



GreenPlace

Living where green transportation prevails

PRELIMINARY CERTIFICATION REPORT

certified April 25, 2016 (pending entitlement)

RHODE ISLAND CENTER

680 Rhode Island Avenue NE, Washington DC
DEVELOPER: MRP Realty



DRIVE LESS

Reducing vehicle miles traveled (VMT) reduces air pollution, fossil fuel use, and encourages healthy habits.

BENEFITS: 53% less driving / 70% less CO₂ emitted

VMT TARGET: 30 daily miles/household

THIS PROJECT: 21 daily miles/household

REGIONAL AVG: 45 daily miles/household



PEOPLE OVER PARKING

Places that prioritize people over car parking are healthier, more walkable, and more sustainable.

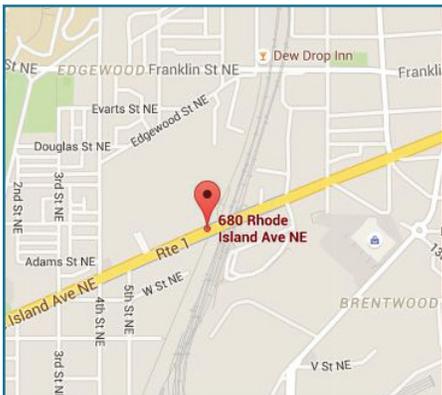
THIS PROJECT: 0.6 spaces/unit

PARKING TARGET: 0.6 - 1 spaces/unit

WHAT KIND OF PLACE? Different kinds of places have different GreenPlace standards:



- | | |
|--|--|
| <input type="checkbox"/> urban center | <input type="checkbox"/> dense mixed-use center |
| <input type="checkbox"/> suburban multi-use center | <input checked="" type="checkbox"/> close-in & urbanizing center |
| <input type="checkbox"/> revitalizing urban center | <input type="checkbox"/> satellite city |



WALK MORE: WHAT'S NEARBY

If there are pleasant, useful, interesting walking routes to everyday destinations, you're more likely to walk!

Rhode Island Ave Metro	5 MIN	0.2 MI	450 STEPS	26 CAL
Giant Grocery	10 MIN	0.5 MI	1000 STEPS	52 CAL
McKinley Tech High School	14 MIN	0.7 MI	1500 STEPS	73 CAL
Basilica of the National Shrine of the Immaculate Conception	22 MIN	1.1 MI	2300 STEPS	115 CAL

GET ACTIVE! To be considered "physically active" adults should walk > 10,000 steps daily.

BY THE NUMBERS



- 3 structures, 3.7 acres, 451 units in Phase 1 (Total 1555 units in 8 buildings on 13 acres)
- 37 affordable units
- 5-minute walk to Rhode Island Ave Metro
- 1 Capital Bikeshare station within 1/4 mile
- 9 bus lines within 1/4 mile

WHAT YOU'LL LOVE Here are some of our favorite things about this project:



- Capital Bikeshare station to be installed by MRP
- Met Branch Trail and pedestrian bridge to RI Ave Metro station enhanced and incorporated into project, and connected through site by bicycle track to 4th St, NE bike lane.
- 2 stairways built by MRP to connect to Edgewood Commons
- \$225 per unit provided for: Capital Bikeshare or carshare memberships, driving credits, bike repair expenses.
- Indoor bicycle parking for 502 bikes exceeding required by 60%, plus more outdoor bicycle spaces.
- Bicycle repair stations in bicycle rooms in each building.
- One cargo bike and 2 grocery carts for residents to use in each building.
- 2 public plazas and a new park
- 8% affordable homes, split between 80% AMI and 50% AMI

ABOUT GREENPLACE CERTIFICATION

GreenPlace helps people understand how living at new transit-oriented housing will reduce traffic, air pollution, greenhouse gas emissions, and foster healthier, active living. GreenPlace measures vehicle miles traveled (VMT), parking, and transportation demand management (TDM). GreenPlace is an initiative of the Coalition for Smarter Growth. Learn more at smartergrowth.net/greenplace.



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better transportation options for healthier living

METRICS & ANALYSIS

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To earn a GreenPlace certification, residential projects must first qualify by meeting minimum eligibility criteria: 20 units or more, minimum density of 20 homes/acre, and location inside a Council of Governments activity center with frequent transit service.



CERTIFICATION REQUIREMENTS

Depending on the location and place type, a GreenPlace project must have two or three of the following characteristics:

- Less parking: No more than 0.5-1.5 parking spaces per home (depending on the place type)
- Traffic reduction: 2-3 transportation demand management (TDM) strategies, including transit passes, bikeshare memberships, carshare memberships, unbundled parking costs from the leasing or buying of the unit
- Maximum daily vehicle miles traveled per unit: 25-35 miles (depending on place type)



DRIVING REDUCTION MODEL PROJECTIONS

The URBEMIS model we use gives credits to factors known to reduce the need for driving. When modeling, we start with a baseline standard for vehicle miles traveled (VMT) from the Institute for Transportation Engineers (ITE) conventional approach. The model then calculates how much each of several main factors reduces the projected miles driven for the project we're rating. From there, the model calculates the CO₂ emissions reduction based on VMT and other project factors.

FACTOR: DENSITY 48% VMT reduction 122:1 units per acre	Density reduces vehicle travel because the distance of any given trip tends to be shorter, and more trips tend to be non-vehicular (instead trips can be taken by biking, walking, or transit).
FACTOR: MIX OF USES 5.2% VMT reduction 4,099 households within 0.5 mi 2,158 jobs within 0.5 mi	Mixed-use environments and local-serving retail encourage people to take trips on foot or by bike over personal car -- especially for errands.
FACTOR: TRANSIT SERVICE 12.5% VMT reduction 640 daily buses within 0.25 mi 388 daily Metro trains within 0.5 mi	Frequent, reliable, and fast transit service correlates with higher rates of transit use and lower rates of personal automobile use. Transit service is considered within 0.25 mi for bus service, and 0.5 mi for rail service.
FACTOR: WALK/BIKE FRIENDLINESS 6% VMT reduction 100% double sidewalk coverage 64% bike lane coverage 489 intersections per sq. mile	Interconnected streets with small blocks, sidewalks, and bicycle lanes make walking and bicycling safer and more convenient, increasing the likelihood people will walk or bike instead of drive.
FACTOR: AFFORDABLE HOUSING 0.3% VMT reduction 37 affordable units, half at 80% and half at 50% of area median income	Lower-income households tend to own fewer cars, ride transit more, and drive less than higher-income households.