	0:24	0:28	0:27	0:27
Avg	0:22	0:23	0:24	0:22	0:25	0:25
<b>BENNING ROAD LINE (X1, X3)<sup>3</sup></b>						
Min	0:23	N/A	N/A	N/A	N/A	0:32
Max	0:32	N/A	N/A	N/A	N/A	0:36
Avg	0:28	N/A	N/A	N/A	N/A	0:34
<b>CONNECTICUT LINE (L1, L2)</b>						
Min	0:15	0:20	0:07	0:13	0:20	0:18
Max	0:20	0:22	0:20	0:22	0:21	0:20
Avg	0:17	0:20	0:14	0:18	0:20	0:20
<b>MOUNT PLEASANT LINE (42, 43)</b>						
Min	0:08	0:10	0:01	0:02	0:07	0:08
Max	0:18	0:13	0:12	0:07	0:12	0:12
Avg	0:13	0:12	0:06	0:05	0:10	0:10
<b>BROOKLAND-POTOMAC PARK LINE (H1)<sup>4</sup></b>						
Min	N/A	N/A	0:15	0:15	N/A	N/A
Max	N/A	N/A	0:25	0:24	N/A	N/A
Avg	N/A	N/A	0:20	0:19	N/A	N/A
<b>14<sup>TH</sup> STREET LINE (52, 54)</b>						
Min	0:08	0:01	0:06	0:05	0:03	0:06
Max	0:23	0:08	0:09	0:09	0:09	0:10
Avg	0:15	0:07	0:08	0:07	0:07	0:09
<b>14<sup>TH</sup> STREET LIMITED LINE (59)<sup>5</sup></b>						
Min	0:15	N/A	0:14	0:15	N/A	0:15
Max	0:20	N/A	0:16	0:15	N/A	0:15
Avg	0:17	N/A	0:15	0:15	N/A	0:15
<sup>3</sup> Benning Road Line Westbound does not have midday or evening service and Eastbound does not have morning or midday service <sup>4</sup> Brookland-Potomac Park Line Northbound does not have morning or midday service and Southbound does not have a midday or evening service <sup>5</sup> 14 <sup>th</sup> Street Limited Line does not have a midday service						

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### Non-Auto Vehicle Share

Capital Bikeshare is an automated bicycle rental or bicycle sharing program that provides 4,300 bicycles at over 500 stations across Washington, DC, Maryland, and Virginia. Membership, which is required to use Capital Bikeshare, includes five options for joining: single trip (\$2), 24 hours (\$8), three days (\$17), 30 days (\$28), or one year (\$85). Under any membership option, the first 30 minutes of use are free; users then are charged a usage fee for each additional 30-minute period. Bicycles can be returned to any station with an available dock.

As shown on Figure 3, five Capital Bikeshare stations are located within ¼ mile of the site. Two stations are located southwest of the site: a 23-dock station at the corner of Wyoming Avenue and 18<sup>th</sup> Street and a 19-dock station at the corner of California Street and Florida Avenue. To the west of the site, a 19-dock station is located at the corner of Columbia Road and Belmont Road. Northwest of the site, a 15-dock station is located at the Adams Mill Road/Columbia Road intersection. Finally, a 22-dock station is located north of the site at the intersection of Columbia Road and Ontario Road. Figure 5 shows the bicycle level of service for roadways near the site based on DDOT's 2005 Bicycle Master Plan.

In addition to Capital Bikeshare services, five dockless vehicle companies operate in the District. Jump, Spin and Lime provide dockless bicycles while Skip (formerly Waybots), Bird and Lime operate dockless scooters. Participants are able to rent vehicles via an App provided by the dockless vehicle company and park in any location approved by the company. The dockless vehicle pilot period started in September 2017 and will extend through December 2018.

Dockless bikesharing rates are based on a per ride and per minute basis. Jump dockless bikeshare rates start at \$2 per 30 minutes, Spin at \$1 per 30 minutes, and Lime Bike at \$1 per 30 minutes. Skip, Bird and Lime dockless scooters cost a flat fee of \$1 to unlock the scooter and another \$0.15 per minute used.

### Car Sharing Services

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

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Sixteen Zipcars carsharing locations are located within ½ mile of the site. Ten Zipcars are located along Columbia Road to the north of the site. Seven Zipcars are south of the site adjacent to Florida Avenue. To the west of the site, one Zipcar is located between 18<sup>th</sup> Street and Columbia Road. East of the site, 12 Zipcars are located along 14<sup>th</sup> Street NW.<sup>1</sup>

Maven is a new car-sharing service in the District. Cars can be rented by the hour (for as low as \$8 per day) or by the day. The rental includes 180 miles per day. Currently, Maven does not charge a membership fee. Cars must be returned to the same designated parking spaces from which they were picked up.

Four Maven carsharing locations are located within ½ mile of the subject site. Two Maven cars are located to the north along Columbia Road. Northeast of the site, three Maven cars are located adjacent to 14<sup>th</sup> Street. West of the site, one Maven car is located along 18<sup>th</sup> Street. Southeast of the site, two Maven cars are also located along 14<sup>th</sup> Street.<sup>2</sup> Figure 3 shows all available carsharing services within ½ mile of the site.

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

## SITE EVALUATION

### Overview

The proposed redevelopment will include 6,100 SF of ground floor spaces that will be used by Sitar Arts Center as an expansion of their existing space in the ground floor of the adjacent building. Twenty-five affordable housing units will be provided in the three stories above the ground floor. Penthouse spaces will include a 3,500 SF office for Jubilee employees. Pertinent details regarding each use are described below:

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<sup>1</sup> Zipcar carsharing locations may change frequently, locations referenced in this report are accurate as of 8/21/2018.

<sup>2</sup> Maven carsharing locations may change frequently, locations referenced in this report are accurate as of 8/21/2018.

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### Jubilee Housing

Approximately 20 to 22 employees will occupy the office space in the proposed project. The majority of the employees will be relocated from their current office at 1640 Columbia Road. A summary of the employee mode split is provided below in Table 3.

Table 3  
Jubilee Housing – Employee Mode Split

Employee Type	Mode of Transportation				Total
	Transit	Walk	Bike	Auto	
Existing Employees (to be Relocated from Columbia Road Location)	5 (25%)	1 (5%)	2 (10%)	12 (60%)	20 (100%)

Four Jubilee employees currently use private, off-street parking. In addition, Jubilee will retain eight parking spaces at 1640 Columbia Road (an approximate seven minute walk from the Kalorama Road site) and will have two additional spaces at the Maycroft Building at the 15<sup>th</sup> Street/Columbia Road intersection (an approximate 10 minute walk) beginning in December 2018. Based on the number of employees who drive to the site, the number of off-site parking spaces provided by Jubilee (and their employees who currently use private, off-street parking) is sufficient to accommodate the employee parking demand.

Of the 235 Jubilee Housing units currently on-line<sup>3</sup> throughout the City, 19 units (or approximately eight percent) are occupied by an individual who owns a car. Therefore, it is anticipated that, at most, two individuals will own a car in the new residential building.

### Sitar Arts Center

Sitar operates from 10:00 AM to 8:00 PM on weekdays and 10:00 AM to 2:00 PM on Saturdays during the school year. During the summer, Sitar operates from 8:00 AM to 6:00 PM on weekdays only.

Sitar currently employs 16 full-time employees and two part-time employees. With the expansion, Sitar anticipates adding three additional employees. A summary of the employee mode split is provided below in Table 4.

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<sup>3</sup> The Maycroft Building at 1474 Columbia Road NW currently is undergoing renovations. As such, 64 units are not currently available.

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Table 4

Sitar Arts Center – Employee Mode Split

Employee Type	Mode of Transportation				Total
	Transit	Walk	Bike	Auto	
Existing Employees*	7 (44%)	2 (12.5%)	1 (6%)	6 (37.5%)	16 (100%)
New Employees†	1	1	0	1	3

\* Includes full-time employees. Two part-time employees work at Sitar and typically drive.  
† The mode split for the new employees was assumed to be consistent with the existing mode split.

Sitar currently has eight parking spaces in the building that they currently occupy. Based on the number of employees who currently drive and are expected to drive in the future, Sitar’s parking allotment is sufficient to accommodate employees who drive.

Sitar estimates that approximately 1/3 of its visitors walk to the Center (a small percentage bike), 1/3 take transit, and 1/3 drive. Those that drive typically are dropping-off or picking-up children and park briefly to walk children to/from the Center. Those dropping-off or picking-up older children typically do not park.

### Trip Generation

The total number of person-trips (including auto trips, pedestrian trips, transit trips, and bicycle trips) anticipated to be generated by the proposed residential and retail components of the redevelopment was estimated based on the results from TripsDC.org. The total number of person-trips anticipated to be generated by the proposed office use was estimated based on the Institute of Transportation Engineer’s (ITE’s) Trip Generation Manual (10<sup>th</sup> Edition). To estimate the number of trips generated by the project, Land Use Code (LUC) 712 (Small Office Building) was used. ITE’s Trip Generation Manual (10<sup>th</sup> Edition) was also used to determine the inbound and outbound distribution for the residential and retail portion by using LUC 221 (Multifamily Housing (Mid-Rise)). The trip generation was estimated using the number of dwelling units (DU) and square footage of GFA as the independent variable for respective components.

Based on the aforementioned methodology, the proposed development would generate 55 **total person trips** during the AM peak hour and 93 **total person trips** during the PM peak hour.

### Non-Auto Mode Split

A portion of the trips generated by the proposed redevelopment would be made by non-auto modes of transportation. The percentage of non-auto trips is related to the prevalence of transit and other alternative transportation services, the walkability of the site, and the degree to which non-auto modes of transportation are encouraged such as through implementation of a Transportation Demand Management (TDM) Plan.



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Given the prevalence of multi-modal transportation options, the walkability of the neighborhood, and Transportation Demand Management (TDM) strategies in place by both Jubilee and Sitar (as discussed in a subsequent section) significant portions of the trips generated by the proposed residential, office, and retail uses are expected to be made by non-auto modes of transportation. TripsDC provided a range of non-auto mode splits for the residential and retail portion of the development. In accordance with standard DDOT practice, the lower end of the non-auto mode split range was used to provide a more conservative analysis. Accordingly, a non-auto mode split of 69 percent was used for the residential/retail component for the AM peak hour and a non-auto mode split of 81 percent was used for the PM peak hour. The non-auto modes splits provided by TripsDC provide for a conservative analysis for a couple of reasons. First, based on information provided by Jubilee Housing, just eight percent of Jubilee Housing units are occupied by residents who own cars, which would result in a non-auto mode split of 92 percent for the residential component; substantially higher than the non-auto mode split used in this study. Second, TripsDC provides trip generation estimates for residential projects with ground floor retail space. The ground floor space for the subject project will not be occupied by traditional retail space; rather, it will be occupied by Sitar Arts Center, which is expanding their existing operation next door. Traditional retail uses such as eating establishments that would have higher trip generation rates than an arts center.

The number of non-auto trips generated by the office was based on data provided by Jubilee Housing (as described in the preceding section).

Based on the non-auto mode split data and assumptions described above, 36 person-trips would be made by non-auto modes of transportation during the AM peak hour and 71 person-trips would be made by non-auto modes of transportation during the PM peak hour. A breakdown by mode is included in Table 5.

### Vehicle Trips

After accounting for non-auto modes of transportation, the remaining auto-trips were summed to provide a total number of auto-trips produced by the site. As shown in Table 5, the proposed project is estimated to generate just 19 AM peak hour vehicle trips and 22 PM peak hour vehicle trips.

