

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**

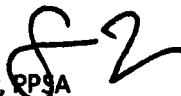


dd Policy, Planning and Sustainability Administration

MEMORANDUM

APR 9

TO: District of Columbia, Board of Zoning Adjustment

FROM: Samuel Zimbabwe 
Associate Director, PP&A
District Department of Transportation

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18533
EXHIBIT NO. 30

DATE: April 2, 2013

SUBJECT: DDOT Review of BZA Case #18533, 1827 Adams Mill Road, NW

APPLICATION

Perseus 1827 Adams Mill Investments LLC, the Applicant, pursuant to 11 DCMR §§ 3104.1 and 3103.2, is seeking a variance from the number of required parking spaces under subsection 2101.1; a variance from the parking space location requirements under subsection 2116 4(a), and a special exception from the roof structure requirements under subsection 411.11, to allow the construction of a mixed-use retail, service and residential building in the C-2-A District at premises 1827 Adams Mill Road, N.W (Square 2580, Lot 853) The Applicant's project consists of replacing the existing gas/service station at 1827 Adams Mill Road, NW with 36 residential units above 1 floor of retail. The current retail tenants are unknown. In addition, the Project will have one level of underground parking for vehicles, bicycles, delivery loading, and trash pick-up

RECOMMENDATIONS IN BRIEF

The purpose of DDOT's review is to assess the potential safety and capacity impacts of a project on the District's transportation network. The Applicant is requesting zoning relief to construct 24 underground parking spaces in lieu of the 39 required spaces. Of the 24 spaces proposed, 7 are in vaults in private space between the right-of-way line and the building restriction line in what will be referred to as the building restriction area. After an extensive multi-administration review, DDOT finds:

- The project will generate almost no net new vehicle trips compared to the existing land use
- Travel conditions are not expected to change.
- Curbside parking in the vicinity has no excess capacity
- Bicycles and bikeshare in particular are highly utilized in the area
- The Applicant is providing more bike parking on private space than required.

DDOT has no objection to the variance requests, provided the following conditions or minor changes be incorporated into the project:

- It is the position of DDOT that parking vaults in public space or the building restriction area should not be allowed. The building restriction line is in place to allow for future transportation or infrastructure needs. The parking vault limits DDOT's ability to manage infrastructure needs, such as utilities. Further, because the vaulted parking increases overall parking supply, it also has the potential to increase the site's trip generation.
- The Applicant should provide a Bikeshare membership for at minimum one year for new residents to mitigate the potential need for owning a vehicle and the potential parking demand that the project places on the curbside.
- The Applicant should provide appropriate street level bike parking, the specifics of which will be defined in the public space permitting process.

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 that impacts from new developments are manageable and take advantage of the District's multimodal transportation network.

Methodology

As part of the transportation impact assessment, DDOT requests that applicants evaluate the impacts to the pedestrian, transit, and roadway system resulting from the development. Accordingly, an applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on *other* travel modes. A Comprehensive Transportation Review (CTR) should be performed according to DDOT direction. The evaluation should consider guidance from relevant documents including guidance on the public realm, the pedestrian system, the bicycle system, as well as neighborhood-based studies. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR. An evaluation of the basic elements and assumptions of the Applicant's CTR follows.

Site Access

The following figure shows the residential, retail and garage entries for 1827 Adam Mill Road.

