Figure 3: Parking Study Area

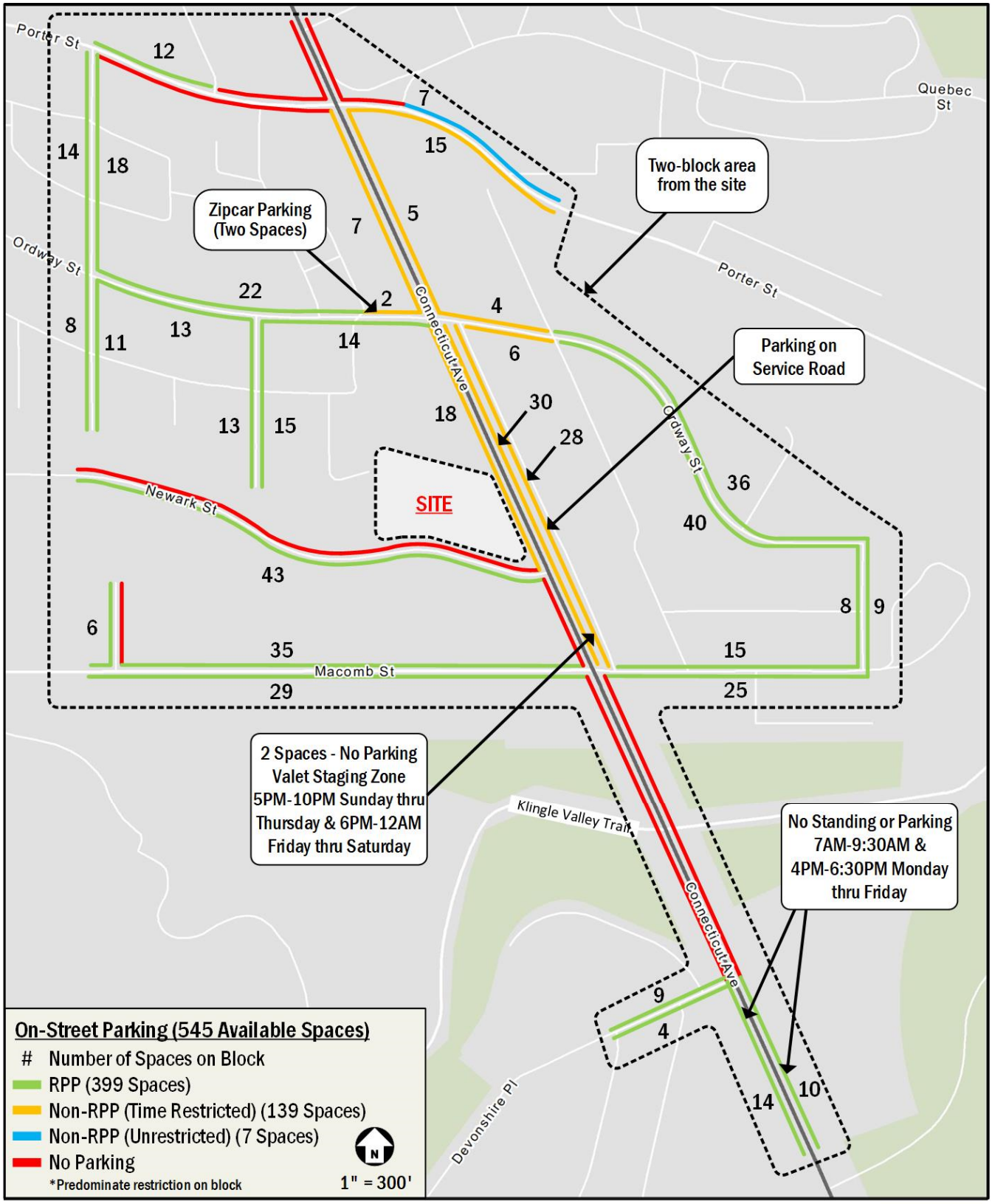

Figure 4: Parking Restrictions by Block Face

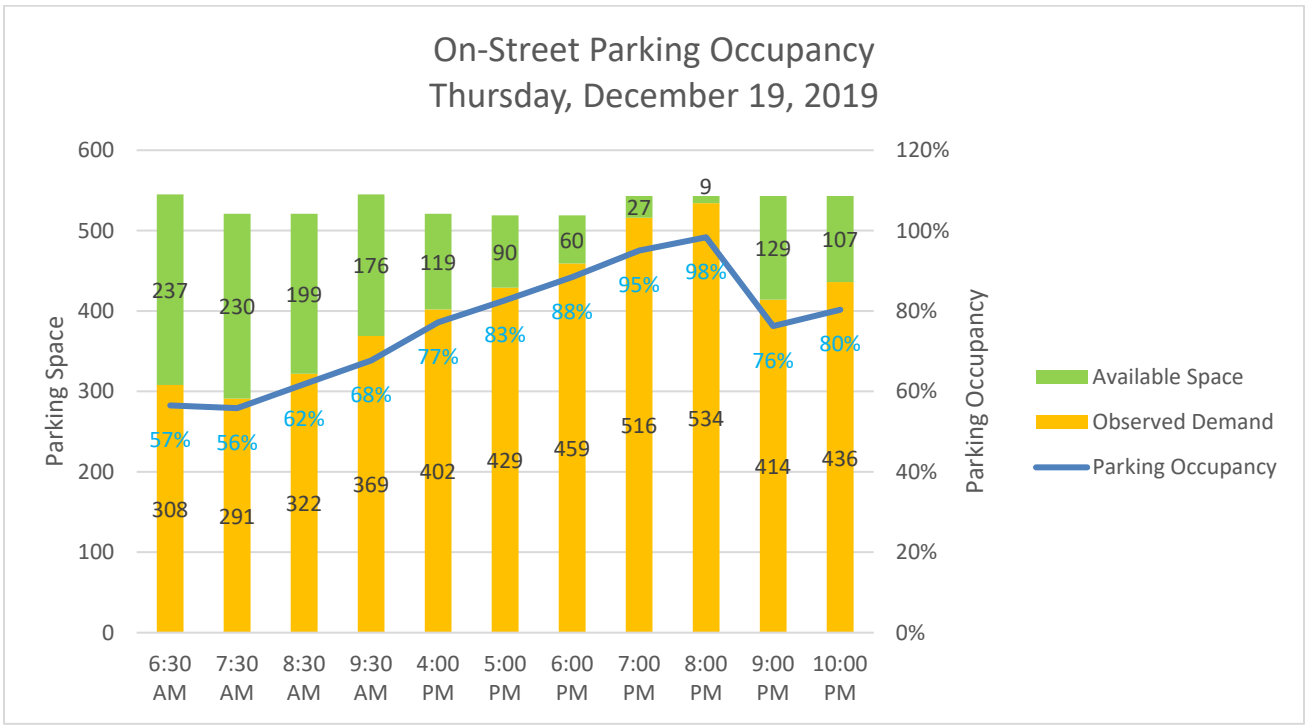

Figure 5: On-Street Parking Occupancy, Thursday, December 19, 2019

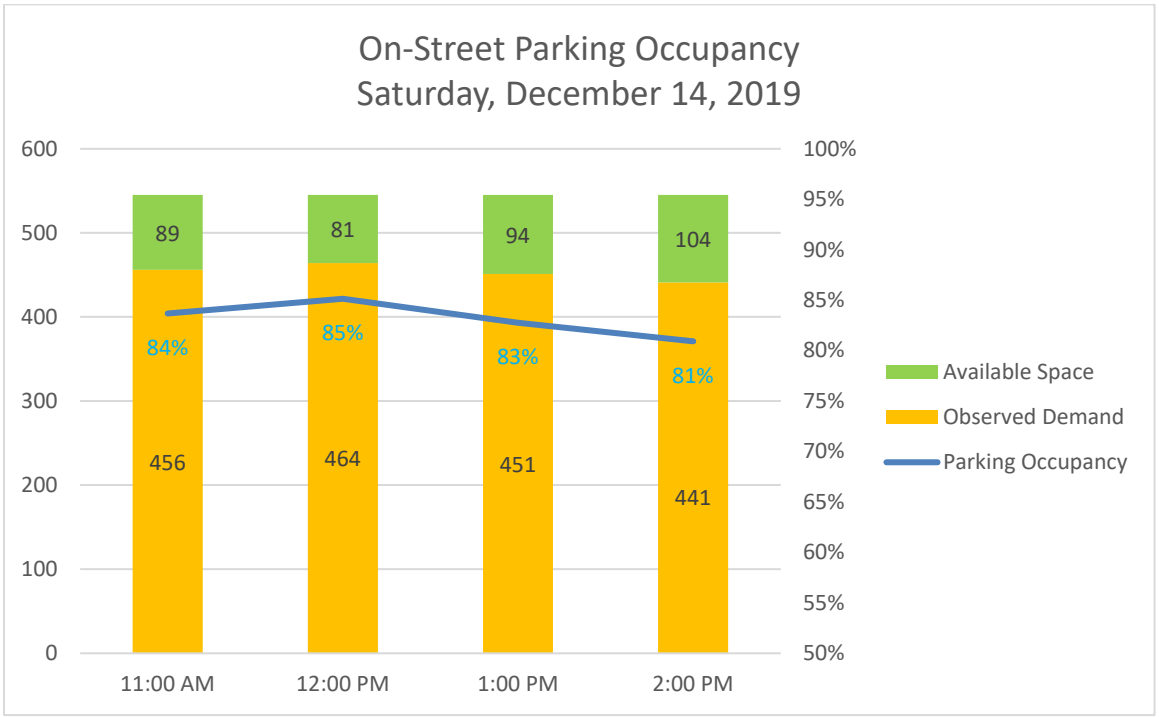

Figure 6: On-Street Parking Occupancy, Saturday, December 14, 2019

The peak period utilization occupancy by block is shown on Table 1 and Figure 7 for Thursday, December 19, 2019 (8:00 PM). Figure 8 and Table 2 show the peak period utilization occupancy by block for Saturday, December 14, 2019 (12:00 PM).

During the Thursday peak period, areas of higher occupancy levels occurred along Connecticut Avenue, and most of the streets in the residential areas, including Ordway, Newark, Macomb, 27th, 29th, and 30th Streets, NW. All RPP parking spaces restrict non-residents to a two-hour limit from 7:00 AM to 8:30 PM Monday through Friday, and the pay-to-park spaces restrict a two-hour limit from 9:30 AM to 4:00 PM Monday through Friday. Therefore, during