



**To:** Sean Ruppert, OPaL, LLC

**Cc:** Cary Kadlecek, Goulston & Storrs

**From:** Jami L. Milanovich, P.E.  
Jason J. Shetler, E.I.T

**Date:** December 29, 2015

**Re:** Transportation Assessment  
Watkins Alley, Washington, DC  
Zoning Commission Case No.: 15-13

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**OVERVIEW**

Watkins Alley, LLC (referenced herein as the Applicant) proposes to redevelop the property located at 1311 E Street SE in Washington, DC. The subject site is located on Square 1043 (Lots 142, 849, 850, 851, 859) in Ward 6, as shown on Figure 1. The site is currently occupied by an existing auto repair shop and warehouse/auto shop and is zoned C-M-1. Under the proposed Planned Unit Development (PUD), the site would be rezoned to the R-5-B district. The Applicant proposes approximately 44 residential units, including 29 townhouses, eight flats, six loft homes, and a carriage house. The proposed site plan is shown on Figures 2A and 2B. A full set of plans is included in Attachment A.

One level of below-grade parking with approximately 48 spaces is proposed in conjunction with the redevelopment and will be accessed via a 25 foot public alley. Pedestrian access to the site is proposed via courtyards from E Street and the north-south alley. Internal site circulation is shown on Figures 3A and 3B.

The proposed redevelopment will be located within close proximity to an abundance of non-auto transportation options. Most notably, the site is located approximately ¼ mile from the Potomac Avenue Metro Station and is served by ten Metrobus routes. Other non-auto transportation options are available in the site vicinity, including sixteen car-sharing vehicles located within a ¼ mile of the site. Two Capital Bikeshare stations are located within ¼ mile from the site providing a total of 29 docks.

A formal scoping process was undertaken with the District Department of Transportation (DDOT) at the outset of the project to determine the scope and proposed methodologies of the study. The agreed upon scoping document is included in Attachment B.



**TRANSPORTATION OPTIONS FOR THE PROJECT**

The subject site is well-situated to capitalize on public and private transportation investments that have been made in the District. As described below, the site is well served by both Metrorail and Metrobus and is proximate to car-sharing services and Capital Bikeshare. Additionally, pedestrian and bicycle amenities make the area pedestrian and bicycle friendly.

**Metrorail Service/Facilities**

As shown on Figure 4, the site is located in close proximity to the Potomac Avenue Metro Station. The entrance to the station is located approximately ¼ mile from the site.

The Potomac Avenue Metro Station provides service to Metro’s Silver, Orange, and Blue Lines, which provide direct service to Yellow and Green Lines at L’Enfant Plaza Metro Station and the Red Line at the Metro Center Metro Station. Table 1 presents the average headways for Metrorail lines in the site vicinity.

Table 1  
Metrorail Headways (in minutes)

NORTHBOUND			SOUTHBOUND		
AM Peak Period 5:00 AM – 9:30 AM	Midday Period 9:30 AM – 3:00 PM	PM Peak Period 3:00 PM – 7:00 PM	AM Peak Period 5:00 AM – 9:30 AM	Midday Period 9:30 AM – 3:00 PM	PM Peak Period 3:00 PM – 7:00 PM
<b>SILVER LINE (POTOMAC AVENUE METRO STATION)</b>					
0:06	0:12	0:06	0:06	0:12	0:06
<b>ORANGE LINE (POTOMAC AVENUE METRO STATION)</b>					
0:06	0:12	0:06	0:06	0:12	0:06
<b>BLUE LINE (POTOMAC AVENUE METRO STATION)</b>					
0:06	0:12	0:06	0:06	0:12	0:06



**Bus Service/Facilities**

The Washington Metropolitan Area Transit Authority (WMATA) currently provides extensive public bus service in the site vicinity. Ten Metrobus lines provide service with stops located within ¼ mile of the site. The Pennsylvania Avenue Lines (Routes 32, 34, 36), Pennsylvania Avenue Limited Line (Route 39), Friendship Heights – Southeast Line (Routes 30N, 30S), Benning Heights – M Street Line (Route V1), Capitol Heights – Minnesota Avenue Line (Route V4), Bladensburg Road – Anacostia Line (Route B2), and Fairfax Village Line (Route M6) have stops at the Potomac Avenue Metro Station.

Figure 4 displays the bus routes that service the area surrounding the site and Table 2 presents the minimum, maximum, and average headways for Metrobus and DC Circulator routes in the site vicinity.

Table 2  
Metrobus and DC Circulator Headways (in minutes)

HEADWAY	NORTHBOUND/WESTBOUND			SOUTHBOUND/EASTBOUND		
	AM Peak Period	Midday Period	PM Peak Period	AM Peak Period	Midday Period	PM Peak Period
	7:00 AM – 10:00 AM	10:00 AM – 4:00 PM	4:00 PM – 7:00 PM	7:00 AM – 10:00 AM	10:00 AM – 4:00 PM	4:00 PM – 7:00 PM
<b>PENNSYLVANIA AVENUE LINE (ROUTES 32, 34, 36)</b>						
Min	0:01	0:01	0:01	0:02	0:01	0:02
Max	0:12	0:15	0:22	0:14	0:19	0:12
Avg	0:05	0:08	0:08	0:08	0:07	0:05
<b>PENNSYLVANIA AVENUE LIMITED LINE (ROUTE 39)</b>						
Min	0:07	N/A	N/A	N/A	N/A	0:14
Max	0:22	N/A	N/A	N/A	N/A	0:22
Avg	0:16	N/A	N/A	N/A	N/A	0:17
<b>FRIENDSHIP HEIGHTS – SOUTHEAST LINE (ROUTES 30N, 30S)</b>						
Min	0:29	0:27	0:27	0:25	0:25	0:25
Max	0:34	0:35	0:33	0:37	0:35	0:36
Avg	0:31	0:30	0:29	0:30	0:30	0:30
<b>BENNING HEIGHTS – M STREET LINE (ROUTE V1)</b>						
Min	0:20	N/A	N/A	N/A	N/A	0:21
Max	0:25	N/A	N/A	N/A	N/A	0:23
Avg	0:20	N/A	N/A	N/A	N/A	0:22
<b>CAPITOL HEIGHTS – MINNESOTA AVENUE LINE (ROUTE V4)</b>						
Min	0:14	0:16	0:16	0:15	0:16	0:16
Max	0:25	0:35	0:25	0:30	0:30	0:20
Avg	0:17	0:28	0:18	0:19	0:26	0:17



Table 2 (Continued)  
Metrobus and DC Circulator Headways (in minutes)