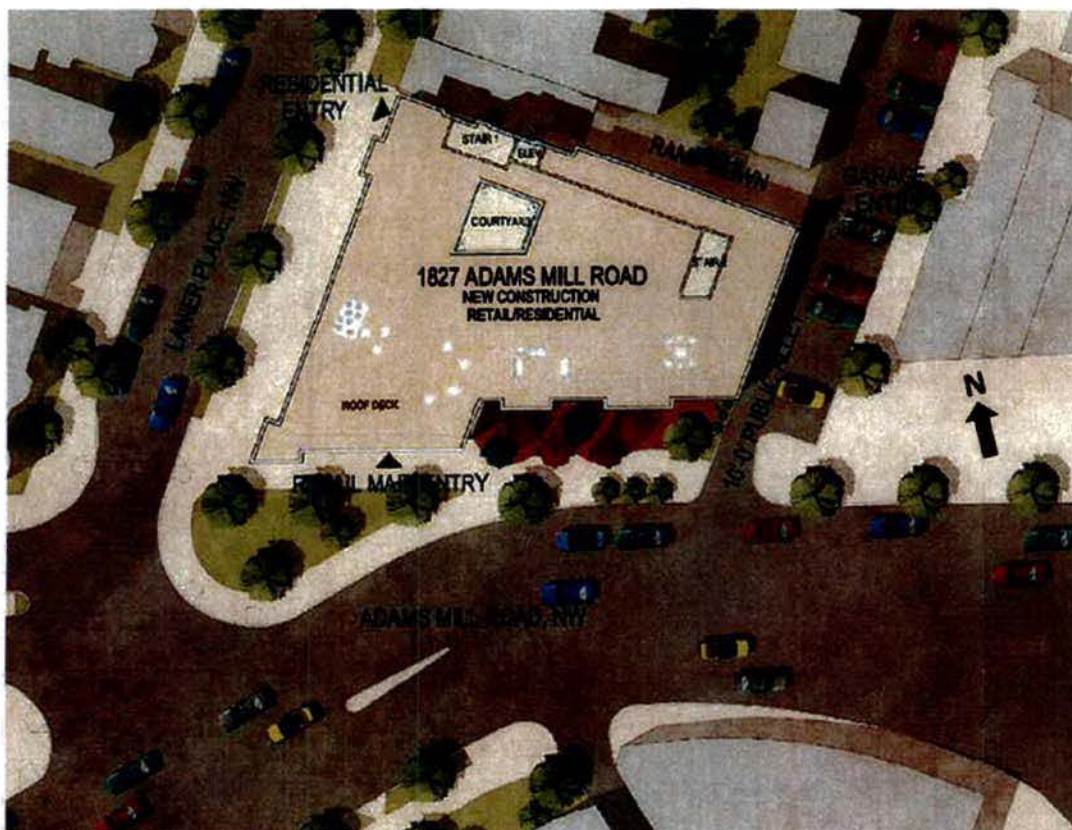


Figure 1: Proposed Site Layout and Access.

The residential and retail entries provide pedestrian access from Lanier Place and Adams Mill Road, respectively. The garage entry, located off of the north-south public alley, serves long-term bicycle parking, passenger vehicle parking, loading, and trash pick-up. The Applicant has proposed removing all driveway entry points that serve the existing gas station. Currently, there is an access driveway along Adams Mill Road and along Lanier Place. All future vehicle access is proposed from a new access point located off of the north-south public alley that abuts the east side of the property.

Roadway Capacity and Operations

Through the scoping process, the Applicant and DDOT defined a scope of work to evaluate the potential impacts to the transportation network. It defined study area intersections, data to be collected, and the number and directional distribution of future generated traffic.

Study Area and Data Collection

The Applicant, in conjunction with DDOT, identified 5 intersections where detailed vehicle, pedestrian and bike counts would be conducted and a level of service analysis would be performed. They include:

- Adams Mill Road/Calvert Street/Lanier Place
- Adams Mill Road & north-south public alley
- Adams Mill Road/Columbia Road/18th Street
- Adams Mill Road & existing Site driveway (to be removed)
- Lanier Place & existing Site driveway (to be removed)

These intersections are immediately adjacent to the site and have the greatest potential to see moderate to significant increases in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be intersections outside of the study area which realize new trips. However, DDOT expects minimal to no increase in delay *outside* the study area as a result of the proposed project.

Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants to account for future growth in traffic on the network or what is referred to as background growth. Background growth consists of approved adjacent developments (whose traffic will impact the Site) as well as regional growth that is typically applied to arterials since these are often commuter routes and are affected by cumulative development outside the Site's surrounding area. Per DDOT direction, the Applicant applied to the local roadway network the expected vehicle trip generation from approved but un-built background developments. In addition, regional arterial traffic growth of 1% annually was applied to Calvert Street and Columbia Road through 2020. Recent data show that the annual increase in traffic along these corridors is less than the 1% proposed. Nevertheless, DDOT agrees with this conservative approach.

Trip Generation and Mode Split

Several factors will affect the net trip generation at this site. New trips will be generated by the retail and residential portions of the development, but there will be a reduction of trips associated with the removal of the gas and service station. Based on these expectations, the Applicant utilized a combination of Institute of Traffic Engineer (ITE) trip generation rates, appropriate reductions for transit and TDM use, and survey information for similar establishments located within the Adams Morgan neighborhood. The Applicant determined that the peak hour vehicle trip generation for the project¹ to be: 22 AM trips (6 in / 16 out) and 20 PM trips (12 in / 8 out). The existing gas station² generates 20 trips in the AM and 20 trips in the PM. Accordingly, the proposed property redevelopment will have minimal *net new trips*.

Existing and future Intersection Level of Service (LOS)

Base on existing conditions, pipeline developments and future arterial growth, the Applicant predicted that the LOS for the intersection of Adams Mill and Calvert Street/Lanier Place would be an F in the morning peak hour and a D in the evening peak hour. The intersection of Adams Mill and Columbia Road/18th Street would also have an LOS F in the morning peak hour and a D in the evening peak hour. Given that the Project will be generating a negligible amount of new vehicle trips, DDOT expects the project to have no substantive impact on roadway capacity and level of service at these intersections.

Transit Service

The District and Washington Metropolitan Transportation Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment 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 well-served by public transit. The Site is in close proximity to the Woodley Park Metro Station, which serves WMATA's Red

¹ Applicable ITE codes were applied for the retail and residential components. Trip reductions were based the WMATA commuter survey as well as mode-split case studies for similar retail in the Adams Morgan area. The case study for the restaurant showed a 90% non-vehicle mode split and the bank showed a 75% non-vehicle mode split.

