

TECHNICAL MEMORANDUM

To: Rishi Bhatnagar
c/o Jennifer Logan
Goulston & Storrs

From: Drew Ackermann
William Zeid, P.E., PTOE
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Date: August 5, 2021

Subject: 7 New York Avenue NE Transportation Statement

Introduction

This memorandum presents the findings of a Transportation Statement prepared for the proposed 7 New York Avenue NE project in support of its Board of Zoning Adjustment (BZA) application. The proposed project includes redevelopment of the property located at 7 New York Avenue NE in Washington, DC. The subject site is located within Square 0671, Lot 0014 and is generally bounded by N Street NE to the south, a private commercial lot to the east, New York Avenue NE to the north, and North Capitol Street to the west. Figure 1 identifies the site's location within the region, Figure 2 identifies the site's location in relation to the local neighborhood, and Figure 3 shows a closeup aerial view of the site and adjacent properties.

The proposed redevelopment includes replacing the existing public charter school building with a new residential building providing up to 116 dwelling units.

The project will include 39 long-term bicycle parking spaces in a secure bicycle storage room located within the ground floor, as well as six (6) short-term bicycle parking spaces located within public space along the perimeter of the site. The proposed bicycle parking supply will satisfy the Zoning required minimum long-term and short-term bicycle parking.

The proposed redevelopment is subject to the 2016 Zoning Regulations (ZR16) that do not require vehicle parking for this site given its location within a D zone. Therefore, no vehicle parking is proposed for the project.

Due to building constraints and the small triangular shape of the property, the proposed plan does not include any off-street loading berths or service/delivery spaces. Further discussion as to these limitations is provided in the loading section of this document. Since the zoning regulations require one (1) 12' x 30' loading berth and one (1) 10' x 20' service/delivery space based on the proposed land use, the Applicant is seeking loading relief, and a Loading Management Plan is included in this Transportation Statement as support for such relief. Further, as shown on the site plan, a space for loading vehicles would be provided out of the vehicle travel way along the site's frontage on N Street NE and loading operations would not impede vehicular through traffic.

Since no vehicle parking or loading is proposed within the building, no curb cuts are proposed for the site, and the existing curb cuts will be removed.

This Transportation Statement concludes the following:

- The project's trip generation is below the DDOT vehicular trip generation threshold of 25 peak hour vehicle trips in the peak direction. Therefore, detailed vehicular capacity analyses are not required;
- The project exceeds zoning requirements for bicycle parking; and
- The project includes a Loading Management Plan to reduce any potential loading operation impacts within the public space.

Site Trip Generation

In accordance with DDOT guidelines, trip generation calculations were based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 10th Edition, using ITE land use 222, *Multifamily Housing (High-Rise)*. Detailed trip generation calculations are provided in Attachment A.

Mode split assumptions were based on census data for residents that currently live near the site and WMATA ridership survey data for nearby transit. Table 1 presents a mode split and trip generation summary for the proposed development which projects approximately 80 percent of site users utilizing non-auto modes of transportation. It is noted that the subject site is well positioned to achieve a high non-auto mode share based on the site's location within 0.2 miles from the NoMa-Gallaudet University Metro station, 0.2 miles from the protected bike lanes on 1st Street and M Street NE, and within a quarter-mile of various restaurant, grocery and entertainment establishments in the NoMa neighborhood.

Table 1: Trip Generation Summary for 7 New York Avenue NE Development

Mode	Mode Split	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto (veh/hr)	20%	3	6	9	6	3	9
Transit (ppl/hr)	45%	6	18	24	15	11	26
Bike (ppl/hr)	10%	1	4	5	3	3	6
Walk (ppl/hr)	25%	3	10	13	9	5	14

The 7 New York Avenue NE redevelopment is expected to generate approximately nine (9) vehicular trips (3 inbound and 6 outbound) during the morning peak hour and nine (9) vehicular trips (6 inbound and 3 outbound) during the afternoon peak hour.

Since the site is expected to generate fewer than 25 peak hour trips in the peak direction, DDOT guidelines do not require detailed vehicular capacity analyses. It is noted that this calculation does not include any credit for the existing/most recent use of the site, and thus the overall net difference in trips that would result from the redevelopment would be lower. Therefore, vehicular capacity analyses are not included in this Transportation Statement.

Project Design

This section provides an overview of the on-site transportation features of the proposed project, including an overview of site access for pedestrians, bicycles, private vehicles, and loading vehicles.

The subject property is located at 7 New York Avenue NE in Washington, DC and is generally bounded by N Street NE to the south, a private commercial lot to the east, New York Avenue NE to the north, and North Capitol Street to the west. It is noted that the site does not have frontage on North Capitol Street due to the triangular shape of the property.

The proposed redevelopment includes removal of the existing public charter school building and construction of a new residential building with up to 116 residential dwelling units.