HEADWAY	NORTHBOUND/WESTBOUND			SOUTHBOUND/EASTBOUND		
	AM Peak Period	Midday Period	PM Peak Period	AM Peak Period	Midday Period	PM Peak Period
	7:00 AM - 10:00 AM	10:00 AM - 4:00 PM	4:00 PM - 7:00 PM	7:00 AM - 10:00 AM	10:00 AM - 4:00 PM	4:00 PM - 7:00 PM
<b>BLADENBURG ROAD – ANACOSTIA LINE (ROUTE B2)</b>						
Min	0:05	0:04	0:10	0:09	0:02	0:01
Max	0:12	0:22	0:12	0:15	0:16	0:20
Avg	0:07	0:13	0:10	0:11	0:13	0:10
<b>FAIRFAX VILLAGE LINE (ROUTE M6)</b>						
Min	0:15	0:15	0:15	0:15	0:15	0:15
Max	0:20	0:40	0:15	0:20	0:20	0:15
Avg	0:16	0:21	0:15	0:17	0:19	0:15
<b>DC CIRCULATOR: UNION STATION – NAVY YARD</b>						
Min	0:10	0:10	0:10	0:10	0:10	0:10
Max	0:10	0:10	0:10	0:10	0:10	0:10
Avg	0:10	0:10	0:10	0:10	0:10	0:10
<b>DC CIRCULATOR: POTOMAC AVENUE - SKYLAND</b>						
Min	0:10	0:10	0:10	0:10	0:10	0:10
Max	0:10	0:10	0:10	0:10	0:10	0:10
Avg	0:10	0:10	0:10	0:10	0:10	0:10

**Car-Sharing Services**

Three car-sharing providers currently operate in the District. Zipcar requires a \$25 application fee and members can choose from four plans: occasional driving plan - \$70 per year (pay as you go based on the standard hourly or daily rate), monthly plan - \$7 per month (pay as you go based on the standard hourly or daily rate), 10/10 plan - \$10 per month and receive \$10 in free driving every month (pay as you go based on a discounted hourly or daily rate), and the works - \$10 per month and receive one free day on a three day weekend rental with Budget. Cars must be returned to the same designated parking spaces from which they were picked up. Six Zipcars are located within ¼ mile of the site, as shown on Figure 4. The nearest Zipcars to the site are located on-street at 12<sup>th</sup> Street and E Street SE.

Enterprise CarShare has a \$40 annual membership fee. Cars can be reserved by the hour or day (hourly and daily fees are charged per usage). In the District, cars must be returned to their original location. Ten Enterprise cars are located within ¼ mile of the site, as shown on Figure 4. The nearest Enterprise cars to the site are located at the Potomac Avenue Metro.



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

### **Capital Bikeshare**

Capital Bikeshare is an automated bicycle rental or bicycle sharing program that provides over 3,000 bicycles at 353 stations across Washington, DC, Maryland, and Virginia.

Membership, which is required to use Capital Bikeshare, includes four options for joining: 24 hours (\$8), three days (\$17), 30 days (\$28), or one year (\$85). The first 30 minutes of use are free; users then are charged a usage fee for each additional 30-minute period. Bicycles can be returned to any station with an available dock.

Two Bikeshare stations are located near the site. One station is located on the northeastern corner of the 13<sup>th</sup> Street/Pennsylvania Avenue/Potomac Avenue intersection. The station includes 15 docks. One station is located on D Street north of the Safeway near the D Street/14<sup>th</sup> Street/Kentucky Avenue intersection. The station includes 14 docks. The locations are shown on Figure 4.

### **Bicycle Facilities**

Several dedicated bicycle lanes exist in the vicinity of the subject site. Dedicated bicycle lanes are provided on 14<sup>th</sup> Street and 15<sup>th</sup> Street, south of Kentucky Avenue, on the west side of the roadway for southbound bicycle traffic and on 15<sup>th</sup> Street, north of Kentucky Avenue, on the east side of the roadway for northbound bicycle traffic. Dedicated bicycle lanes are provided on 12<sup>th</sup> Street for northbound and southbound bicycle traffic.

The District of Columbia Bicycle Master Plan<sup>1</sup> (the Bicycle Plan) seeks to create a more bicycle-friendly city by establishing high-quality bicycle facilities and programs that are safe and convenient.

The Bicycle Plan provides bicycle levels of service (BLOS) for roadways in the District where bicycles share the road with vehicles. The Bicycle Plan also reports the number of bicycle crashes that occurred between 2000 and 2002.

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<sup>1</sup> District of Columbia Bicycle Master Plan, District Department of Transportation, April 2005, [<http://ddot.dc.gov/DC/DDOT/On+Your+Street/Bicycles+and+Pedestrians/Bicycles/Bicycle+Master+Plan/DC+Bicycle+Master+Plan++April+2005>].



Finally, the Bicycle Plan identifies areas and corridors that are barriers to cyclists. These barriers include “freeways, railroad and highway grade separations, neighborhoods with heavy traffic, and other impediments to bicycle travel.” No barrier areas or corridors identified in the Bicycle Plan fall within the study area.

Bicycle facilities and likely biking routes to the Metro Station, nearest bus stops within a ½ mile of the site are shown on Figure 5. Figure 5 also shows the BLOS for roadways in the study area and the reported bicycle crashes in the study area, per the Bicycle Plan.

### **Pedestrian Facilities**

The primary paths to the Potomac Avenue Metro Station entrance and nearby bus stops from the site are shown on Figure 6. Sidewalks are present along the route from the proposed project to the Metro station entrance and nearby bus stops, as shown on Figure 6.

DDOT’s Design and Engineering Manual (DEM) outlines various requirements for pedestrian facilities. Specifically, the following requirements were assessed at the E Street/13th Street, E Street/14th Street, Pennsylvania Avenue/13th Street, Pennsylvania Avenue/G Street, 14th Street/G Street, 14th Street/Potomac Avenue North, 14th Street/Potomac Avenue South, Pennsylvania Avenue/Potomac Avenue West, and Pennsylvania Avenue/Potomac Avenue East intersections:

- Section 43.3.1 (Size and Dimension of Pavement Markings): Crosswalks shall be 10 feet wide on local streets, 15 feet wide on collector streets, and 20 feet wide on major arterials, unless otherwise noted.
- Section 43.7 (Crosswalks): High visibility crosswalks are required at all uncontrolled crosswalks and all crosswalks (including signalized or stop-controlled crosswalks) leading to a block with a school, within a designated school zone area, along a designated school walking route, or on blocks adjacent to a Metro station.
- Section 43.7 (Crosswalks): Handicap ramps must be included within a crosswalk at all times. Handicap ramps must be installed in pairs of two, one for each pedestrian travel direction. Any corner and/or mid-block crosswalk having handicap ramps [sic].
- Section 39.2.4 (Pedestrian Safety): All handicap ramps shall be located within the crosswalk. At least one of the ramp’s side flares must align, as close as possible to the back edge line of the crosswalks. Handicap ramps must be installed for each travel direction at a corner.
- Section 29.5 (Curb Ramps): Detectable warning surfaces shall extend 24 inches minimum in the direction of travel and the full width of the curb ramp (exclusive of flares), the landing, or the blended transition.



Existing pedestrian infrastructure at the study intersections have been analyzed to identify infrastructure deficiencies. Table 3 summarizes the pedestrian facility status of each intersection per the DDOT DEM.