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Table 5  
Site Trip Generation Summary

Trip Component	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Multifamily Housing (Mid-Rise) – 25 Dwelling Units</b>						
Person Trips <sup>1</sup>	12	36	48	51	33	84
Transit (AM=15%, PM=12%) <sup>2</sup>	2	5	7	6	4	10
Bicycle (AM=8%, PM=12%) <sup>2</sup>	1	3	4	6	4	10
Pedestrian (AM=46%, PM=57%) <sup>2</sup>	6	16	22	29	19	48
Auto Trips (AM=31%, PM=19%) <sup>3</sup>	4	11	15	10	6	16
<b>Small Office Building (LUC 712) – 3,500 SF</b>						
Total Trips <sup>4</sup>	6	1	7	3	6	9
Non-auto Mode Split <sup>5</sup> (40%)	3	0	3	1	2	3
Transit (25%)	2	0	2	1	1	2
Pedestrian (5%)	0	0	0	0	0	0
Bicycle (10%)	1	0	1	0	1	1
Auto Trips (60%)	3	1	4	2	4	6
<b>Total Proposed Development</b>						
Total Trips	18	37	55	54	39	93
Non-auto Mode Split	12	24	36	42	29	71
Transit	4	5	9	7	5	12
Bicycle	1	3	4	6	4	10
Pedestrian	7	16	23	29	20	49
Auto Trips	7	12	19	12	10	22
<p><sup>1</sup> Trips generated using TripsDC. The inbound/outbound distribution was based on data from ITE's Trip Generation Manual (10<sup>th</sup> Edition), Land Use Code 221 (Multi-family Housing (Mid-Rise)).</p> <p><sup>2</sup> Non-auto mode splits determined from TripsDC.</p> <p><sup>3</sup> To provide a conservative estimate for auto trips, the upper end of the auto mode split range provided by TripsDC was used, in accordance with standard DDOT practice.</p> <p><sup>4</sup> Trips generated using the Institute of Transportation Engineers, <u>Trip Generation Manual</u>, 10<sup>th</sup> Edition.</p> <p><sup>5</sup> Non-auto mode splits for Jubilee office space based on information provided by Jubilee Housing.</p>						

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### PROPOSED PARKING

#### Bicycle Parking

The proposed redevelopment would also be required to provide long-term and short-term bicycle parking in accordance with ZR16 Subtitle C § 802.1. Long-term bicycle parking is intended for use by the residents and employees and must be located on the first level below grade or on the ground floor of the building. Short-term bicycle parking is intended for use by visitors or customers to the site and should be located in public space with input from DDOT during the public space process. The required bicycle parking for the development is summarized in Table 6 below.

Table 6  
Bicycle Parking Summary

Land Use	Required Bicycle Parking		Calculated Bicycle Parking	
	Long-term	Short-term <sup>†</sup>	Long-term	Short-term
Residential (25 DU)	1 space per 3 DU	1 space per 20 DU	$25/3 =$ <b>8 long-term</b>	$25/20 =$ <b>1 short-term</b>
Daytime Care (6,100 SF)	1 space per 10,000 SF	1 space for per 10,000 SF	$6,100/10,000 =$ <b>1 long-term</b>	$6,100/10,000 =$ <b>1 short-term</b>
Office (3,500 SF)	1 space per 2,500 SF	1 space per 40,000 SF	$3,500/2,500 =$ <b>1 long-term</b>	$3,500/40,000 =$ <b>0 short-term</b>
<b>Total</b>			<b>10 long-term</b>	<b>2 short-term</b>

The proposed development will provide 14 long-term bicycle parking spaces on the ground floor of the building and six short-term bicycle parking spaces in public space in front of the site, as shown on Figure 2. As such, the Applicant will meet the required minimum bicycle parking spaces. No shower or changing facilities are required with this redevelopment based on the following provisions of ZR16: §806.3 – All residential uses and non-residential uses of less than 25,000 SF do not require showers; and §806.4 – All residential uses and non-residential uses of less than 25,000 SF do not require changing facilities. Despite not being required from a zoning perspective, the Applicant is providing two separate shower and changing facilities. One will be located on the ground floor for use by the Arts Center employees/visitors and the other will be in the penthouse/office space.

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### Vehicular Parking

Based on vehicular parking requirements prescribed in ZR16, Subtitle C §701.5, a minimum of 10 parking spaces are required for the proposed redevelopment. A summary of the required parking is provided in Table 7.

Table 7  
Vehicular Parking Summary

Land Use	Required Parking	Calculated Spaces
Residential (25 DU)	1 per 3 DU in excess of 4 DU	$(25-4)/3 =$ <b>7 spaces</b>
Daytime Care (6,100 SF)	0.5 per 1,000 SF with a minimum of 1 space required	$((6,100)/1000)*0.5 =$ <b>3 spaces</b>
Office (3,500 SF)	0.5 per 1,000 SF in excess of 3,000 SF	$((3,500-3,000)/1000)*0.5 =$ <b>0 space</b>
<b>Total</b>		<b>10 spaces<sup>†</sup></b>

<sup>†</sup> The site is 0.23 miles from 16<sup>th</sup> Street Metrobus Routes S1, S2, S4 and S9. However, since the 1700 block of Kalorama Road is in the RPP database, the 50 percent reduction does not apply.

Since no parking spaces are proposed, the Applicant will be seeking a special exception under Subtitle C §703.2 from the parking requirements.

### **PARKING ASSESSMENT**

In conjunction with the proposed parking relief, Wells + Associates has completed an on-street parking inventory and peak occupancy count in the vicinity of the site in accordance with the approved scoping document.

#### On-Street Parking Inventory

To assess the availability of on-street parking in the neighborhood, Wells + Associates performed a detailed parking inventory for all streets within approximately two blocks of the subject site. Figure 6 shows the on-street parking restrictions on each block and the number of on-street parking spaces on each road segment. There are approximately 307 total on-street parking spaces in the surveyed area.

Approximately half of the on-street parking spaces (148 spaces or 48 percent) are designated as Two-Hour Parking Limit (Zone 1 Permit Holders Excepted). Zone 1 Resident Permit Parking Only comprise the majority of the remaining spaces (135 spaces or approximately 44 percent). There are about 23 two hour metered parking spaces in the study area. Parking is not permitted anytime along the north side of Kalorama Road between Ontario Road and Champlain Street,

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and is not permitted from 7:00 AM to 9:00PM on the north side of Kalorama Road near the intersection of 17<sup>th</sup> Street and Kalorama Road (in front of the Harris Teeter entrance).

### On-Street Parking Occupancy

In order to determine the existing parking demand in the neighborhood, parking occupancy counts were conducted on Tuesday, September 18, 2018, at hourly intervals from 3:30 PM to 10:30 PM. Block by block parking occupancy counts are included in Attachment B.<sup>4</sup>

As shown in Table 8, the peak parking demand for the study area occurred at 10:30 PM when 290 of the 307 neighborhood street parking spaces were occupied, resulting in a 94.5 percent parking occupancy. The roadway segment labels presented in Attachment B correspond to the roadway segments identified on Figure 6. A graph showing parking occupancy by time of day for the study area for the study period is shown in Exhibit 1.

Table 8  
Parking Occupancy Summary

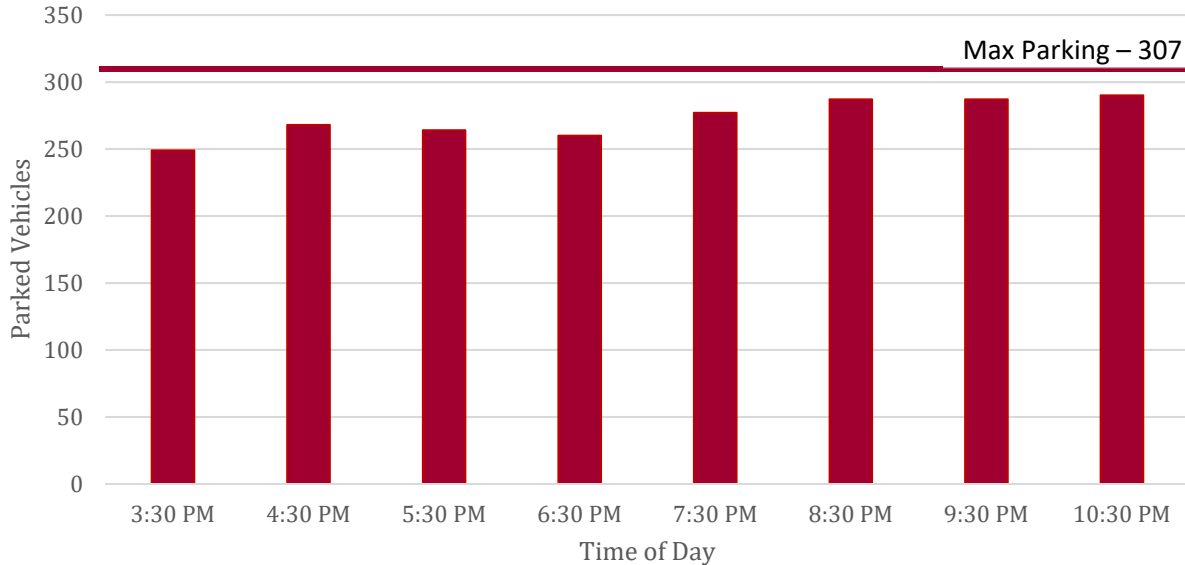
Time of Day	Total Occupied Spaces	Percent Occupied
<b>WEEKDAY (307 total on-street parking spaces)</b>		
3:30 pm	249	81.1%
4:30 pm	268	87.2%
5:30 pm	264	85.4%
6:30 pm	260	85.9%
7:30 pm	277	90.2%
8:30 pm	287	93.4%
9:30 pm	287	93.4%
10:30 pm	290	94.5%

<sup>4</sup> Some individual block segments reach occupancies greater than 100%. The capacity of each block segment may vary based on the size of vehicles parking, efficiency of parking vehicles, and whether vehicles are illegally parking.

## MEMORANDUM

### Exhibit 1

#### Parking Vehicles vs. Time of Day



On-street parking is near capacity and, in some individual block segments, at capacity. Despite that fact, the proposed redevelopment would not have any negative impacts on the on-street parking surrounding the site. Based on a survey of current Jubilee Housing residents, only eight percent of Jubilee Housing units are occupied by a resident who owns a car; as such, it is anticipated that, at most, two residents of the new residential building will own a car. Attachment C provides information on the Jubilee Housing car ownership data. The location of the site among a variety of transportation alternatives and in a location that is well-served by retail and service establishments within walking distance (including a full-service grocery store) will meet the needs of the residents who do not own cars. Sitar currently has sufficient off-site parking to accommodate current and future employees who drive to work. The Jubilee office staff that drive to work will continue to use off-site parking currently in place and within walking distance to the site. Finally, both Sitar and Jubilee will implement Transportation Demand Management Plans, as described in a subsequent section.

In addition to minimizing the impact to parking in the surrounding area, the proposed redevelopment will produce a positive impact on on-street parking occupancy by creating additional parking spaces. Two curb cuts will be closed with the redevelopment, which would create an additional three parking spaces adjacent to the site on Kalorama Road.

# WELLS + ASSOCIATES

## MEMORANDUM

### PROPOSED LOADING

Pursuant with ZR16 Subtitle C §905.2 loading berths shall be a minimum of twelve feet wide, have a minimum depth of thirty feet, and have a minimum vertical clearance of fourteen feet. According to ZR16 Subtitle C §905.4a any loading berth that is less than fifty-five feet deep shall have a platform that is at least one hundred square feet and at least eight feet wide. The loading requirements for the proposed development are prescribed by the ZR16 Subtitle C §901.1 and are summarized in Table 9.

