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May 10, 2019

VIA IZIS

Frederick L. Hill
Chairperson
D.C. Board of Zoning Adjustment
441 4th Street, N.W., Suite 210
Washington, D.C. 20001

Re: **BZA Case 20014**; Supplemental Filing of Transportation Report for Addisleigh Park
Washington Properties, LLC; 1803 Rhode Island Avenue, NE (Square 4209, Lot 5) in the
MU-4 Zone District ("Property")

Dear Chairperson Hill:

On behalf of the Applicant, we are submitting for the record the Transportation Report for Case No. 20014. Also included with Transportation Report filing are (i) the resume of Nicole White, P.E., the expert transportation consultant who prepared the report and (ii) a revised Exhibit E to the Prehearing Statement (Exhibit 31E in the record) to reflect that Ms. White has been added to the Outline of Testimony. The Transportation Report and the two related items are being filed out of time and, thus, a motion form 150 and memorandum in support of the motion are also enclosed.

Thank you for your assistance in this matter. If you have any questions, please do not hesitate to ask the Office of Zoning staff to contact the undersigned.

Very truly yours,

GREENSTEIN DELORME & LUCHS, P.C.

By:


Lyle M. Blanchard

By:



John Patrick Brown, Jr.

Enclosures

CERTIFICATE OF SERVICE

I hereby certify that a copy of this Transportation Report was sent electronically on May 10, 2019 to the following:

ANC 5C
5C@anc.dc.gov

Commissioner Jeremiah Montague, Jr, ANC 5C07
5C07@anc.dc.gov

Ms. Maxine Brown-Roberts
D.C. Office of Planning
Maxine.BrownRoberts@dc.gov

Ms. Kelsey Bridges
D.C. Department of Transportation
Kelsey.Bridges@dc.gov



Lyle M. Blanchard, Esq.



**BEFORE THE ZONING COMMISSION OR
BOARD OF ZONING ADJUSTMENT FOR THE DISTRICT OF COLUMBIA**



FORM 150 – MOTION FORM

**THIS FORM IS FOR PARTIES ONLY. IF YOU ARE NOT A PARTY PLEASE FILE A
FORM 153 – REQUEST TO ACCEPT AN UNTIMELY FILING OR TO REOPEN THE RECORD.**

Before completing this form, please review the instructions on the reverse side. Print or type all information unless otherwise indicated. All information must be completely filled out.

CASE NO.: **20014**

Motion of: Applicant Petitioner Appellant Party Intervenor Other _____

PLEASE TAKE NOTICE, that the undersigned will bring a motion to:

The BZA to request a waiver of the time requirements to file a Transportation Demand Management (TDM) plan memorandum so the BZA can review prior to the May 15, 2019 public hearing.

Points and Authorities:

On a separate sheet of 8 1/2" x 11" paper, state each and every reason why the Zoning Commission (ZC) or Board of Zoning Adjustment (BZA) should grant your motion, including relevant references to the Zoning Regulations or Map and where appropriate a concise statement of material facts. If you are requesting the record be reopened, the document(s) that you are requesting the record to be reopened for must be submitted separately from this form. No substantive information should be included on this form (see instructions).

Consent:

Did movant obtain consent for the motion from all affected parties?

- Yes, consent was obtained by all parties Consent was obtained by some, but not all parties
 No attempt was made Despite diligent efforts consent could not be obtained

Further Explanation: **Email requests for consent were sent on May 10, 2019 to all Parties: DDOT, Office of Planning, ANC 5C Chairperson and ANC 5C07 SMD Commissioner. DDOT, Office of Planning and ANC 5C all gave their consent by email on May 10, 2019.**

CERTIFICATE OF SERVICE

I hereby certify that on this **1 0** day of **May** **Month**, **2 0 1 9**

I served a copy of the foregoing Motion to each Applicant, Petitioner, Appellant, Party, and/or Intervenor, and the Office of Planning

in the above-referenced ZC or BZA case via: Mailed letter Hand delivery E-Mail Other _____

Signature:

Print Name: **Lyle M. Blanchard**

Address: **1620 L Street, NW, Suite 900, Washington, DC 20036**

Phone No.: **(202) 452-1400** **E-Mail:** **imb@gdllaw.com**

**BOARD OF ZONING ADJUSTMENT
OF THE DISTRICT OF COLUMBIA**

IN RE,

Application of Addisleigh Park
Washington Properties, LLC,

Applicant.

Case No.: 20014

Next Event: Public Hearing

Event Date: Wednesday, May 15, 2019

**APPLICANT ADDISLEIGH PARK WASHINGTON PROPERTIES, LLC'S POINTS
AND AUTHORITIES IN SUPPORT OF ITS MOTION FOR WAIVER OF TIME
REQUIREMENTS FOR TRANSPORTATION STUDY**

Applicant Addisleigh Park Washington Properties, LLC (“Addisleigh Park” or “Applicant”), through counsel, hereby supplements its Motion for Motion for Waiver of Time Requirements for Transportation Study (the “Motion”) with this Memorandum of Points and Authorities.

INTRODUCTION

Pursuant to Section Y-407 of Zoning Regulations (Title 11, DCMR), Addisleigh Park seeks through this Motion to request the waiver of the time requirements in Sections Y-300.14 and 301.14 of the Zoning Regulation (DCMR, Title 11), which require, respectively, that any transportation report and resume of expert who prepared the report be filed no later than 30 days prior to the hearing (Sec. Y-300.14) and that any supplemental plans to be filed no later than 21 days prior to the hearing (Sec. Y-301.14) with the prehearing statement. The application in this case was filed on March 15, 2019 and the pre-hearing statement was filed on April 24, 2019, which is (21 days prior to the May 15, 2019 hearing.