Table 3  
Existing Pedestrian Infrastructure Analysis

INTERSECTION	CROSSWALK PAVEMENT MARKINGS	CROSSWALK VISIBILITY MARKINGS	HANDICAP RAMPS	DETECTABLE WARNING SURFACE
E Street/13 <sup>th</sup> Street	10' YES	YES	YES	YES
E Street/14 <sup>th</sup> Street	10' YES	YES	YES	NO
Pennsylvania Avenue/13 <sup>th</sup> Street	10' crossing 13 <sup>th</sup> Street	YES	YES, One Missing Ramp <sup>1</sup>	YES
	<20' crossing Pennsylvania Ave			
Pennsylvania Avenue/G Street	Crossing G Street 10' YES	NO	YES	YES
14 <sup>th</sup> Street/G Street	10' – One missing crosswalk <sup>2</sup>	NO <sup>3</sup>	YES	NO
14 <sup>th</sup> Street/Potomac Avenue North	10' YES	YES	YES	YES
14 <sup>th</sup> Street/Potomac Avenue South	Crossing 14 <sup>th</sup> Street, 10' YES	YES	YES	YES
	Crossing Potomac Avenue <15' NO			
Pennsylvania Avenue/Potomac Avenue West	Crossing Potomac Avenue <15' NO	YES	YES, One Missing Ramp <sup>4</sup>	YES
	Crossing Penna Ave <20' NO			
Pennsylvania Avenue/Potomac Avenue East	Crossing Potomac Avenue <15' NO	YES	YES	YES
	Crossing Penna Ave <20' NO			
Noes: Field data conducted on November 30, 2015. <sup>1</sup> No ramp provided on the west side of 13 <sup>th</sup> Street, crossing north on Pennsylvania Avenue EB lanes <sup>2</sup> No crosswalk provided on the south side of G Street crossing the Kiss-n'-Ride driveway <sup>3</sup> The intersection is immediately adjacent to the Potomac Avenue Metro Station and does not provide high visibility crosswalks on any of the four crossings <sup>4</sup> No ramp provided on the east side of 14 <sup>th</sup> Street, crossing north on G Street				



## **TRANSPORTATION DEMAND MANAGEMENT**

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

While the location of the proposed redevelopment proximate to the Potomac Avenue Metro Station and other transportation options will naturally encourage the use of non-auto modes of transportation, the Applicant also has developed a TDM plan with strategies to limit the need for vehicles at the proposed residential building. Specifically, the TDM plan would include:

- 1) Designate a Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.
- 2) Provide information on and/or links to current transportation programs and services on the property management website. Such programs and services may include:
  - Capital Bikeshare,
  - Car-sharing services,
  - Uber,
  - Ridescout,
  - DDOT's DC Bicycle Map,
  - goDCgo.com,
  - WMATA,
  - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters,
  - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency, and





- Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.
- 3) Provide convenient, covered, and secure bike parking facilities. A bicycle storage room will be provided in the lower level of the building with storage for approximately 48 bicycles, as shown on Figure 3B.
- 4) Provide a one time, one year Capital Bikeshare membership or one time, one year car share membership for all new residents for the first three years the project is open.

## Site Access and Circulation

### Overview

The proposed redevelopment has been designed to facilitate access via all modes of transportation including vehicular, pedestrian, and bicycle. The proposed site circulation is shown on Figure 3A. Access for each mode is more fully described below.

### Vehicular Access

DDOT policy indicates that vehicular access should be provided via public alleys or expended alley systems when possible. Parking for the proposed redevelopment can be accessed via the north-south alley. One level of below-grade parking with approximately 48 spaces is proposed in conjunction with the redevelopment. Since all vehicular access to the proposed site, including parking and trash pick-up, will be provided via the alley, the proposed access is in accordance with DDOT's policy. Diagrams showing the car maneuvers in and out of the proposed parking garage are included in Attachment C.

Access to the trash facilities for the site also will be provided via the alley. Trash trucks will enter and exit the alley front-first via E Street. Diagrams showing the truck maneuvers in and out of the proposed trash area are included in Attachment C.

### Pedestrian Access

The site will utilize internal courtyards for pedestrian circulation. The north courtyard will traverse the site south from E Street, connecting to the alley network. The south courtyard will traverse west from the north-south alley. All residential dwelling units can be accessed via E Street and/or the alley system, as shown in the site circulation plan on Figure 3A.



## **Bicycle Access**

Bicycle parking for the project will be provided in bicycle storage in the first level of the below-grade garage. The 48 bicycle parking spaces in the first parking level will be accessed via the garage ramp on from the alley.

Bicycle parking for visitors would be provided along E Street. The exact number of exterior bicycle racks will be determined in consultation with DDOT during the public space process.

## **SITE EVALUATION**

### **Site Trip Generation**

The total number of trips generated by the proposed redevelopment would be comprised of vehicular trips and non-auto trips (i.e., walk, bike, transit, etc.).

Based on rates/equations contained within the Institute of Transportation Engineers' (ITE) Trip Generation (9<sup>th</sup> Edition) Land Use Code (LUC) 230 (Townhouse Condominium), the proposed redevelopment is anticipated to generate 27 total AM peak hour trips (all modes) and 31 total PM peak hour trips (all modes).

However, due to the project's proposed TDM plan, and the project's proximity to transit facilities and amenities within walking/biking distance, some trips generated by the proposed redevelopment would be made via non-auto modes of transportation. A 45 percent non-auto mode split was applied to the residential land use, in accordance with the preliminary scoping coordination with DDOT.

As shown in Table 5, after the non-auto reductions were applied, the proposed redevelopment is anticipated to generate just 15 new AM peak hour vehicle trips and just 17 new PM peak hour vehicle trips.

In order to determine the number of trips currently generated by the existing uses, W+A conducted traffic counts in the existing alley on Tuesday, June 9<sup>th</sup>, Tuesday, June 30<sup>th</sup>, and Thursday, September 17<sup>th</sup>, 2015 from 7:00 AM to 10:00 AM and from 2:00 PM to 7:00 PM. Traffic count data are included in Attachment D.

As shown in Table 5, after the existing trip generation is deducted from the proposed trips, the net change in vehicle trips is anticipated to generate one less AM peak hour vehicle trip and no new PM peak hour vehicle trips when compared to existing conditions. As such, it is expected that no net new vehicle trips anticipated to be generated by the proposed redevelopment would not have a significant impact on the operation of intersections in the site vicinity.



Table 6  
Site Trip Generation Summary

LAND USE TRIP TYPE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
<b>CONDOMINIUM - LUC 230 (44 DU)</b>						
Total Trips <sup>1</sup>	5	22	27	21	10	31
<i>Non-Auto Reduction<sup>2</sup></i>	2	10	12	9	5	14
<i>Transit</i>	2	8	10	7	4	11
<i>Bike</i>	0	1	1	1	0	2
<i>Pedestrian</i>	0	1	1	1	1	1
<b>Vehicle Trips</b>	<b>3</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>17</b>
<b>EXISTING USES</b>						
Vehicle Trips - Alley <sup>3</sup>	4	12	16	11	6	17
Vehicle Trips - E Street Curb Cut	0	0	0	0	1	1
<b>NET ADDITIONAL SITE TRIPS</b>						
<b>Vehicle Trips</b>	<b>(1)</b>	<b>0</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>(1)</b>

<sup>1</sup> Trips generated using Institute of Transportation Engineers (ITE) *Trip Generation*, 9<sup>th</sup> Edition.  
<sup>2</sup> Non-Auto Mode Splits for residential use is based on Census Data and proposed parking supply.  
<sup>3</sup> Vehicle trips to the existing uses were counted by W+A.

## PARKING ASSESSMENT

### On-Site Parking

According to the District of Columbia Municipal Regulations (DCMR), in the R-5-B district, one parking space is required for every two multi-family residential dwelling units and one space is required for every single family residential unit. The 44 multi-family units (29 townhouses, eight flats, six loft homes) would require 22 parking spaces and the carriage house would require one parking space for a total of 23 spaces. One level of below-grade parking with approximately 48 spaces is proposed in conjunction with the redevelopment. As proposed, parking for the site would exceed the minimum requirements prescribed by the DCMR.

