

TECHNICAL MEMORANDUM

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Date: December 22, 2017

Subject: Monroe Street Market Block E PUD
Transportation Statement

Introduction

This memorandum presents the findings of a Transportation Statement conducted for Block E of the Monroe Street Market in support of its Planned Unit Development (PUD) Modification of Consequence application. Block E was approved as part of the Monroe Street Market campus (previously known as the Catholic University of America South Campus Redevelopment) under a Consolidated PUD on December 21, 2009 as part of ZC Case Numbers 08-24. The development program included approximately 156 dwelling units, approximately 23,000 square feet of retail, and 171 residential parking spaces. Blocks A1, A2, B, C, and D were also approved under the same Application and have since been constructed and occupied.

The overall Monroe Street Market (MSM) project is located within the Edgewood and Brookland neighborhoods in the Northeast quadrant of DC, as shown in Figure 1, and is generally bounded by Michigan Avenue to the north, the WMATA tracks to the east, the Dominican House of Studies to the west, and existing parcels to the south. Block E is generally bounded by Monroe Street to the north, Lawrence Street to the south, 8th Street to the east, and 7th Street to the west.

The Modification of Consequence for Block E is primarily triggered by the reduction in parking supply for Block E. The amended development program consists of a single mixed-used building containing approximately 157 residential units, up to 20,215 square feet of retail, and approximately 99 below-grade parking spaces for residential and retail uses. Consistent with the Consolidated PUD, the parking and loading access will be from 8th Street. This Statement serves as an update to the information regarding Block E that was provided in the Consolidated PUD Transportation Impact Study (TIS) and to review the transportation-related site design elements, particularly those that were not available at the time of the original TIS.

As such, this statement includes the following three sections:

- **Project Update:** This section provides a comparison of the Consolidated PUD and PUD Modification of Consequence development programs and subsequent trip generation comparisons.

- Design Review: This section reviews the transportation components of Block E, including the proposed site plan. It includes descriptions of the site's vehicular access, loading management, parking, pedestrian, and bicycle accommodations, including a discussion of the overall developments parking utilization.
- Transportation Demand Management: This section outlines the proposed TDM plan for Block E based on specific needs of the site.

Of note, no supplementary capacity analysis is included as part of this memorandum as there is no significant change to the projected trip generation of the site.

This Transportation Statement concludes that:

- The amended development program for Block E is consistent with the Consolidated PUD, resulting in a slight decrease to the project trip generation. As such, no further vehicular analysis is required and the findings from the 2009 Traffic Study for the approved ZC 08-24 Consolidated PUD will continue to serve as a conservative measure of traffic impacts.
- The proposed parking supply has been reduced from 171 spaces (approved during the Consolidated PUD) to 99 spaces. This amount of parking is more consistent with current District standards and goals. This parking supply, while lower than the residential parking utilization in the overall development, is expected to sufficiently accommodate parking needs while not encouraging vehicular transportation as a primary mode of travel, as there are additional unleased parking spaces throughout the remainder of the development.
- The proposed loading facilities in coordination with the proposed Loading Management Plan will sufficiently meet the loading demands of the site.
- The amount of proposed long-term and short-term bicycle parking meets ZR16 requirements.
- The pedestrian environment will be greatly improved as a result of the Block E development, which will include wide sidewalks, pedestrian amenities, and improved porosity through the MSM area.
- The updated Transportation Management Plan adequately promotes non-auto modes of travel that are consistent with the specific needs of the site and updated District standards and goals.