FACTS

On April 22, 2019, it was discovered when discussing the BZA Application filing with the District Department of Transportation (“DDOT”) that since the Applicant’s efforts to locate an owner of suitable off-site parking willing to provide parking spaces within 600 feet of the Site were unsuccessful, the Applicant would need to complete and file with DDOT both a Comprehensive Transportation Review (CTR) study scoping form. In addition, once DDOT review and accepted the CTR, the Applicant would need to file and obtain approval of a transportation demand management (TDM) report. Applicant used its best efforts to immediately retain a transportation consultant, Nicole White, P.E., who worked with DDOT over the next two weeks to complete the CTR study, file it with DDOT, respond to comments, conduct a field study on the dates and times recommended by DDOT, and produce a parking assessment study, (the “Transportation Study”). The Transportation Study was filed with DDOT yesterday on May 9, 2019.

Now that the Transportation Study has been filed with DDOT, the Applicant seeks to submit a copy for the hearing record along with (i) the transportation expert’s resume and (ii) a revised Outline of Testimony for the hearing that includes the topics the expert can address.

ARGUMENT

In order to provide the Board with sufficient time to review the Transportation Study issues prior to the hearing, Applicant requests the Board’s wavier of the applicable deadlines in the Zoning Regulations. The Parties have all consented to the late filing of these documents; however, DDOT has indicated that it may not have sufficient time to submit a supplemental report prior to the hearing or even at the hearing. The Applicant is committed to work with

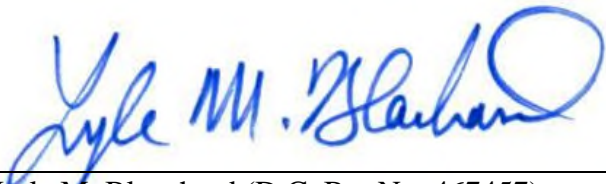
DDOT to resolve any transportation issues and intends to request at the hearing that DDOT's approval of the TDM and, if necessary, any loading management plan be included in the Board's order as conditions should the Board vote to approve the parking and loading relief requested.

CONCLUSION

Because all Parties have consented to the filing of this motion and the Transportation Study, Ms. White's resume and revised Outline of Hearing Testimony, the Board is respectfully requested to grant Applicant's Motion in Applicant's favor.

Respectfully submitted,

GREENSTEIN DELORME & LUCHS, P.C.



Dated: May 10, 2019

Lyle M. Blanchard (D.C. Bar No. 467457)
John Patrick Brown, Jr. (D.C. Bar No. 417566)
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Washington, DC 20036-5605
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Email: jpb@gdllaw.com
Counsel for Applicant Addisleigh Park

EXHIBIT E

**OUTLINE OF TESTIMONY
APPLICANT**

- I. History of Property
- II. Community Outreach
- III. Main Streets and DMPED Grant
- IV. Interaction with Neighbors
- V. ANC 5C
- VI. Conclusion

**OUTLINE OF TESTIMONY
APPLICANT'S ARCHITECT**

- VII. Site Location and Description
- VIII. Existing Conditions
- IX. Description of the Project
 - a. Site Plan
 - b. Proposed Design
- X. ANC 5C
- XI. Conclusion

**OUTLINE OF TESTIMONY
APPLICANT'S TRAFFIC CONSULTANT**

- XII. Results of Parking Assessment
- XIII. Status of TDM
- XIV. Status of LMP
- XV. Conclusion



MEMORANDUM

TO: Kelsey Bridges DDOT
Aaron Zimmerman DDOT

FROM: Robert Howard Symmetra Design
Nicole White, P.E., PTOE Symmetra Design

DATE: May 9, 2019

RE: 1803 Rhode Island Avenue NE – Transportation Study

INTRODUCTION

The following memorandum summarizes the parking assessment prepared for the proposed 1803 Rhode Island Avenue, NE project. The applicant (Addisleigh Park Washington Properties, LLC) is proposing the construction of a 12,976 sq. ft. two-story retail building. An Eating and Drinking Establishment is required to provide 1.33 spaces per 1,000 sq. ft. in excess of 3,000 SF. Accordingly, the applicant is required to provide 13 parking spaces. Due to the unique corner location and small, narrow and irregular shaped configuration of the Property, the Applicant is unable to provide parking and loading areas on site. Thus, the Applicant is seeking special exception relief of the parking and loading requirements.

This transportation study is provided to demonstrate the means by which the parking standard's on-site requirement can be alleviated by the multi-modal public transportation infrastructure that is in place and the appropriate surrounding streetscape. The data will be supplemented by an on-street parking assessment, an outline of existing public transit facilities and services in proximity to the site, a Transportation Demand Management (TDM) plan, as well as a Loading Management Plan (LMP).

The scope and study limits of the parking assessment were coordinated with District Department of Transportation (DDOT).

The following are primary conclusions of this parking study:

- During the peak parking survey period, there were 84 on-street spaces available in the study area, including 62 unrestricted spaces.
- The site will be able to accommodate the expected parking needs through the usage of available on-street parking in the area surrounding the development and using TDM strategies.
- Loading needs for the site can be accommodated curbside on Rhode Island Avenue.
- Redevelopment of the site will improve pedestrian conditions by eliminating three existing curb cuts.
- The request for loading and parking special exception relief will not result in adverse transportation conditions.

BACKGROUND

This site is located at the intersection of Rhode Island Avenue NE and Hamlin Street, NE. The property is currently zoned MU-4. See **Figure 1** for site location map and **Figure 2** for an existing aerial of the site.

There is convenient access for pedestrians to Metrobus stops along Rhode Island Avenue. Metrobus service is also provided along 18th Street and further to the south along Franklin Street. The Walkscore¹ for the area is rated 83 out of 100 which is designated as *Very Walkable* in which most errands can be accomplished on foot.