Table 9  
Loading Summary

Land Use	Required Loading	
	Loading Berths	Service/Delivery Spaces
Residential (25 DU)	Less than 50 DU = 0 berths	Less than 50 DU = 0 spaces
Daytime Care (6,100 SF)	Less than 30,000 SF of GFA = 0 berth	Less than 30,000 SF of GFA = 0 spaces
Office (3,500 SF)	Less than 20,000 SF = 0 berths	Less than 20,000 SF = 0 spaces
<b>Total</b>	<b>0 berths</b>	<b>0 spaces</b>

No loading is required with the proposed redevelopment, and no loading is proposed in conjunction with the redevelopment.

### TRANSPORTATION DEMAND MANAGEMENT PLAN

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by Transportation Demand Management (TDM) plans implemented by those in the private sector. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

The site's limited parking and proximate variety of transportation options (including three Metrorail stations, numerous carsharing services, five Capital Bikeshare locations, and 14

## MEMORANDUM

Metrobus stops) will encourage the residents, visitors, and employees to use alternative modes of transportation. Additionally, the Applicant has developed a TDM plan with strategies to reduce the number of vehicle trips made by residents, visitors, and employees of the site. Specifically, the TDM plan would include:

### Jubilee Housing – Employee Based Strategies:

1. Information on and/or links to current transportation programs and services will be provided to employees either electronically (via a website) or in hard-copy format. Examples of information that may be provided include:
  - WMATA,
  - goDCgo.com,
  - Capital Bikeshare,
  - Car-sharing services,
  - Uber,
  - Ridescout,
  - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters,
  - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency, and
  - Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.
2. Convenient and covered secure bike parking facilities will be provided for a minimum of one required long-term bicycle space.
3. Shower and changing facilities will be provided for the Jubilee office staff in the penthouse office space.
4. Jubilee offers employees a transit subsidy of \$100/month that can be used for the Metro or off-street parking and will continue to offer the benefit.
5. Jubilee has a group membership with Capital Bikeshare that allows employees to enroll for an annual membership for \$10 (regular memberships cost \$85/year). Membership includes a helmet.



## MEMORANDUM

Jubilee Housing – Resident Based Strategies:

6. A member of the property management team will be designated as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.
7. The property management website will include information on and/or links to current transportation programs and services, such as:
  - Capital Bikeshare,
  - Car-sharing services,
  - Ride-hailing services (e.g. Lyft or Uber),
  - Transportation Apps (e.g. Metro, Citymapper, Spotcycle, Transit),
  - Other transportation sources (e.g. DDOT's DC Bicycle Map, goDCgo.com, WMATA),
  - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters,
  - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency, and
  - Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.
  - A current list of neighborhood retail, services, and amenities such as grocers, pharmacies, dry cleaners, and salons/barbershops and publish the list on the property management website.
8. An electronic display will be provided in a common space shared by residents in the building and will provide real-time public transit information such as nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the number of bicycles available at each location.
9. Convenient and covered secure bike parking facilities will be provided in a bicycle storage room in the residents' portion of the building. Nine long-term bicycle spaces will be provided in lieu of the required eight spaces.
10. Under Jubilee's group membership with Capital Bikeshare residents also are eligible for the discounted \$10 annual membership, which includes a helmet.

# WELLS + ASSOCIATES

## MEMORANDUM

Sitar Arts Center Strategies:

11. Six short-term bicycle parking spaces will be provided in public space in front of the proposed building for visitor use.
12. Shower and changing facilities will be provided on the ground-floor for Sitar employees.
13. Sitar offers its employees a \$50/month transit subsidy and will continue to do so.
14. Convenient and covered secure bike parking facilities will be provided in a bicycle storage room in the Sitar portion of the building. Four long-term bicycle spaces will be provided in lieu of the required one space.

## CONCLUSIONS

The proposed project will redevelop an existing three-story vacant office building at 1724 Kalorama Road NW. The proposed redevelopment will add a fourth floor and penthouse to the existing building and will include 25 affordable multi-family apartments, 3,500 SF of office space, and 6,100 SF for an arts center. In conjunction with the proposed redevelopment, the Applicant is seeking special exception relief from the minimum parking requirements and lot occupancy relief for the conversion of the existing floors.

The Applicant is seeking parking relief for ten on-site parking spaces. The subject development is located in an area well-served by multi-modal transportation options, a connected grid of sidewalks and bicycle facilities, and is situated near retail and service establishments within walking distance. Only eight percent of Jubilee Housing residents own cars. Both Jubilee Housing and Sitar current have enough off-street/off-site parking to accommodate the parking demand for employees who drive to work. Additionally, the proposed redevelopment will allow for three additional on-street parking spaces to be added adjacent to the site on Kalorama Road as a result of the closure of two existing curb cuts. For these reasons, and as detailed herein, the proposed redevelopment will not have any negative impacts on on-street parking within the study area.

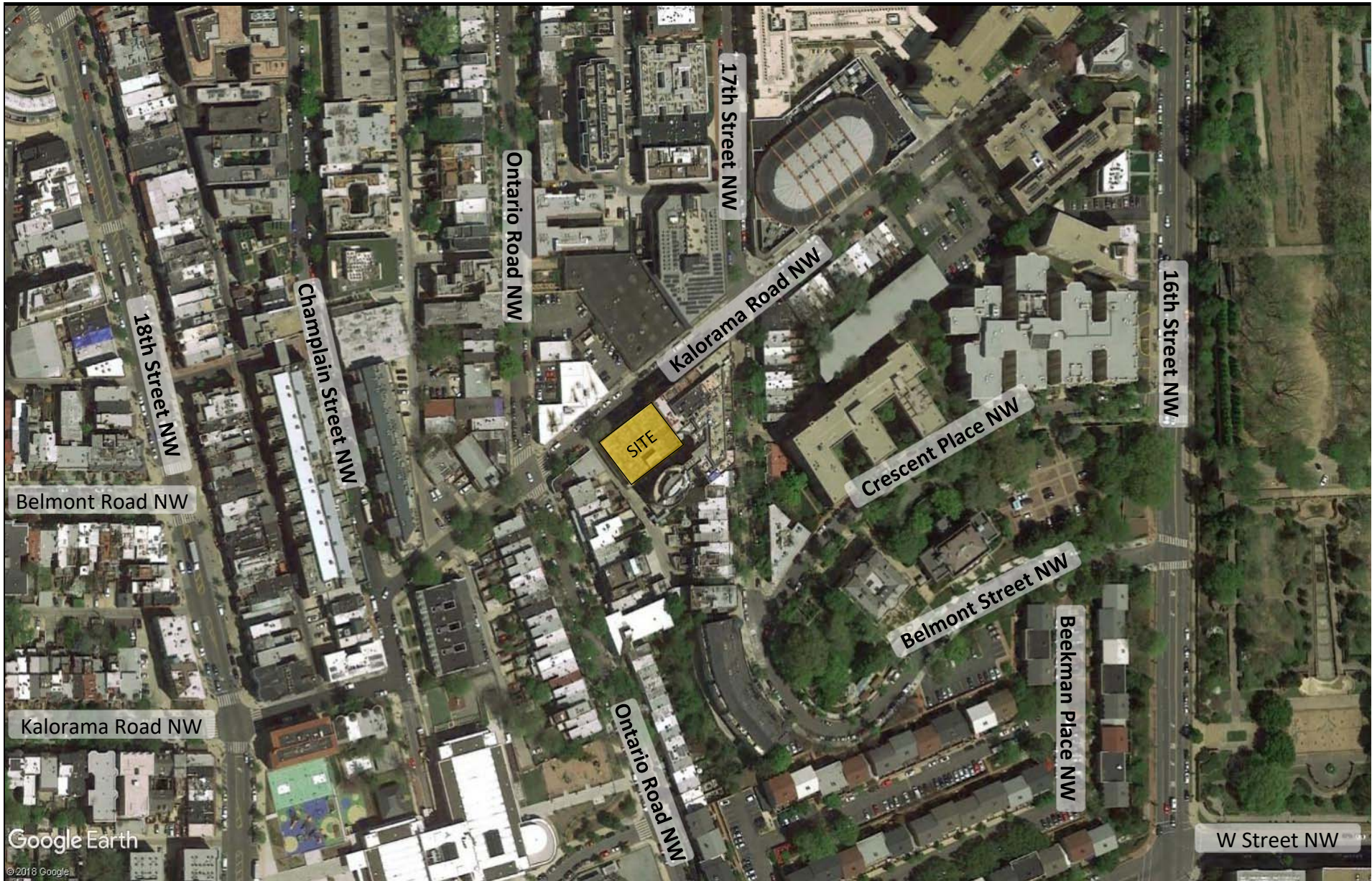
We trust that this memorandum provides you with adequate information regarding the transportation issues related to the proposed Special Exception. Should you require any additional information, please do not hesitate to contact us at [jlmlanovich@wellsandassociates.com](mailto:jlmlanovich@wellsandassociates.com), [jdedmondson@wellsandassociates.com](mailto:jdedmondson@wellsandassociates.com), or (703)-917-6620 with any questions or comments.

O:\Projects\7501 - 8000\7638 Jubilee Kalorama Rd\Documents\Reports\1724 Kalorama Memo (Final Draft 10.19.2018).docx

**FIGURES**







**Figure 1**  
Site Location



NORTH

1724 Kalorama Road NW  
Washington, DC

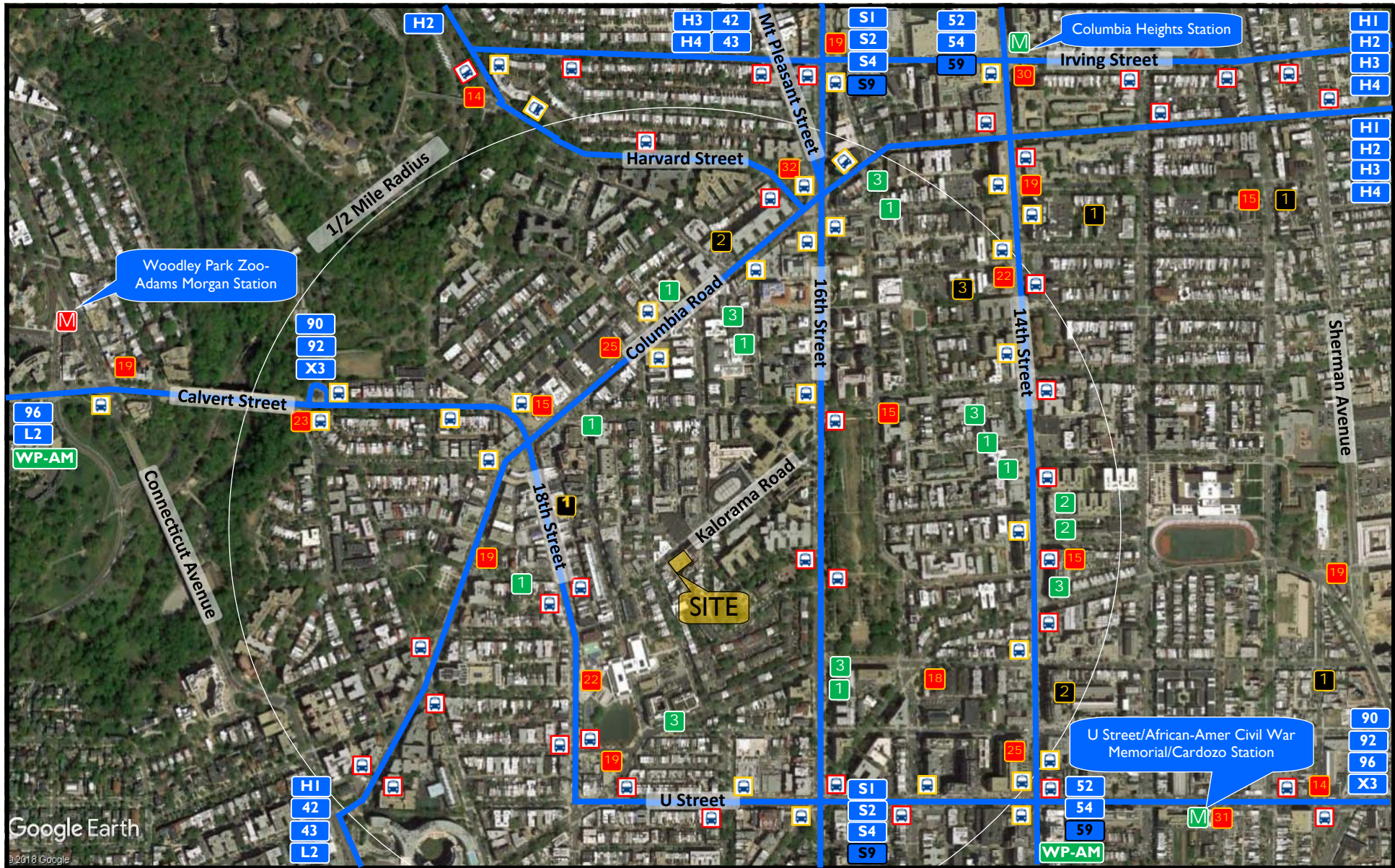




**Figure 2**  
Site Circulation Plan







**Figure 3**  
Multimodal  
Transportation Options

- # Capital Bikeshare Locations (Number of Docks)
- M Metrorail Station (Red Line)
- M Metrorail Station (Green Line, Yellow Line)
- XX Metrobus Route    XX MetroExtra Route
- XX DC Circulator Route
- B Bus Stop (Shelter)    B Bus Stop (No Shelter)