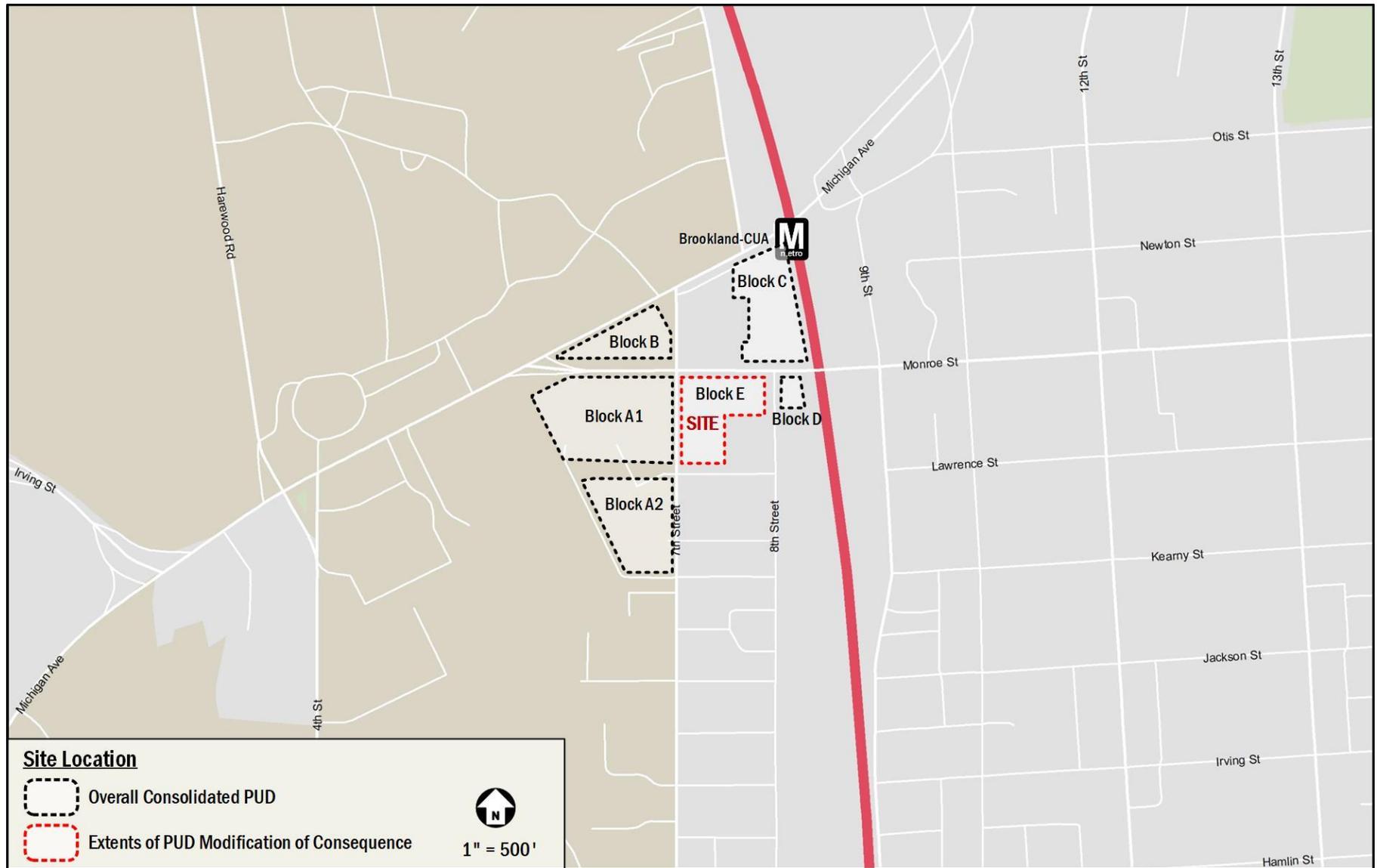


Figure 1: Site Location

Project Update

This section summarizes the timeline of zoning and public space approvals for Block E, discusses the progression of the development program, and outlines the subsequent update to the projected vehicular trip generation.

Timeline of Block E Approvals

As part of ZC Case Number 08-24, Block E was approved as part of the Consolidated PUD for the overall Monroe Street Market development. During the approval process, the District Department of Transportation (DDOT) submitted a report in support of the application on October 1, 2009, a public hearing was held on October 5, 2009, and the Zoning Commission took final action to approve the application on December 21, 2009. Additionally, the two curb cuts along 8th Street for parking and loading access were approved by the Public Space Committee on April 20, 2011.

Development Program Modifications

As part of the September 8, 2008 Consolidated PUD submission, Block E was proposed to include 214 residential units, approximately 23,000 square feet of retail use, and 214 parking spaces. Based on comments raised by reviewing agencies, the entire MSM development program was modified to reduce the total amount of residential units and residential parking by approximately 10%. As such, plans submitted on March 29, 2009, and ultimately approved as part of the PUD, included 156 residential units, 23,000 square feet of retail, and 171 parking spaces for Block E.

Under plans filed for the PUD Modification of Consequence, the amount of residential units, retail space, and loading berths, is generally consistent with what was approved as part of Zoning Commission Order for ZC Case 08-24, as shown in Table 1. Alternatively, the amount of vehicular parking has decreased to 99 spaces in conjunction with the removal of one level of parking and the amount of bicycle parking has increased. As discussed in more detail in the following section, this decrease in vehicular parking and increase in bicycle parking is in line with current District standards and goals and the demand observed in Phase 1 of the development.