¹ Sourced from Walkscore.com



Figure 1: Site location map

Source: DC Atlas

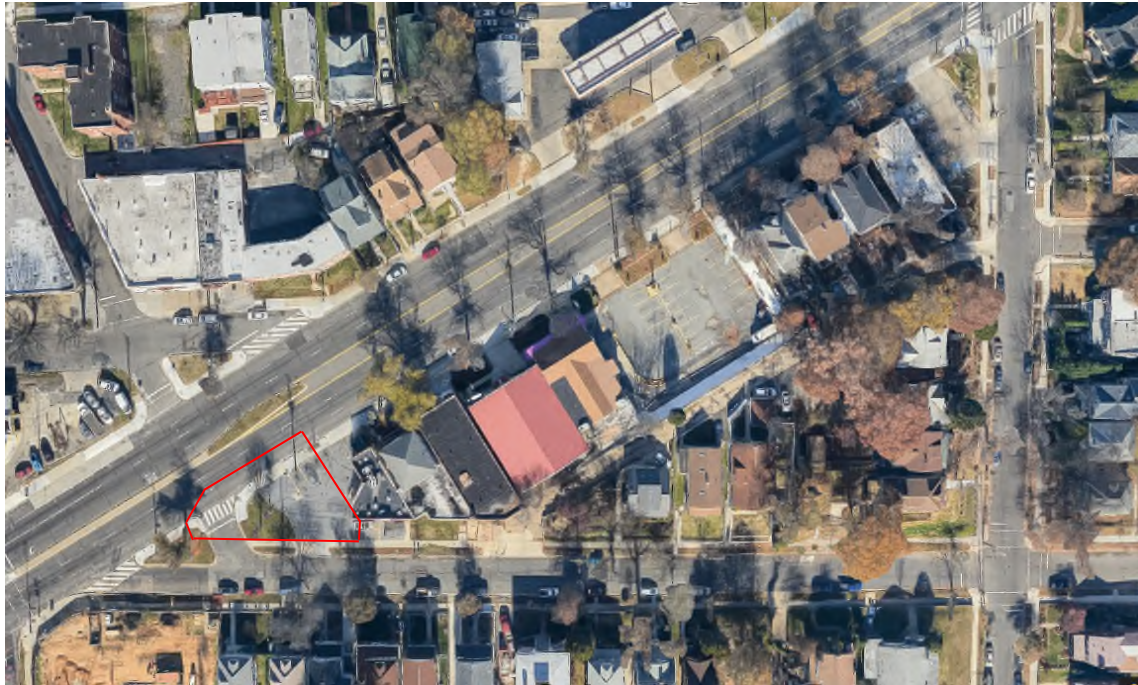


Figure 2: Aerial of Site

EXISTING PARKING CONDITIONS

On-Street Parking Inventory and Occupancy

On-street parking surveys were conducted in the vicinity of the proposed site to determine existing parking restrictions, control, supply and occupancy. The surveys were also conducted to quantify available on-street parking supply that could potentially support the project. The study was conducted within a one to two street block walking distance of the Site as shown in **Figure 3**. The identified study area² is within a reasonable walk shed from the Site and includes the following Street segments:

- Rhode Island Avenue (17th to Mills Avenue)
- Irving Street (18th Street to Rhode Island Avenue)
- Hamlin Street – North of Rhode Island Avenue (Alley to Rhode Island Avenue)
- Hamlin Street – South of Rhode Island Avenue (Rhode Island Avenue to 20th Street)
- 18th Street (Girard Street to Irving Street)

² The identified study area was approved by DDOT

- Queens Chapel Road – South of Rhode Island Avenue (Hamlin Street to Rhode Island Avenue)
- Queens Chapel Road – North of Rhode Island Avenue (Rhode Island Avenue to Irving Street)
- 20th Street (Midblock Crosswalk to Alley)

