

**Adopted Resolution
Advisory Neighborhood Commission 4B
Special Public Meeting, February 5, 2013**

The following recommendations are being submitted to the Board of Zoning Adjustment (BZA) and to the DC Department of Transportation (DDOT) for their consideration and comment as per DC law with respect to Advisory Neighborhood Commissions

Advisory Neighborhood Commission 4B supports Applications 18503 and 18505 from Keystar Spring Place LLC, with some conditions and concerns. These conditions will help ensure that granting the variance will not cause substantial detriment to the public safety and the public good

Keystar is asking for a variance from the off-street parking requirements and loading berth and loading platform requirements for apartment buildings in Spring Place, NW and Bull Place, NW (Square 3186, Lots 1 and 804 and Square 3185, Lots 52 and 822).

We understand that this project is intended to primarily attract tenants who do not own cars. Therefore, reducing the number of provided parking spaces could make sense. Fewer cars mean less traffic on the heavily congested Blair Road.

However, we are concerned that should these projections be inaccurate, tenants, who will have very limited on-site parking, will overburden area streets. Chestnut Street residents, for example, report difficulty parking under existing conditions, and adjacent portions of Dahlia Street have a similar problem.

We also understand that residents of the adjacent Gables Apartments currently do not receive residential parking permits.

We therefore ask that the BZA do what it can to prevent the issuance of Residential Parking Permits at this location.

The developer bases the variance requests on his project's walkable, bikeable, mass-transit friendly location and amenities. However, we have serious concerns about pedestrian and bicycle access to the street and to the Takoma Metro Station.

Currently, Chestnut Street provides the only pedestrian access to Spring Place, but Chestnut is not ADA accessible, with only partial sidewalks. Pedestrians, including those in wheelchairs, must use the street. A bike and pedestrian path connecting Spring Place to Cedar Street was part of the 2002 Takoma Central District Plan, but has not yet been built or designed. DDOT has delayed, in some cases for more than a decade, other promised Takoma-area safety improvements. These new residents need to have safe access to their homes from day one.

**BOARD OF ZONING ADJUSTMENT
District of Columbia**

FEB 26

CASE NO. 18505

EXHIBIT NO. 32

Board of Zoning Adjustment
District of Columbia
CASE NO. 18505
EXHIBIT NO. 32

We therefore ask that the developer construct, at his own cost, the pedestrian/bike path from Spring Place to Cedar Street and a sidewalk connecting Spring Place to Chestnut Street and Blair Road. This is similar to what other developers have done elsewhere in the city.

Currently, it is difficult and sometimes dangerous for cars to make left turns from Chestnut onto Blair Road. We ask that the BZA and DDOT evaluate a “right-turn only” restriction on cars exiting Chestnut, particularly during rush hours. Also, better signage, including more stop signs, and striping, need to be provided

In keeping with the developer’s commitment for an environment-friendly building, we thank him for his commitment to provide at least 100 bike parking spaces and also ask that dedicated parking spaces be provided for Zip Car(s) and electric car(s), with appropriate outlets.

We also ask that BZA require that the developer send ANC 4B, as well as DDOT, a copy of its annual Traffic Count so that ANC 4B can monitor the conditions and make recommendations for mitigation, if necessary

With respect to the loading berth and loading platform requirements, we defer to DDOT’s recommendations to protect public safety.

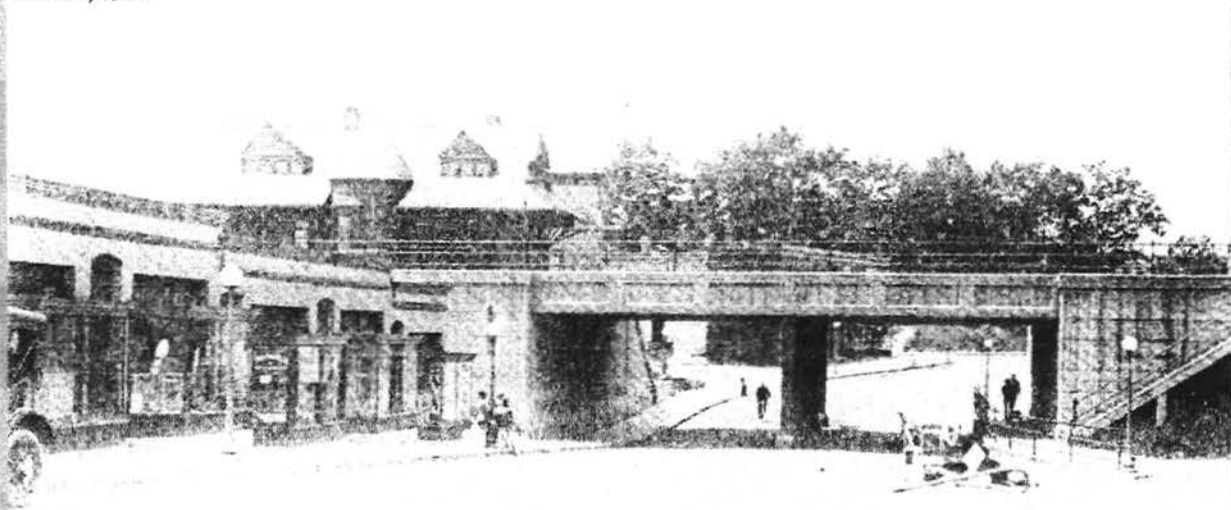
We authorize ANC 4B01 Commissioner and ANC 4B Chair Sara Green to represent these recommendations to the Board of Zoning Adjustment and to the DC Department of Transportation