Although the DCMR does not require bicycle parking for residential buildings, District law requires that one bicycle parking space be provided for every three residential dwelling units.<sup>2</sup> Therefore, the proposed redevelopment would require fifteen bicycle parking spaces. A bicycle storage room will be located in the lower level of the building with storage for approximately 48 bicycles. Access to the bicycle storage room is shown on Figures 3A and 3B.

<sup>2</sup> D.C. Code § 50-1641.05(b)(1)



## **LOADING AND TRASH ASSESSMENT**

No loading facilities are required for the redevelopment per the DCMR since the proposed building will have fewer than 50 dwelling units. Therefore, no formal loading berths are proposed for the site.

It is anticipated that trash and recycling will be picked up from a shared trash facility within the building via the north-south alley. The site's trash area is shown on Figure 3A.

### **Loading Management Plan**

The Applicant proposes a loading management plan to assist residents for move-in and move-out activities. The goals of this plan are to maintain a safe environment for all users of the site, street, and nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic and other street users; and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. The following are the components of the loading management plan:

- 1) A member of the management team will be designated as a loading coordinator (duties may be part of other duties assigned to the individual). He or she will coordinate all loading activities of the building (including deliveries, trash disposal, and residential move-in and move-out activities). The loading coordinator will be responsible for informing residential tenants of the guidelines and procedures for loading and delivery operations.
- 2) All tenants will be required to notify the loading coordinator before moving in or out so that the loading coordinator can assist in the establishment of curbside loading, if needed. In the event that a moving truck is required for residential tenants, a temporary no parking zone can be established on the adjacent E Street to allow for curbside loading or unloading adjacent to the building, in accordance with DDOT policies. The residential tenant shall provide the loading coordinator the following information: time and date that the truck is anticipated to arrive, size of truck being used, and name of the moving service, if applicable. A copy of DDOT policies is included in Attachment E.



## **CONCLUSIONS**

The Watkins Alley site is well served by a high-quality, multi-modal transportation system that includes a connected network of sidewalks, the Potomac Avenue Metro Station, multiple bus lines, and bicycle facilities, providing future residents of the proposed redevelopment a variety of transportation alternatives making travel outside of the immediate area convenient without a car.

To further encourage the use of non-auto transportation options, the Applicant will implement a TDM plan that will provide information regarding non-auto transportation options and incentives to use those options.

The proposed redevelopment is anticipated to generate 15 new AM peak hour vehicle trips and 17 new PM peak hour vehicle trips. When taking into account the existing site vehicle trips, the number of future trips results in a net decrease of one AM peak hour vehicle trip and a net decrease of one PM peak hour vehicle trips from existing vehicle volumes.

The proposed redevelopment has been designed to facilitate access via all modes of transportation including vehicular, pedestrian, and bicycle.

We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed redevelopment. Should you require any additional information, please do not hesitate to contact us at 703-917-6620, [jlmlanovich@mjwells.com](mailto:jlmlanovich@mjwells.com), or [jjshetler@mjwells.com](mailto:jjshetler@mjwells.com).