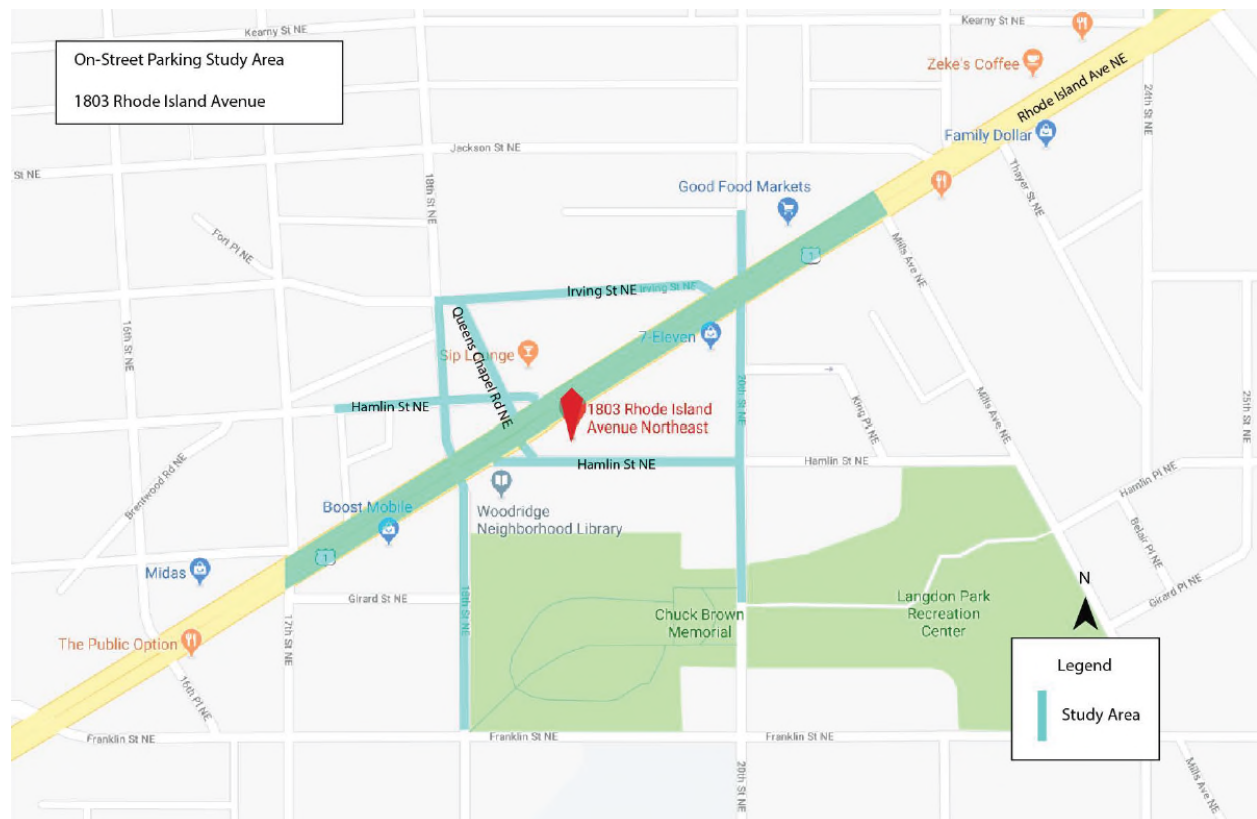


Figure 3: 1803 Rhode Island Avenue, NE Parking Study Area

A summary of parking supply (by block) and control for the parking study is provided in **Table 1** and illustrated in **Figure 4**.

The parking study was completed on Saturday May 4, 2019 from 12:00PM-4:00PM and on Tuesday May 7, 2019 from 4:00PM-7:00PM. A total of 259 parking spaces were inventoried within the study area. Of these, 75% (196 spaces) are unrestricted, 10% (25 spaces) are Two-Hour Residential Permit Parking (RPP), 9% (24 spaces) are metered, 2% (6 spaces) are Two-Hour, 2% (5 spaces) are 30-minute parking, and 1% (3 spaces) are ADA special permits spaces. Some of the Two Hour RPP curb spaces (approximately 6 along Hamlin Street) are unrestricted between the hours of 6:30 PM and 7:00 AM.

Table 1: On-Street Parking Supply and Control

Street	Block	Supply	Control/Restrictions/Notes
Rhode Island Ave	17th Street to Mills Ave	54	No Parking 4-6:30pm (Mon – Fri) from Queens Chapel to 20th Street.
Irving Street	18th Street to Rhode Island Ave	55	2 Hour Parking 7AM-8:30PM (Zone 5 Permit) from 18th Street to Queens Chapel
Hamlin Street (north of RIA)	Alley to Rhode Island Ave	26	2 Hour Parking 7AM-6:30PM (Mon-Sat) from 18th Street to Queens Chapel. 30 Minute Parking 7AM-6:30PM (Mon-Sat) from Queens Chapel to Rhode Island Ave
Hamlin Street (south of RIA)	Rhode Island Ave to 20th Street	42	
18th Street	Girard St to Rhode Island Ave	10	
Queens Chapel Rd (south of RIA)	Hamlin St to Rhode Island Ave	0	
Queens Chapel Rd (north of RIA)	Rhode Island Ave to Irving Street	16	
20th Street	Midblock Crosswalk to Alley	55	