² Trip generation rates for the gas station were based on existing driveway counts, factored down due to a reduction from pass-by trips.

Line. In addition, both the Circulator and six distinct WMATA bus routes have stops adjacent near the site.

Pedestrian and Bike Facilities

The District of Columbia is committed to enhancing the walk-ability and bike-ability of the city by ensuring consistent investment in pedestrian and bike infrastructure on the part of both the public and private sectors. DDOT generally expects new developments to serve the needs of all trips they generate, including pedestrian and bicycle trips. The site has good pedestrian access to nearby pedestrian generators as well as nearby transit destinations. The density of both residential and retail establishment in Adams Morgan contribute to high pedestrian activity. In addition, this area is very bike friendly and has a high bike-commuting mode share. The site has access to many nearby bike facilities including bike lanes on Adams Mill Road along the site frontage and on Columbia Road. In addition, 18th Street is marked with sharrows. As noted by the Applicant, there is a Capital Bikeshare Station at the northwest corner of Columbia Road and Adams Mill Road, about 150 feet from the Applicant's Site. A review of publically-available usage data³ for this station shows that this station was the origin or destination for approximate 140 bike trips per day.

Bike Parking

The Applicant is supplying twenty (20) bike parking spaces located on the first floor of the parking garage. This is above the minimum residential requirement of 12 spaces (1 space for every three units). DDOT agrees with the Applicant's desire to exceed the minimum bike parking requirements as this is an area with high bike usage and high demand for indoor secure bike parking. The Applicant should also provide an appropriate level of bike parking for visitors outside the building. The amount and location of surface parking will be addressed in the public space permitting process.

Loading and Curbside Management

DDOT's practice is to accommodate vehicle loading in a reasonable and safe manner while at the same time preserving safety across non-vehicle modes. For new developments, DDOT requires that loading takes place in private space and that no back-up maneuvers occur in the public realm. The Applicant is proposing to load from a shared parking/loading ramp accessible from the public alley. DDOT finds that the loading scheme is consistent with DDOT standards.

Passenger Vehicle 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 high quality transit, frequency of transit service, and proximity to transit.

The Applicant is requesting a variance from the zoning-required 37 spaces. 24 underground spaces are proposed, with 18 allocated to residential and the remaining spaces allocated to retail employees. Of these 24 spaces, 7 are in vaults located in the building restriction area, which is subject to public space permitting. As mentioned previously, this area has a high bike mode split and is considered very pedestrian-friendly. DDOT is not supportive of providing vehicle parking in public space or building restriction area vaults. Such facilities inhibit DDOT's ability to complete projects in adjacent areas, minimizes the area available for utilities, and increase the vehicle parking supply which generally leads to vehicle trip generation. As such, DDOT will oppose these facilities in the permitting process.

³ 4th Quarter 2012, October through December. <http://capitalbikeshare.com/trip-history-data>

On-Street Parking

The Applicant conducted a curbside parking utilization study in an area surrounding the site. The study showed that approximately 100% of the spaces were occupied in the 7:00 PM to 11:00 PM time. To minimize the impact on curbside parking resources, the Applicant should minimize vehicle ownership by residents. To that end, DDOT recommends that the Applicant include one-time annual bikeshare memberships for all new initial tenants to mitigate the need of vehicle ownership.

Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive Transportation Demand Management (TDM) plan. 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.

The Applicant is proposing the following TDM strategies:

- A member of the property management team or condominium association will be designated as the Transportation Management Coordinator (TMC). The TMC will disseminate information on travel options to owners or tenants of the building.
- The TMC will prepare a package of information identifying programs and incentives for encouraging retail and residential owners or tenants to use alternative modes of transportation.
- Links to CommuterConnections.com and goDCgo.com will be provided on developer and/or property management website or condominium association website.
- Parking spaces will be sold or leased separately for the residential units.

DDOT agrees with these measures but believes that, in order to fully utilize the adjacent biking infrastructure – including bike facilities and bike sharing options, that the Applicant should provide first-time residential tenants with a one-year Capital Bikeshare membership.

Streetscape and the Public Realm

In line with District policy and practice, any substantially new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines, or in this case the building restriction line. This includes curb & gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights-of-way bordering the site. As part of this process, the Applicant must work closely with DDOT and OP to ensure that the design of the public realm meets current standards, and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulating around it. The DDOT Public Realm Design Manual will serve as the main public realm reference for the Applicant.

The Applicant is proposing a utility vault in the building restriction area, along Lanier Place. As discussed previously, this space is the purview of the DDOT, via the Public Space Committee. It is unlikely that DDOT will permit the use of this space for utility vaults. The Applicant is encouraged to coordinate with DDOT to discuss a proper location.

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