portions of the 8:00 PM sweep, these areas are no longer restricted by the time limit. Figure 5 shows that the parking occupancy decreases after 9:00 PM, likely due to customers leaving the retailers and restaurants around the site.

During the Saturday peak period, occupancies maintain an average of 81-85% in terms of all street parking blocks. RPP parking spaces have no restriction on Saturdays, while the pay-to-park spaces along Connecticut Avenue still restrict a two-hour limit from 7:00 AM to 6:30 PM on Saturdays.

As noted on

Table **3**, the peak period on Saturday generally showed parking occupancies ranging from 83% for restricted types of spaces, to 86% for unrestricted spaces. On Saturdays, RPP time restrictions are lifted, allowing for an additional 399 spaces to become unrestricted.

Table 1: Peak Parking Occupancy, Thursday, December 19, 2019

	AM				PM						
	6:30	7:30*	8:30*	9:30	4:00*	5:00*^	6:00*^	7:00^	8:00^	9:00^	10:00^
Occupancy	308	291	322	369	402	429	459	516	534	414	436
Total Spaces	545	521	521	545	521	519	519	543	543	543	543
Available Spaces	237	230	199	176	119	90	60	27	9	129	107
Utilization	57%	56%	62%	68%	77%	83%	88%	95%	98%	76%	80%

***Peak-period restrictions along Connecticut Avenue in effect during these periods.**
^Valet staging restrictions for two (2) spaces on the Service Road in effect during these periods.

Table 2: Peak Parking Occupancy, Saturday, December 14, 2019

	AM	PM		
	11:00	12:00	1:00	2:00
Occupancy	456	464	451	441
Total Spaces	545	545	545	545
Available Spaces	89	81	94	104
Utilization	84%	85%	83%	81%

Table 3: Peak Period Inventory and Occupancy Summary

Space Type	Thursday, December 19: Peak Period (8:00 PM)				Saturday, December 14: Peak Period (12:00 PM)			
	Spaces	Occupied	Utilized	Available	Spaces	Occupied	Utilized	Available
RPP*	399	399	100%	0	--	--	--	--
Non-RPP (Time-Restricted)	137	126	92%	11	139	116	83%	23
Unrestricted	7	6	86%	1	406	348	86%	58
Illegal Spaces	--	3	--	--	--	--	--	--
All On-Street Spaces	**543**	**534**	**98%**	**12**	**545**	**464**	**85%**	**81**