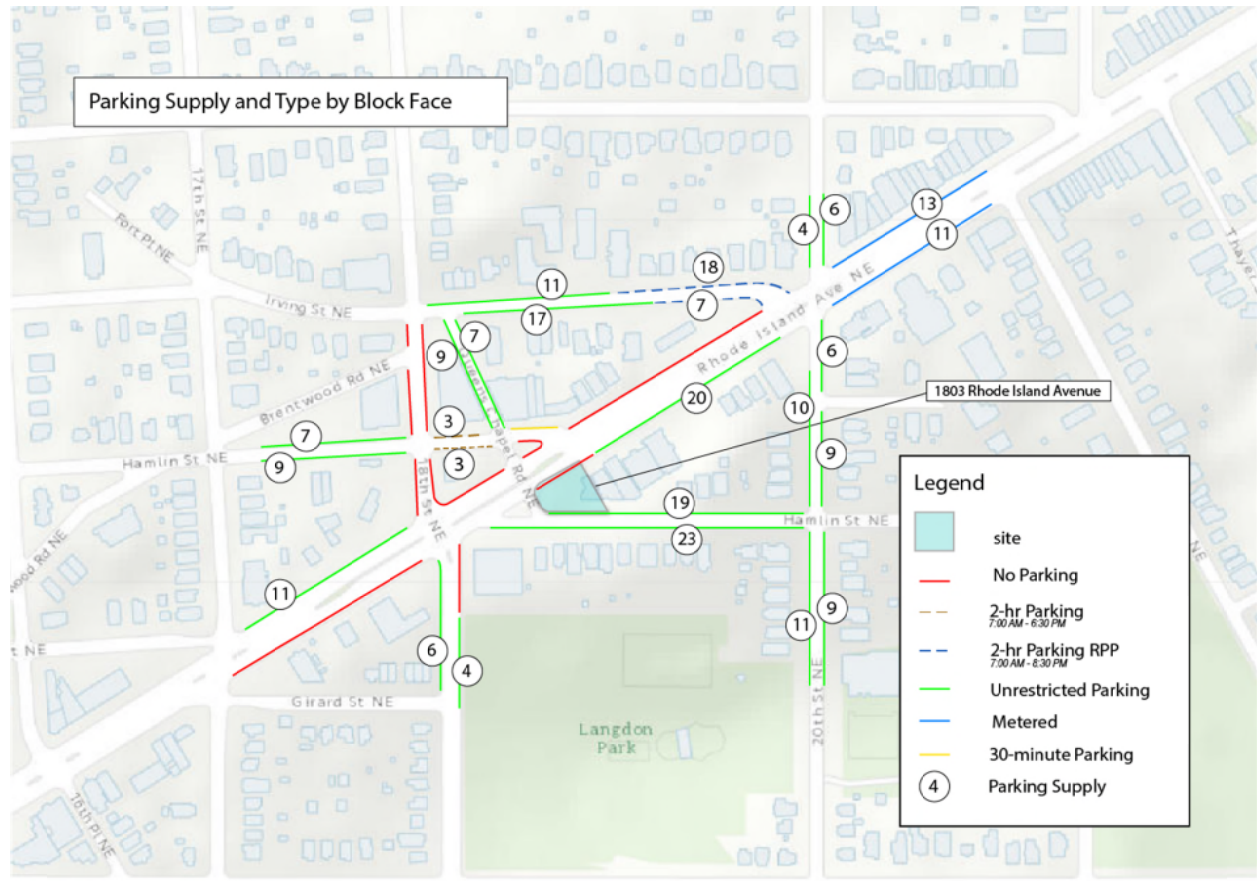


Figure 4: Summary of Parking Type and Supply (by block face)

Parking occupancy data was collected on Saturday, May 4 and Tuesday, May 7, 2019 on an hourly basis. On May 4, the counts were taken from 12:00 PM to 4:00 PM, and on May 7 from 4:00 PM to 7:00 PM. **Table 2 and Table 3** show the Saturday results. **Table 4 and Table 5** show the Tuesday results. Based on the summary shown in **Table 2**, the 12:00 PM survey period was the peak hour with an overall parking utilization of 67% on Saturday. Based on the summary shown in **Table 4**, the 5:00 PM survey period peak hour with an overall parking utilization of 60% on Tuesday.

**Table 2: Total Parking Occupancy and Available Spaces by Hour
 Saturday May 4, 2019**

Time	12:00pm	1:00pm	2:00pm	3:00pm
Occupancy	174	162	164	158
Available Spaces	84	96	94	100
Supply	258			
% Occupancy	67%	63%	64%	61%

**Table 3: Peak Hour Supply and Occupancy Summary
 Saturday, May 4, 2019**

Space Type	Parking Supply	Peak Hour (12:00 PM)		
		Occupancy	Utilization	Available
Two Hour RPP (7:00 AM – 8:30 PM)	25	14	56%	11
Two Hour (7:00 AM – 6:30 PM)	6	0	0%	6
30 Minute (7:00AM-6:30PM)	5	1	20%	4
Metered	24	24	100%	0
Unrestricted	195	133	68%	62
ADA	3	2	67%	1
Potential Site Parking Subtotal	258	174	67%	84

**Table 4: Total Parking Occupancy and Available Spaces by Hour
 Tuesday, May 7, 2019**

Time	4:00pm	5:00pm	6:00pm
Occupancy	131	155	148
Available Spaces	127	103	110
Supply	258		
% Occupancy	49%	60%	57%

Table 5: Peak Hour Supply and Occupancy Summary
Tuesday, May 7, 2019

Space Type	Parking Supply	Peak Hour (5:00 PM)		
		Occupancy	Utilization	Available
Two Hour RPP (7:00 AM – 8:30 PM)	25	11	44%	14
Two Hour (7:00 AM – 6:30 PM)	6	2	33%	4
30 Minute (7:00AM-6:30PM)	5	4	80%	1
Metered	24	18	75%	6
Unrestricted	195	117	60%	78
ADA	3	3	100%	0
Potential Site Parking Subtotal	258	155	60%	103