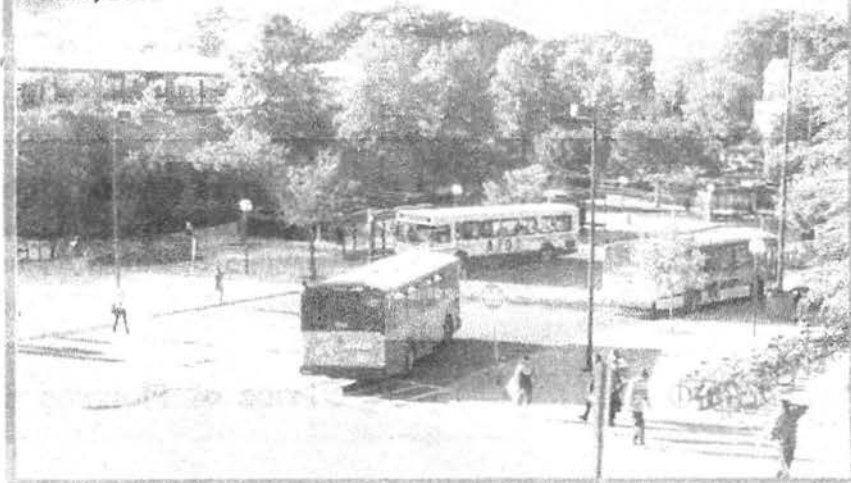
Anthony A. Williams, Mayor

**Government of the District of Columbia
Office of Planning**

Takoma, 1918



Takoma, 2002



Takoma Central District Plan

**Council Approved
June 4, 2002
Resolution # PR 14-460**

Revitalization Implementation Plan

2 2	▪ Investigate a zoning overlay district that ensures retention and establishment of small to moderate scale ground floor retail uses in a continuous pattern along Carroll Street	OP, OZ, property owners	X	X		
2 3	▪ Investigate incentives to improve/develop key parcels and determine which incentives provide the largest pay-off	DMPED, OP	X	X		
2 4	▪ Address vacant/abandoned properties through targeted code enforcement	Ward 4 NSI Core Team	X			
3.0	Land Use					
	Guidelines					
3 a	▪ Accommodate near-term housing demand at key opportunity sites that are most appropriate for residential and mixed use development					
3 b	▪ Encourage redevelopment of light industrial areas and key vacant sites to accommodate additional longer-term housing development					
3 c	▪ Enhance the Metro station site with a signature open space as a focal point for the Takoma Central District					
3 d	▪ Retain and strengthen the Takoma Central District as a mixed-use neighborhood					
3 e	▪ Focus initial near-term actions on five priority redevelopment sites					
3 f	▪ Encourage development of shared parking with Metro and other key landowners in locations that can better support the overall commercial district					
	Action Items	Partners & Resources	Timeframe Year 1 Year 2 Year 3 Long (FY02) (FY03) (FY04) Range			
3 1	▪ Concentrate retail activities in key opportunity sites and areas along Carroll Street and 4 th Street by establishing a zoning overlay district along these corridors to require retention and establishment of ground floor retail uses	OP, OZ, property owners	X	X	X	
3 2	▪ Limit negative activities and inappropriate uses through targeted rezoning, a zoning overlay district, and coordination with the Mayor's Neighborhood Action Neighborhood Services Initiative	OP, OZ, property owners, Wd 4 NSI Team	X	X	X	
4 0	Transportation					
	Guidelines					
4 a	▪ Serve transit needs first and accommodate all Metro and Ride-On services on the Takoma Metro station site					
4 b	▪ Support and incorporate Metropolitan Branch Trail options into all transportation improvements for the area to ensure good access and connections to this regional resource					
	Action Items	Partners & Resources	Timeframe Year 1 Year 2 Year 3 Long (FY02) (FY03) (FY04) Range			
4 1	▪ Under DDOT direction and in partnership with a citizen transportation task force, initiate a comprehensive traffic study for the Takoma Central District and surrounding neighborhoods to identify methods for reducing adverse impacts from commuter/cut-through traffic, reducing congestion and improving parking and pedestrian safety	DDOT, Mont Co DPWT, CTP, citizens	X	X		

FY FY FY
02 03 04

4 2	▪ Mitigate intersection and corridor congestion on Blair Road and Carroll Street	DDOT	X	X	X
4 3	▪ Improve pedestrian safety in the Takoma Central District with a coordinated program of physical improvements	DDOT, DPW	X	X	X
4 4	▪ Improve parking for neighborhood residents	DDOT, DPW	X	X	X
4 5	▪ Improve parking for local retail businesses	DDOT, DPW, businesses	X	X	
5 0	Urban Design				
	Guidelines				
5 a	▪ Create a Village Green as the Central District's Signature Open Space				
5 b	▪ Improve built edges, public frontages and retail storefronts along major commercial corridors and pedestrian connectors				
	Action Items	Partners & Resources	Timeframe Year 1 Year 2 Year 3 Long (FY02) (FY03) (FY04) Range		
5 1	▪ Provide western entrances to Metro station in order to reknit communities east and west of the tracks	WMATA, DDOT			X X
5 2	▪ Enhance the Metro station as a community gateway	WMATA, DDOT, DPW	X	X	
5 3	▪ Improve overall streetscape quality	DDOT, DPW, Mont Co DPWT, CTP	X	X	X
5 4	▪ Increase pedestrian safety	DDOT, DPW	X	X	
5 5	▪ Establish specific redevelopment guidelines for the Metro station site <i>Note This action item has been accomplished within the Urban Design section of this plan document</i>	OP, WMATA, DDOT	X		