Table 1: Summary of Block E Development Program

Plan Component	Block E plans as analyzed during the Consolidated PUD (ZC Case 08-24)	Block E plans as approved during the Consolidated PUD (ZC Case 08-24)	Blocks plans per PUD Modification of Consequence Application
Residential Space	214 dwelling units	156 dwelling units	157 dwelling units
Retail Space	23,000 sf	23,000 sf	20,215 sf
Vehicular Parking	214 spaces for residential uses in below-ground garage (retail to be accommodated in Block A1.	171 spaces for residential uses in below-ground garage (retail to be accommodated in Block A1.	99 spaces for residents and retail in below-ground garage. (60 residential spaces, 39 retail spaces)
Bicycle Parking	8 spaces	40 spaces	54 long-term spaces (52 residential, 2 retail); 13 short-term spaces (8 residential and 5 retail).
Loading Facilities	One (1) 55' loading berth; One (1) 30' loading berth; One (1) 20' service/delivery space.	One (1) 55' loading berth; One (1) 30' loading berth; One (1) 20' service/delivery space.	One (1) 55' loading berth; One (1) 30' loading berth; One (1) 20' service/delivery space.)

Trip Generation Update

The Consolidated PUD TIS and supplemental analysis performed by Wells + Associates from ZC 08-24 in 2009 established the trip generation for Block E as shown on Table 2. The trip generation methodology and assumptions are detailed in the TIS, which is included in the Technical Attachments.

Table 2: 2009 Development Program Trip Generation, Block E (from Exhibit 18D of ZC Case No. 08-24)

Lane Use	Trip Type	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Apartments (156 Units)	Total Trips	13 veh/hr	61 veh/hr	74 veh/hr	58 veh/hr	29 veh/hr	87 veh/hr
	Internal Capture	---	---	---	-3 veh/hr	-2 veh/hr	-5 veh/hr
	External Site Trips	13 veh/hr	61 veh/hr	74 veh/hr	55 veh/hr	27 veh/hr	82 veh/hr
	45% Reduction	-6 veh/hr	-27 veh/hr	-33 veh/hr	-25 veh/hr	-12 veh/hr	-37 veh/hr
	Total	7 veh/hr	34 veh/hr	41 veh/hr	30 veh/hr	15 veh/hr	45 veh/hr
Retail (23,000 sf)	Total Trips	41 veh/hr	44 veh/hr	85 veh/hr	26 veh/hr	34 veh/hr	60 veh/hr
	Internal Capture	---	---	---	-10 veh/hr	-18 veh/hr	-28 veh/hr
	External Site Trips	41 veh/hr	44 veh/hr	85 veh/hr	16 veh/hr	16 veh/hr	32 veh/hr
	30% Reduction	-12 veh/hr	-13 veh/hr	-25 veh/hr	-5 veh/hr	-5 veh/hr	-10 veh/hr
	Subtotal	29 veh/hr	31 veh/hr	60 veh/hr	11 veh/hr	11 veh/hr	22 veh/hr
	Pass-By (34%)	-10 veh/hr	-11 veh/hr	-21 veh/hr	-4 veh/hr	-4 veh/hr	-8 veh/hr
	Total	19 veh/hr	20 veh/hr	39 veh/hr	8 veh/hr	7 veh/hr	15 veh/hr
Total	Apartments	7 veh/hr	34 veh/hr	41 veh/hr	30 veh/hr	15 veh/hr	45 veh/hr
	Retail	19 veh/hr	20 veh/hr	39 veh/hr	8 veh/hr	7 veh/hr	15 veh/hr
	Total	26 veh/hr	54 veh/hr	80 veh/hr	38 veh/hr	22 veh/hr	60 veh/hr

Given that the most recent analysis for Block E was completed in 2009, a more updated trip generation methodology was applied to the 2009 development program in order to perform an adequate comparison to the 2017 development program. The updated trip generation projections for Block E (2009 and 2017 development programs) were calculated utilizing the Institute of Transportation Engineers' (ITE) Trip Generation, 10th Edition to account for the urban nature of the site. Trips were split into four modes: transit (consisting of both Metrorail and Metrobus), walking, biking, and vehicular. The mode split estimates were developed using survey information contained within several sources, including WMATA's 2005 *Development-Related Ridership Survey*, Commuter Connections' 2016 *State of the Commute Survey Report*, and U.S. Census Data (using Census Transportation Planning Products software). The same mode splits, shown in Table 3, were used for comparison purposes of both development programs.

Table 3: Mode Split Assumptions

Land Use	Mode			
	Drive	Transit	Bike	Walk
Residential	55%	40%	2%	3%
Retail	40%	35%	5%	20%

All residential trip generation was calculated based on ITE land use 221, Mid-Rise Apartment and all retail trip generation was calculated using ITE land use 820, Shopping Center to provide flexibility.