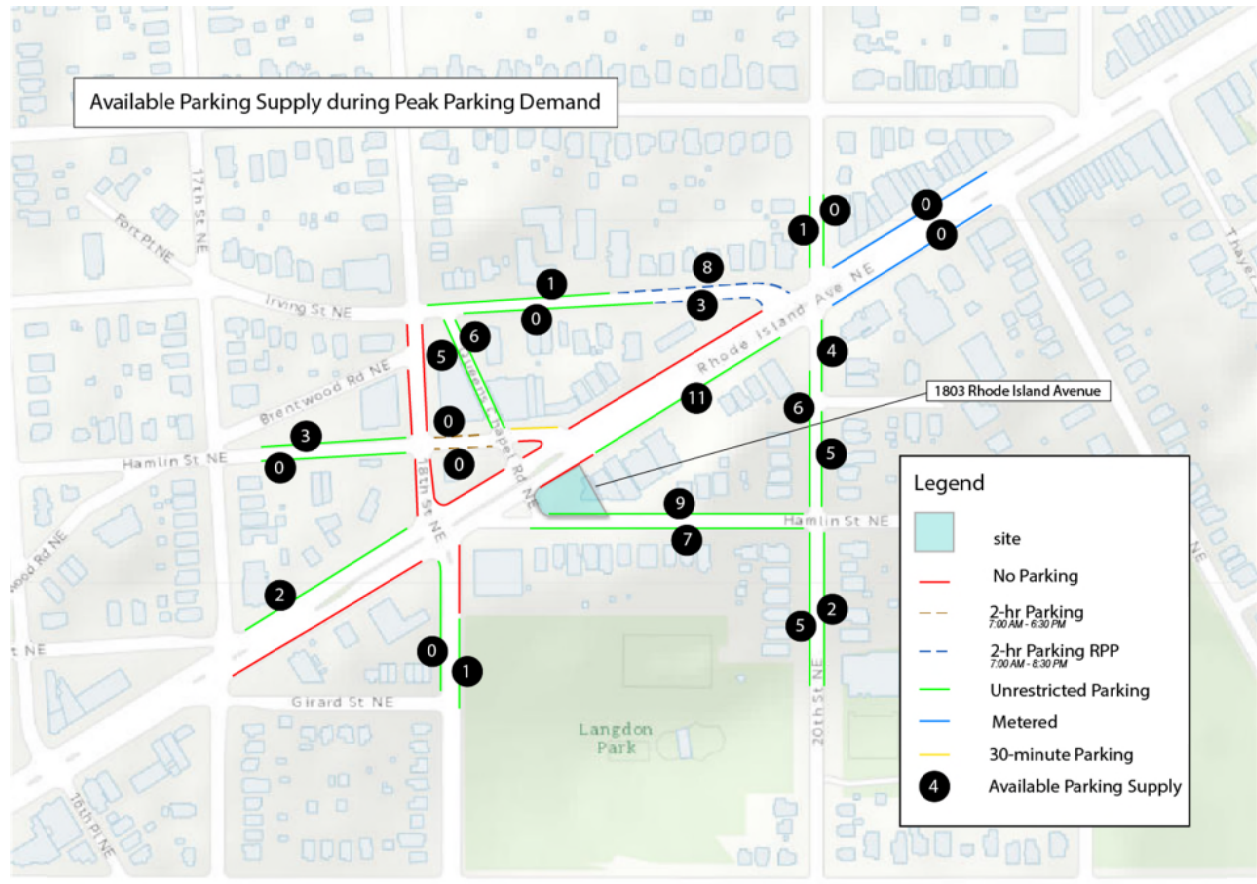


Figure 5: Available Parking Supply during Peak Parking Demand

TRANSIT FACILITIES and SERVICE ASSESSMENT

Per Walkscore.com, existing transit service near the site is rated at 58 out of 100. This is a favorable score and indicates there are various transportation options. This site is well served by Washington Metropolitan Area Transit Authority (WMATA) Metrobus by way of routes 86/83, G9, T14/T18, B8/B9 and E2. Both the Rhode Island – Brentwood Metrorail station and the Brookland-CUA Metrorail station on WMATA’s Red Line are located approximately one mile away from the project Site.

The two nearest WMATA Metrobus stops are located across Rhode Island Avenue at 18th and Rhode Island Avenue, NE (approximately 280 feet from the subject property) and in front of 1731 Rhode Island Ave, NE (approximately 530 feet to the south).

Table 6: Metrobus Routes, Key Destinations, and Service Headways

Route	Route Name	Key Destinations	Service Headways (Weekday Peak)	Service Headways (Weekends)
MetroBus				
83	College Park Line	College Park Riverdale Park Prince George's Plaza Station Hyattsville Mt. Rainer Rhode Island Ave-Brentwood station	20-25 Minutes	15-30 Minutes
86	College Park Line	College Park Riverdale Park Prince George's Plaza Station Hyattsville Mt. Rainer Rhode Island Ave-Brentwood station	30-35 Minutes	60 Minutes
G9	Rhode Island Avenue Limited Line	Rhode Island Avenue & 18th Street N.E. Rhode Island Ave Station Rhode Island Ave & 7th/8th Streets N.W. (Shaw-Howard U Station) 13th/14th Streets N.W. Franklin Square	15-20 Minutes	No service
T14	Rhode Island Avenue - New Carrollton	New Carrollton station Riverdale Park Peace Cross Mt. Rainer Rhode Island Ave-Brentwood station	20-25 Minutes	60 Minutes
T18	Annapolis Road Line	New Carrollton station Landover Hills Colmar Manor Mt. Rainer Rhode Island Ave-Brentwood station	10-15 Minutes	25 Minutes
E2	Ivy City-Fort Totten Line	Fort Totten Station North Michigan Park Woodridge Brookland Langdon Ivy City	20-25 Minutes	45-50 Minutes

Bicycle Facilities

There is one Capital Bikeshare station near the site located on 18th Street, NE adjacent to Chuck Brown Memorial Park. This location furnishes 13 bicycles, of which 0 were available for use during field observations³.

All non-residential uses with 4,000 sq. ft. or more GFA shall provide bike spaces. Sites must provide 1 long term space per 10,000 sq. ft and 1 short term space per 3,500 sq. ft. The project includes seven short term parking spaces along the frontage of Rhode Island Avenue. The Site includes an indoor bike room that will accommodate three bicycles on the cellar level for long term parking.

FUTURE PARKING CONDITIONS

The applicant will be seeking special exception relief from the Board of Zoning Adjustment (BZA) to provide no parking spaces instead of the 13 required.

The parking survey indicates that during the weekday peak hour (5:00 PM), there are 103 parking spaces available in the surrounding survey area; which constitutes 40% of the total. During the weekend peak hour (12:00 PM), there are 84 parking spaces available in the surrounding survey area, including 62 unrestricted space. Curb cut closures along Rhode Island Avenue and Hamlin Street may accommodate an additional two to three on-street parking spaces. This will increase the number of parking spaces in the area.

³ Observations were conducted on the evening of May 7, 2019.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Transportation Demand Management (TDM) Plan is an active program used to foster alternative transportation choices that are more environmentally friendly than driving alone. *DDOT's TDM in the Development Process Report* was used as a reference to guide development of this TDM plan. The applicant will provide all expected TDM measures as outlined in the TDM Recommendations Matrix which identifies TDM measures based on the level of projected vehicle trips for the project. In accordance with the matrix, the applicant will commit to the following expected measures for developments that generate less than 50 peak hour trips⁴

- Identify Transportation Coordinator(s) for the planning, construction, and operations phases of development. The Transportation Coordinator(s) will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will develop, distribute, and market various transportation alternatives and options to the tenants and/or employees.
- Post all TDM commitments on website (if provided by Applicant), publicize availability, and allow the public to see what commitments have been promised.
- Meet ZR16 short- and long-term bicycle parking requirements.
- For the first five years that the building is open, the Applicant shall offer the choice of either an annual Capital Bikeshare or an annual car share membership to employees.