In order to accommodate those choosing bicycles as their mode of transportation, the project includes 39 long-term bicycle parking spaces in a secure bicycle room to be conveniently located within the ground floor. The plan also includes six (6) short-term bicycle parking spaces located within public space along the perimeter of the site.

The proposed redevelopment is subject to the 2016 Zoning Regulations (ZR16) that does not require vehicle parking for this site given its location within a D zone. Therefore, no vehicle parking is proposed for the project.

Due to building constraints and the small triangular shape of the property, the proposed plan does not include any off-street loading berths or service/delivery spaces. Since the zoning regulations require one (1) 12' x 30' loading berth and one (1) 10' x 20' service/delivery space based on the proposed land use, the Applicant is seeking loading relief, and a Loading Management Plan is included in this Transportation Statement as support for such relief. Further, as shown on the site plan, a space for loading vehicles would be provided out of the vehicle travel way along the site's frontage on N Street NE and loading operations would not impede vehicular through traffic.

Since no vehicle parking or loading is proposed within the building, no curb cuts are proposed for the site, and the existing curb cuts will be removed.

The proposed concept site plan, including a circulation diagram, is presented on Figure 4.

Vehicle Parking

The subject site is regulated by the 2016 Zoning Regulations (ZR16) which do not require vehicular parking be provided for this project due to the proposed use and the site's location within a D zone. Therefore, the no vehicle parking is proposed within the building.

Loading

The zoning regulations require one (1) 12'x30' loading berth and one (1) 10'x20' service/delivery space be provided for the proposed development; however, the site's small triangular size and configuration does not allow for a feasible loading configuration that could include loading berths and/or service/delivery spaces within the building.

Several loading scenarios were investigated by the Applicant in an effort to test the feasibility of accommodating a loading berth and/or service/delivery space within the building. These included head-in/head-out configurations from New York Avenue or N Street NE and a back-in configuration from N Street NE. Diagrams showing loading maneuvers for each of these scenarios are provided in Attachment B and illustrate that such scenarios are not feasible given the building and lot constraints for this site.

Therefore, a curbside loading zone is proposed for this project along the site frontage on N Street NE outside of the N Street NE vehicular travel way. A conceptual layout showing proposed loading operations is provided on Figure 4. The Applicant is seeking loading relief, and a Loading Management Plan is included in this Transportation Statement in support of this relief. All loading operations will occur within the proposed curbside loading zone and will adhere to the project's Loading Management Plan, subject to DDOT approval.

Bicycle Parking

The project will include 39 long-term bicycle parking spaces to be located within a secure bicycle room conveniently accessed within the first floor of the building. Per zoning requirements, a minimum of 50% of the long-term spaces will allow bicycles to be placed horizontally on the ground. The project will also include six (6) short-term bicycle parking spaces to be located within public space along the perimeter of the site. The precise locations for placement of the short-term bicycle parking will be determined at a later date. Therefore, the proposed project plan provides adequate bicycle parking to satisfy the zoning requirement for both long-term and short-term bicycle parking spaces.

Site Access and Circulation

Pedestrian Access

Primary pedestrian access to the building will be provided via two (2) main entrances, including one along the New York Avenue NE frontage and one along the N Street NE frontage.

A circulation plan detailing pedestrian access locations is shown on Figure 4.

Bicycle Access

Access to the 39 long-term bicycle parking spaces on the ground floor will be provided via a dedicated entrance along the N Street NE frontage, and access to the six (6) short-term bicycle parking spaces will be provided via the public right of way along the site's frontage.

The nearest on-street bicycle facilities include protected bike lanes on M Street NE and 1st Street NE, located approximately 0.2 miles from the site.

A circulation plan detailing bicycle access locations is shown on Figure 4.

Vehicle Access

Since no vehicle parking is proposed to be included for the project, no new curb cuts or off-street access locations for vehicles are proposed, and the existing curb cuts will be removed with the redevelopment.

Loading Access

The proposed project plan includes a curbside loading zone along N Street NE outside of the vehicular travel way. As previously discussed, the Applicant is seeking loading relief, and a Loading Management Plan is included in this Transportation Statement in support of such relief.

A circulation plan detailing the proposed curbside loading zone is shown on Figure 4.

Loading Management Plan

As previously discussed, DC Zoning Regulations (Subtitle 11-C § 901.1) require that one (1) 30-foot loading berth and one (1) 20-foot service/delivery space be provided for the proposed development. However, due to the small triangular configuration of the site and resulting building constraints, it is not feasible to meet these requirements (See Attachment B for additional supporting materials). Therefore, the proposed project plan includes a curbside loading zone along the site frontage on N Street NE that would be located outside of the vehicular travel way, as shown on the conceptual site plan, and the Applicant is seeking relief from the zoning requirements.