Based on the above methodology and the development program from the original Consolidated PUD and the proposed PUD Modification of Consequence plans, the following changes to the Block E trip generation were determined:

- AM trip generation decreases by one (1) vehicular trip (from 38 to 37 trips)
- PM trip generation decreases by 4 vehicular trips (from 72 to 68 trips)

Table 4 summarizes the Block E trip generation for the Consolidated PUD Application, the current PUD Modification of Consequence Application, and the difference between the two trip generation projections, based on updated trip generation methodology. Detailed trip generation calculations are included in the Technical Attachments.

Table 4: Summary of Trip Generation Comparison

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Approved Block E Consolidated PUD plans						
Residential (156 Units)						
<i>Auto</i>	8 veh/hr	21 veh/hr	29 veh/hr	22 veh/hr	15 veh/hr	37 veh/hr
<i>Transit</i>	6 ppl/hr	18 ppl/hr	24 ppl/hr	18 ppl/hr	13 ppl/hr	31 ppl/hr
<i>Bike</i>	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr
<i>Walk</i>	0 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr
Retail (23,000 SF)						
<i>Auto</i>	6 veh/hr	3 veh/hr	9 veh/hr	17 veh/hr	18 veh/hr	35 veh/hr
<i>Transit</i>	9 ppl/hr	5 ppl/hr	14 ppl/hr	26 ppl/hr	29 ppl/hr	55 ppl/hr
<i>Bike</i>	1 ppl/hr	1 ppl/hr	2 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr
<i>Walk</i>	5 ppl/hr	3 ppl/hr	8 ppl/hr	15 ppl/hr	16 ppl/hr	31 ppl/hr
Proposed Block E PUD Modification plans						
Residential (157 Units)						
<i>Auto</i>	8 veh/hr	21 veh/hr	29 veh/hr	22 veh/hr	15 veh/hr	37 veh/hr
<i>Transit</i>	6 ppl/hr	18 ppl/hr	24 ppl/hr	18 ppl/hr	13 ppl/hr	31 ppl/hr
<i>Bike</i>	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr
<i>Walk</i>	0 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr
Retail (20,215 SF)						
<i>Auto</i>	4 veh/hr	4 veh/hr	8 veh/hr	15 veh/hr	16 veh/hr	31 veh/hr
<i>Transit</i>	7 ppl/hr	5 ppl/hr	12 ppl/hr	23 ppl/hr	25 ppl/hr	48 ppl/hr
<i>Bike</i>	1 ppl/hr	1 ppl/hr	2 ppl/hr	3 ppl/hr	4 ppl/hr	7 ppl/hr
<i>Walk</i>	4 ppl/hr	3 ppl/hr	7 ppl/hr	13 ppl/hr	14 ppl/hr	27 ppl/hr
Difference						
<i>Auto Trips</i>	-2 veh/hr	1 veh/hr	-1 veh/hr	-2 veh/hr	-2 veh/hr	-4 veh/hr
<i>Non-Auto Trips</i>	-3 ppl/hr	0 ppl/hr	-3 ppl/hr	-6 ppl/hr	-6 ppl/hr	-12 ppl/hr

Design Review

This section provides an overview of the on-site transportation features for Block E of MSM. This section reviews updates to the proposed site facilities discussed during the Consolidated PUD process and provides detailed site design information that has since been finalized. The PUD Modification of Consequence plans for Block E consist of a single mixed-use building containing approximately 157 dwelling units, approximately 20,215 square feet of retail, and approximately 99 below-grade parking spaces for residential and retail use. A detailed ground-floor site plan is shown on Figure 2.

Vehicular Access and Circulation

As was approved as part of the Consolidated PUD, vehicular access to Block E will be via two driveways along 8th Street, NE; one for parking access and one for loading access. Vehicular circulation to and from the site is presented in Figure 3. DDOT's Public Space committee approved these curb cuts on April 20, 2011. Although the location of these curb cuts remains the same, it should be noted that the design of the curb cuts has been updated to meet current DDOT standards.

Parking

Under the approved 2009 ZC Order, parking access to Block E was proposed from a dedicated ramp off of 8th Street to the underground parking garage within Block E. The amount of parking proposed, and ultimately approved for the residential portion of Block E was 171 parking spaces. As part of the Consolidated PUD Application, it was envisioned that all retail parking for the development as a whole would be located in the Block A1 garage. As such, no retail parking was proposed to be located within Block E.