- # Maven Carshare Locations (Number of Cars)
- # Zipcar Locations (Number of Zipcars)

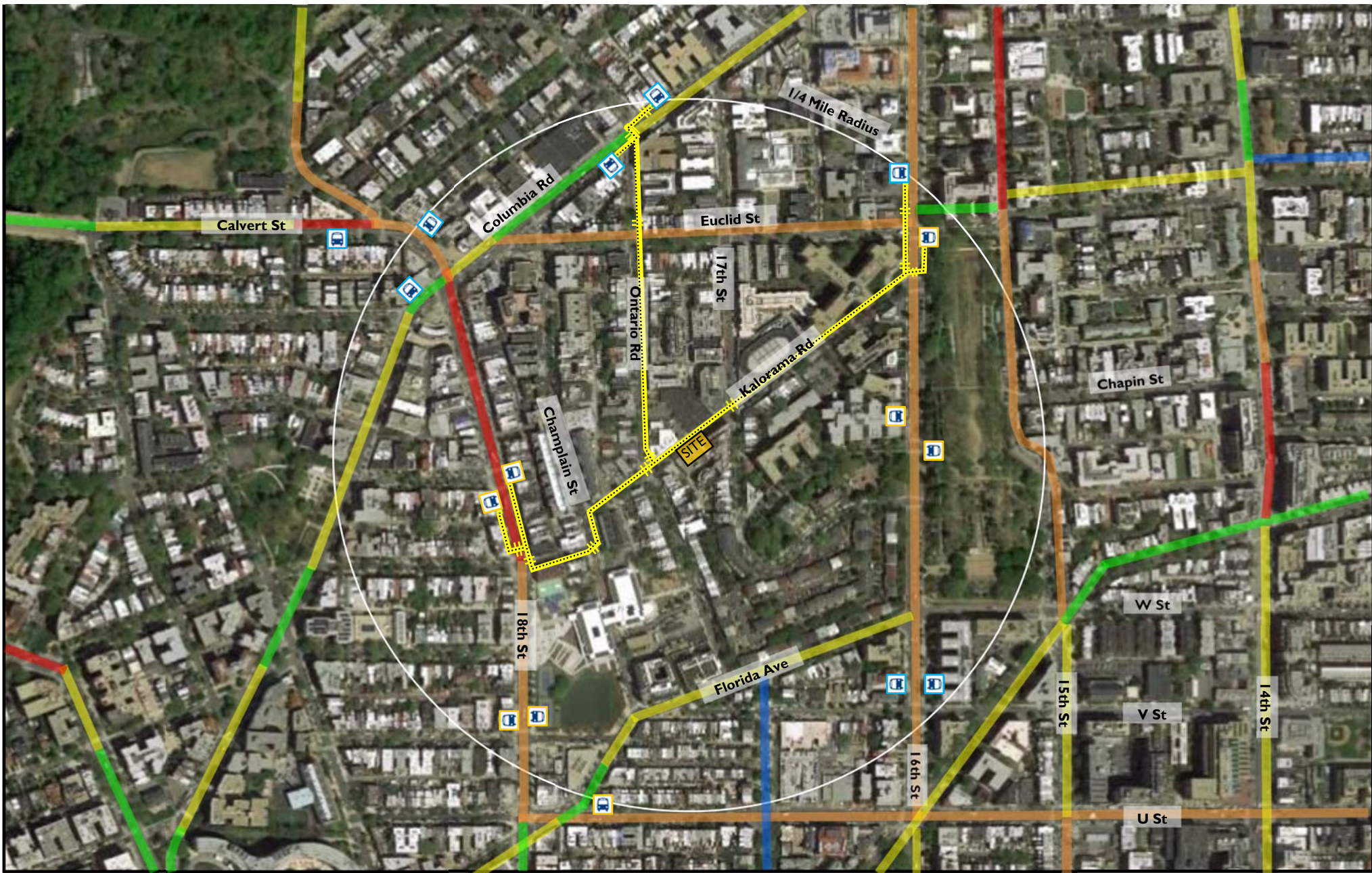
\*Maven and Zipcar locations change frequently accurate as of 8/21/18  
 \*Car2Go has 500 cars in the District. Since Car2Go vehicles can be returned to any legal on-street parking space in the District or certain parking garages that are Car2Go approved, their locations could not be shown on this map.



**NORTH**

**1724 Kalorama Road NW  
Washington, DC**





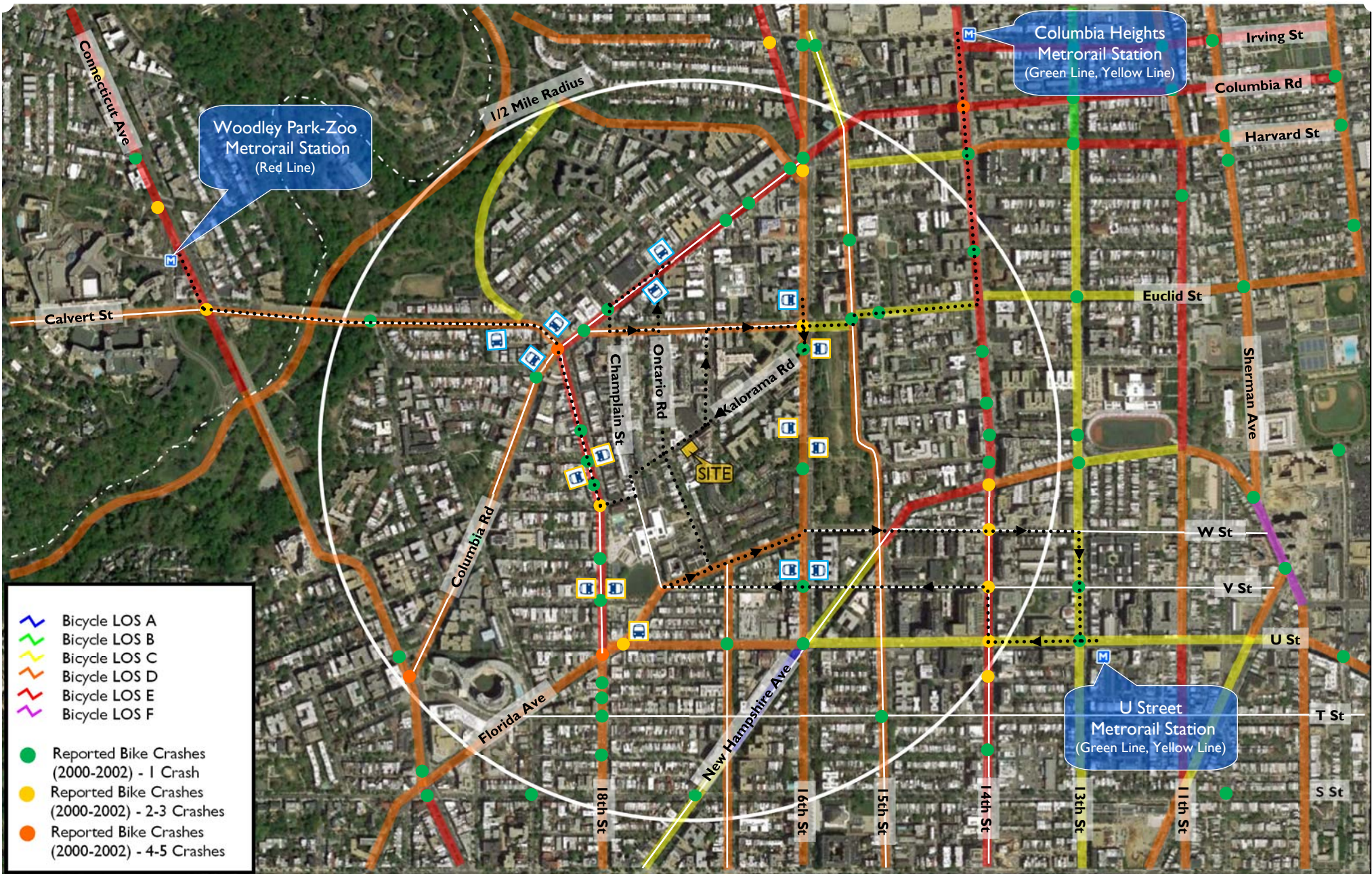
**Figure 4**  
1/4 Mile Walk Shed

- |  |  |   |
|--|--|---|
| Bus Stop - Shelter                      | No Shelter  |  High Pedestrian Activity and Deficiency |
|  Sidewalk                               |  |  Low Pedestrian Activity and Deficiency  |
|  Crosswalk                              |  |   |
|  Likely walking route to/from Bus Stops |  |   |



1724 Kalorama Road NW  
Washington, DC





- Bicycle LOS A
- Bicycle LOS B
- Bicycle LOS C
- Bicycle LOS D
- Bicycle LOS E
- Bicycle LOS F
- Reported Bike Crashes (2000-2002) - 1 Crash
- Reported Bike Crashes (2000-2002) - 2-3 Crashes
- Reported Bike Crashes (2000-2002) - 4-5 Crashes

- Bus Stop - Shelter
- No Shelter
- Multi-Use Trail
- Dedicated Bike Lane
- Metrorail Station
- Likely Bike Routes to/from Bus Stops and Metrorail Stations

**Figure 5**  
1/2 Mile Bike Shed



1724 Kalorama Road NW  
Washington, DC





**Figure 6**  
On-Street Parking Restrictions



**NORTH**

1724 Kalorama Road NW  
Washington, DC



**ATTACHMENT A  
SCOPING DOCUMENT**



## District Department of Transportation (DDOT) Comprehensive Transportation Review (CTR) Scoping Form



The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action of the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal action, or DDOT project. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

**Directions:** The CTR Scoping Form contains study elements that an Applicant is expected to complete in order to determine the scope of the analysis. An Applicant should fill out this Form with a proposed scope of analysis commensurate with the requested action and submit to DDOT for review and concurrence. Accordingly, not all elements and figures identified in the Scoping Form are required for every action, and there may be situations where additional analyses and figures may be necessary. Once a completed Scoping Form is returned, DDOT will provide feedback on the initial parameters of an appropriate analysis scope. After the Scoping Form has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this Form within the CTR study.