⁴ Reference Table 2: TDM Recommendation Matrix; Incorporation of Transportation Demand Management into the Development Review Process Final Report and Recommendations (October 2010).

LOADING

Elements of the Loading Management Plan are outlined in Table 7 below.

Table 7: Loading Management Plan

Topic	Plan Elements
Site Access and Circulation	<ul style="list-style-type: none"> All delivery vehicles will access the Site via Rhode Island Avenue. In accordance with DDOT’s “Truck and Bus Through Routes and Restrictions” map, trucks will not be permitted to use 20th Street, NE.
Loading/Service Area	<ul style="list-style-type: none"> Delivery and trash trucks will unload/load from Rhode Island Avenue, NE between 7:00 AM and 4:00 PM and between 6:30 PM and 7:00 PM on weekdays. Deliveries will not be permitted between 4:00 PM and 6:30 PM when rush hour restrictions are in place on weekdays. On weekends, deliveries may occur between 7:00 AM and 7:00 PM. There were adequate available on-street spaces on Rhode Island Avenue in vicinity of the site to accommodate loading demand
Truck Size Limitations	<ul style="list-style-type: none"> Commercial deliveries will typically be made by trucks that are 20 to 30 feet. Deliveries made from vehicles larger than 30 feet will need to be scheduled in advance.
Delivery Schedules	<ul style="list-style-type: none"> Deliveries are anticipated between the hours of 7:00 AM to 4:00 PM.
Loading Operations	<ul style="list-style-type: none"> Trucks will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (engine idling)
Trash removal	<ul style="list-style-type: none"> A trash room with dumpsters are located on the Hamlin Street side of the building. All trash removal will occur on Hamlin Street.
Management & Enforcement	<ul style="list-style-type: none"> It shall be the responsibility of building management to inform all building tenants of this LMP and its conditions. The building manager will coordinate delivery schedules with tenants such that more than two deliveries do not occur at a time. The Loading Management Plan may be updated by the property manager once the project is complete, as needed.

TRIP GENERATION & MODE SPLIT

Site trip totals were estimated using 12,976 square feet for retail land use in TripsDC. Arrival distribution (50% inbound, 50% outbound) was generated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, Land Use Code 936 Coffee/Donut Shop without Drive-Through Window, and Land Use Code 851 Convenience Market which were both at or about 50% inbound, 50% outbound. Arrival distribution for Land Use Code 932 High-Turnover (Sit Down) Restaurant was 55%/45% during the AM peak and 62%/38% during the PM peak.

The subject property is expected to generate a total of 14 vehicle trips during the AM peak hour and 40 vehicle trips during the PM peak hour.

Table 8: Site generated trips

Mode Share		AM Peak Generation			PM Peak Generation		
		IN	OUT	TOTAL	IN	OUT	TOTAL
		50%	50%	100%	50%	50%	100%
Auto (Drive Alone & Carpool)	34%	7	7	14	20	20	40
Metrorail	0%	0	0	0	0	0	0
Metrobus	17%	3	3	7	10	10	20
Bike	8%	2	2	3	5	5	10
Walk	41%	8	8	17	24	24	49
Total	100%	21	21	41	60	60	119

SUMMARY & CONCLUSIONS

The 1803 Rhode Island Avenue project will not adversely impact off-site parking conditions. The project is seeking special exception relief for 13 parking spaces. The project will close existing curb cuts and increase the number of parking spaces in the area. Based on the parking survey, there will be over 80 available spaces during the weekday and weekend peak parking hours.

The 1803 Rhode Island Avenue project is also seeking special exception relief from the loading requirements. There are adequate available spaces on Rhode Island Avenue NE, in the vicinity of the site, to accommodate loading demand. Loading will not occur weekdays between 4:00 PM and 6:30 PM when rush hour restrictions are in place. Trash removal is proposed to occur on Hamlin Street.

Nicole A. White, P.E., PTOE

Principal
Symmetra Design



Education:

Master of Engineering, Civil
Engineering - Transportation,
University of Maryland

Bachelor of Science, Civil
Engineering, University of
Maryland

Registrations:

Professional Engineer
MD #25867

Professional Traffic
Operations Engineer

Professional Affiliations:

Institute of Transportation
Engineers

Lambda Alpha
International – Land
Economics Honorary
Society

Technical Panels & Outreach:

Urban Land Institute –
Technical Assistance Panel -
Annapolis City Dock

American Planning
Association – Planning
Assistance Team -
Buzzard Point

Ms. White has more than 23 years of experience in transportation planning and traffic engineering projects. She brings extensive management skills and expertise ranging from intersection safety and operational studies to parking studies and Transportation Management Plans. Ms. White specializes in Traffic Impact Studies, master planning and transportation management for Federal Campuses, educational facilities and redevelopment studies.

She has significant experience coordinating with project stakeholders and local officials. She is a certified Charrette Planner through the National Charrette Institute. Ms. White has been accepted as an expert witness by the Circuit Court of Prince George's County, Prince George's County Planning Board, District of Columbia Zoning Commission, District of Columbia Board of Zoning Adjustment and Montgomery County Hearing Examiner.

Ms. White is an award recipient of the *"Leadership and Excellence Award"* from the Minority Enterprise Advocate Magazine (2014) and the *"Top 100 Minority Business Enterprise Award"* for minority and woman-owned businesses in the Mid-Atlantic region (2013). She was also acknowledged by the U.S. Secretary of Transportation for National Small Business Week (2014).