The proposed parking supply for Block E has been reduced as part of the PUD Modification of Consequence and retail parking is now being contemplated for Block E based on specific tenant needs. The development plans call for a supply of 99 parking spaces in which 60 will be allocated to residential use and 39 will be allocated to retail use. Although the Applicant proposes to reduce the Block E parking supply below that which was approved as part of the Consolidated PUD, the proposed parking supply is expected to adequately serve the Block E development and will exceed current Zoning requirements.

The reduction in residential parking supply results in a parking ratio of 0.38 spaces/unit, a decrease from 1.09 spaces/unit in the 2009 development program. The proposed parking ratio of 0.38 spaces/unit more accurately reflects current District standards and goals, and is generally in line with parking utilization observed throughout Phase 1 of the overall Monroe Street Market development. Phase 1 (excluding the townhomes of Block A2) consists of a total of 562 residential units and 432 parking spaces (or 0.77 spaces/unit), as shown in Table 5. At this time the Phase 1 residential units are fully occupied, but only 277 parking spaces are leased out. This results in an overall parking demand of 0.49 parking spaces per residential unit. It should be noted that all buildings within Phase 1 of Monroe Street Market observe approximately the same parking demand.

Although the proposed parking supply of Block E is proposed to be lower than the parking demand at the Phase 1 buildings, the proposed parking supply is expected to be sufficient. Parking demand is shown to be strongly correlated to parking supply; therefore a limited parking supply will help lower the parking demand. Even without a limited parking supply, the parking demand of Phase 1 has stayed relatively low and in line with typical parking demands observed in the District. However, if the parking demand is higher than the supply in Block E, parking spaces in Block A1, directly across 7th Street from Block E, will be offered at a lower cost to those residents. As it stands, there are 154 unleased parking spaces within the Block A garage, and 285 unleased parking spaces in the development as a whole.

Table 5: Monroe Street Market Phase 1 Parking Utilization

MSM Phase I Parking						
	# Units	# Stalls	Ratio	Leased	Available	Utilization
<u>Phase I Residential</u>						
Block A1	310	212	0.68/Unit	156	154	0.50/Unit
Block B	100	128	1.28/Unit	50	50	0.50/Unit
Block C	152	92	0.61/Unit	71	81	0.47/Unit
Phase I Residential Parking	562	432	0.77/Unit	277	285	0.49/Unit
Block A1 - Retail	-	220	-	-	-	-
Total Phase 1 Parking	562	652	-	-	-	-

Loading

Under the proposed development plan, Block E will provide one (1) 55’ loading berth, one (1) 30’ loading berth, and one (1) 20’ service/delivery space, accessible from 8th Street. The Zoning Regulations that govern this project state that a building of this size must contain one 55’ berth and one 20’ service space for the residential use and one 30’ berth for the retail space. Truck routing to and from these loading areas will be focused on designated truck routes. The nearest designated truck routes to the site are Michigan Avenue, Irving Street, North Capitol Street, and 12th Street, therefore it is assumed that all trucks will access and egress the loading areas from these routes. Trucks will enter the loading berth utilizing back-in maneuvers from 8th Street. AutoTURN software was used to test SU-30 and WB-50 trucks in and out of the loading area. The turning maneuvering diagrams, included in the Technical Attachments, show that the design of the loading berth will appropriately accommodate the anticipated truck activity.

The amount of loading expected at Block E is estimated as follows:

- As a baseline, it is expected that there will be three (3) daily truck deliveries (covering trash, general delivery, and mail).
- Residential loading activity is estimated assuming an expected rental turnover of 18 months, with two (2) trucks per move – one move-in and one move-out. (0.6 daily truck deliveries).
- Although the exact nature of the retail space is unknown at this time, it is expected that in general each retail store will generate an additional two (2) deliveries per day in addition to the baseline deliveries. Based on the square footage of the retail space, it is expected that there will be two individual retail spaces therefore it is expected that the retail use will generate a total of four (4) deliveries per day.

Using these estimates, the anticipated loading activity for Block E is as follows:

- The building (assuming 157 apartments and 20,215 sf of retail) is expected to generate a loading demand of 7 to 8 trucks per day (of which 3 to 4 are expected to be WB-50 or SU-30 trucks, and 4 are expected to be service/delivery vehicles of 20’ or less).

Figure 2 illustrates the layout of the loading area within the building. Based on the above projections, the proposed amount of loading facilities will be sufficient to accommodate the demand generated by the development.

In conjunction with the need to facilitate back-in truck maneuvers, a loading management plan is proposed in order to: (1) minimize undesirable impacts to the adjacent neighborhood streets and building tenants; (2) reduce conflicts with truck

traffic using the loading facilities; and (3) ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations.