### Scoping Information

<b>Date(s) Scoping Form Submitted to DDOT:</b> 9.17.18
<b>DDOT Case Manager:</b> Aaron Zimmerman
<b>Date(s) Scoping Form Comments Submitted to Applicant:</b> 9.24.18
<b>Date Scoping Form Finalized:</b>

Project Overview	Proposed Development Program
<b>Project Name:</b> 1724 Kalorama Road	<b>Use(s)</b>
<b>Street Address:</b> 1724 Kalorama Road NW	Residential (dwelling units): 25 (affordable)
<b>Square &amp; Block / ANC:</b> Square 2566, Lot 90/ANC 1C	Retail (square feet): 6,100 SF
<b>Applicant Name:</b> Martin Mellett Jubilee Housing mmellett@jubileehousing.org	Office (square feet): 3,500 SF
<b>Transportation Consultant:</b> Wells + Associates Jami Milanovich/Jeffrey Edmondson <a href="mailto:jmilanovich@wellsandassociates.com">jmilanovich@wellsandassociates.com</a> <a href="mailto:jdedmondson@wellsandassociates.com">jdedmondson@wellsandassociates.com</a>	Hotel (rooms):
<b>Land Use Counsel:</b> Jeff Utz Goulston & Storrs JUtz@goulstonstorrs.com	<b>Other:</b>

<b>Case Type &amp; No. (ZC, BZA, PSC, etc.):</b>	BZA (SE relief from parking requirements)	<b># of Vehicle Parking Spaces:</b>	None
<b>Prior Related Action(s) (ZC, BZA, PSC, etc.):</b>	Previous BZA case (#18989) under different owner was withdrawn	<b># of Carshare spaces:</b>	None
<b>Current Zoning and/or Overlay District: Zone District</b>	RC-3	<b># of Electric Vehicle Stations:</b>	None
<b>Estimated Date of Hearing:</b>	Early- to Mid-November 2018	<b># of Bicycle Parking Spaces (long- and short-term)</b>	
<b>Projected Build-Out Year:</b>	2019	<b>Long-term:</b>	13
<b>Small Area Plan (if applicable):</b>	Adams Morgan Vision Framework	<b>Short-term:</b>	4
<b>Livability Study (if applicable):</b>	NA	<b>Loading Berths/Spaces:</b>	None

**Existing Site and Description of Action:** *Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site.*

The Applicant is proposing to redevelop the property at 1724 Kalorama Road NW, Washington, DC. The subject site is located on Square 2566, Lot 90, on the south of Kalorama Road between 17<sup>th</sup> Street and Ontario Road. The site is bordered by Kalorama Road on the north, a public alley on the west, and an existing residential building to the east and south. The site is currently occupied by a vacant office building and is zoned RC-3. The redevelopment will include 25 affordable housing units, with approximately 6,100 SF of ground floor space dedicated to a children’s art center. Approximately 3,500 SF of office space will be provided in the habitable penthouse, which will be used by Jubilee Housing staff. No parking or loading is proposed in conjunction with the redevelopment. The two existing curb cuts on Kalorama Road will be closed. A Special Exception will be sought for relief from the parking requirements. No loading is required under the Zoning Regulations of 2016 (ZR16).

**Previous Conditions and Commitments:** *List all relevant conditions and proffers still in effect from a previous approval (Campus Master Plan, First Stage PUD, etc.) and status of completion.*

NA



## Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT’s standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT’s position that issues regarding public space should be addressed at the earliest possible opportunity to minimize concerns that may result from proposed access design.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS																		
<p><b>Site Access</b></p> <p>Show site access points for vehicles, pedestrians and bicyclists, including proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distance analysis from access points, driveway widths and spacing, on- and off-site parking garage locations, inter-parcel connections, and public/private status of driveways, alleys, and streets.</p> <p><i>DDOT requires access be located off an alley if available, otherwise it should be located off the lower volume street. Note any proposed deviations from DDOT standards with justification and if conceptual approval by the Public Space Committee (PSC) has/is being sought.</i></p> <p><i>DDOT will not support curb cut design relief unless there is a physical impossibility preventing an Applicant from meeting all standards. Additionally, all proposed private streets must be built to DDOT standards and have a public access easement.</i></p> <p><input type="checkbox"/> Scoping/CTR Figure – Project Location Map</p> <p><input type="checkbox"/> Scoping/CTR Figure – Site Circulation Plan</p>	<p>The site location is included as Figure 1. The site circulation plan is included as Figure 2.</p> <p>Since no parking and no loading is proposed in conjunction with the site, no curb cuts are proposed. Two existing curb cuts on Kalorama Road currently serve the site. Both curb cuts will be abandoned.</p> <p>Pedestrian access will be provided via entrances on the north side of the building along Kalorama Road. There will be a residential/Jubilee entrance as well as a separate Sitar entrance. On the west side of the building there is a maintenance/bike &amp; showers entrance. Access to the west entrance is provided via the public alley.</p> <p>Access to the long-term bicycle parking in the building will be provided via an entrance on the west side along the public alley. Residential/Jubilee long-term bicycle parking will be provided via the residential/Jubilee entrance in the northeast corner of the building.</p>	<p style="color: red;">DDOT comment 9/24: confirm two curb cuts to be closed, looks like one on drawing.</p> <p style="color: blue;">Confirmed. Two curb cuts will be closed. Future plans will show both curb cuts closed.</p>																		
<p><b>Loading</b></p> <p>Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams.</p> <p><i>DDOT requires head-in and head-out vehicle movements through public space (DEM 31.5) and that direct internal connections be provided between retail bays and loading facilities. Note any proposed deviations or requested relief from ZR16 or DDOT standards with justification and whether a loading management plan will be included. A template loading management plan can be provided upon request.</i></p> <p><input type="checkbox"/> Scoping/CTR Figure – Loading Area Design</p> <p><input type="checkbox"/> CTR Figure(s) – Truck Turning Diagrams (on the site and to/from designated truck routes and alleys)</p>	<p>ZR16 Requirements:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #cccccc;">Use Category</th> <th style="background-color: #cccccc;">Minimum Required Loading Berths</th> <th style="background-color: #cccccc;">Minimum Required Service/Delivery Spaces</th> </tr> </thead> <tbody> <tr> <td>Residential (25 DU)</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Arts, design and creation (6,100 SF)*</td> <td style="text-align: center;">1</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Office (3,500 SF)</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>1</b></td> <td style="text-align: center;"><b>0</b></td> </tr> <tr> <td><b>Total Proposed</b></td> <td style="text-align: center;"><b>0</b></td> <td style="text-align: center;"><b>0</b></td> </tr> </tbody> </table> <p>Based on the ZR16 requirements, one loading berth would be required. However, the existing property operated as an office in excess of 20,000 SF without a loading berth. The one loading berth required for the art center should be satisfied by the previous loading credit.</p>	Use Category	Minimum Required Loading Berths	Minimum Required Service/Delivery Spaces	Residential (25 DU)	0	0	Arts, design and creation (6,100 SF)*	1	0	Office (3,500 SF)	0	0	<b>Total</b>	<b>1</b>	<b>0</b>	<b>Total Proposed</b>	<b>0</b>	<b>0</b>	<p style="color: red;">DDOT comment 9/24: confirm w/Z.A. no relief is required for loading. If loading relief must be pursued, DDOT has no objection since the site has alley access and residents can get “emergency no parking signs” and as long as a loading management plan is implemented.</p>
Use Category	Minimum Required Loading Berths	Minimum Required Service/Delivery Spaces																		
Residential (25 DU)	0	0																		
Arts, design and creation (6,100 SF)*	1	0																		
Office (3,500 SF)	0	0																		
<b>Total</b>	<b>1</b>	<b>0</b>																		
<b>Total Proposed</b>	<b>0</b>	<b>0</b>																		

<p><input type="checkbox"/> CTR Figure – Truck Routing To and From Site (when a grocer or big box retailer is proposed)</p>	<p>No loading berths or service/delivery spaces are proposed.</p>	<p>Applicant is currently working with the Z.A. to determine whether loading relief is required or not. If loading relief is required a loading management plan will be included in the Transportation Statement.</p>
<p><b>Streetscape &amp; Public Realm</b>          Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs.</p> <p><i>DDOT expects new developments to rehabilitate the streetscape between the curb and property lines and meet all public space design standards. These are documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).</i></p> <p><i>All building entrances must be at-grade with the adjacent sidewalk.</i></p> <p><i>Note any non-compliant public space elements requiring a DCRA code modification, DDOT design waiver, or PSC approval.</i></p> <p><input type="checkbox"/> Scoping Figure – Preliminary Public Space Design Concept  <input type="checkbox"/> CTR Figure – Public Space Design Concept</p>	<p>To the extent this information is available from the project architects at the time the study is submitted, we will provide. More detailed information will be provided during the public space process. Preliminary public space design concepts are provided in Figure 2.</p>	
<p><b>Curbside Management</b>          Propose a curbside management plan that is consistent with DDOT standards. The curbside management plan should delineate existing and proposed on-street parking designations/restrictions, including but not limited to building entrance zones, commercial loading zones, multi-space meters, and net change in # of on-street spaces as a result of the proposal.</p> <p><i>Note that the preliminary curbside management plan will not be approved by DDOT during the zoning process. Applicant must submit a more detailed signage and marking plan via TOPS for formal review and approval by DDOT-</i></p>	<p>How the applicant plans to handle both trash pick-up and operations as well as freight loading and deliveries are key components of any building proposal. To facilitate this discussion, a proposed curbside management plan should be completed, which identifies the spatial allocation of all anticipated curbside uses, along with along with time of day restrictions, length of stay restrictions, and other restrictions</p> <p>Uses to be noted include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Residential Permit Parking (RPP)</li> <li>• Meter parking</li> </ul>	



<p><i>PGTD during public space permitting. DDOT expects the Applicant to fund the installation of multi-space meters on blocks where meters are required.</i></p> <p><input type="checkbox"/> CTR Figure – Existing Curbside Designations</p> <p><input type="checkbox"/> CTR Figure – Preliminary Proposed Curbside Management Plan</p> <p><input type="checkbox"/> CTR Figure – Preliminary Proposed Signage and Marking Plan</p>	<ul style="list-style-type: none"> <li>• Bicycle parking</li> <li>• Transit stops</li> <li>• Drop-off/Pick-up zones</li> <li>• Loading zones</li> <li>• Truck maneuvers required on-street or in the alley</li> </ul>	
<p><b>Motorcoaches</b></p> <p>Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. This is typically required for uses that generate significant tourist activity (hotels, museums, cruises, etc.).</p> <p><input type="checkbox"/> CTR Figure – Motor Coach Loading Areas</p> <p><input type="checkbox"/> CTR Figure – Motor Coach Routing</p>	<p>N/A – no significant tourist activity</p>	
<p><b>Sustainable Transportation Elements</b></p> <p>Identify all sustainable transportation elements, such as electric vehicle charging stations proposed to be included in the project.</p> <p><i>DDOT recommends 1 per 50 vehicle spaces be served by an EV station.</i></p>	<p>N/A – No vehicular parking is proposed in conjunction with the project.</p>	
<p><b>Heritage Trees</b></p> <p>Heritage Trees are defined as having a circumference of 100 inches or more and are typically located on private property. They are protected by District law and must be preserved if non-hazardous. Special Trees are between 44 inches and 99 inches in circumference and may be removed with a permit.</p>	<p>N/A – no heritage trees</p>	