ACRONYMNS

CTP = City of Takoma Park, MD

DCMC = DC Marketing Center

DDOT = DC District Division of Transportation

DMPED = Deputy Mayor for Planning and Economic Development

DPW = DC Department of Public Works

Mont. Co DPWT = Montgomery County Department of Public Works and Transportation

NSI = DC Neighborhood Services Initiative

OP = DC Office of Planning

OZ = DC Office of Zoning

WMATA = Washington Metropolitan Area Transit Authority

From: Rolando Murillo <rolando_munillo@choicehotels.com>
To: "ancsaragreen@yahoo.com" <ancsaragreen@yahoo.com>
Cc: "Vonda Smith (vonda.smith96@gmail.com)" <vonda.smith96@gmail.com>; "Ryan Biedlingmaier (ryanbiedlingmaier@gmail.com)" <ryanbiedlingmaier@gmail.com>, "Brittany Foye (Resident director) - Treasurer (brittanyfoye@yahoo.com)" <brittanyfoye@yahoo.com>, "culture0813@yahoo.com" <culture0813@yahoo.com>
Sent: Tuesday, February 26, 2013 10:43 AM
Subject: Cedar Crossing Condominium

Sara,

I wanted to do a follow up as it relates to Spring Place Development and provide you the opinion/concerns of the Cedar Crossing Condominium Board.

- **Bike Path** The proposed bike path going on the side of the metro tracks leading towards Cedar Street. Will the developer and the city be working in collaboration to see the bike path come to fruition? Who will be financially supporting the project, the city or the developer?
- **Adequate Parking.** Is there adequate parking for the number of units? Though this question is arbitrary based on different variables, what alternatives are there for parking? I.e. Zip Car, Electric car station, bike racks, agreement with the Gables apartment for garage car rental spaces, etc
- **Street Parking.** Limit the number of street parking or not offer it all with the a rental agreement disclosure of having no street parking. Currently there's an issue with street parking. Additional units to the market will only increase street parking.
- **Move-in Incentive.** Provide an initial metro fare cards (\$50-\$100) and Zip Car (or similar) membership for all tenants when they move in
- **Annual Parking Reporting** Developer to provide an annual report on the parking status of area streets and submit to either/both DDOT and/or ANC

Rolando Murillo
Cedar Crossing Condominium President
240-515-6896, mobile

From: Matthew D Lyons <matthewdlyons@gmail.com>
To: Sara Green <ancsaragreen@yahoo.com>
Sent: Monday, February 4, 2013 11:06 PM
Subject: Re Parking Vanance

Thanks Sara

It was an interesting discussion this evening. As the saying goes, the devil is in the details. In theory, I would support a request for a parking variance by the developers. As I discussed, I am concerned about Chestnut Street being overrun by parked cars of residents of that building. I have been struggling with whether the restriction is punitive to prospective residents. However, it is not uncommon for new buildings to accommodate existing residents with restrictions on its residents. With that said, I would prefer that the residents of the new complex not be eligible to apply for a Zone 4 parking permit with their car's registration.

One concern I have, though, is that the restrictions on Chestnut only run from 8 am to 6 pm Monday through Friday. What's to say that residents of the new complex won't take their cars out, presumably to work, during the day, and park on Chestnut at night? What about the weekends? There is no overnight restriction, as far as I know. So, this seems to be a problem that wouldn't be resolved by merely employing a restriction on RPPs. This probably concerns me more than the number of parking spots associated with the development. Whether 39 or 75, I suspect that a number of residents will park their cars on the street in the evenings and weekends.

I don't think the developer should be responsible for footing the bill for accessible sidewalks on Chestnut Street. I would think they would be responsible for accessibility and ADA compliance on the property they develop. Now, I would like to see the developers work with the city to improve the street scape at the tail end of construction. I also don't think the developers should be responsible for completing the bike/pedestrian path all the way to Cedar. It would seem to me that the City or WMATA should foot that bill since it owns the property. At the very least, the owners/developers of Cedar Crossing should be involved. It seems punitive to suggest that these new developers should pay for improvements to projects merely adjacent to their property -- unless their development directly, and detrimentally, impacts that adjacent property.

I would only be in favor of a right-turn only from Chestnut onto Blair if it is made clear how residents on Chestnut can get back onto the street from Blair. Namely, would cars be able to turn left onto Chestnut from Blair (heading southbound toward Cedar)? If not, this would require all cars to enter Chestnut Street going northbound on Blair. For anyone approaching from the north or west, this change would require quite a bit of maneuvering to get northbound Blair. I think more thought needs to go into this idea.

I will try to make it to tomorrow's meeting. I have to pick up my son from school in the Tenleytown area right around the same time.

All the best,
Matthew

From: Chnstopher Delfs <delfs327@gmail.com>
To: Sara Green <ancsaragreen@yahoo.com>
Cc: Faith Wheeler <fewdcc@gmail.com>, Steve Smith <sms_dc@yahoo.com>, David L Hamilton <dlhamilton1@venzon.net>, "andrew@amarcus.org" <andrew@amarcus.org>, Dennis Cannon <dcannon@synergy-adatransportation.com>
Sent: Monday, February 4, 2013 3:25 PM
Subject: Spring Place Apts

Hi Sara,

Thanks for your note. My last message was primarily about the 5BD intersection, but in response to your email, I'll share a few thoughts on the Spring Place Apartments.

ZONING: I support granting a variance for fewer parking spaces and smaller loading bays. This action is in line with industry best practices for a development built in close proximity to a Metro Station.

TRAFFIC OPS: In general, I would be in favor of maintaining as much as access (eligible turns) as possible at Chestnut and Blair. If the primary safety problem and/or inconvenience relates to vehicles getting stuck on Chestnut and not being able to make a left onto Blair, then perhaps a Right Turn Only (exiting Chestnut onto Blair) during the morning rush could be considered. That said, it would be nice to see the developer's final traffic study and DDOT report before making any judgments.