The components of the loading management plan are as follows:

1. A loading facility manager will be designated by the building management. The dock manager will coordinate with tenants/residents to schedule deliveries, and will be on duty during delivery hours.
2. All loading activity will take place on private property and not in public right-of-way. Retail and residential tenants will be made aware of this requirement.
3. All residential move ins/move outs will be required to be scheduled in a manner that coordinates with the retail delivery schedule.
4. The dock manager will schedule deliveries such that the loading dock capacities are 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 so as to not impede traffic flow.
5. Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT’s Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
6. The dock manager will be responsible for disseminating DDOT’s Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT’s truck routes. The dock manager will also post these documents in a prominent location within the service area.

Bicycle Facilities

Block E will include both short- and long-term bicycle parking. The development plan approved for Block E in 2009 included 40 long-term residential bicycle. Of note, non-residential bicycle parking spaces were not required in 2009. Utilizing current Zoning Regulations, Block E will supply approximately 54 long-term spaces, with 52 reserved for residential use and 2 for retail use. Under the current site plans, the location of the secure long-term bicycle parking will be on the garage level, and accessible from the garage ramp.

Block E will also include 13 short-term bicycle parking spaces located along the perimeter of the site. The short-term spaces for both land uses will include inverted U-racks, or similar racks, placed in high-visibility areas. The exact location of the short-term bicycle parking spaces within public space will be finalized with DDOT during public space permitting. Bicycle routes to and from the site are provided in Figure 4.

In the time since the Consolidated PUD TIS was performed for the 2009 PUD approval, bicycle facilities in the vicinity of the MSM site area have been improved upon, including the installation of bicycle lanes along Monroe Street, just north of the site, and completion of the Metropolitan Branch Trail, which was still under construction in 2009. Of note, from Summer 2017 to March 2019, the Monroe Street bridge crossing over the WMATA tracks adjacent to the Brookland-CUA Metrorail station will undergo a full reconstruction. During this time, the bicycle lanes along the bridge will revert to a shared lane until the bridge is complete. As shown in Figure 5, the MSM Block E site has several connections to nearby facilities, including the Metropolitan Branch trail to the north and south, the southern end connecting to Union Station.

Pedestrian Facilities

Surrounding the site, streetscape facilities along the perimeter streets will include sidewalk widths that meet or exceed DDOT requirements, with additional landscaping present, including trees and greenery. Additionally, the surplus sidewalk space allows for better integration of the community and ground-floor based retail, such as flexibility of outdoor café seating. The streetscape design surrounding the Block E perimeter is similar to the ones seen in the completed blocks of MSM. Proposed pedestrian circulation surrounding the site is provided in Figure 4.