## Section 2: TRAVEL ASSUMPTIONS

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p><b>Strategic Planning Elements</b></p> <p>Identify relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies.</p> <p>The evaluation should consider at least the following high level/District-wide documents:</p> <ul style="list-style-type: none"> <li>● MoveDC and its relevant modal elements</li> <li>● DDOT Livability Study (relevant to the project)</li> <li>● OP Small Area Plans (relevant to the project)</li> <li>● District of Columbia Comprehensive Plan</li> <li>● State Transportation Improvement Plan (STIP)</li> <li>● Vision Zero Action Plan</li> <li>● Capital Bikeshare Development Plan</li> <li>● Washington Metropolitan Area Transit Authority's (WMATA) Metrorail and Metrobus Plans</li> <li>● DDOT Corridor studies (e.g., Transit Development Plan, Streetscape Design Plans and Guidelines)</li> </ul>	<p>As well as:</p> <ul style="list-style-type: none"> <li>● DDOT Design and Engineering Manual</li> <li>● District of Columbia Municipal Regulations</li> <li>● District of Columbia Pedestrian Master Plan</li> <li>● District of Columbia Bicycle Master Plan</li> <li>● DDOT Public Realm Design Guide</li> <li>● Adams Morgan Vision Framework</li> </ul>	
<p><b>Transportation Network Improvements</b></p> <p>List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by developers, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year.</p>	<p>N/A – Based on the fact that the trip generation is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, no roadway improvements will be included.</p>	

<input type="checkbox"/> <i>Scoping/CTR Figure – Map showing locations of background transportation network improvements</i>		
<p><b>Local Traffic Growth</b>  List and map developments to be analyzed as local background growth. This should include anticipated matter-of-right and zoning-approved developments within ¼ mile of site and ones more than ¼ mile from site if traffic distributed through study intersections. Include portions of developments anticipated to open by the projected build-out year.</p> <p><input type="checkbox"/> <i>Scoping/CTR Figure – Map showing background development projects near study area</i></p> <p><input type="checkbox"/> <i>Scoping/CTR Figure – Table showing completion amounts of background developments</i></p> <p><input type="checkbox"/> <i>CTR Figure – Table showing trip generation assumptions for background developments</i></p> <p><input type="checkbox"/> <i>CTR Figure(s) – Assignment of Background Traffic (for each development)</i></p>	<p>N/A – Based on the fact that the trip generation is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, growth associated with pipeline developments is not applicable.</p>	
<p><b>Regional Traffic Growth</b>  Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing MWCOG model growth rates, historic DDOT AADT traffic counts, or data from other planning studies. These sources should only be used as a guide. Map proposed growth rates by facility, direction, and time of day.</p> <p><i>Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Growth rates based on historical data should look at 10+ years of data. Adjustments to the rates may be necessary depending on the amount of traffic assumed from</i></p>	<p>N/A – Based on the fact that the trip generation is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, a background regional growth rate is not applicable.</p>	

<p>local background developments or if there were recent changes to the roadway network.</p> <p><input type="checkbox"/> Scoping/CTR Figure(s) – Table and map showing projected regional growth assumptions (dependent on methodology)</p>																	
<p><b>Vehicle Parking</b></p> <p>Identify parking locations and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and any previous approvals. Use the <i>DDOT Park Right DC</i> tool to assess vehicle parking demand for residential over retail projects.</p> <p>Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (e.g., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.).</p> <p><i>Confirm that the proposed vehicle parking provision is in line with the vehicle trip generation estimates. If vehicle parking ratios are not in line with the context of the neighborhood where the site is located, then adjustments to the trip generation calculations and additional TDM commitments will be required.</i></p> <p><i>Confirm whether ZR16 TDM Mitigations will be required, per Subtitle C § 707.3, for providing more than double the amount of required vehicle parking. Coordinate with the Zoning Administrator as early in the process as possible for an official determination.</i></p> <p><i>For BZA parking relief cases, per Subtitle C § 703.4, a TDM Plan is required when providing fewer than the ZR16 required number of spaces. Also, if relief is being requested from 5 or more spaces, then a Parking Occupancy Study is required (see Impact Assessment section).</i></p>	<p>Table 1: ZR16 Vehicle Parking Calculations and Proposed Parking Ratios by Land Use</p> <table border="1"> <thead> <tr> <th>Use Category</th> <th>Minimum Required</th> <th>Calculated Spaces</th> </tr> </thead> <tbody> <tr> <td>Residential (25 DU)</td> <td>1 per 3 dwelling units in excess of 4 units</td> <td>7</td> </tr> <tr> <td>Arts, Design, Creation (6,100 SF)</td> <td>1 per 1,000 SF in excess of 3,000 SF*</td> <td>4</td> </tr> <tr> <td>Office (3,500 SF)</td> <td>0.5 per 1,000 SF in excess of 3,000 SF*</td> <td>1</td> </tr> <tr> <td><b>Total</b></td> <td></td> <td><b>12<sup>†</sup></b></td> </tr> </tbody> </table> <p>* Pursuant to 11-C DCMR §701.6, the 3,000 square foot deduction was reduced from the office and arts uses on a pro-rata basis.</p> <p>† The site is 0.23 miles from 16<sup>th</sup> Street Metrobus Routes S1, S2, S4 and S9. However, since the 1700 block of Kalorama Road is in the RPP database, the 50 percent reduction does not apply.</p> <p>No parking is proposed in conjunction with the subject redevelopment. Therefore, a Special Exception will be sought for relief from the parking requirements.</p>	Use Category	Minimum Required	Calculated Spaces	Residential (25 DU)	1 per 3 dwelling units in excess of 4 units	7	Arts, Design, Creation (6,100 SF)	1 per 1,000 SF in excess of 3,000 SF*	4	Office (3,500 SF)	0.5 per 1,000 SF in excess of 3,000 SF*	1	<b>Total</b>		<b>12<sup>†</sup></b>	<p>DDOT comment 9/24: per DCMR §703.4, a TDM plan must be agreed to by DDOT in cases requesting parking relief. Please include a draft TDM plan in the Transportation Statement to be submitted.</p> <p>Noted. Will include a draft TDM plan in the Transportation Statement.</p>
Use Category	Minimum Required	Calculated Spaces															
Residential (25 DU)	1 per 3 dwelling units in excess of 4 units	7															
Arts, Design, Creation (6,100 SF)	1 per 1,000 SF in excess of 3,000 SF*	4															
Office (3,500 SF)	0.5 per 1,000 SF in excess of 3,000 SF*	1															
<b>Total</b>		<b>12<sup>†</sup></b>															

*Scoping/CTR Figure – ZR16 Vehicle Parking Calculations and Proposed Parking Ratios by Land Use*

**Bicycle Parking**  
 Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16.

*Long-term bicycle parking spaces should be easily accessible from building lobby or located in the parking garage level closest to the ground floor. Lockers and showers must be included with non-residential long-term bicycle storage rooms, per Subtitle C § 706. Provide calculations for required lockers and showers.*

*Short-term bicycle parking should be accommodated by installing inverted U-racks along the perimeter of the site in private or public space, near the site entrance(s).*

*Scoping/CTR Figure – ZR16 calculations for bicycle parking and shower/locker Facilities*

*Scoping/CTR Figure – Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair room*

Table 2: ZR16 calculations for bicycle parking and shower/locker Facilities

Use Category	Minimum Required Long-term Spaces	Minimum Required Short-term Spaces	Calculated Long-term Spaces	Calculated Short-term spaces
Residential (25 DU)	1 space for each 3 DU	1 space for each 20 DU	8 Spaces	1 Spaces
Arts, Design, and Creation (6,100 SF)	1 space for each 10,000 SF	1 space for each 20,000 SF	1 Space	0 Space
Office (3,500 SF)	1 space for each 2,500 SF	1 space for each 40,000 SF	2 Space	0 Spaces
<b>Total</b>			<b>11 Spaces</b>	<b>1 Spaces</b>

No shower or changing facilities are required as this redevelopment based on the following provisions of ZR16:

§806.2 – The requirements apply to newly constructed buildings and buildings that expands in gross floor area by more than 25 percent.

§806.3 – All residential uses and non-residential uses of less than 25,000 SF do not require showers.

§806.4 – All residential uses and non-residential uses of less than 25,000 SF do not require changing facilities.

Figure 2 shows the locations of internal bicycle parking spaces, and routing to these spaces.

<p><b>Mode Split</b></p> <p>Provide mode split assumptions with sources and justification. Sources of data could include the most recent <i>Census Transportation Planning Products (CTPP)</i> or the <i>2005 WMATA Development-Related Ridership Survey</i>. Note that the walking mode share will account for internal trip synergies for mixed use developments.</p> <p><i>The agreed upon mode split assumptions should not be revised between scoping and CTR submission without DDOT concurrence.</i></p> <p><input type="checkbox"/> <i>Scoping/CTR Figure – Mode Split Assumptions</i></p>	<p>Trip generation, as well as mode splits, for the residential and retail space of the proposed redevelopment was estimated based on tripsDC.org methodology. Mode split assumptions for the Jubilee office space were based on the January 24<sup>th</sup>, 2012 study by Wells and Associates which conducted a survey of employees of the Jubilee Jumpstart on Ontario Road NW. Attachments 1 and 2 (TripsDC pdf and 2012 Jubilee Jumpstart Memo) provide more details on the mode split assumptions.</p>	
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**Trip Generation**

Provide site-generated trip generation estimates, utilizing the most recent version of ITE *Trip Generation Manual* or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase. Modes include transit (rail and bus), bicycle, walk, and automobile. Existing site trips should be based on visual counts and not estimated based on trip generation calculations.

*A vehicle capacity analysis is required when a development generates 25 or more peak hour vehicle trips in the peak direction (higher of either inbound or outbound vehicles in highest peak hour). Existing site traffic, pass-by, TDM, and internal capture reductions should not be applied when calculating whether a CTR is required. They may be used in the multi-modal trip generation summary and assignment of trips within the CTR, as appropriate.*

*DDOT TripsDC tool should be used to determine trip generation estimates for residential over retail projects.*

*Adjustments to trip generation may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.*

*Pass-by rates in the District are minimal and should only apply to major retail-dominant destinations, grocery stores, and gas stations. An adjusted pass-by/diverted trips methodology should be developed if proposed uses are not located on a road classified as arterial or higher.*

Table 3: Trip Generation Summary

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Apartment</b>	221	25	DU						
Person Trips <sup>1</sup>	AM	PM		12	36	48	51	33	84
Transit <sup>2</sup>	15%	12%		2	5	7	6	4	10
Bicycle <sup>2</sup>	8%	12%		1	3	4	6	4	10
Pedestrian <sup>2</sup>	46%	57%		6	16	22	29	19	48
Auto Trips <sup>3</sup>	31%	19%		4	11	15	10	6	16
<b>Total Office</b>	712	3,500	SF						
Total Trips <sup>4</sup>				6	1	7	3	6	9
Non-auto Mode Split <sup>5</sup>		62%		4	1	5	2	4	6
Transit				3	1	4	1	3	4
Bicycle				-	-	-	-	-	-
Pedestrian				1	-	1	1	1	2
Auto Trips				2	-	2	1	2	3
<b>Total Proposed Development</b>									
Total Trips				18	37	55	54	39	93
Non-auto Mode Split				13	25	38	43	31	74
Transit				5	6	11	7	7	14
Bicycle				1	3	4	6	4	10
Pedestrian				7	16	23	30	20	50
Auto Trips				6	11	17	11	8	19

*The agreed upon trip generation estimates should not be revised between scoping and CTR submission without DDOT concurrence.*

- Scoping Figure – Vehicle Trip Generation Calcs for CTR Threshold*
- Scoping/CTR Figure – Multi-Modal Trip Generation*

<sup>1</sup>Trips generated using TripsDC.org. The square footage of the Sitar space was used as the “ground floor retail” space in the TripsDC methodology. ITE Land Use Code 221 was used only to determine the inbound and outbound distributions since TripsDC.org does not provide that information.