CONDITIONS: If the developer is going to assume a high number of walk trips, then I agree with you, the planned bike / foot path that connects Spring Place to Cedar Street needs to be built in concert with the project.

Please feel free to let me know if you have any questions.

Best,
Chris

From: "Brooks, Amy" <abrooks@rcmofwashington.com>
To: Sara Green <ancsaragreen@yahoo.com>
Sent: Monday, January 28, 2013 4:28 PM
Subject: RE: Feb 4 Mtg on Spring PI Apts

Your ideas are great, but I wonder why they are so drastically reducing the parking? 39 spaces for 150 units does not seem near enough! Reducing the loading docks is great because that limits the size of trucks they can handle, but I would be concerned about the parking.

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202-789-1062 fax

From: Tiffane <tiffene@gmail.com>
To: Sara Green <sara.green@verizon.com>
Sent: Sunday, January 27, 2013 4:57 PM
Subject: Re: Feb 4 Mtg on Spring Pl Apts

Sara, I'm unable to come to this meeting and I'm really going to object to any more development in this neighborhood, regardless of whether there's restriction on parking or not. Just because people can't park doesn't mean they won't have cars. The concept is asinine.

In addition, unless and until there are traffic lights at Fern, Geranium AND Eastern, the likelihood of pedestrian death occurring on Blair is highly likely and must be resolved before more pedestrians are walking the street. I'm on foot on Blair daily, twice a day with my dog. I'm afraid to cross the street. Consequently, while I'm standing on the corner, I've seen people almost get hit on more than one occasion when the person was RIGHT IN FRONT OF THE CAR. Drivers only look for other cars vs. pedestrians, if they even stop. They are talking on the phones or texting. What needs to happen here? Someone needs to stop saying "We can't do" and start saying "This is what we can do." We don't need more population in this area unless and until the traffic problem is resolved. Restricting parking spaces and permits does not resolve the traffic issue.

Comments of Richard Layman to Spring Place Traffic Study

Jan. 12, 2013

Basically I think the traffic analysis section of the report accurately reflects current conditions and they don't sugarcoat that the roadway network is failing in that area during rush periods. That segment of Blair between Cedar and Piney Branch fails during AM rush going southbound and during PM rush going northbound. Adding a few cars to it from this development won't significantly change that fact.

It will suck for the people using it already, sure, but is that a problem necessarily? No. (Although I do think that probably Blair road should have a throughway tunnel starting somewhere between Quackenbos Street and Van Buren Street and going to the border of DC and Maryland, removing through traffic from the surface. But that will never happen.)

note that the numbered sections below are my numbers, and don't correspond to section numbers in the report.

1. One of the biggest problems will be the impact at the intersection of Chestnut Street and Blair Road. The biggest problem this development poses is an increase of traffic seeking to enter and exit that intersection during times when either or both the northbound and southbound lanes are significantly congested.

a. Probably because of breaks in traffic (the impact of the traffic signal for southbound traffic at Piney Branch and Blair), it will be possible for AM traffic exiting Chestnut either left (southbound) or right (northbound) to make the turn relatively conveniently.

Similarly, for northbound traffic during PM rush, it won't be difficult to make a right turn onto Chestnut Street. However, making a left turn (from the southbound lane) will be incredibly difficult, because for one to two hours the northbound lane is typically almost completely full.

b. One undesirable alternative would be to buy the single family house on Chestnut on the north side with the back side abutting Piney Branch Road, demolish it, and to build an extension of the road--having Spring Place continue northbound crossing Chestnut and joining Piney Branch Road.

2. With regard to the data on DC car ownership presented in paragraph 1 on page 19, I don't know if this is true, but it has been said that the reason that auto registration data shows a consistent decrease in car ownership in DC is because the definition of automobile

doesn't include SUV, and more households have traded "automobiles" for SUVs. Again, I don't know if this is true or not but you need to ask.

Also outside of the core of the city, where off street parking availability is more prevalent, residents may own cars registered in other jurisdictions but parked off the street, which to an extent decreases reported car registrations in DC proper, and therefore may not accurately reflect total car ownership.

b. similarly, what is relevant to this site is less overall statistics on city car ownership and instead data on W4 car ownership. My understanding is that W4 has amongst the highest car ownership/household in the city. That should be checked.

c. OTOH, people living immediately next to a Metro station tend to choose to live there to be able to take advantage of transit station proximity. The data on car use reported from the Gables development was quite interesting. It's definitely lower than "normal," undoubtedly because many residents are using transit.

This is likely a combination of many things: proximity to the transit station; age of household residents; both of which contribute to a reduced likelihood of owning a car. (It would be interesting to see if the Gable complex is willing to share with you information on how many cars are parked there and the total number of units, so you can get an idea of the likelihood of car use of a similar development, to wit the Spring Place proposal.)

The demographic characteristics for apartment building residents proximate to the Metro Station are likely to be significantly different compared to typical households located elsewhere in W4 especially to those dwellings located farther away from transit stations, especially compared to detached single family household dwelling units. This means that these residents in an apartment building are much less likely to drive or to own automobiles, compared to average W4 residents. You have to take that into consideration when generalizing from "the typical W4 household experience" to this particular situation.

(E.g., my detached house is 0.80 miles to the Metro. We walk to the station. Suzanne uses transit, either the Metro or the 63 bus. I mostly bicycle and occasionally use transit. We don't own a car. We are members of Zipcar and Car2Go and occasionally rent cars. We are the only household on our face block--24 houses--that doesn't own a car. While I think more households can live this way, it is not typical in our part of ward 4. However, people living in the Georgia Avenue corridor, with access to frequent bus service, may have car-lite lifestyles more similar to us as well. Etc.)