In support of the requested zoning relief, a Loading Management Plan is proposed to be included as part of the project to mitigate any impact that the proposed loading configuration may have within the public space. The goals of this plan are to maintain a safe environment for all users of the site, the loading area, the adjacent streets, and any nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other users; and ensure efficient operation of the loading facilities through appropriate levels of management and scheduled operations. Consistent with recommended DDOT guidelines, the components of the loading management plan that will be implemented for the life of the project are as follows:

- A loading zone manager will be designated by building management who will be on duty during delivery hours. The loading zone manager will be responsible for coordinating and scheduling loading activities with vendors and tenants and will work with the community and neighbors to resolve any conflicts should they arise.
- Lease provisions will require all tenants to use only the designated loading zone for all deliveries and move-in and move-out activities through coordination with the loading zone manager.
- All tenants will be required to schedule deliveries that utilize the loading zone (any loading operation conducted using a truck 20-feet in length or larger).
- The loading zone manager will schedule deliveries using the loading zone such that the zone's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading zone is full, that driver will be

directed to return at a later time when the loading zone will be available so as to not compromise safety or impede N Street NE functionality.

- Trucks using the loading zone will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map (godcgo.com/freight).
- The loading zone manager will be responsible for providing suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading zone as well as notifying all drivers of any access or egress restrictions. The loading zone 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 zone manager will also post these materials and other relevant notices in a prominent location within the loading area.