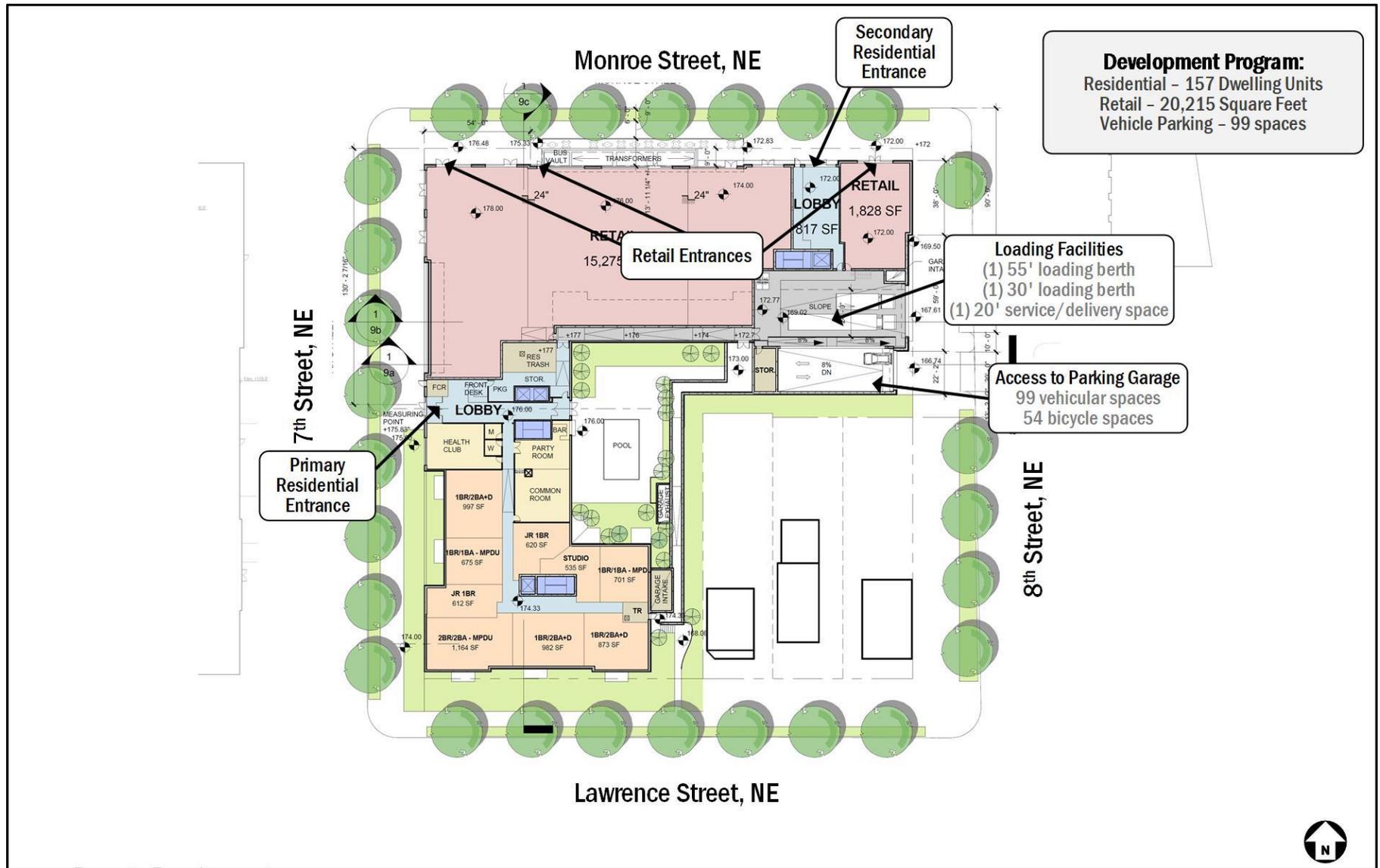


Figure 2: Site Plan

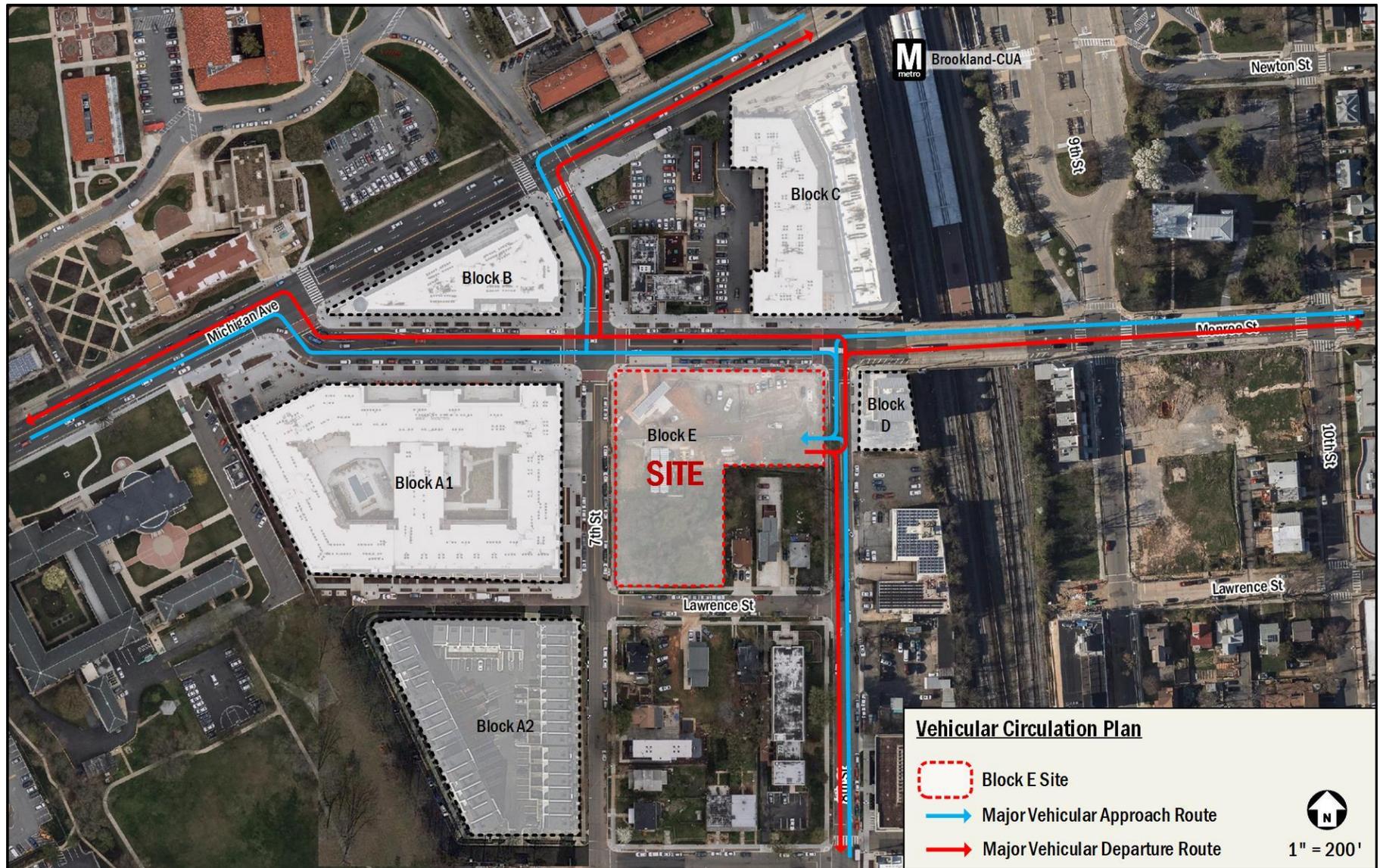


Figure 3: Vehicular Circulation



Figure 4: Bicycle and Pedestrian Circulation

Transportation Demand Management (TDM)

TDM is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses 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.

When approved by the Zoning Commission in 2009, the entirety of the MSM PUD included a TDM plan in order to help minimize its potential traffic impacts to the surrounding neighborhood. The TDM measures that were proposed and approved in 2009 for the overall development are as follows:

- Coordination with a local car-sharing vehicle service to reserve parking spaces, provided there is interest from said service in locating car-sharing vehicles at this site;
- Providing all initial residents, upon move-in, a SmarTrip card (a cost of \$5 per card to the Applicant) to encourage the use of mass transit;
- Allocating a space on the Subject Property for a SmartBike station to be provided by DDOT; and
- Designating a transportation management coordinator.

Given the amount of time that has passed since the Consolidated PUD was approved, the Applicant proposes to revise the TDM plan to be consistent with current District goals and standards. As such, the proposed TDM plan for Block E is as follows:

- The Applicant will identify TDM Leaders (for planning, construction, and operations). The TDM Leaders will work with goDCgo staff to create free customized marketing materials and a TDM outreach plan for residents and retail employees, including developing a site-specific transportation guide for residents and visitors.
- The building management will provide updated contact information for the TDM Leader and report TDM efforts and amenities to goDCgo staff once per year.
- The Applicant shall provide information and website links to commuterconnections.com, goDCgo.com, and other transportation services on developer and property management websites.
- The Applicant will unbundle parking costs from the price of lease or purchase.