<sup>2</sup>Non-auto mode split given by TripsDC

<sup>3</sup>Conservative estimate for Jubilee housing auto-mode split because approximately three percent of Jubilee residents own cars.

<sup>4</sup>Trips generated using the Institute of Transportation Engineers, Trip Generation Manual, 10<sup>th</sup> edition

<sup>5</sup> Non-auton mode split for Jubilee office space determined from Wells and Associates’ January 24<sup>th</sup>, 2012 Memorandum on Jubilee Jumpstart staff on Ontario Road NW. Non-auto mode break-down was assumed at a 2 transit trip: 1 pedestrian trip rate.



<p><b>Trip Distribution</b></p> <p>Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network.</p> <p><i>Percentage distributions should be shown turning at intersections throughout the transportation network and at site driveways and garage entrances.</i></p> <p><i>The agreed upon percentage distribution of trips should not be revised between scoping and CTR submission without DDOT concurrence.</i></p> <p><input type="checkbox"/> <i>Scoping/CTR Figure – Percentage Distribution Map(s) by Land Use, Direction, and Time of Day</i></p> <p><input type="checkbox"/> <i>CTR Figure – Assignment of Site-Generated Trips</i></p> <p><input type="checkbox"/> <i>CTR Figure – Assignment of Pass-By or Re-Routed Trips, as needed</i></p>	<p>N/A – Based on the fact that the trip generation as described above is below the threshold for a CTR, no vehicular analysis is proposed. Therefore, no site distribution or assignment will be needed.</p>	
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Section 3: IMPACT ASSESSMENT		
CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p><b>Traffic Impact Analysis (TIA)</b>  <b>Study Area and Data Collection</b>  Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area should include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns.</p> <p><i>Turning Movement Counts (TMC) should be collected during the weekday morning (6:30 AM to 9:30 AM) and evening (4:00 PM to 7:00 PM) peak periods while schools and Congress are in session, unless otherwise agreed upon. The Saturday mid-day peak period should be studied if development program is retail-heavy. TMCs should include vehicles, pedestrians, bicyclists, and % truck traffic. Previously collected TMCs may be used if they are less than 2 years old, unless a significant change to the transportation network has occurred.</i></p> <p><i>Provide hard copies of TMCs in CTR appendix and electronic copies in DDOT-preferred format at time of submission.</i></p> <p><input type="checkbox"/> Scoping/CTR Figure – Study Intersections</p>	<p>N/A - Based on the trip generation presented above, the number of vehicle trips that would be generated by the proposed redevelopment would NOT surpass the 25 directional trip threshold that would require a full traffic impact study.</p>	
<p><b>TIA Study Scenarios</b>  Propose an appropriate set of scenarios to analyze. Note the anticipated build-out year and project phasing. Analysis scenarios should consider:</p> <ul style="list-style-type: none"> <li>● Existing Conditions</li> <li>● Background Conditions (No-Build)</li> <li>● Total Future Conditions (With Development)</li> <li>● Total Future Conditions (With Mitigation)</li> <li>● Total Future Conditions (+5 Years), as necessary</li> <li>● Additional Scenarios For Each Phase, as necessary</li> <li>● Long Range 25+ Years Planning Scenario for Larger Projects</li> </ul> <p><i>Note that the Background (No-Build) scenarios for multi-phase projects should <u>not</u> include site-generated traffic from earlier phases of development.</i></p>	<p>N/A – TIA Study not proposed</p>	

<p><b>TIA Methodology</b></p> <p>Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology should be used to determine Level of Service (LOS) and vehicle queue lengths. DDOT requires Synchro software for LOS analysis and SimTraffic (10 simulations averaged) for queue lengths.</p> <p><i>Provide hard copies of simulation analyses in CTR appendix and electronic copies of analysis files at time of submission.</i></p> <p><input type="checkbox"/> CTR Figure(s) – TMCs for Existing, Background, and Total Future Scenarios</p> <p><input type="checkbox"/> CTR Figure(s) – Synchro LOS Results for Existing, Background, and Total Future Scenarios</p> <p><input type="checkbox"/> CTR Figure(s) – SimTraffic Queuing Results for Existing, Background, and Total Future Scenarios</p>	<p>N/A – TIA study not proposed</p>	
<p><b>Pedestrian Network</b></p> <p>Propose methodology for evaluating the condition of the existing pedestrian network and determining the project’s impact. Evaluate, at a minimum, sidewalk widths, network completeness, whether facilities meet DDOT and ADA standards, whether pedestrian signal timings are adequate, and identifying critical walking routes.</p> <p><i>Study area should include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, including routes to Metrorail, transit stops, schools, and major activity centers.</i></p> <p><input type="checkbox"/> Scoping/CTR Figure – Pedestrian Study Area and Walking Routes to Transit, Schools, Activity Centers</p> <p><input type="checkbox"/> CTR Figure – Pedestrian Network Existing Conditions</p> <p><input type="checkbox"/> CTR Figure – Pedestrian Network Future Conditions (if improvements are programmed/proffered by others or proposed by the Applicant)</p>	<p>A graphic depicting a ¼ mile walk shed will be prepared and will show likely pedestrian paths between the site and nearby transit stops. A discussion of the existing and proposed pedestrian facilities in the immediate vicinity of the proposed redevelopment will be provided. A preliminary graphic showing a ¼ mile walk shed is shown on Figure 3.</p>	
<p><b>Bicycle Network</b></p> <p>Propose methodology for evaluating the condition of the existing bicycle network and determining the project’s impact, including impacts to Capital Bikeshare. Evaluate, at a minimum, network completeness and adequacy of Capital Bikeshare locations and availability.</p> <p><i>Study area should include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, including routes to Metrorail, transit stops, schools, and major activity centers.</i></p> <p><i>Note where bike lanes conflict with access to the site or on-street loading movements associated with the project.</i></p> <p><i>If a Capital Bikeshare station is located along the site frontage, the Applicant must assume the station will stay in place after the development has been constructed and must be designed into the public space plans. If it is not physically possible to stay in place, then DDOT expects the Applicant to demonstrate this hardship, propose a</i></p>	<p>A graphics depicting a ½ mile bike shed will be prepared and will show likely bicycle paths between the site and transportation options. A discussion of the existing and proposed bicycle facilities in the immediate vicinity of the proposed redevelopment will be provided. A preliminary graphic showing a ½ mile bike shed is shown on Figure 4.</p>	

<p><i>viable alternative location, and fund the station relocation. The minimum size of a new Capital Bikeshare station is 19 docks.</i></p> <p><input type="checkbox"/> <i>Scoping/CTR Figure – Bicycle Study Area and Bicycling Routes to Transit, Schools, Activity Centers</i></p> <p><input type="checkbox"/> <i>CTR Figure – Bicycle Network Existing Conditions</i></p> <p><input type="checkbox"/> <i>CTR Figure – Bicycle Network Future Conditions (if improvements are programmed/proffered by others or proposed by the Applicant)</i></p>		
<p><b>Transit Network</b></p> <p>Propose methodology and metrics for evaluating and determining the transit impacts of the project. Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, etc.). For rail stations, refer to the 2008 <i>WMATA Station Site and Access Planning Manual</i>, as well as various station capacity studies.</p> <p><i>All existing bus stops must be accommodated during construction.</i></p> <p><input type="checkbox"/> <i>Scoping/CTR Figure – Map of Adjacent Transit Routes and Stations</i></p>	<p>The nearest Metro station is U Street/African-American Civil War Memorial/Cardozo located about 0.6 miles southeast of the site and serves the Green and Yellow Metro lines. The Woodley Park Zoo Metro station is located about 0.73 miles northwest of the site and serves the Metro Red line. The Columbia Heights Metro Station is approximately 0.66 miles from the site. There are Metrobus stops along 16<sup>th</sup> Street NW 0.23 miles to the northeast of the site that serve the Metrobus routes S1, S2, S4, and S9. About 0.13 miles to the west of the site along 18<sup>th</sup> Street NW are Metrobus stops for 90, 96, and X3. About 0.35 miles away along Columbia Road NW, there are stops for Metrobus Routes L2, 42, 43, and H1 as well as a DC Circulator route WP-AM. Metrobus routes 52, 54, and 59 stop about 0.41 miles east of the site on 14 Street NW.</p> <p>A discussion of the existing transit facilities including bus stops, Metrorail Stations, transit headways, car-sharing locations, and Capital Bikeshare locations in the immediate vicinity of the subject redevelopment site will be provided. Figure 5 shows a map of adjacent transit routes and stations.</p>	

<p><b>Safety Analysis</b></p> <p>Propose methodology to identify crash patterns at study intersections and mitigate potential safety concerns. Identify intersections with a crash rate of 1.0 MEVs or higher over the most recent 3-year period, document the types of crashes, and evaluate crash trends at these intersections. A safety analysis is only required if a capacity analysis is required.</p> <p><i>Perform a review of DDOT Vision Zero Map for the project study area and connect crash trends and recommendations to DDOT's Vision Zero strategy. Note whether any study intersections have been identified by DDOT as high crash locations and if any safety studies have been previously conducted.</i></p> <p><i>Crash data may be obtained by submitting a data request form to the Transportation Operations and Safety Division (TOSD). This form can be provided upon request.</i></p>	<p>N/A</p>	
<p><b>Internal Circulation and Transportation Facilities</b></p> <p>If site contains 500 or more vehicle parking spaces, evaluate on-site vehicle parking demand and provide analysis demonstrating parking entrance and ramps can properly process vehicles without queuing onto public streets. Provide proposed parking supply, queuing analysis, and physical controls to parking area, if applicable.</p> <p><input type="checkbox"/> CTR Figure – Parking ramps and processing facilities along with processing speed</p>	<p>N/A</p>	
<p><b>On-Street Parking Occupancy Study</b></p> <p>This analysis is required if BZA relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a ZC or permitting case, if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods.</p> <p><i>Vehicle parking occupancy counts should be collected hourly during periods of peak demand. These are typically the weekday evening period (6-9 PM) for residential uses, weekday morning period (7-9 AM) if within ¼ mile of Metrorail, and weekend peak periods if there is a commercial component. Parking availability should be assessed a maximum of 2 blocks in each direction from the site, unless otherwise agreed upon.</i></p> <p><input type="checkbox"/> Scoping/CTR Figure – Study Area/Block Faces</p> <p><input type="checkbox"/> CTR Figure(s) – Block Face Parking Inventory and Restrictions</p> <p><input type="checkbox"/> CTR Figure(s) – Vehicle Parking Space Utilization by Study Period</p>	<p>We will conduct parking occupancy counts within an approximate two block radius on a typical weekday from 3:30 PM to 10:30 PM. The study will include the following roadway segments:</p> <ul style="list-style-type: none"> <li>- Kalorama Road from Champlain to 16<sup>th</sup></li> <li>- 17<sup>th</sup> Street from the Harris Teeter to Crescent Place</li> <li>- Ontario Road from the alley southwest of Euclid to Old Morgan School Place</li> <li>- Champlain Street (750 ft, see map)</li> </ul> <p>Figure 6 shows the study area/block faces.</p>	

## Section 4: MITIGATIONS

The completed CTR should detail all proposed mitigations. The purpose of including the Mitigations section in the Scoping Form is to note DDOT's Significant Impact policy, DDOT's approach to mitigation, and to allow the Applicant to gain initial feedback on potential mitigations the Applicant may ultimately propose. Any mitigation strategies discussed and included in the Scoping Form are not considered binding until formally committed to in the CTR.