***RPP restrictions are not in effect on Saturdays**

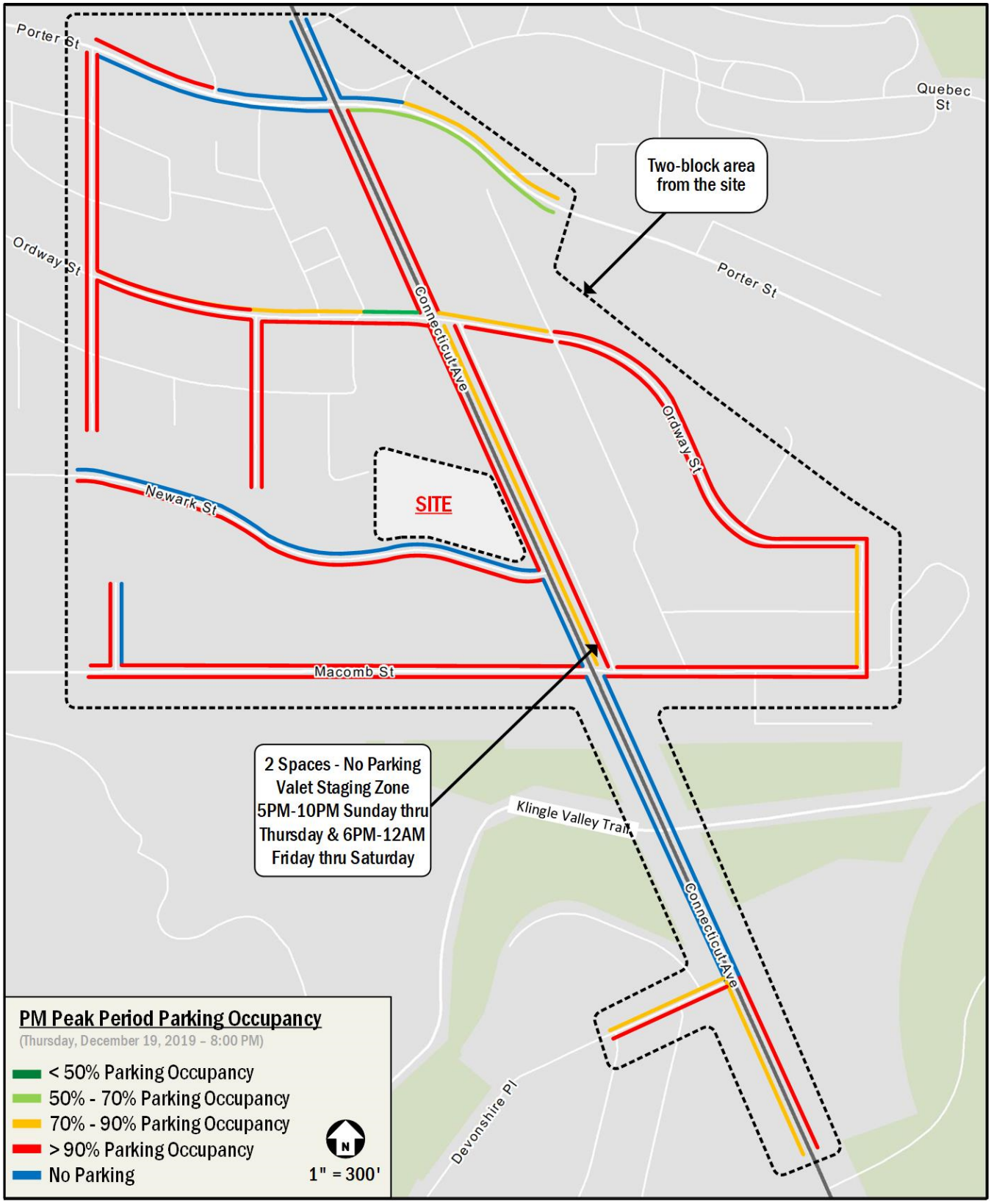

Figure 7: Peak Period Street Parking Occupancy (Thursday, December 19, 2019, 8:00 PM)