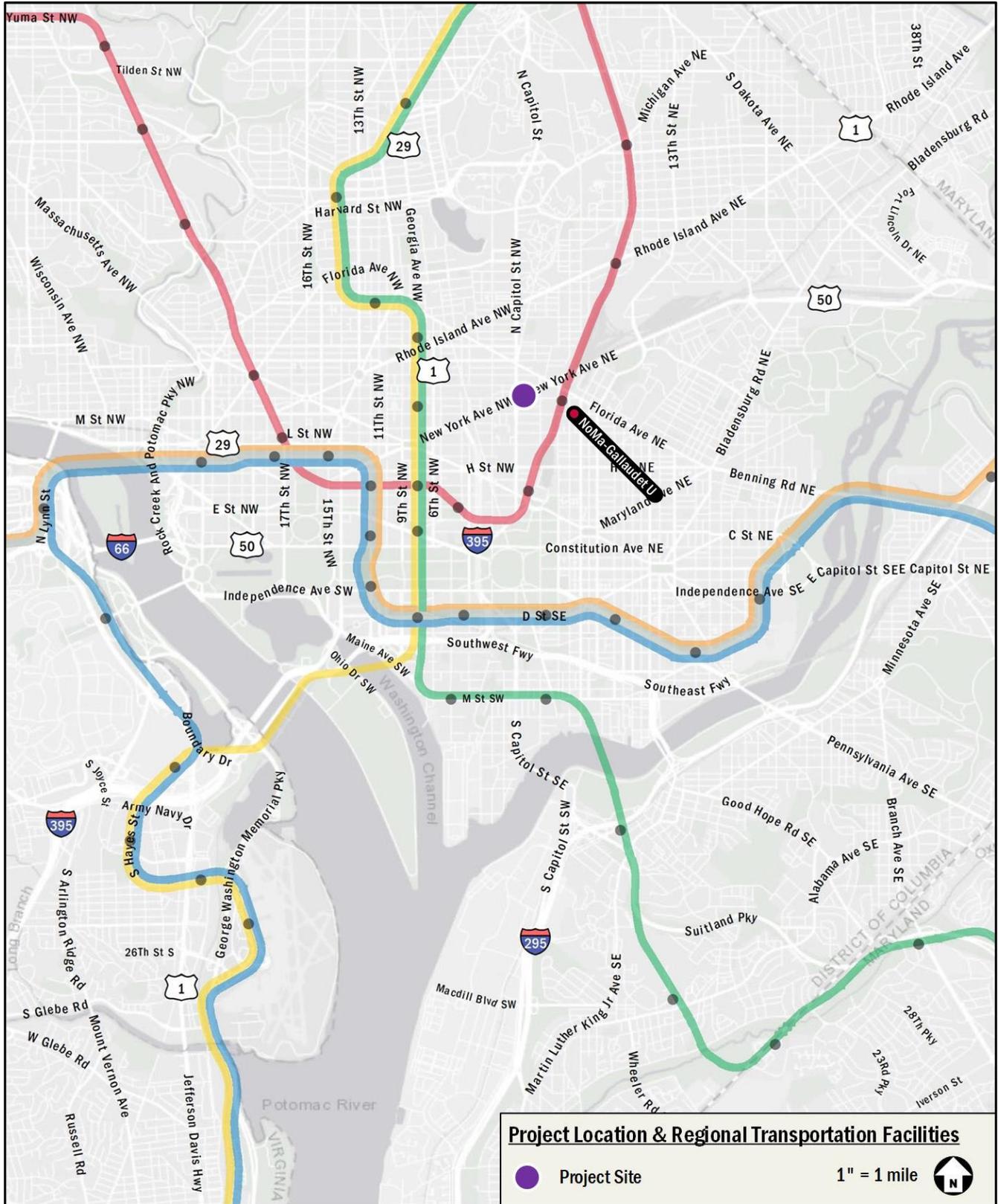


Figure 1: Project Location and Regional Transportation Facilities

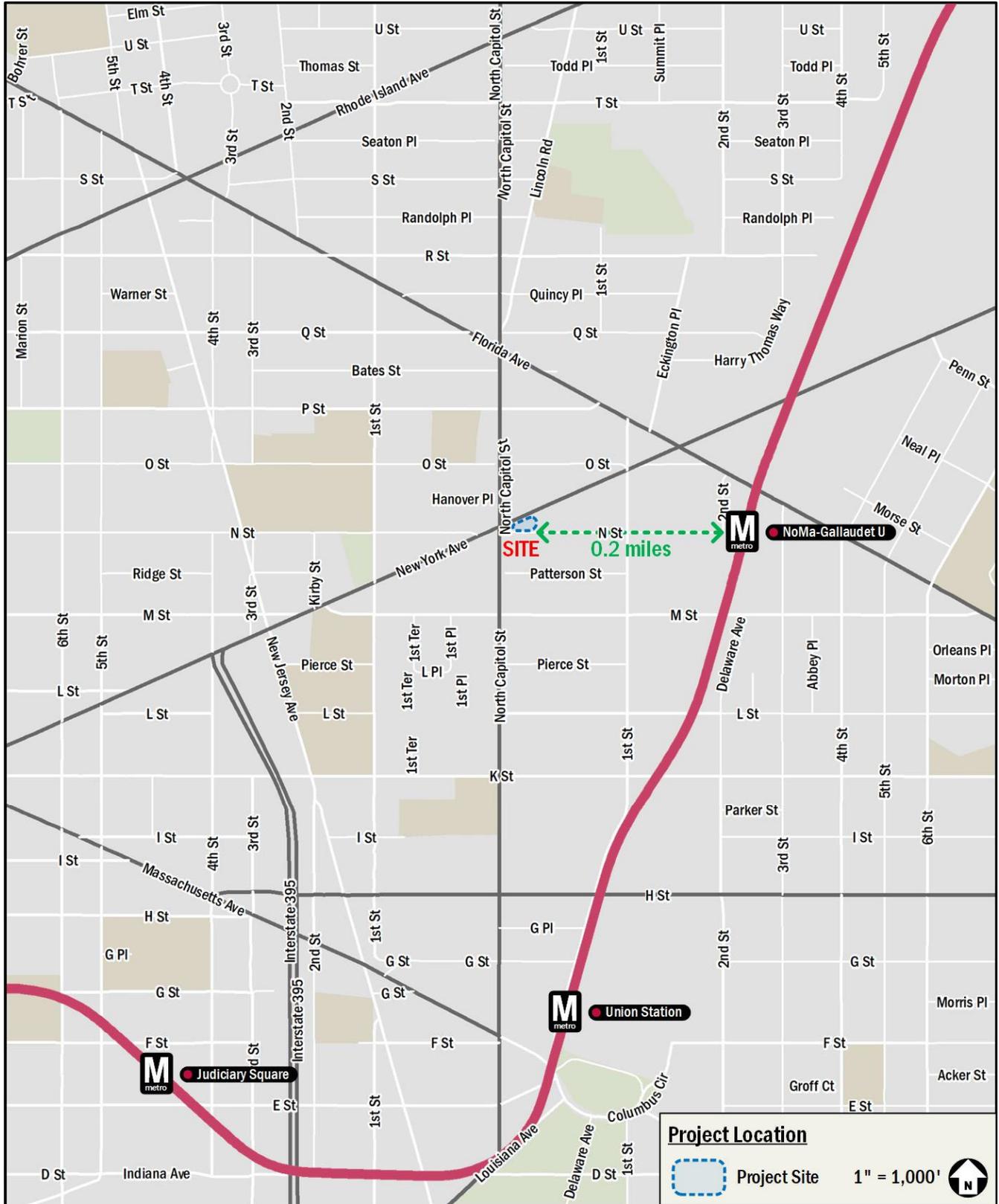


Figure 2: Project Location

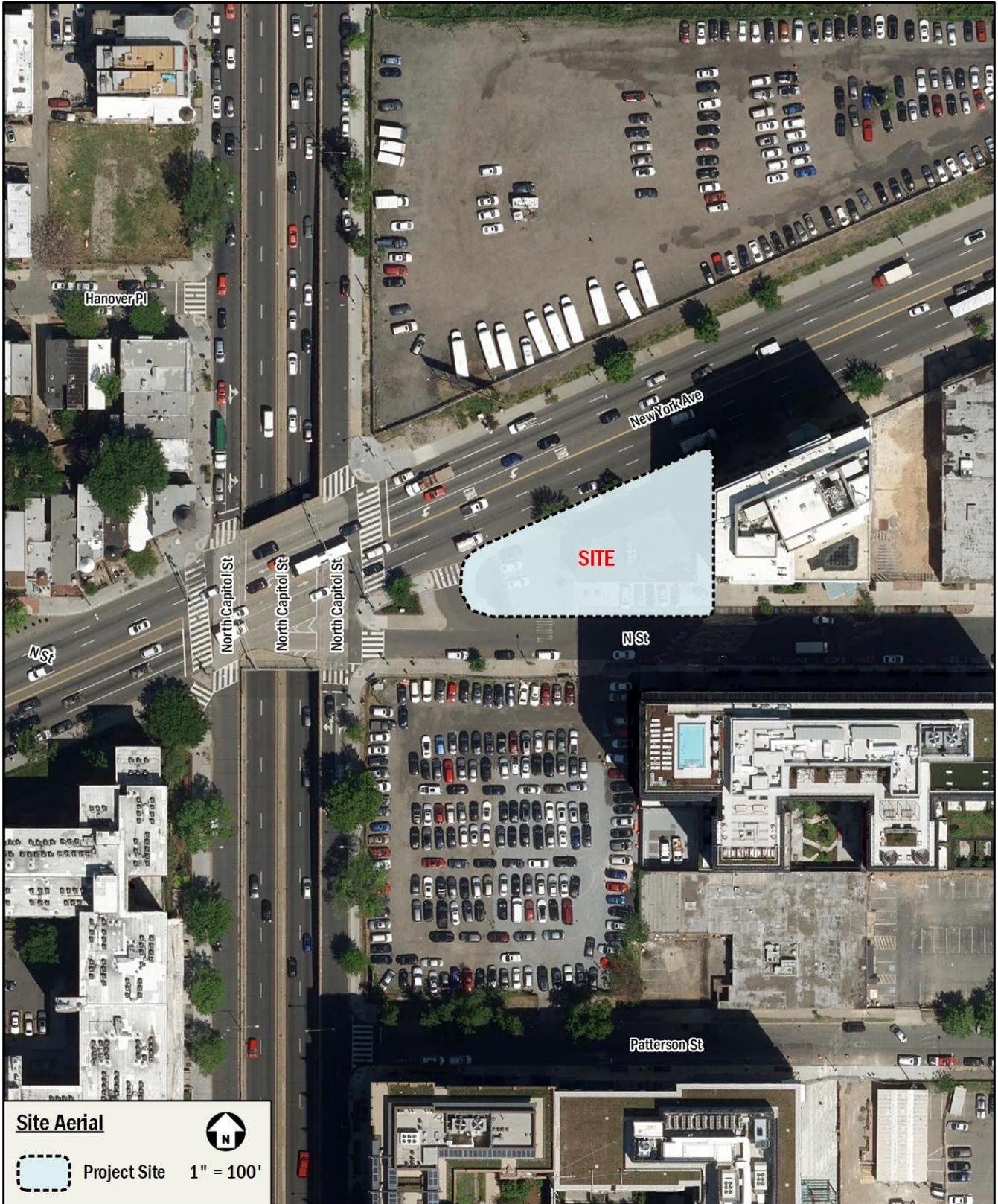


Figure 3: Site Aerial

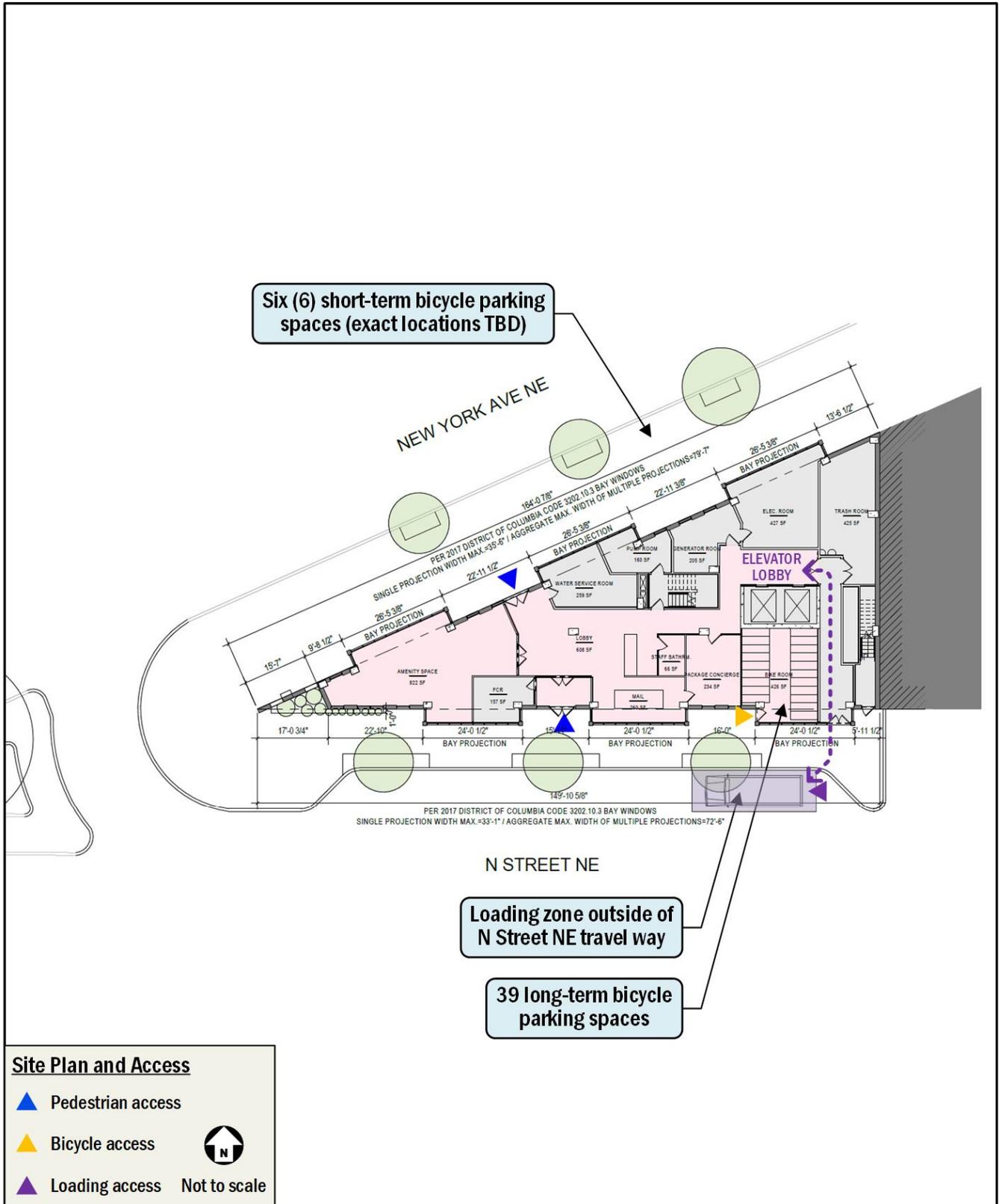


Figure 4: Site Plan and Circulation

Transportation Technical Attachments

7 New York Avenue NE

Washington, DC

August 5, 2021

GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

(Note: Click on heading to navigate directly to each section of the Technical Attachments)

A. Mode Split & Trip Generation

B. Turning Movement Diagrams

A. Mode Split & Trip Generation

Mode Split Assumptions

Residential Component