- All parking on site will be priced at market rates at minimum, defined as the average cost for parking in a 0.25 mile radius from the site, and unbundled from the costs of leasing apartments.
- The Applicant will install a transit information screen (electronic screen) within each residential lobby containing information related to local transportation alternatives.
- The Applicant will supply long-term and short-term bicycle parking that meet or exceed 2017 zoning requirements.
- The Applicant will dedicate one (1) space in the garage for car-sharing services to use with right of first refusal.

Summary and Conclusions

The findings of this Transportation Statement conclude the following:

- The amended development program for Block E is consistent with the Consolidated PUD, resulting in a slight decrease to the project trip generation. As such, no further vehicular analysis is required and the findings from the 2009 Traffic Study for the approved ZC 08-24 Consolidated PUD will continue to serve as a conservative measure of traffic impacts.
- The proposed parking supply has been reduced from 171 spaces (approved during the Consolidated PUD) to 99 spaces. This amount of parking is more consistent with current District standards and goals. This parking supply, while lower than the residential parking utilization in the overall development, is expected to sufficiently accommodate parking needs while not encouraging vehicular transportation as a primary mode of travel, as there are additional unleased parking spaces throughout the remainder of the development.
- The proposed loading facilities in coordination with the proposed Loading Management Plan will sufficiently meet the loading demands of the site.
- The amount of proposed long-term and short-term bicycle parking meets ZR16 requirements.
- The pedestrian environment will be greatly improved as a result of the Block E development, which will include wide sidewalks, pedestrian amenities, and improved porosity through the MSM area.
- The updated Transportation Management Plan adequately promotes non-auto modes of travel that are consistent with the specific needs of the site and updated District standards and goals.