-- although note, decline in quality of subway service, especially on the red line, and frequent track work on weekends, which makes weekend transit use much less convenient, and steady increases in fares is decreasing transit use somewhat.

d. OTOH/2, they are correct that more of the residents are likely to be younger, and less likely to own cars, and less likely to own cars compared to single family households located elsewhere in W4, especially in locations farther from transit.

3. in paragraph 3 on page 19, they discuss general trends with regard to "vehicle miles traveled" or VMT. Because of the ongoing economic downturn (crash in 2008 and the continued economic sputter), both car purchases and car driving has declined. Yes, some of this decline is likely the result of broader trends, which are discussed in the paragraph (also see the article from the *Economist* about these trends, which are in evidence across multiple countries). But, some is likely the result of the recession, and as the economy improves, likely there will be an uptick in car purchasing and driving, an uptick from the recent historical lows.

- <http://www.economist.com/node/21563280>

That's a general point. The location of these apartments by the subway station is likely to (over)draw residents attracted to a car-lite/no car/pro-transit lifestyle and will attract fewer residents interested in a heavily car-centric lifestyle.

4. paragraph 1 on page 20 is on transit oriented development. My objection to this paragraph is more methodological. I love Portland but it is completely irrelevant to Washington, DC because DC's mode split for sustainable transportation modes (walking, biking, transit) is 50% higher than Portland. More people use transit or walk in DC than in Portland, although Portland has more residents using bicycling for transportation.

So they should have provided information relevant to similar buildings in similar locations in Washington DC, and maybe if they wanted, Montgomery and Arlington Counties, because those counties have similar demographic characteristics.

A better comparison would have been to take the transit station typology in the WMATA bike and ped access study, and presented information on similar settings elsewhere in the region.

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http://www.wmata.com/about_metro/board_of_directors/board_docs/020411_BikePedStudy.pdf (This is a summary, not the full study. Takoma would be defined as a type of "residential center" in terms of this study.)

Similarly, WMATA's development study from around 2005 finds high rate of transit use in developments especially those located within 1/4 mile and 1/2 mile from the station

<http://reconnectingamerica.org/assets/Uploads/2005developmentrelatedridershipstudy.pdf>

5. paragraph 2 on page 20 is on car sharing. It would be interesting to get data from Zipcar and Car2Go about membership (they aren't likely to provide it) specifically with regard to W4/Greater Takoma specifically. Judging by the provision of Zipcars (there are at least 10 located within 3/8 mile of the Metro Station), there is no question that Takoma residents are already using car sharing, probably at rates higher than other areas of Ward 4 with the exception of Petworth which is both denser in terms of housing units and population and also has a Metro Station. For the same reasons discussed above, residents of this building are likely to be positively disposed to car share use.

6. paragraph 3 on page 21 is on biking and walking. Interestingly, while they mention bike share they don't mention the Metropolitan Branch Trail and the need for its completion. In any case, biking for transportation can increase significantly throughout the city, in Ward 4, and in the Takoma-Silver Spring area, but it takes more purposeful steps than is typically occurring. (Basically, I would argue that the need to provide at least one bike parking space per unit. See below.) Bike sharing won't significantly increase bike usage in Takoma.

7. Discussion at the top of page 22. It was nice that they include those cites (footnotes 10 and 11) about how car use is encouraged when you support car use through the provision of parking.

Note that Hoboken, NJ is purposively trying to encourage reduction of car ownership therefore reduction in demand for scarce onstreet parking spaces, by encouraging car sharing.

- <http://www.hobokennj.org/departments/transportation-parking/corner-cars/>
- http://www.nytimes.com/2010/07/18/nyregion/18critic.html?_r=0

8 Request for relief from loading requirements (p. 21/22) seems reasonable. Interestingly that in this discussion, they use better examples for comparable properties

9. Transportation Demand management.

- digital multimodal display. they can commit to doing a digital transit information display by committing to use an application produced by Arlington County's Mobility Lab. They do not have to wait for DDOT, which doesn't seem to be continuing to develop applications in this area.
- <https://github.com/MobilityLab>
- image of an active installation in Arlington County,

<http://www.flickr.com/photos/rllayman/6975675283/>

- they should commit to providing one bicycle parking space per unit or at least 150 in total, not 40. They referenced the National Household Travel Study earlier. Data in this report indicates that households own 0.95 bicycles, hence a recommendation for a minimum of one bicycle parking space per residential unit. LEED-ND draft requirements encourage such levels of provision of bike parking.

Depending on the number of employees expected to be on site, they could include provisions for showers and lockers for employees who may choose to commute to work by bike. (Current and future regulations aren't likely to require provision of employee showers in otherwise residential or residential + retail multiunit apartment buildings.) They should also provide secure bike parking spaces for employees. (And some bike parking for visitors should also be provided.) The addition of an air pump, either inside or outside, should also be made

I argue that DC multinunit buildings, especially in the core, and at transit stations, should aim for the highest possible provision of bike parking. Note that DC's regulations, currently and in draft, don't adequately address the long term potential for bike parking demand, based on the types of factors discussed above and in the traffic study with regard to automobile, transit, and bicycle use, especially in locations proximate to transit and dwelling units attractive to younger audiences. Once a building is constructed, it is more expensive to retrofit better parking, and almost impossible to add more parking, because "extra" space doesn't normally exist.

- car sharing memberships and bike share memberships -- good. However, wrt car sharing, it would mean that Zipcar especially should add at least one more car to the area

- note that in (c), (d), and (e) they make commitments to providing transit, car sharing, and bike sharing membership **ONLY FOR THE INITIAL COMPLEMENT OF TENANTS**. It's also important to maintain participation over time. I don't know if it's possible, but perhaps they could develop an arrangement where after the first two years, they could provide a discount (say half off) on future resident membership in car sharing and bike sharing, and at the very least, a \$20 SmartTrip card to all new residents if they don't already have one.