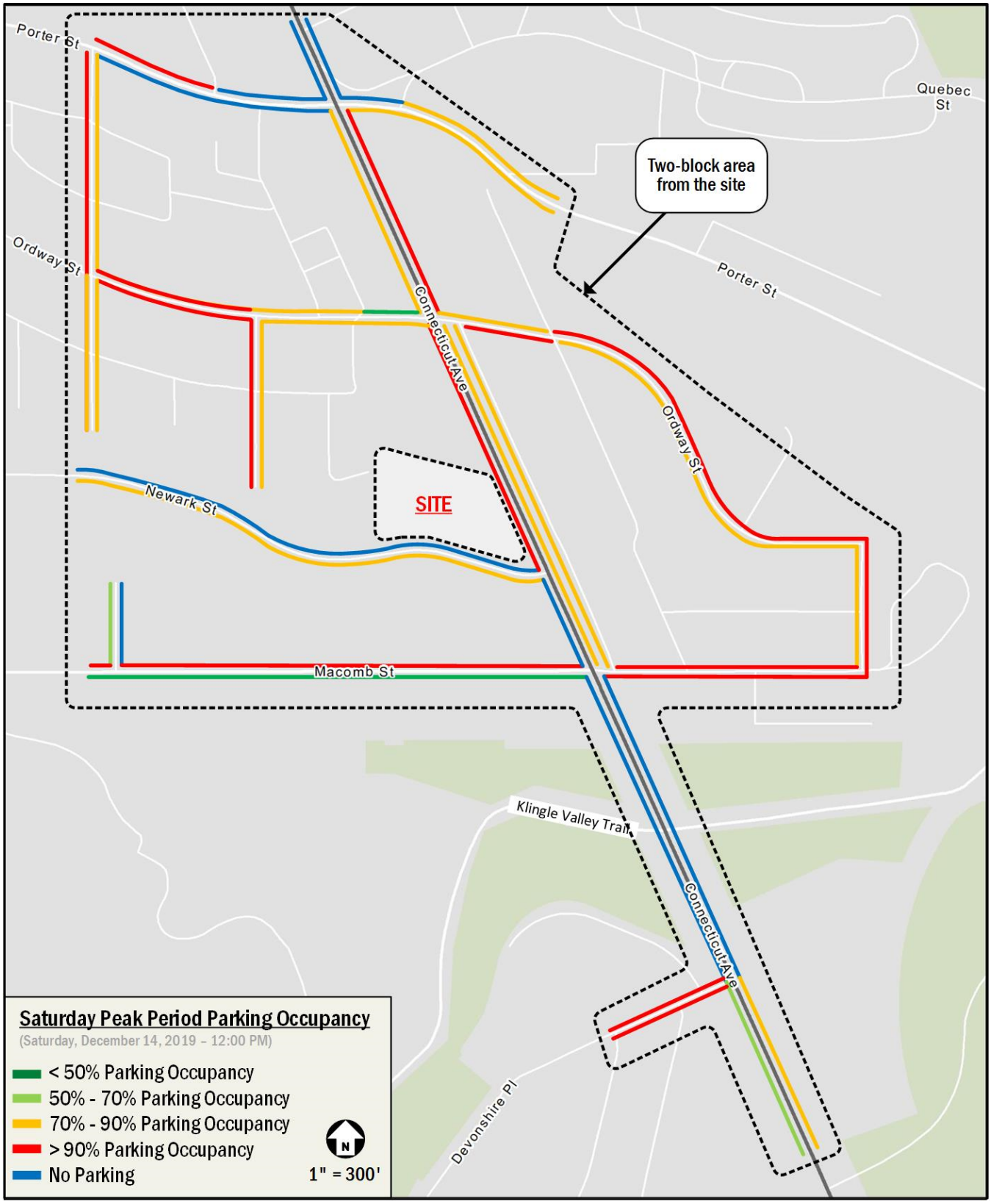

Figure 8: Peak Period Street Parking Occupancy (Saturday, December 14, 2019, 12:00 PM)

Loading Management Plan (LMP)

Per ZR16 Subtitle C § 901.1, the addition of 35 new apartment units and 2,700 SF of new retail will not trigger the requirement for providing loading facilities. To accommodate loading for the proposed development and adjacent retail uses, 30' retail loading zone is proposed along the eastern edge of the site on Connecticut Avenue NW. In addition, a residential loading area is planned at the northwest corner of the site. The residential loading area has been designed to accommodate head-in/head-out truck movements per DDOT standards using the public alley. Loading and service vehicles will access and exit the residential loading area from an expanded public alley north of site to access Connecticut Avenue NW. Loading activities for retails, except trash pickup, are proposed to take place curbside during non-peak periods along Connecticut Avenue NW.