RELEVANT EXPERIENCE

Expert Testimony

Ms. White has provided expert testimony before the Court of Prince George's County, Prince George's County Planning Board, District of Columbia Zoning Commission, District of Columbia Board of Zoning Adjustment and Montgomery County Hearing Examiner associated with transportation planning and traffic engineering projects. Project experience includes:

- Meadow Green Courts – Washington, DC – DC Board of Zoning Adjustment
- Park Morton, Washington, DC – DC Zoning Commission
- West End Parcel Square 37, Washington, DC – DC Zoning Commission
- Washington Episcopal School, Bethesda, MD – Montgomery County Hearing Examiner
- Sycamore Hill, Mitchellville, MD – Prince George's County Hearing Examiner
- University View, College Park, MD – Court of Prince George's County

Traffic Impact Studies

Ms. White has directed a significant number of Traffic Impact Studies for various jurisdictions in the Baltimore-Washington Metropolitan area. Traffic studies have been prepared for various land-use types ranging from commercial and mixed-use to federal government and institutional. Studies have ranged in size and scope from 2 intersections to greater than 20 intersections. Analyses for traffic studies include the following methodology: Critical Lane Volume, Highway Capacity Manual, and SYNCHRO. Traffic Impact Studies also include assessment of pedestrian, bicycle, parking, transit and loading conditions. Project experience includes:

- Villas at Laurel, Laurel, MD
- Villages at Peppermill, Capitol Heights, MD
- West End Parcel Square 37, Washington, DC
- Coppin State University Science and Technology Center, Baltimore, MD
- Washington Episcopal School, Bethesda, MD
- McMillan Sand Filtration Site Redevelopment, Washington, DC
- A.V. Bryan Courthouse, Alexandria, VA

Accessibility & Mobility

Ms. White has significant experience developing solutions that improve accessibility and mobility in urban areas. Accessibility improvements include development of an enhanced transportation network with consideration for improved connections for vehicles, shorter walking distances for pedestrians, and recommendations for improved transit services. Ms. White has also developed a significant number of solutions that improve the quality of transportation including roadway and operational improvements that reduce traffic congestion. Accessibility and mobility plans have been included as part of overall redevelopment studies with economic development enhancements and consideration for access to key amenities and services for communities. Project experience includes:

- Department of Homeland Security Headquarters Consolidation at St. Elizabeths, Washington, DC
- Suitland Transportation and Streetscape Study, Suitland, MD
- Mid-City East Small Area and Livability Study, Washington, DC
- Mount Vernon Square District Transit Study, Washington, DC
- Rhode Island Avenue Great Streets Initiative, Washington, DC
- Eastern Boulevard/MD64, Washington County, Maryland

Redevelopment & Revitalization

Ms. White has directed a number of redevelopment and revitalization studies where she has gained significant experience developing transportation concepts by working with consultant planning teams, local agencies, and community groups. Her experience includes balancing the competing needs of various modes of transportation, including transit and pedestrian facilities. Project experience includes:

- Mount Vernon Square District Transit Study, Washington, DC
- Rhode Island Avenue Great Streets Initiative, Washington, DC
- Laurel MARC Station, Laurel, MD
- Morgan Boulevard, Largo, MD
- H Street, N.E. Redevelopment Project, Washington, DC
- Georgia Avenue Revitalization, Washington, DC
- Port Towns Peace Cross Revitalization Study, Bladensburg, MD

Transportation Demand Management (TDM)

Ms. White has managed and developed Transportation Demand Management plans for a number of uses including commercial, federal and institutional. The TDM's include travel demand objectives, goals, strategies, and measures of effectiveness. One of the key starting points of a TDM is to outline existing conditions considering existing traffic data, parking utilization, vehicle occupancy and travel mode split data. Employee and patron surveys are often a tool used to establish base conditions. Ms. White has also conducted follow up surveys to monitor the success of TDM's. Project experience includes:

- Department of Homeland Security Headquarters Consolidation at St. Elizabeths Transportation Management Program, Washington, DC
- Jewish Primary Day School, Washington, DC
- Lowell School, Washington, DC
- National Institutes of Health Monitoring Reports, Bethesda, MD
- Hine School Redevelopment, Washington, DC
- McMillan Sand Filtration Site Master Plan, Washington, DC
- Suitland Federal Center, Suitland, Maryland
- Goddard Space Flight Center, Greenbelt, MD

Transportation Safety

Ms. White has directed a number of projects that address transportation safety issues at problem locations. Studies include assessing crash data, developing collision diagrams, determining potential causal factors based on assessment of collision diagrams and field conditions, and developing crash countermeasures in accordance with industry guidelines. Ms. White is also experienced at developing and analyzing context sensitive solutions given the diverse transportation needs of urban areas. Project experience includes:

- District Department of Transportation Highway Safety Improvement Program, Washington, DC
- DDOT Speed Limit and Safety Nexus for Automated Enforcement Location, Washington, DC
- Mid-City East Livability Study, Washington, DC
- Barry Farm Master Plan, Washington, DC

Small Area Studies & Master Plans

Ms. White has experience managing the transportation component of Small Area Studies and Master Plans required for campuses and large scale development projects. Her work on these studies includes projecting and analyzing future transportation and parking conditions based on population and land-use growth, and recommending necessary improvements to transportation and parking systems. A key component of these projects includes developing a circulation system within the campus and access to adjacent land uses for multiple modes of transportation. Project experience includes:

- Bowie State MARC Station Sector Plan and Sectional Map Amendment, Bowie, MD
- Rhode Island Avenue Diamond of the District Small Area Plan, Washington, DC
- Department of Homeland Security Headquarters Consolidation at St. Elizabeths, Washington, DC
- McMillan Sand Filtration Site Master Plan, Washington, DC
- Suitland Federal Center, Suitland, Maryland
- H Street, N.E. Redevelopment Project, Washington, DC
- Mount Vernon Square District Transportation Study, Washington, DC
- Georgia Avenue Revitalization, Washington, DC