- they should be encouraged to charge noncar owners less per month in rent, and car owners more in rent. I don't have recommendations on the mechanics of this. Typically car owners have to pay a separate charge for car parking anyway. But if non-car owners paid \$25/month less, that would encourage people to not have cars.

8. reduction in parking spaces (pages 24/25). They should get this, but again, should have to provide more bike parking as recompense, and as suggested, provide a slight rent

discount to noncar owners. Additionally, in return for the permanent reduction in parking space provided, reduced from zoning requirements, for the life of the project, _not merely for the initial complement of tenants_, they should commit to the provision of transit, car sharing, and bike sharing membership benefits, as discussed above.

9. their section on summary of findings and conclusion

This section on page 25 lists two issues for further consideration.

- sidewalks. Yes, they should be continued, and any additions to the sidewalk network on Chestnut Street, Spring Place, etc. needed to have a complete sidewalk network in this area should be provided for as a result of this project.

- Chestnut Street/Blair Road intersection, mitigation. A four way stop at this location is not practical because of the short distance between this intersection and the Blair Road/Piney Branch intersection. Above I did suggest an alternative of extending Spring Place to Piney Branch, although the cost of this would be considerable. But yes, further discussion and consideration of this issue needs to occur. I need to look at the intersection again (it's been awhile) and think about it more before making more specific recommendations.

Follow up email

if I send something you can take it for granted that you can use it publicly, so long as it is attributed

2 I think the car parking reduction is beneficial The Cedar Crossing people are being stupid, forgive me for saying so If there are more car parking spaces there will be more cars If there are fewer car parking spaces there will be fewer cars That's what they should want

a so relatedly, having two car spots for car sharing--if Zipcar/Car2Go are interested--would be better HOWEVER, as a sweetener, the car sharing firms shouldn't have to pay to use the space, it should be provided free as part of the project's transportation demand management programming I didn't suggest this in the previous email, but I would add that to the TDM recommendations

3 mitigation is an issue I am not sure about the extent of legal requirements on the applicant E g , remember my arguing during the walmart debacle that the property owners couldn't be held responsible for the problems with the GA-MO Aves intersection, that was a problem mostly of the city's, but they could contribute, if such a determination was made, to the fixing of it

the Chestnut street issue at Blair Road is similar

Adding 30 or so car trips morning and evening (based on the Gables data) isn't really significant (Number based on the Gables results)

It's just that the configuration is so bad and the capacity of Blair Road is unable to be changed at all in normal circumstances (except for a tunnel--and normally I wouldn't suggest such, it's just that the negative impact of through traffic on the neighborhoods bordering N Capitol and Blair Road is so significant that I think extraordinary measures such as that are probably justified)

However this very slight addition in traffic could have catastrophic negative impact (cascading negative effects) Really, the only way to see if it does is to test it for a week or two, by adding 30 some trips each day to that intersection during both morning and evening rush

This is not normally ever ever ever done, but this is a special case As an analogy you could consider it comparable to the "stress tests" that the US Treasury did of big banks post-2008 financial crash, to determine if banks needed to add capital reserves to be prepared for even worse problems

Note though that negative results don't mean "no" necessarily They mean dealing with the consequences--mitigation Before the fact rather than after

HOWEVER, reducing the number of units won't have significant impact on this, and reducing the property's development capacity from current zoning as a result could be considered a taking by the government, and due compensation would be required (Plus, it is counter to planning recommendations in the Comp Plan and other benefits from offering denser housing proximate to the transit station)

That's why I suggested the possibility of extending Spring Place That would be an extraordinary measure It would reduce the quality of life of residents on Chestnut St although it would improve their mobility somewhat as well It would add to traffic in that area and that would be a negative It would reduce by one the number of houses on the street, in the neighborhood, and the city and that would be a negative (Plus I'd recommend the house be moved not demolished)

And I am torn about suggesting eminent domain That would be a very tricky thing It is justifiable But it would be controversial Ideally, instead the owners would sell for \$1 million or so and walk away (Note that if this were to occur rather than reducing the size of the project, you might want to let them add another floor as a financial sweetener to cover the cost of mitigating this problem)

-- I will try to look at this area on Monday or Tuesday

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



Policy Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe
Associate Director, PPSA
District Department of Transportation

DATE: February 20, 2013

SUBJECT: BZA Case No. 18503 & 18505 – Metro Village – 7051-7053 Spring Place N W

APPLICATIONS

Keystar Spring Place LLC and Anabel Pestana (the "Applicant") have requested a variance to reduce the number of required parking spaces and the size of the loading facilities for both subject properties. Two separate cases have been established to process these requests. The two subject applications, one for an 87-unit rental building and the other for a 64-unit rental building, have been combined in our analysis and review as one proposed project under this report.

DDOT did not receive all of the required analysis and information as had been agreed upon during the transportation scoping phase in a timely manner for our review. Many transportation materials requested and agreed upon in late December were only submitted on Saturday February 9th, 2013, 6 business days before our report submission deadline. In effort to provide a thorough review of the material provided, DDOT is submitting this report late.

SUMMARY AND RECOMMENDATION

The purpose of DDOT's review is to assess the impact of the proposed project on the District's transportation network and, as necessary, propose appropriate mitigations. After a thorough review of the analysis submitted by the Applicant, DDOT concludes

- The project does not have an accessible pedestrian route to and from the proposed project connecting to the existing pedestrian network infrastructure on Blair Road or Cedar Street,
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- The parking inventory analysis did not meet DDOT standards and was insufficient for our review and verification DDOT is concerned that parking demand from the project might further reduce parking availability to the residents of Chestnut Street, if future residents are allowed to enter the Residential Parking Program (RPP), and
- 30 foot trucks will require advanced and expert maneuvering in order to avoid reverse loading movements in public space.