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Residents (20206)	23%	0%	41%	6%	21%	9%	2%
Census Tract 106.00 Residents	23%	2%	41%	---	21%	5%	8%
State of the Commute 2019	58%	5%	24%	3%		10%	---
WMATA Ridership Survey (Residential Mode Share: Inside Beltway)	39%		49%	14%		---	

Mode Split assumed in CTR:

Information Source	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Residential Mode Split	20%	45%	10%	25%	---

Trip Generation - Residential

116 dwelling units

Step 1: Base trip generation using ITEs' *Trip Generation* 10th Edition

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Apartment (High-Rise)	222	116 du	11 veh/hr	34 veh/hr	45 veh/hr	29 veh/hr	19 veh/hr	48 veh/hr	669 veh
<i>Calculation Details:</i>			24%	76%	=0.28X+12.86	61%	39%	=0.34X+8.56	=3.94X+211.81

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Apartment (High-Rise)	1.18 ppl/veh	13 ppl/hr	40 ppl/hr	53 ppl/hr	34 ppl/hr	23 ppl/hr	57 ppl/hr	789 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Apartment (High-Rise)	Auto	20%	3 ppl/hr	8 ppl/hr	11 ppl/hr	7 ppl/hr	4 ppl/hr	11 ppl/hr	158 ppl
Apartment (High-Rise)	Transit	45%	6 ppl/hr	18 ppl/hr	24 ppl/hr	15 ppl/hr	11 ppl/hr	26 ppl/hr	355 ppl
Apartment (High-Rise)	Bike	10%	1 ppl/hr	4 ppl/hr	5 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	79 ppl
Apartment (High-Rise)	Walk	25%	3 ppl/hr	10 ppl/hr	13 ppl/hr	9 ppl/hr	5 ppl/hr	14 ppl/hr	197 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Apartment (High-Rise)	1.18 ppl/veh	3 veh/hr	6 veh/hr	9 veh/hr	6 veh/hr	3 veh/hr	9 veh/hr	134 veh