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# FIGURES

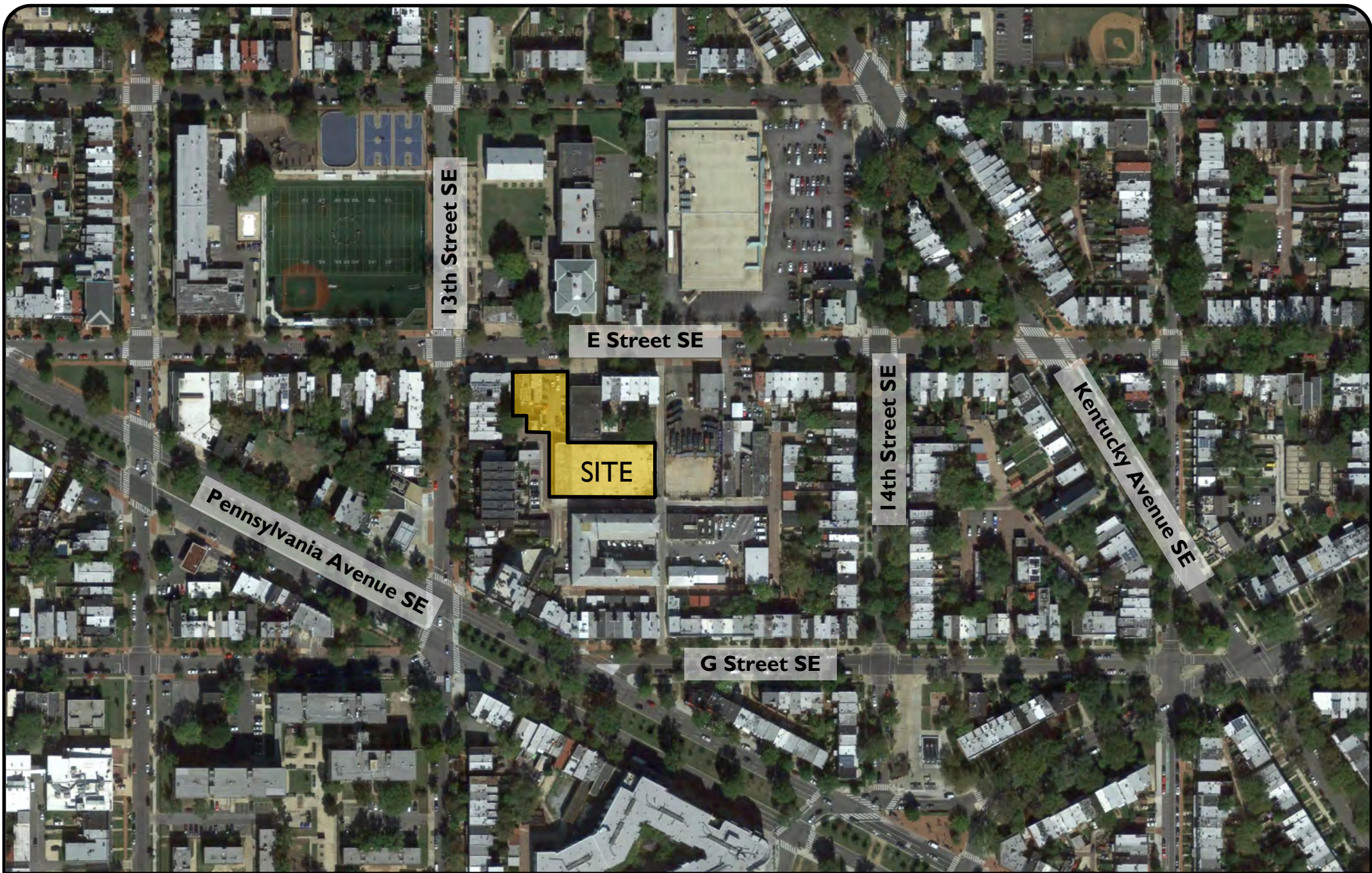


Figure 1  
Site Location



E Street PUD  
Washington, DC



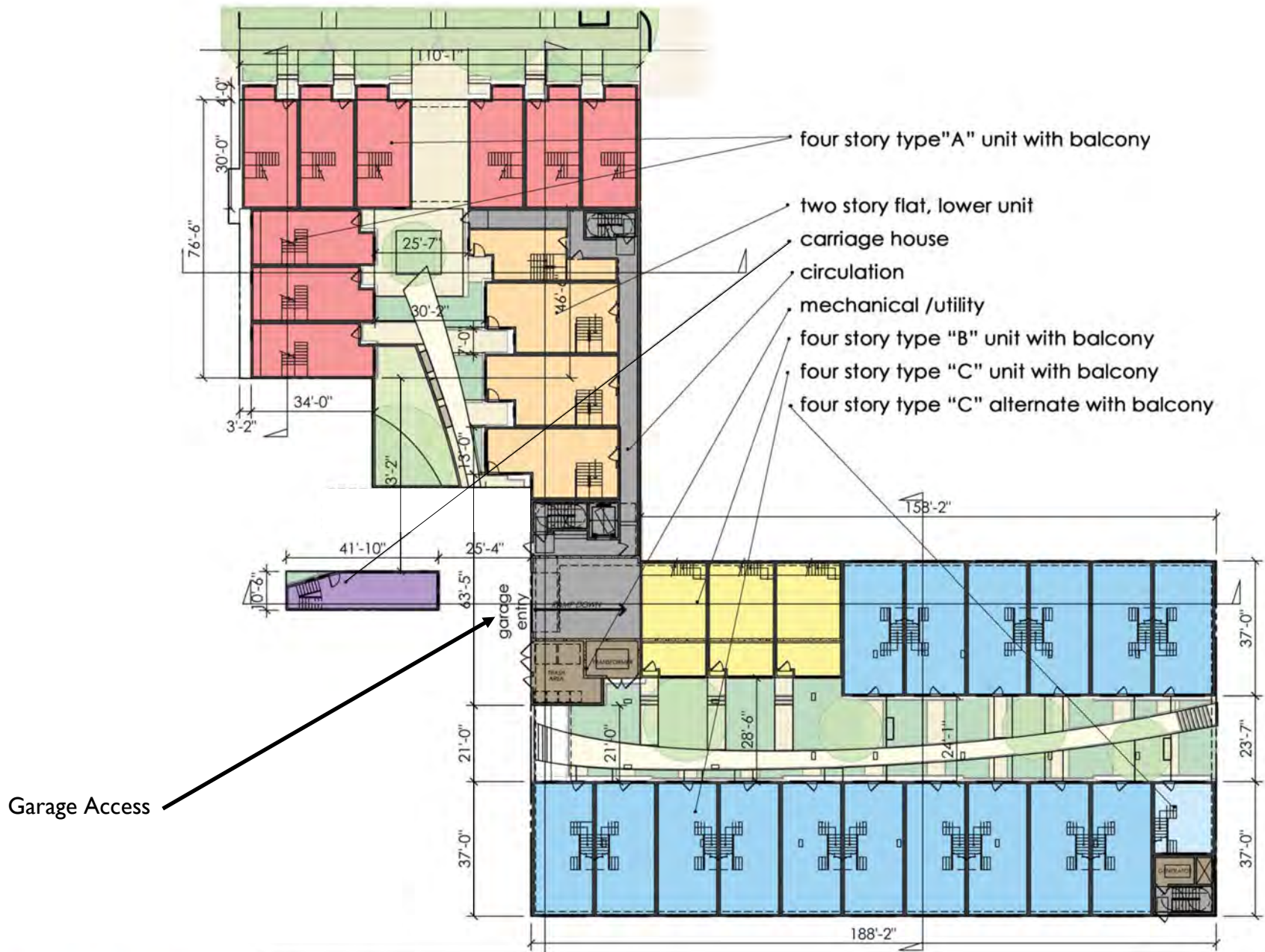


Figure 2A  
Site Plan - Ground Floor

Source: gps designs  
Date: Received 10/12/2015  
N.T.S.





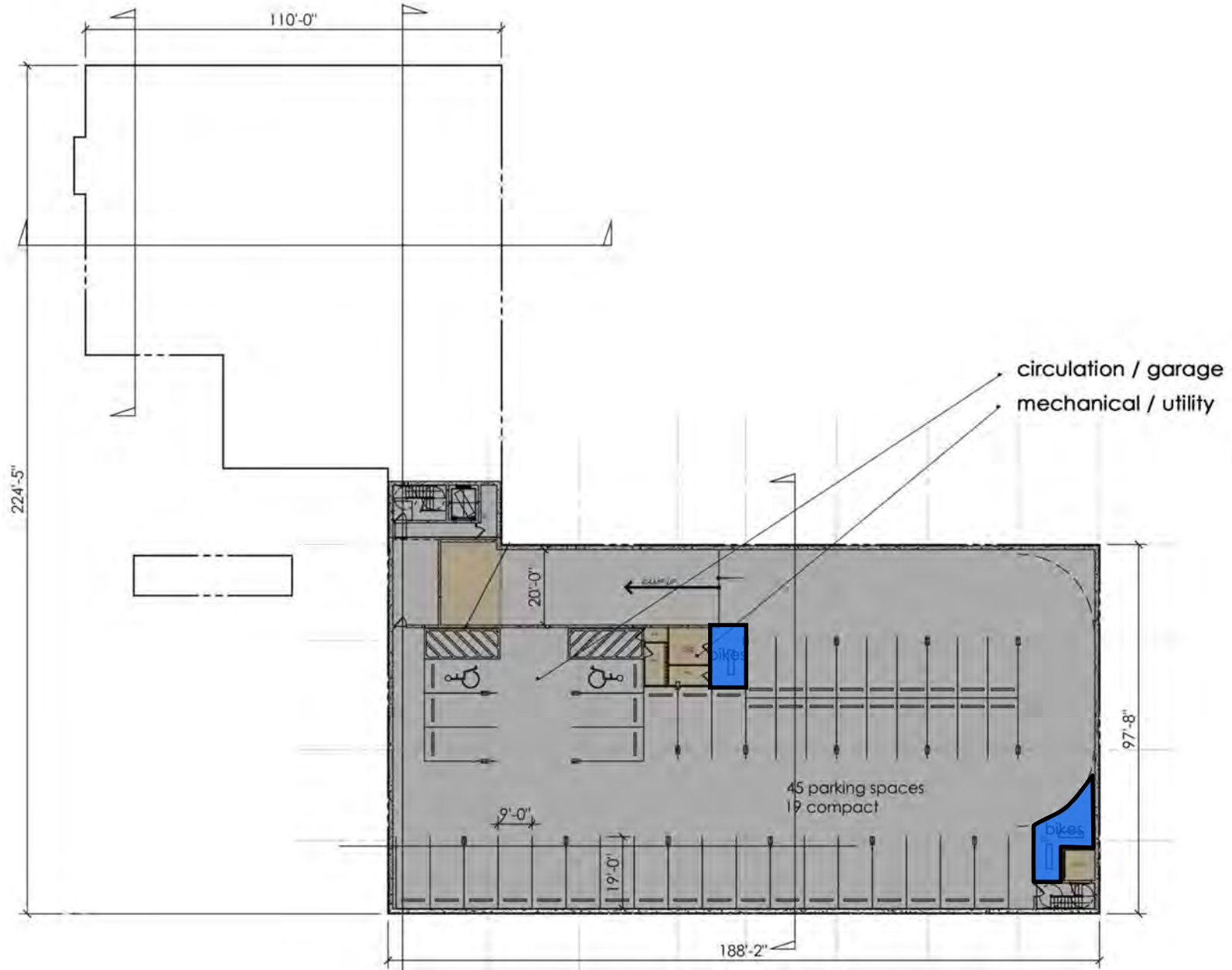


Figure 2B  
Site Plan - Below-Grade

Bicycle Parking

Source: gps designs  
Date: Received 10/12/2015  
N.T.S.



