



WELLS + ASSOCIATES

OCT 2

MEMORANDUM

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18412
EXHIBIT NO. 39

TO: Murat Omay, DDOT

FROM: Jami Milanovich, P E

COPY: Jim Truby, Synthesis Incorporated
Kyrus Freeman, Holland & Knight
Chapman Todd

RE: 1005 North Capitol Street, NE – BZA Case No 18412

DATE: October 1, 2012

We have received DDOT's reported dated September 28, 2012 regarding the above-reference case. The purpose of this memo is to address several issues raised in the report. Specifically, this memo addresses the following.

- DDOT's request for a plan showing the geometric configuration of the curbside arrangement of bus zone, loading zone, and parking, as well as the minimum required clearance of 40 feet from the intersection of North Capitol Street, NE and K Street to the back of the first parking space on North Capitol Street, NE
- DDOT's requested for a detailed transportation demand management (TDM) plan that document the efforts to maximize the use of transit, bicycle/pedestrian modes of travel, and reduce single occupancy vehicle trips during peak periods.
- The Applicant did not provide ridership estimates, capacity analyses, or information on the headway frequency for the existing bus routes that will serve the proposed development. DDOT believes that it would be beneficial that the Applicant coordinate with Progressive Transportation Services Administration (PTSA) and WMATA to ensure that capacity exists along Bus Routes 80 and 96, and the headways are adequate to serve the needs of residents of the proposed development
- DDOT requested that the Applicant develops a plan showing safe access and circulation of pedestrians and bicycles during such service periods
- DDOT requested that a detailed safety analysis for the intersections of North Capitol Street and K Street, NE and North Capitol Street and L Street, NE

Curb Side Loading Zone Configuration

The attached drawing shows the proposed extension of the concrete bus pad, the incorporation of the curbside loading zone, and the existing on-street parking. The Applicant proposes to extend the concrete bus pad to the north by 11 feet (the bus stop is shown in yellow on the attached plan). A 30-foot loading zone would then be designated immediately south of the 60-foot bus stop (shown in green on the attached plan). Three existing on-street parking spaces would be retained south of the on-street loading zone. The back of the southern-most parking space is located 37.7 feet from the intersection of K Street. DDOT typically requires parking to be restricted for a distance of 40 feet from an intersection; however, based on the Applicant's previous meetings with DDOT and our conversation this morning, we understand that maintaining 37.7 feet of no parking is acceptable to DDOT since it is an existing condition and we are maintaining the existing parking configuration.

Transportation Demand Management (TDM) Plan

The Applicant has created a TDM plan that promotes alternative modes of transportation to and from the proposed site. The TDM plan encourages the use of non-auto modes of transportation through the following measures.

- Information regarding the availability and accessibility of Metrobus, Metrorail, BikeShare, and Zipcar will be available to residents at the front desk, which will be staffed during the day,
- Upon initial signing of a lease residents will be given either a SmarTrip card or a one-year membership to Capital Bikeshare,
- Employees will be eligible to participate in a pre-tax transportation benefits program to promote the use of public transportation
- Shower and changing facilities will be provided on-site for employees who choose to walk, bike, or jog to work,
- Bicycle spaces will be provided both on-site in a covered, secure area and in public space

Adequacy of the Adjacent Metrobus Routes

The proposed project is not expected to have a substantial impact on the public transportation system. Most, if not all, of the permanent supportive housing would not be commuting on a regular basis. The census data for the area indicate that 38 percent of households use public transportation to commute to work. Based on this information and the assumption that the affordable units have an occupancy of 1.0 to 1.25 people per unit (all units are efficiencies,

approximately 400 to 450 SF), we have estimated that 24 to 30 residents would take public transportation to commute to work. Not all of these passengers would arrive or depart the site at the same time and, therefore, would not be on the same bus.

Despite this minimal potential increase in transit ridership, we have further evaluated the adequacy of Metrobus Routes 80 and 96. Both of these routes serve the bus stop immediately adjacent to the subject site. Based on our evaluation, the northbound headways for Route 80 ranged from 10 to 15 minutes during the weekday AM peak period and from 8 to 15 minutes during the weekday PM peak period. The southbound headways for Route 80 ranged from 8 to 16 minutes during the weekday AM peak period and from 8 to 23 minutes during the weekday PM peak period.

For Route 96, the headways for the weekday AM peak period ranged from 13 to 20 minutes in the westbound direction and 13 to 22 minutes in the eastbound direction. During the weekday PM peak period, the headways for Route 96 ranged from 18 to 25 minutes in the westbound direction and from 15 to 20 minutes in the eastbound direction.

Additionally, we reached out to Progressive Transportation Services Administration (PTSA) and learned that WMATA estimates that the 80 bus has an average of 20 through-passengers per bus when it reaches North Capitol and K Street. The bus capacity is 38 to 40 seats. Therefore, the 80 bus has sufficient capacity to accommodate additional riders.

The 96 route is on a temporary detour because of the road and streetscape project on K Street, NW between New Jersey Avenue and 6th Street. The bus cannot serve the stop now because the detour calls for it to turn left on to North Capitol Street to detour off of the K Street corridor. The bus will return to this stop once construction is complete, in approximately three to four months. Because of the detour, WMATA was unable to provide current data on the capacity of those buses.

Given the minimal increase in transit riders expected from the proposed project, the frequent headways during the peak periods, and the available capacity on the 80 bus, we believe that the existing bus service would adequately accommodate the proposed development.

Pedestrian Access and Circulation Plan for Service Activities in the Curbside Loading Zone

From time-to-time, service/maintenance activities will take place. Specifically, the generator for the building will require refueling an estimated two times per year. Additionally, the stormwater management system will be cleaned approximately once per year. Both of these activities require hoses to be used. Under the curbside loading option, these hoses would, out of necessity, be extended across the adjacent sidewalk. During times when these activities take place, cones and signage will be used to alert pedestrians to the activities taking place. We will

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work with DDOT during the public space/permitting process to identify appropriate, specific measures to ensure pedestrians and persons with disabilities are adequately notified of these activities

Detailed Safety Evaluation

As you noted in your report, we requested crash data for the intersection of North Capitol Street and K Street, NE and North Capitol Street and L Street, NE on September 21, 2012. Upon receipt of the crash data, we will evaluate the data and perform a safety assessment. The safety assessment will be provided to DDOT in conjunction with the public space/permitting process, similar to other recent projects.

I trust the information presented herein adequately addresses the issues identified in your September 28, 2012 report. We look forward to your favorable review of this information. Please do not hesitate to contact me at jlmilanovich@mjwells.com should you have any questions or require additional information.