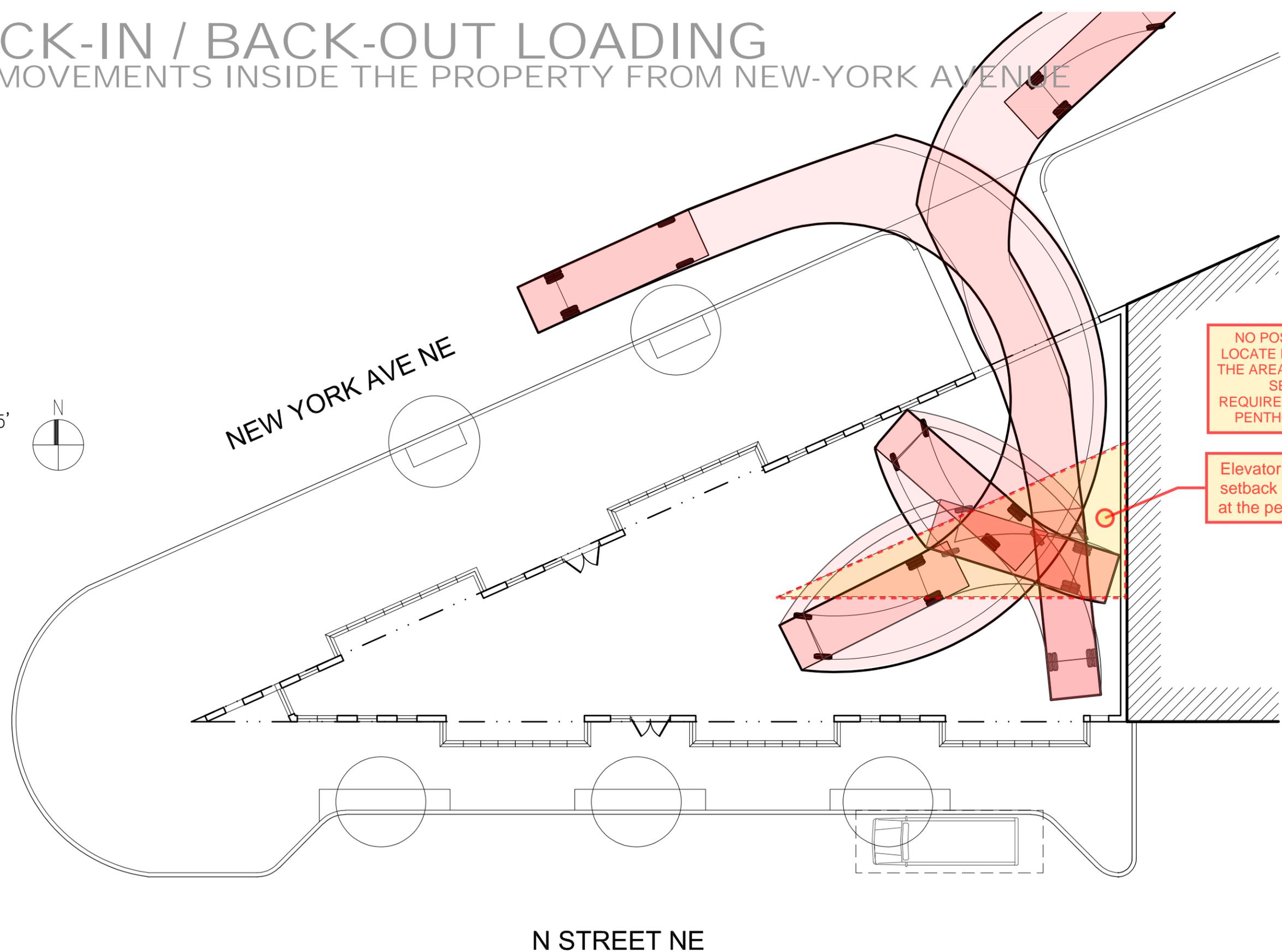
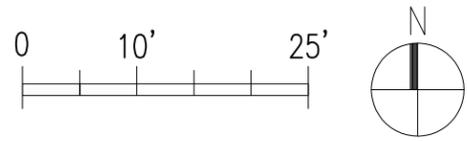
Trip Gen Summary for Residential

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	3 veh/hr	6 veh/hr	9 veh/hr	6 veh/hr	3 veh/hr	9 veh/hr	134 veh
Transit	6 ppl/hr	18 ppl/hr	24 ppl/hr	15 ppl/hr	11 ppl/hr	26 ppl/hr	355 ppl
Bike	1 ppl/hr	4 ppl/hr	5 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	79 ppl
Walk	3 ppl/hr	10 ppl/hr	13 ppl/hr	9 ppl/hr	5 ppl/hr	14 ppl/hr	197 ppl