G:\PROJECTS\6001-6500\6424 E STREET PUD\GRAPHICS\CIRCULATION PLAN 07.06.2015.DWG

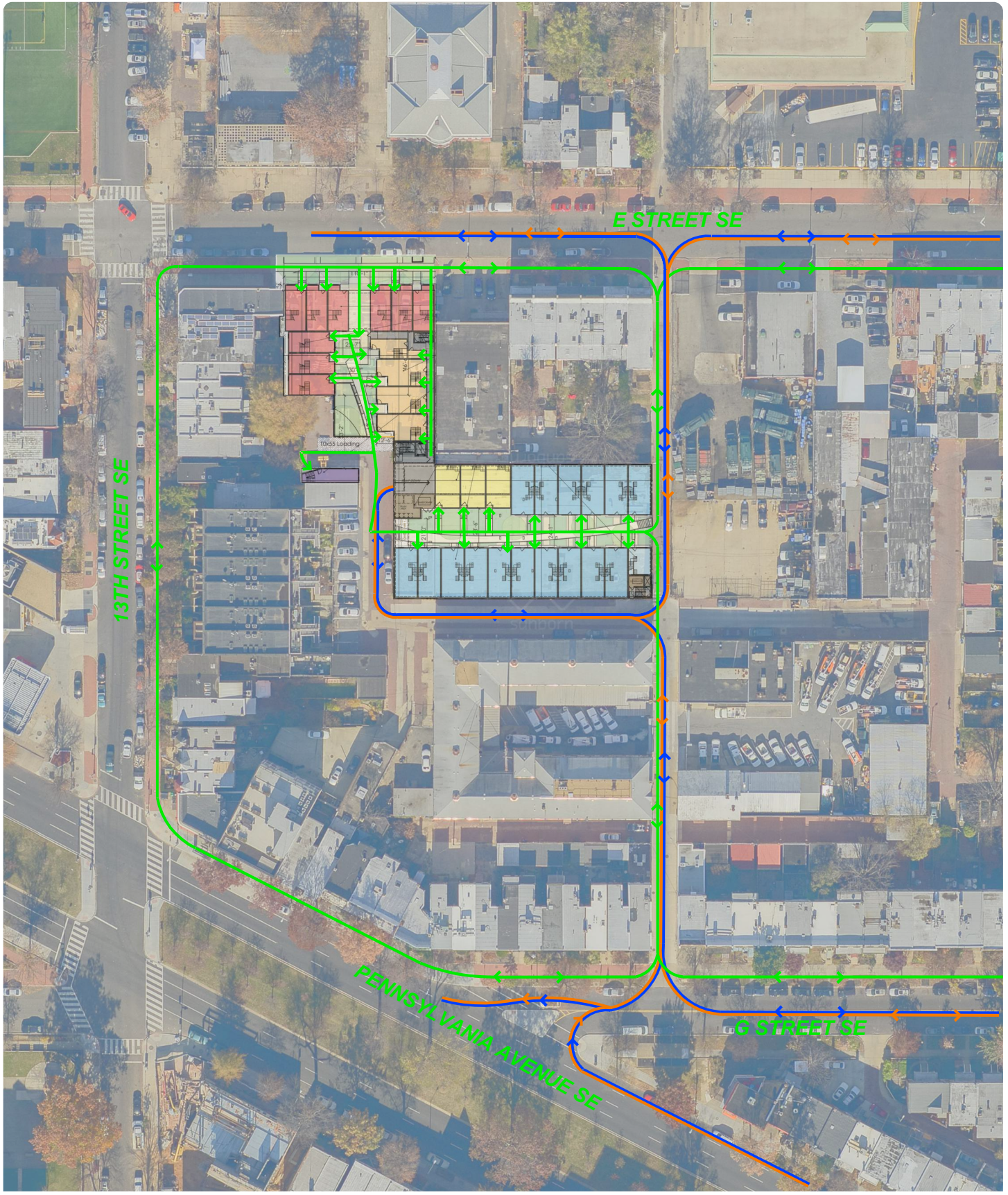


Figure 3A  
Ground Floor Circulation Plan

- Vehicular Path
- Pedestrian Path
- Bicycle Path



ARM

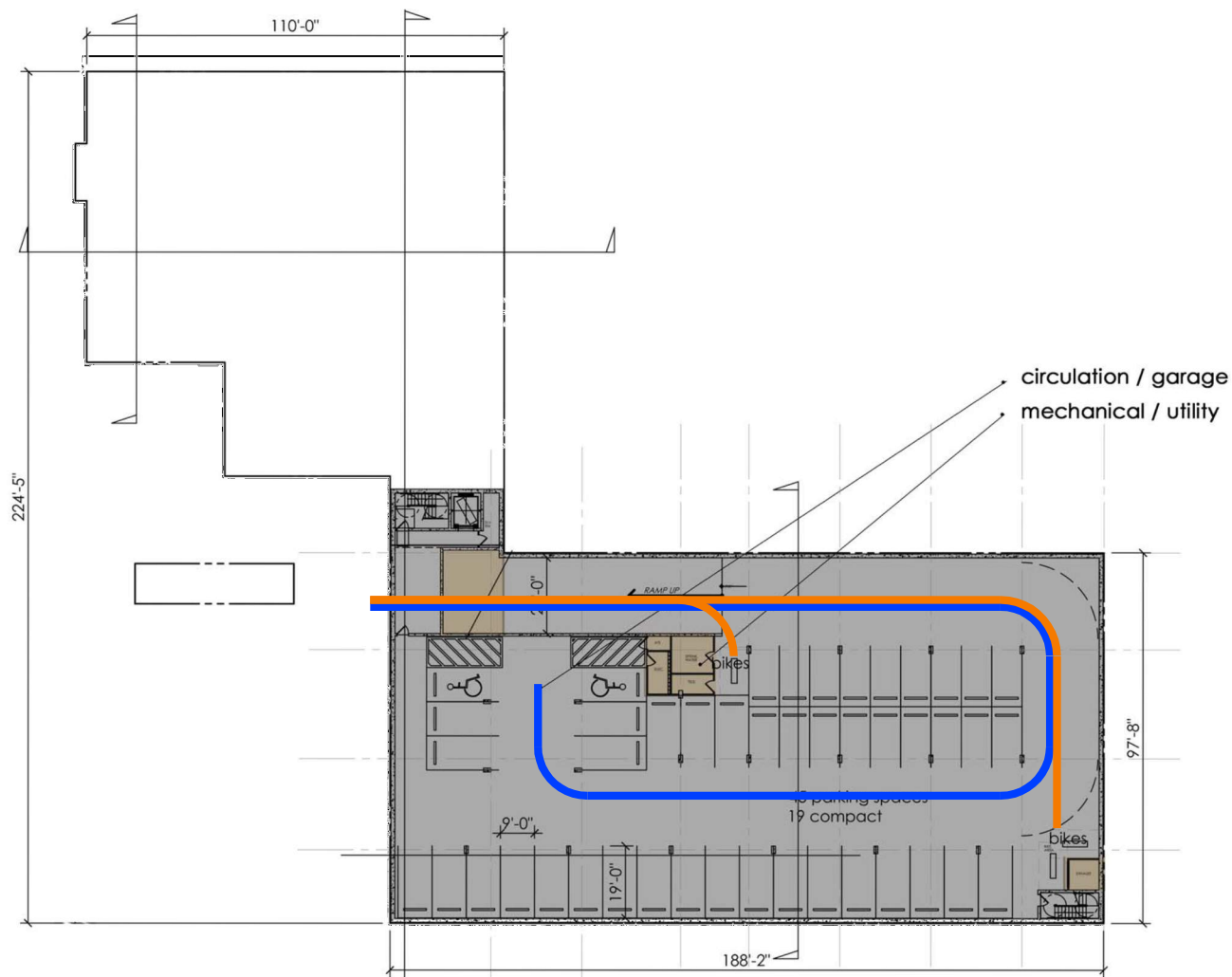


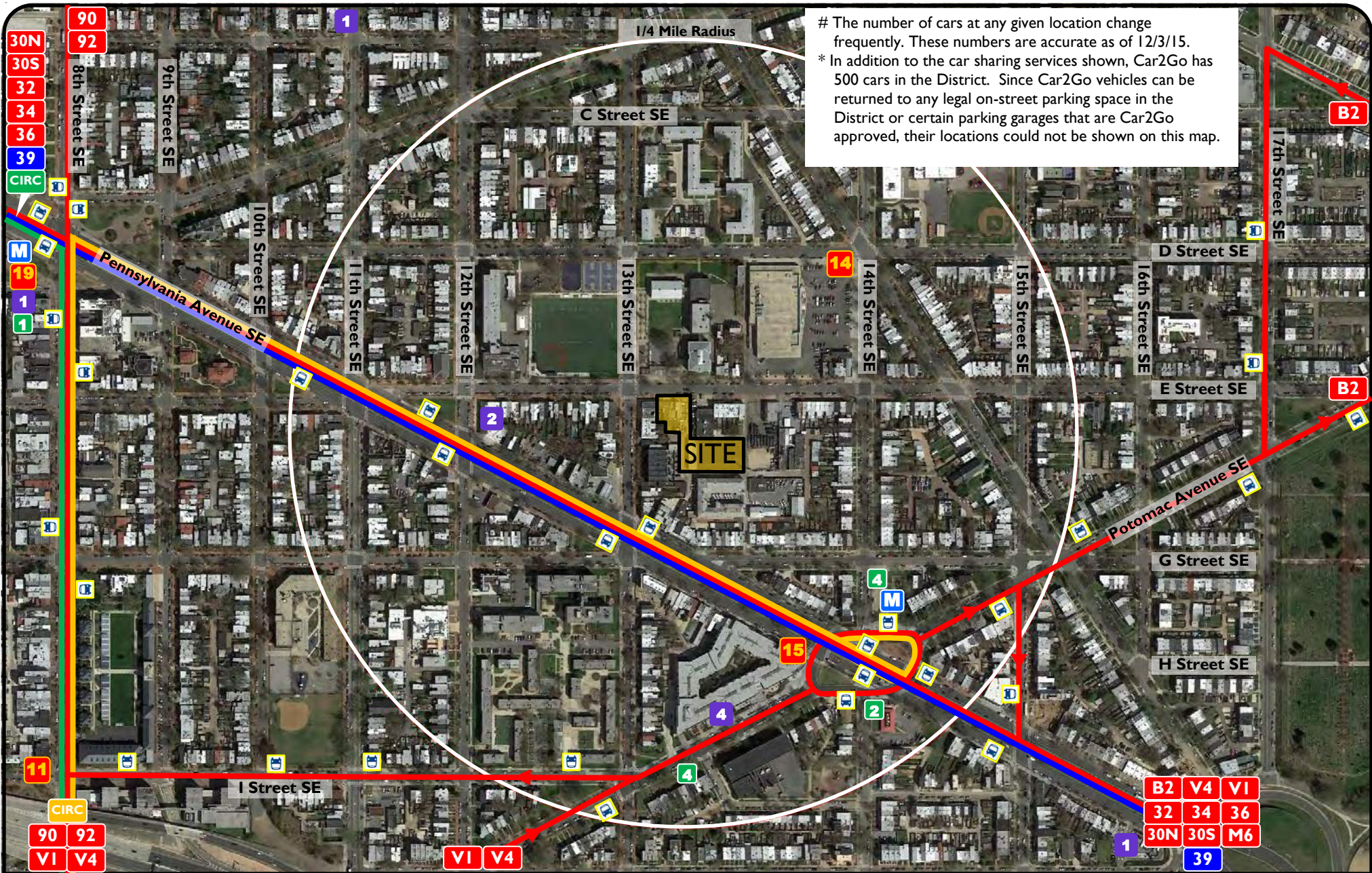
Figure 3B  
Below-Grade Circulation Plan

— Vehicular Path  
 — Bicycle Path



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ARM



# The number of cars at any given location change frequently. These numbers are accurate as of 12/3/15.  
 \* In addition to the car sharing services shown, Car2Go has 500 cars in the District. Since Car2Go vehicles can be returned to any legal on-street parking space in the District or certain parking garages that are Car2Go approved, their locations could not be shown on this map.

Figure 4  
 Alternate Modes of Transportation

- CIRC DC Circulator (Union Station - Navy Yard)
- CIRC DC Circulator (Potomac Ave - Skyland)
- VI Metrobus Route
- 39 MetroExtra Route
- Bus Stops
- Metrorail Stops
- Capital Bikeshare Locations (Number of Docks)
- Zipcar Locations (Number of Zipcars)
- Enterprise Carshare Locations (Number of Cars)