**DDOT Significant Impact Policy:** Per DEM 38.3.5, all site-generated vehicular impacts to the transportation network during study peak hours must be mitigated. Vehicular impacts are defined as 1) the degradation of an intersection approach to LOS E or F or intersection v/c ratio to 1.0 or greater under Total Future Conditions; 2) if an approach exceeds LOS E or F or intersection exceeds 1.0 v/c ratio under Background Conditions then an increase in delay or v/c ratio by 5% or more under Total Future Conditions; 3) vehicle queuing length exceeds available capacity of approach or turn lane under Total Future Conditions; 4) if the 95<sup>th</sup> percentile queue length of an approach or turn lane increases by 150 feet or more from Background to Total Future Conditions.

DDOT's approach to mitigate impacts to the network is to first establish optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action's impact, reducing on-site vehicle parking, implementing TDM measures, and making upgrades to the pedestrian, bicycle, and transit networks to encourage use of non-automotive modes should be proposed. Only when these options are exhausted will DDOT consider capacity-increasing changes to the roadway network because such changes often have detrimental impacts on non-automotive travel and are often contrary to the District's multi-modal transportation goals.

*The Applicant acknowledges DDOT's Significant Impact Policy and the Agency's approach to mitigation that prioritizes reducing vehicle parking, implementing TDM strategies, and making non-automotive network improvements.*

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p><b>Transportation Demand Management (TDM)</b></p> <p>A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context.</p> <p>TDM strategies are also an integral part of the District's transportation options. As such, a baseline TDM plan, regardless of impacts to the transportation network, should be proposed for all PUDs and Campus Plans.</p> <p><i>Document all existing TDM strategies being implemented on-site and those being proposed and committed to by the Applicant. Elements of the TDM Plan must be broken down by land use.</i></p>	<p>Transportation Demand Management (TDM) strategies will be identified for the proposed residential use. A graphic depicting the nearby transportation facilities/services (bus stops, Metrorail stations, car-sharing locations, and Capital BikeShare locations) will be prepared.</p>	<p>DDOT Comment 9/24: DCMR 703.4 requires a TDM plan for all parking reduction cases. This should not be limited to only the residential use.</p> <p>Noted. TDM plan will not be limited to only the residential use, but all uses.</p>
<p><b>Operational Changes</b></p> <p>Describe all proposed operational changes in CTR and provide supporting analysis and warrants in the study appendix. All proposed changes in traffic control must be conducted following the procedures outlined in the Manual of Uniform Traffic Control Devices (MUTCD).</p> <p><i>Note any preliminary ideas being considered at this stage of scoping.</i></p>	<p>N/A – no proposed operational changes</p>	

<p><b>Geometric Changes</b></p> <p>Describe all proposed geometric changes in CTR and provide supporting analysis and warrants in the study appendix.</p> <p><i>Note any preliminary ideas being considered at this stage of scoping.</i></p>	N/A – no proposed geometric changes	
<p><b>Performance Monitoring</b></p> <p>DDOT may require a performance monitoring plan in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. The monitoring plan will establish thresholds for new trips a project can generate, define post-completion evaluation criteria and methodology, determine the frequency of reporting, and establish potential remediating measures (e.g., adjust trip caps or implement additional TDM strategies).</p> <p><i>Document any existing performance monitoring Plans in effect and any proposed changes.</i></p>	N/A – no existing performance monitoring Plans in effect and no proposed changes	
<b>Section 5: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING</b>		
<b>CATEGORY &amp; GUIDELINES</b>	<b>CONSULTANT PROPOSAL</b>	<b>DDOT COMMENTS</b>
<p>These items include status of Community Benefits Agreement, ANC concerns, traffic calming proposals, Traffic Operations and Parking Plan (TOPP), additional analyses such as merge/weave analysis, etc.</p>		





**ATTACHMENT B  
BLOCK-BY-BLOCK PARKING DATA**





Table B-1  
Block-by-Block Parking Occupancy

Time	Lot A		Lot B		Lot C		Lot D		Lot E		Lot F	
	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%
<b>15:30</b>	15	71%	19	90%	7	58%	3	27%	13	62%	15	75%
<b>16:30</b>	20	95%	22	105%	8	67%	8	73%	16	76%	18	90%
<b>17:30</b>	20	95%	21	100%	8	67%	8	73%	16	76%	19	95%
<b>18:30</b>	19	90%	19	90%	10	83%	6	55%	18	86%	19	95%
<b>19:30</b>	19	90%	23	110%	10	83%	8	73%	20	95%	22	110%
<b>20:30</b>	20	95%	22	105%	10	83%	8	73%	21	100%	22	110%
<b>21:30</b>	21	100%	22	105%	10	83%	9	82%	20	95%	22	110%
<b>22:30</b>	21	100%	22	105%	10	83%	9	82%	21	100%	22	110%
<b>Total:</b>	<b>21</b>		<b>21</b>		<b>12</b>		<b>11</b>		<b>21</b>		<b>20</b>	

\* Some individual block segments reach occupancy percentages greater than 100%. This is due to the capacity of the segments varying based on the size of vehicles parked, efficiency of parking vehicles, and whether vehicles are illegally parking.

Table B-1 Continued  
 Block-by-Block Parking Occupancy

Lot G		Lot H		Lot I		Lot J		Lot K		Lot L		Lot M	
Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%
30	91%	31	94%	12	100%	12	109%	0	0	8	89%	7	64%
30	91%	31	94%	12	100%	12	109%	0	0	8	89%	7	64%
30	91%	32	97%	11	92%	11	100%	0	0	8	89%	7	64%
29	88%	32	97%	10	83%	9	82%	0	0	8	89%	7	64%
28	85%	32	97%	12	100%	9	82%	0	0	8	89%	9	82%
31	94%	33	100%	12	100%	9	82%	0	0	6	67%	7	64%
32	97%	34	103%	13	108%	8	73%	0	0	9	100%	7	64%
32	97%	33	100%	13	108%	8	73%	0	0	9	100%	7	64%
<b>33</b>		<b>33</b>		<b>12</b>		<b>11</b>		<b>0</b>		<b>9</b>		<b>11</b>	

Table B-1 Continued  
 Block-by-Block Parking Occupancy

Lot N		Lot O		Lot P		Lot W		Lot X		Total	Percent Occupied
Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%		
8	80%	15	71%	18	78%	19	100%	17	89%	<b>249</b>	<b>81%</b>
9	90%	16	76%	18	78%	18	95%	15	79%	<b>268</b>	<b>87%</b>
9	90%	14	67%	18	78%	18	95%	14	74%	<b>264</b>	<b>86%</b>
9	90%	12	57%	20	87%	17	89%	16	84%	<b>260</b>	<b>85%</b>
10	100%	12	57%	19	83%	18	95%	18	95%	<b>277</b>	<b>90%</b>
9	90%	18	86%	22	96%	17	89%	20	105%	<b>287</b>	<b>93%</b>
6	60%	18	86%	21	91%	17	89%	18	95%	<b>287</b>	<b>93%</b>
7	70%	18	86%	22	96%	17	89%	19	100%	<b>290</b>	<b>94%</b>
<b>10</b>		<b>21</b>		<b>23</b>		<b>19</b>		<b>19</b>		<b>307</b>	



**ATTACHMENT C**  
**JUBILEE HOUSING FACT SHEET**





## Jubilee Housing

### Basis for Parking Requirement Waiver Request at 1724 Kalorama Rd NW

Background: Jubilee Housing purchased 1724 Kalorama Rd NW in August 2018 and intends to redevelop the former commercial building into a mixed use building with 3 components: residential, community services, and office space. Each of these uses requires different amounts of parking spaces to be built on-site as described in the below chart:

Land Use	Required Parking
Residential – 25 units (floors 2,3,4)	7 spaces
Daytime Care - Sitar Arts Center (ground floor)	3 spaces
Office Use - (5 <sup>th</sup> or penthouse level)	0 space

Request: Jubilee Housing has requested permission from the Board of Zoning Adjustment (BZA) not to build any parking spaces at 1724 Kalorama Rd NW for two primary reasons:

**Expansion of Sitar Arts Center on the ground floor:** Jubilee would like to assist Sitar expand their out of school time and summer arts programming to more children in our neighborhood by providing about 5,000 square feet of space on the ground floor of the building. The ground floor is the only place in the building where parking can reasonably be accommodated.

**Loss of required parking will have limited or no impact on street parking:** Based on our analysis of residential parking and staff parking needs of Sitar Arts Center and Jubilee Housing, we do not believe the neighborhood will be negatively impacted by the loss of this required parking.

Residential Parking Requirements and Relief Request: Based on a re-development plan for the Kalorama site, Jubilee is required to include 7 parking spaces on site for the 25 apartments proposed. Jubilee is requesting permission to waive that parking because approximately 5% of existing Jubilee residents own cars, and therefore the loss of those parking spaces will not negatively impact the on-street parking surrounding the site. The expected resident population of the Kalorama site will be very similar to our existing resident population.

Jubilee Housing owns and manages its portfolio of 10 buildings (299 units) located in the Adams Morgan/Columbia Heights neighborhoods. These properties are located in ANC 1 A and ANC 1 C.

Jubilee Housing staff works closely with the residential community in each of the buildings and meets with each resident on at least an annual basis. Using this close working relationship, Jubilee recently completed an informal survey of all of its residents regarding car ownership. Those results are listed below. None of Jubilee Housing buildings include parking amenities for residents, therefore all residents utilize street parking or contract individually with parking facilities.

Building	Address	Number of Units	Car Owner	NOTE
Mozart	1630 Fuller St. NW	29	4	
Fuller	1650 Fuller St. NW	12	1	
Ritz	1631 Euclid St. NW	60	5	
Marietta	2418 17th St. NW	17	2	
Ontario Court	2525 Ontario Rd NW	27	2	
Euclid	1740 Euclid St. NW	47	2	
Sorrento	2233 18th St. NW	23	3	
RI – Men’s	2448 18th Street NW	10	0	
RI - Women’s	2720 Ontario Rd NW	10	0	
Maycroft	1474 Columbia Rd NW	64	N/A	In Renovation
		299	19	

Total Jubilee Tenants	% Car Owner
Number of Adult Residents: 350 (over 18)	5%
Number of Active Units: 235	8%

**Community Services/Child Care – Sitar Arts Center:** Based on a redevelopment plan that will permit Sitar to expand their arts services out to school time and summer programming to neighborhood children and youth, Jubilee is required to build 3 parking spaces on site. Currently Sitar Arts Center has 18 ft/pt staff and has secured 8 parking spaces for staff. Approximately 1/3 of Sitar staff drive to work while the other 2/3 staff walk, use public transportation, or bike to work. Sitar projects that that expansion of services to the new building will result in additional staff members. Assuming a similar split of how staff travel to and from work, Sitar expects that one additional staff will need parking. Sitar has the ability to rent additional parking spaces in their current building located at 1700 Kalorama Rd NW – if the need arises. Jubilee plans on building a bike room in the c

**Office Space:** Jubilee plans on building a 5<sup>th</sup> floor (penthouse level) to locate a portion of its staff. It is expected that 20-22 staff will be re-located to this building. This size of the office use size does not require Jubilee to build any parking spaces on site. Of the staff who will be relocated to the Kalorama building, it is projected that 10 staff will require parking. Jubilee currently has access to approximately 16 parking spaces located at the current main office and spaced throughout our 10 building portfolio – located less than ¼ mile from the Kalorama building.

**Bike Storage Rooms at the Kalorama and Capital Bike Share:** Jubilee wants to encourage bike transportation options for staff and the residential community and will build two bike rooms capable of storing 14 bikes in the Kalorama. Jubilee has also executed an agreement with Capital Bike Share at reduced prices to encourage staff and residential community to utilize this mode of transportation.