

Oak Park LLC

Proposed Daycare Facility

Falls Church, Virginia

Transportation Demand Management

Purpose:

The City's Comprehensive Plan establishes a vision of providing a transportation network that offers choices in travel modes. To that end, the City expects redevelopment activity to use a Transportation Demand Management (TDM) that provides a range of options and reduce the reliance on automobiles.

Introduction:

Situated at the corner of Park Avenue and North Oak Street, the site is bound on two sides by the existing Hilton Garden Inn structured parking garage. Streetside on Park Avenue it is opposite residential single family homes and on North Oak Street is opposite the existing parking lot/playground of St. James Catholic School. Existing improvements are planned to be replaced with a single purpose, 12,008 square foot daycare facility on two floors. The majority of its parking needs are to be met on site, supplemented with 12 spaces in the adjacent lot secured by an offsite parking agreement. As strict adherence to code for this use would indicate a requirement for 62 total spaces, the practical application of actual usage requires 31 spaces and that need is met. And is demonstrated in the tables that follow. The following TDM has been provided to reduce the sites dependence on single occupancy vehicles, parking, and promote sustainable alternative transportation options.

Parking Calculations			
Room type	Net areas (SF)	Area Ratio	Spaces Required
Classroom (daycare +Educational)	7035	1/125	57
2 employee spaces			2
Office	400	1/300	2
Storage/Mechanical	255	1/1000	1
Total Parking Required by Code: 62			

Parking Spaces Provided	
On Site	19
Adjacent off site	12
Total	31

Goals:

The objective of this TDM is as follows:

- Provide additional means of transportation to the site to encourage the use of more sustainable transportation techniques and reduce the number of single occupancy vehicle trips to the site and parking demand.

Plan Flexibility:

This TDM recognizes that different strategies may work better for different buildings and site and that travel behavior may change over time. For that reason, this combined plan uses a strategy of adaptive management – monitoring performance and updating the strategies applied as necessary to achieve the stated goals.

Plan:

The following table summarizes the plan elements and how they will be applied to different travelers to/from the site. The plan elements are split in the following four categories:

1. Site Design, Infrastructure, and Options – These options will be provided when the project is opened for operation.
2. Promotion, Education, and Incentives – These options will be provided while the project is in operation
3. Monitoring and Enforcement – These techniques will be used to measure performance of the implemented strategies, ensure compliance, and assess whether the strategies applied are meeting the goals of the plan. Monitoring reports will be provided at 1, 3, and 5-years following occupancy.
4. Adaptive Management – These additional techniques will be used if the implemented strategies are not sufficient to meet the goals of the plan. Note that this list is not exhaustive and other strategies can be used to achieve the performance goals as needed.

<p>Site Design, Infrastructure, and Options</p>	<ul style="list-style-type: none"> • A bikeshare station with 12 docks is provided along North Oak Street for visitors to use • 3 bicycle racks (6 spaces) will be provided onsite along Park Avenue to encourage biking to the site. • Improvements to the sidewalk along the property frontage facing both Park Avenue and North Oak Street will enhance the pedestrian experience. • Addition of ramped, detectable edge egress to connecting new sidewalks along Park and North Oak. • Covered bus stop 200 yards away in the same block on West Broad Street for Metrobus service users. <p>Pedestrian and bicyclist connectivity with adjacent sites and paths.</p>
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<p>Promotion, Education, and Incentives</p>	<ul style="list-style-type: none"> • A Transportation Coordinator to be named by Tenant to establish and provide regular employee and visitor communications, regarding transit options. • The coordinator also supports bicycling and walking efforts and may sponsor related events for employees and visitor that live in the community. • Information on transit options, bike racks, bus/shuttle schedules, and walking routes will be made available by the tenant to both staff and visitors. • Ridesharing - A promotion to encourage carpooling after the completion of the project. <p>Commuter Connections Rideshare Program is a service that matches commuters (staff) together who live and work in the same area. http://www.commuterconnections.org/commuters/ridesharing/</p>
<p>Monitoring and Enforcement</p>	<ul style="list-style-type: none"> • TDM Coordinator duties assigned to the tenant’s appointed representative. • Annual survey to assess transportation • Any Transmit Monitoring Reports shall be submitted to: Attn: TDM Coordinator City Planner Staff at 300 Park Avenue, Room 103 E, East Falls Church, Va. 22046.. • Being available to answers questions about the TDM program and promoting transportation alternatives. • Recruit volunteers to assist with TDM programs. • The Transportation Coordinator will function as the primary point of contact with the City and undertake the implementing, coordinating, and managing of all TDM obligations. • The Transportation Coordinator will oversee the enforcement and monitoring of the strategies included in the TDM plan.
<p>Adaptive Management</p>	<ul style="list-style-type: none"> • If existing strategies are found to be insufficient, new strategies will be implemented. <p>Taking from the findings of the TDM Monitoring Reports, appropriate modification to the existing strategies will be made</p>

Conclusion:

To align with the City's vision for the region, the proposed development submitted by OakPark LLC at North Oak Street and Park Avenue will implement a variety of strategies in a Transportation Demand Management (TDM) plan.

The TDM strategies in this plan have been categorized as follows:

1. Site Design, Infrastructure, and Options
These options will be provided when the project is opened for operation. This includes provision of bicycle accommodations, pedestrian accommodations, and utilization of the existing bus stop.
2. Promotion, Education, and Incentives
These options will be provided while the project is in operation. Steps will be taken to provide resources for staff and visitors, safer public transportation, and transit program incentives.
3. Monitoring, Enforcement, and Compliance/Adaptive Management
In order to ensure the compliance and effectiveness of the implemented strategies, these techniques will be used to measure if the goals of this plan are being met. These measures will include appointing a transportation coordinator, and conducting surveys. Adaptations to the plan should be made based on information gathered during these operations.

Through the implementation, monitoring, and updating of the proposed strategies, the number of single occupancy vehicles traveling to the site would be reduced. The usage of transportation alternatives around the site will be capitalized on to help achieve the City's goal of creating vibrant, diverse, walkable, and bike friendly destinations.