E Street PUD  
 Washington, DC



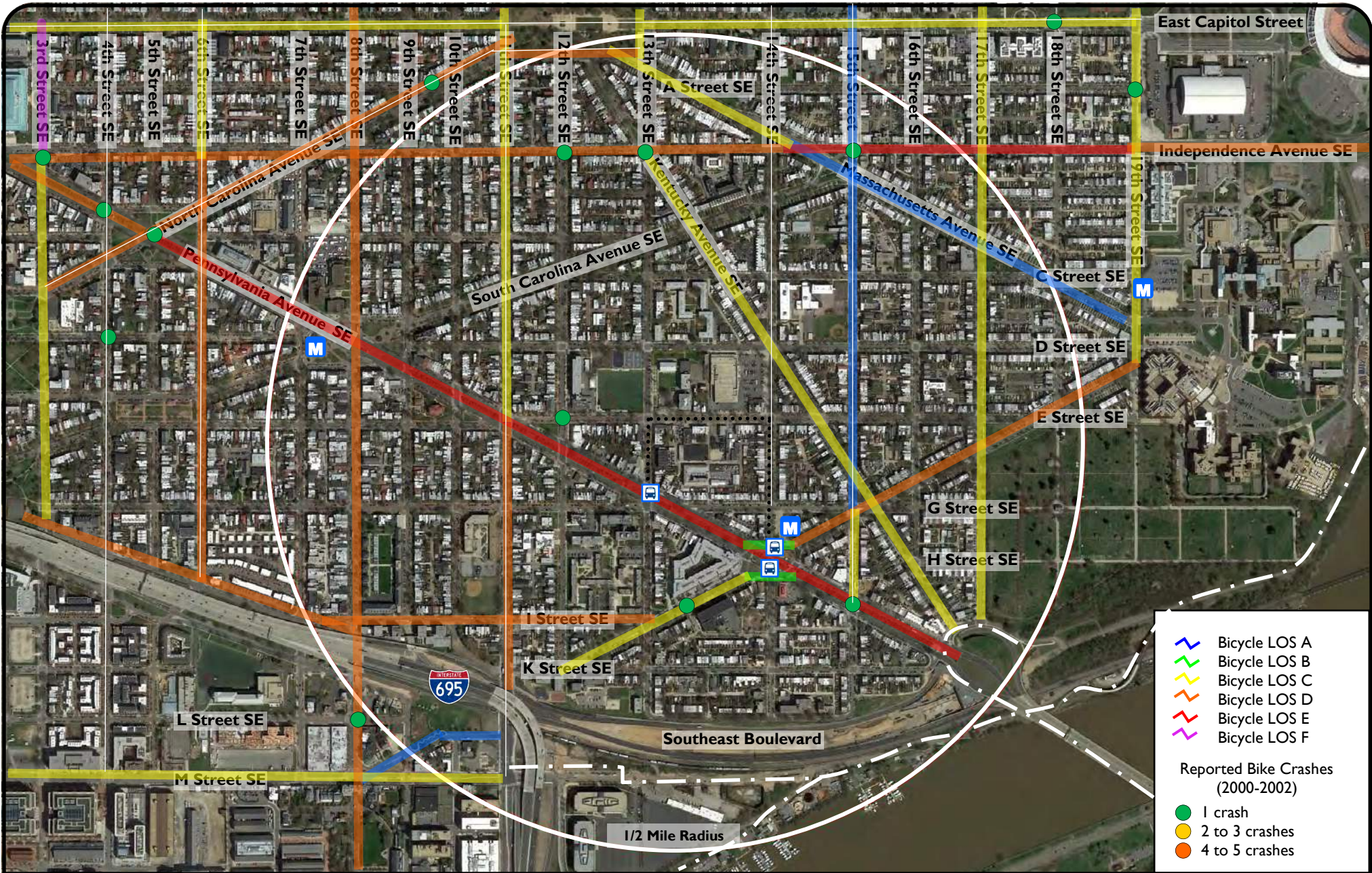


Figure 5  
One Half Mile Bike Shed

- MetroRail Stations (Silver, Orange, Blue Lines)
- Multi-Use Trail
- Dedicated Bike Lane
- Likely Bike Routes to/from Transit Stops

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



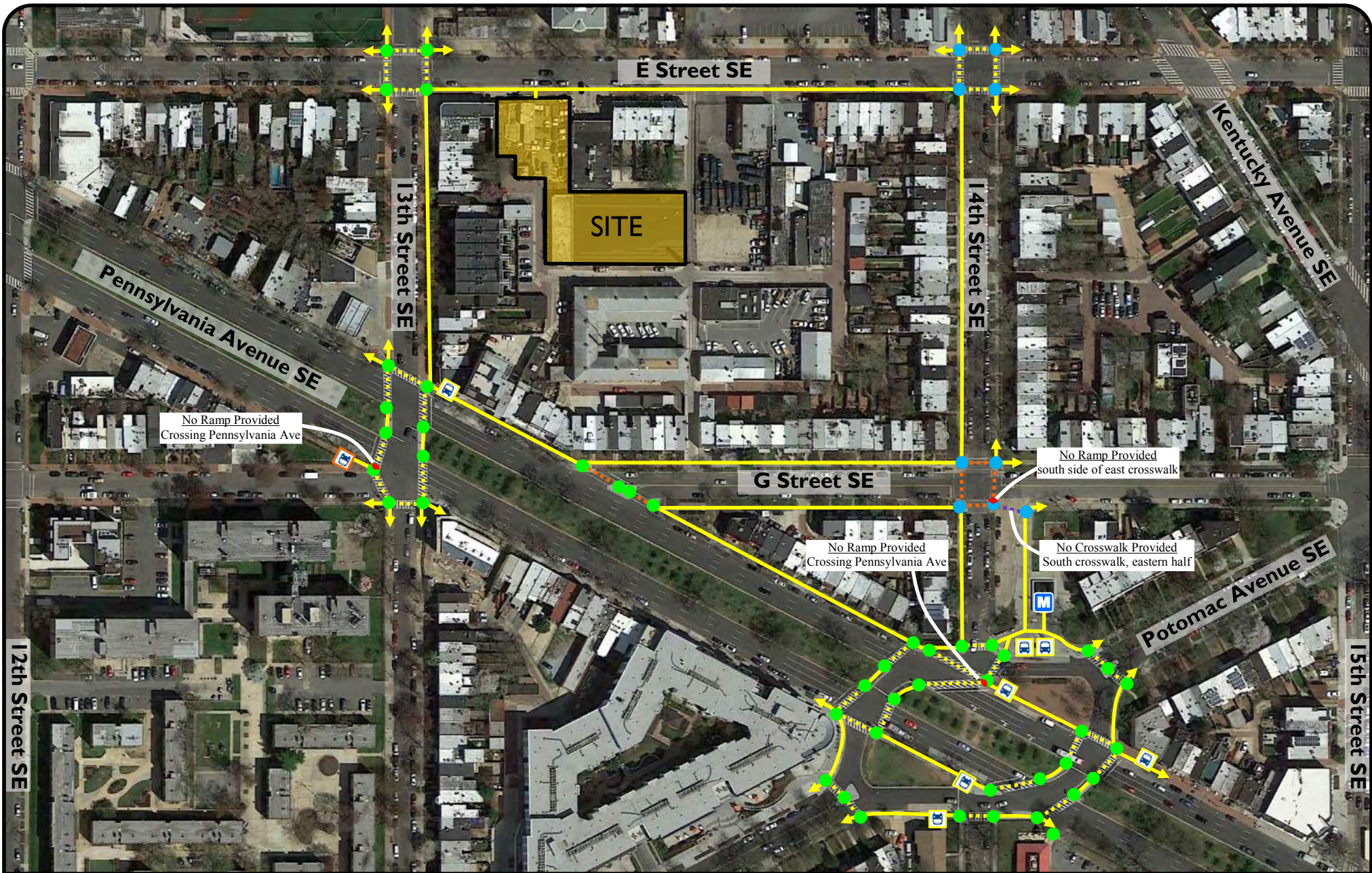





Figure 6  
Pedestrian Infrastructure

- Primary Pedestrian Routes - Sidewalk Links
- ⋯ High Visibility Crosswalk
- ⋯ Standard Crosswalk
- ⋯ Missing Crosswalk
-  Bus Stop with Shelter
-  Bus Stop without Shelter
-  Potomac Ave Metro Station
- ADA Pedestrian Ramps with Tactile Paving
- Pedestrian Ramp without Tactile Paving
- Missing Pedestrian ramp