While the project satisfies ZR16 requirements and is not seeking zoning relief, a loading management plan has been proposed for the development. The goals of this plan are to maintain a safe environment for all users of the site, loading dock, streets, and nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other street users; and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. The components of the loading management plan that will be implemented for the life of the project are as follows:

- A loading manager will be designated by the building management who will be on duty during delivery hours. The loading manager will be responsible for coordinating with vendors and tenants to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise.
- A lease provision will require all tenants to use only the loading area for all deliveries and move-in and move-out activities.
- All tenants will be required to schedule deliveries that utilize the loading area (any loading operation conducted using a truck 20-feet in length or larger).
- The loading manager will schedule deliveries using the berth such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when a berth will be available so as to not compromise safety or impede Connecticut Avenue NW or the public alley's functionality.
- The loading manager will schedule residential loading activities so as not to conflict with retail deliveries. All residential loading will need to be scheduled with the loading manager and it is anticipated that residential loading will take place primarily during afternoons/evenings, when the retail loading activity is minimal.
- The loading manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading area do not block vehicular, bike, or pedestrian traffic along Connecticut Avenue NW except during those times when a truck is actively entering or exiting a loading berth.
- Service vehicle/truck traffic interfacing with Connecticut Avenue NW traffic will be monitored during peak periods and management measures will be taken if necessary, to reduce conflicts between truck and vehicular movements.
- Residential and retail trash pickup will occur outside of the peak hours at the residential loading area accessible from the commercial loading zone on Connecticut Avenue NW.
- The loading manager will monitor the timing of the retail and/or residential deliveries to see if any adjustments need to be made to ensure any conflicts with the retail loading and residential loading activities are minimized.

- Trucks using the loading areas will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map (godcgo.com/freight).
- The loading manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading areas as well as notifying all drivers of any access or egress restrictions (ex. No left turn onto Connecticut Avenue NW). The loading manager will also distribute flyer materials, such as the MWCOG Turn Your Engine Off brochure, to drivers as needed to encourage compliance with idling laws. The loading manager will also post these materials and other relevant notices in a prominent location within the loading area.

Transportation Demand Management (TDM) Plan

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM elements typically focus on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The TDM plan for the 3400 Connecticut Avenue, NW BZA development is based on DDOT expectations for TDM programs for developments of this type and size. As such, the Applicant proposes the following TDM measures:

- Identify Transportation Coordinator for the development. The Transportation Coordinator will act as point of contact with DDOT, goDCgo, and Zoning Enforcement.
- Will provide Transportation Coordinator contact information to goDCgo and coordinate with goDCgo.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the residents, employees, and customers, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Will post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for customers discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- Provide residents and employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Transportation Coordinator will subscribe to goDCgo's residential newsletter.

- Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- Will meet ZR16 short- and long-term bicycle parking requirements with two (2) short-term spaces and 10 long-term spaces. Long-term bicycle space will be provided free of charge to residents. The Applicant will provide 3 (three) additional short-term and 1 (one) additional long-term bicycle parking spaces above ZR16 requirements.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes.
- Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display will include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, carsharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Will provide a bicycle repair station in the long-term bicycle parking storage room.
- Will identify nearby parking lot/garage facilities that can provide additional parking for guests, customers, and employees.
- Will prohibit residents at the property from participating in the Residential Parking Permit (RPP) program.

Conclusions

This memorandum presents the findings of a parking study conducted for the 3400 Connecticut Avenue, NW development. The following conclusions were made:

- The project is expected to generate a minimal parking demand. A robust Transportation Demand Management (TDM) plan is proposed to further reduce the demand of single-occupancy vehicles on-site.
- A Loading Management Plan (LMP) is proposed to efficiently manage residential move-ins and curbside retail loading along Connecticut Avenue.
- The observed demand for the on-street parking spaces does not exceed the available supply during any of the hours analyzed.
- The observed supply of on-street parking options will adequately serve the project on a typical Thursday and Saturday.
- At any time during a typical Thursday or Saturday, a supply of at least **519** parking spaces exists within two (2) blocks of the subject site.
- During the peak period on a typical Thursday, there were **nine (9)** spaces unoccupied within two (2) blocks of the subject site.