DDOT is actively working with the Applicant to address these concerns and believes the following conditions should be required for approval

- The Applicant shall extend its proposed multi-use trail for the entire length of Spring Place from Chestnut along its property to facilitate pedestrian access to its site;
- The Applicant shall, in cooperation with DDOT, complete a full engineering design and obtain all necessary easements and agreements from the adjacent property owners to allow for the construction of a multi-use trail from Spring Place to Cedar Street, which has been identified as the main pedestrian desire line to the site,
- The Applicant shall install a “Do Not Block The Intersection” sign per DDOT standards for the south bound direction on Blair Road,
- The Transportation Demand Management (TDM) strategies described in the Applicant’s TIS shall be amended to require the proposed TDM measures be provided to all new residents rather than just the initial set of residents,
- A minimum of 75 secure long-term bicycle parking spaces be located within the two buildings;
- A minimum of 3 inverted U-style bicycle racks be installed at each main building entrance,
- The Applicant shall redesign the building and loading area to accommodate loading movements without the need for multiple turns, and
- The Applicant shall create and implement a loading management instruction plan for tenants that addresses scheduling and safety concerns related to truck movements in public space

TRANSPORTATION ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, constructing safer streets, and providing outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure alternative modes of transportation are adequate to accommodate new travel demand while discouraging single occupancy vehicle trips The following analysis evaluates the Applicant’s Traffic Impact Study (TIS) to determine its accuracy and consistency with the District’s vision and goals for its transportation network.

Changes in Land Use Context

Spring Place N W currently functions as a named alley without sidewalks and has a limited right-of-way of 25 feet in width. Currently, pedestrian and bicycle traffic is low, but the proposed development projects that at least 50% of its residents will not rely on automobile use Per the projected trip generation rates, 44 persons in the AM peak hour and 51 persons during the PM peak hour alone will access the site via foot, bicycle, and transit. At least 30% of residents will use the Takoma Metro Station and likely walk from the station via an identified pedestrian shortcut through a dirt path in between the rail tracks and an existing apartment building for faster access to the site.

Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price/supply of parking spaces. However in urban areas, other factors contribute to the demand for parking such as the availability of nearby high-quality public transit. With the site in close proximity to such transit, DDOT expects a low need for on-site parking.

DDOT had requested the Applicant complete a parking occupancy study of Chestnut Street, in order to establish the current parking demand and availability. The inventory analysis did not meet DDOT standards and was insufficient for our review and verification. The Applicant suggested that there was limited curbside parking availability, but the study did not provide a robust review of conditions. In the absence of this data, DDOT is concerned that parking demand from the project might further reduce parking availability to the residents of Chestnut Street if future residents are allowed to enter the Residential Parking Program (RPP).

The RPP program was established in the 1970's to protect neighborhoods and ensure residents could find parking on their blocks. The RPP program limits on-street parking to participating residents living on designated blocks, and parking is limited to two hours during the hours of operation for those vehicles without the appropriate zone RPP sticker. Currently, the 7000 block of Spring Place is not part of the RPP system, but this does not preclude future residents to petition to be included in the system.

According to current District Zoning Regulations, the proposed development would require a total of 75 parking spaces and the Applicant is requesting a variance to allow only 39 spaces. The Applicant has proposed TDM measures to minimize the need for vehicle parking. These measures include a one time Metro fare card, and car share and bike share memberships. DDOT believes these measures should be extended to all future residents instead of only initial tenants. These TDM measures will continue to support the parking reduction for the lifetime of the project. DDOT believes the variance, if granted, will generate minimal impacts provided the Applicant implements their proposed TDM measures supporting tenant non-automobile reliance.

Site Access and Loading

According to District Zoning Regulations, two 55-foot deep berths, a single 20-foot service/delivery space, and two 100-SF loading platforms are required for the proposed development. The Applicant has requested relief to provide one 30-foot loading berth, a 20-foot service/delivery space, and one 100-SF loading platform. In the TIS, the Applicant stated that all deliveries will be made by 30-foot trucks or smaller.

30 foot trucks will require advanced and expert maneuvering in order to avoid reverse loading movements in public space at the intersection of the alley and Spring Place, where cyclists and pedestrians will be traversing. In particular, loading for Building 2 will require drivers to successfully complete a 3 point turn without damaging the building. This is not an acceptable condition since move-in and move-out activities are not always completed by a professional driver. Therefore, DDOT recommends that the Applicant work with DDOT to make any building design changes to the loading area to better accommodate the outbound Building 2 loading movement and develop a loading management plan to educate tenants on the expected truck turning movements and scheduling procedures to minimize and mitigate this condition.

Bicycle and Pedestrian Facilities

The Applicant proposes a minimum of 40 secure long-term bicycle parking spaces within their site in their TIS. At a recent ANC 4B meeting held on February 5th, 2013, the Applicant agreed to the ANC resolution for at least 100 bicycle parking spaces. These secured bicycle parking spaces should be easily accessible and visible to users. DDOT recommends that at least 75 secure long-term bicycle parking spaces be located within the two buildings and supports the increase of spaces to 100. In addition, DDOT recommends that a minimum of 3 inverted U-style bicycle racks be installed at each main building entrance for short-term bicycle parking.