B. Turning Movement Diagrams

NO BACK-IN / BACK-OUT LOADING

TURNING MOVEMENTS INSIDE THE PROPERTY FROM NEW-YORK AVENUE



NO POSSIBILITY TO LOCATE ELEVATORS IN THE AREA MEETING THE SETBACK REQUIREMENTS AT THE PENTHOUSE LEVEL

Elevator area to meet setback requirements at the penthouse level

NO BACK-IN / BACK-OUT LOADING

TURNING MOVEMENTS INSIDE THE PROPERTY FROM N STREET



NEW YORK AVE NE

N STREET NE

NO POSSIBILITY TO LOCATE ELEVATORS IN THE AREA MEETING THE SETBACK REQUIREMENTS AT THE PENTHOUSE LEVEL

Elevator area to meet setback requirements at the penthouse level

HAYTT PLACE HOTEL LOADING BERTH

CURB CUT FOR HAYTT PLACE HOTEL

5'-6"
7'-0"

04/05/2021



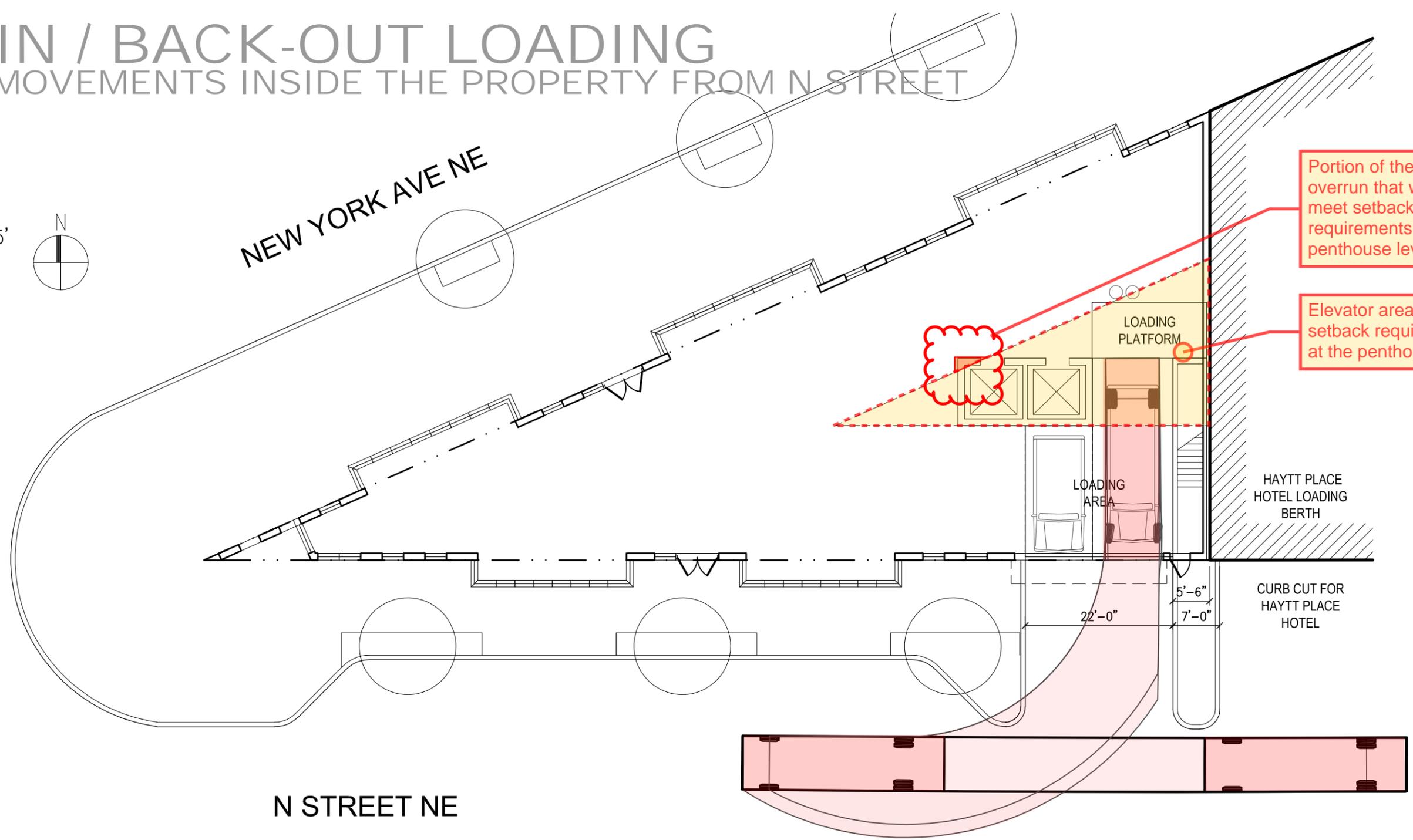
7TH NEW YORK AVENUE NE
WASHINGTON, DC 20001

BACK-IN / BACK-OUT LOADING

TURNING MOVEMENTS INSIDE THE PROPERTY FROM N STREET



NEW YORK AVE NE



Portion of the elevators overrun that will not meet setback requirements at the penthouse level

Elevator area to meet setback requirements at the penthouse level

N STREET NE

04/05/2021



7TH NEW YORK AVENUE NE
WASHINGTON, DC 20001