As proposed, the project does not have an accessible pedestrian route to and from the proposed project connecting to the existing pedestrian network infrastructure on Blair Road or Cedar Street. Pedestrian access to and demand on Spring Place is expected to increase dramatically due to the project. Today, pedestrians do not have an ADA or DDOT compliant sidewalk to use from Blair Road to the site. As demonstrated by the trip generation analysis and reduced vehicle parking, the majority of residents are expected to use non-automotive modes to access the site. The demonstrated pedestrian desire line, which is the shortest route to the Metro Station, is through an existing dirt path connecting Spring Place to Cedar Street that is not located on District right-of-way. This dirt path has been identified in previous DDOT studies as a possible Metropolitan Branch Trail alignment, but is not owned by DDOT.

In order to support the projected trip generation that heavily relies on pedestrian access to the site versus auto dependence, the Applicant needs to provide an accessible pedestrian route to the adjacent streets. Without such access, residents do not have an adequate option to access the site. Disabled residents and those not comfortable using a dirt path in undesirable conditions during the evening or in inclement weather have to walk up Blair Road and use a substandard sidewalk on Chestnut Street. DDOT requests that the Applicant, in cooperation with DDOT, complete a full engineering design and obtain all necessary easements and agreements from the adjacent property owners to allow for the construction of a multi-use trail from Spring Place to Cedar Street, which has been identified as the main pedestrian desire line to the site. In addition, DDOT requests that the Applicant extend its proposed multi-use trail for the entire length of Spring Place from Chestnut Street along its property to facilitate pedestrian access to its site. Further coordination during our permitting process will be necessary to ensure designed pedestrian facilities meet current DDOT standards.

Roadway Network, Capacity, and Operations

DDOT reviewed the Applicant's transportation analysis and found that the two major intersections within the study area at Blair Road and Cedar Street/4th St and Blair Road and Piney Branch Road are currently over capacity. Under the worst case scenario, the proposed project will have a slight impact on the two above mentioned intersections. The parking reduction will assist in discouraging automobile reliance by its residents and further facilitation of non-automobile usage is encouraged through the proposed TDM strategies and pedestrian access.

Safety

DDOT policy requires that Applicants conduct safety analyses to demonstrate that specific land developments will not create or exacerbate new or existing safety issues for all modes of travel.

Based on the crash rate calculations, one of the five study intersections rates is above DDOT's accepted crash rate criteria of 1.0 per Million Entering Vehicles (MEV). The intersection of Chestnut Street and Spring Place has a crash rate of 1.11 MEV.

In general, higher crash rates per MEV do not necessarily identify specific crash patterns and corrective actions to alleviate any problems. Crash rates typically indicate that comprehensive safety analyses using traffic engineering tools and methodologies need to be undertaken at locations with rates greater than 1.0 (or any other established criteria). As noted by the TIS, one accident involved a parking maneuver and the other a fixed object. DDOT expects that with better signage and improved parking restriction signage on Spring Place that this issue can be ameliorated.

As noted in the TIS, there are sight distance constraints for vehicles exiting Chestnut and turning left onto Blair Road due to an existing utility pole and vegetation. In addition, queuing along Blair Road further exacerbates the level of difficulty for access on and off Chestnut Street. As proposed by the Applicant, DDOT supports the recommendation for the installation of a "Do Not Block the Intersection" sign by the Applicant for the south bound direction on Blair Road.

Transit Services

DDOT and the Washington Metropolitan Transportation Authority (WMATA) have partnered to provide extensive public transit service in the District. DDOT's vision is to leverage these investments to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

As noted by the Applicant, the Site is adjacent to the Takoma Park Metro station, but does not have an accessible pedestrian route from the project to the station. In order to provide an accessible route that meets DDOT and ADA standards, the Applicant in cooperation with DDOT, shall complete a full engineering design and obtain all necessary easements and agreements from the adjacent property owners to allow for the construction of a multi-use trail from Spring Place to Cedar Street, which has been identified as the main pedestrian desire line to the site.

Streetscape and Public Realm

In accordance with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

All signage, lighting, and other streetscape elements will need to be permitted through DDOT's public space permitting process. DDOT expects trees to be planted within the site and that any tree larger than 55 inches in circumference will be identified and appropriately permitted for any necessary removal.

Transportation Demand Management (TDM)

TDM is a set of strategies, programs, services and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs

to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods

According to the TIS, the Applicant proposes the following TDM measures

- Identify a Resident Transportation Coordinator for the site,
- Install a minimum of 40 long-term secure bicycle parking with the site,
- Provide a one-time Capital Bike share annual membership to initial tenants,
- Provide a one-time Car share membership to initial tenants,
- Provide a one-time \$50.00 transit fare card to initial tenants,
- Create a loading facility management to schedule move-in and move-outs, and
- Perform a monitoring study of their trip generation within two years after the issuance of Use and Occupancy permits.

In order to assure the long-term success of the project, DDOT recommends that the above measures be implemented and available to all new tenants rather than only initial tenants. Additionally, the Applicant should provide a minimum of 75 secure long-term bicycle parking spaces between the two buildings, and a minimum of 3 inverted U-style bicycle racks at each main building entrance.

Performance Monitoring & Measuring

DDOT recognizes the continuing impact that developments can have on the transportation network and local community, and therefore requires the Applicant to compose a performance monitoring plan. This plan should consist of the establishment of benchmark goals with regard to TDM measures, along with a commitment to increase TDM efforts should the Applicant fail to reach these goals.

The Applicant has proposed to perform a monitoring study within two years after the issuance of the Certificate of Occupancy to determine the effectiveness of their TDM measures. DDOT recommends that the Applicant complete a trip generation study after the site is 80-90% occupied. If trip generation goals are not achieved, DDOT expects the Applicant to work with DDOT to modify their TDM plan until the goal is reached.

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