

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

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MEMORANDUM

TO: District of Columbia, Board of Zoning Adjustment

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

DATE: July 23, 2013

SUBJECT: DDOT Review of BZA Case #18590, Woodbridge Library, 1801 Rhode Island Ave, NE
(Square 4210, Lot 825)

APPLICATION

Application of District of Columbia Public Library, pursuant to 11 DCMR § 3103.2, for a variance from the off-street parking requirements to permit the reconstruction of a library under section 2101.1, in the C-2-A District at premises 1801 Hamlin Street, N.E. (Square 4210, Lot 825). The site is currently occupied by the 20,602 SF Woodbridge Regional Library. The Applicant proposes to raze the existing building and replace it with a new 22,926 SF library.

RECOMMENDATIONS IN BRIEF

The purpose of DDOT's review is to assess the potential impacts of the project on the District's transportation network. After an extensive multi-administration review, DDOT finds:

- The site is well-served by transportation alternatives including buses, bicycling, and walking.
- The project will generate minimal additional trips compared to the existing library.
- On-street parking in the vicinity has sufficient excess capacity to accommodate all spillover parking that cannot be accommodated on-site.

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

- Provide transportation information screens that would show up-to-date arrival / availability for nearby buses, carshare, and bikeshare.
- Make information about commute alternatives, including Commuter Connection brochures, bus schedules, and Capital Bikeshare brochures, available to library employees.

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

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BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18590

EXHIBIT NO. 23

Board of Zoning Adjustment
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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.

As part of the transportation impact assessment, DDOT requests that Applicants evaluate the impacts to the pedestrian, transit, and roadway system resulting from the proposed action. 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 that focused on parking demand and supply. An evaluation of the Applicant's CTR follows.

Parking Demand

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. Because of the transportation behaviors related to the existing library, the availability of transportation options, and the requested Transportation Demand Management strategies, the proposed zoning action will generate minimal new parking demand.

Trip Generation and Mode Split

Existing Library

Libraries in the District are urban in nature and intended to serve nearby residents. Most trips generated by the existing Woodbridge Library originate in an area proximate to the library and many trips are made via non-auto modes of transportation. The Applicant conducted visitor counts over a five day period in June 2013 to identify peak travel periods for the library. Weekday peak of 90 visitors was found to occur between 5:00 PM to 6:00 PM. Weekend peak was found to occur on Saturday between 12:30 PM to 1:30 PM. About 240 visitors were observed during the weekend peak hour.

The Applicant also conducted a survey of patrons in order to determine the travel characteristics of the visitors. The survey found that 53% of library visitors arrive by personal vehicle on weekdays, 70% of whom parked on-street. The survey also revealed that 45% of library visitors arrive by personal vehicle on the weekends, 51% of whom parked on-street. Employees were surveyed to ascertain trip generation rates and mode split characteristics. The existing library includes 8 staff members, 6 of whom drive to work (75% drive alone mode share). Employees typically park in on-street parking spaces. There is room to increase non-automobile commuting amongst employees.

Proposed Library

The District's public library system is in the midst of a large scale modernization process. To date, 14 libraries have been rebuilt or renovated. Since many libraries across the District are being modernized, it is unlikely that the new Woodbridge Library would generate trips from a substantially larger geography

than the existing library. Accordingly, travel patterns, including parking demand, are not expected to be substantially different for the proposed library than they are for the existing library.

The proposed library is approximately 11 percent larger than the existing library. Assuming the number of visitors and vehicle trips would increase proportionally according to the increased size, it is expected that an additional 10 weekday peak hour trips and 26 weekend peak hour trips will occur. This equates to about 4 and 6 additional vehicles utilizing on-street parking during the weekday and weekend peak hour, respectively. The number of staff at the proposed library is expected to increase from eight to nine. This could result in one additional vehicle trip.

Transportation Options

Pedestrian Facilities

Walking is an important mode of transportation for the existing library given the neighborhood-serving nature of the library, and the proposed library is expected to continue to attract many visitors from within a short walking distance. The Applicant identified several pedestrian deficiencies adjacent to the site, including substandard or missing crosswalks, median cuts, and curb ramps. The Applicant will be asked to upgrade key deficiencies during DDOT's public space permitting process.

Transit Service

The site is well-served by public transit. Six Metrobus lines have stops in the immediate vicinity of the subject site, including the College Park Line (Routes 81, 82, 83, and 86), the Rhode Island Avenue/New Carrollton Line (Route 84), and the Annapolis Road Line (Route T18). Additionally, stops for the Military Road – Crosstown Line (Routes E2 and E3) and Fort Lincoln Shuttle Line (Routes B8 and B9) have stops within a short walk of the site. Headways range from about 10 minutes during the peak period (B8 and H6) to 60 minutes in the off peak (84 86, and B8). DDOT requests that a transit information screen in the library's lobby be included as a condition of BZA approval to assist visitors in utilizing alternative modes.

While most bus stops in the area have sufficient landing pads and sidewalk access, there are access deficiencies to the bus on the south side of Franklin Street NE at 18th Street NE and on the west side of 18th Street at Franklin Street. In both cases, there is a gap between the bus landing pad and the sidewalk, and DDOT is investigating the feasibility of asking the Applicant to address the deficiencies during the public space permitting process.

Bicycle Facilities

18th Street features a series of incomplete bicycle lanes adjacent to the site. Neighborhood streets in the vicinity provide a safe, low vehicle volume option for bicyclists. Rhode Island Avenue, which features high traffic volumes, and the hilly topography are challenges to bicycling in the vicinity. A Capital Bikeshare station with 9 docks is located adjacent to the site at 18th Street and Rhode Island Avenue.

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.

DDOT requests that the Applicant incorporate the following strategies into a TDM Plan in order to further decrease the demand for vehicle trips and thus parking generated by the proposed project:

- Provide transportation information screens which would show up to date arrival / availability for nearby buses, carshare, and bikeshare for both office and retail uses.
- Make information about commute alternatives, including Commuter Connection brochures, bus schedules, and Capital Bikeshare brochures, available to library employees.

Parking Supply

The Applicant is requesting a variance from the zoning-required 20 off-street vehicle parking spaces. Instead, the Applicant proposed to provide 11 off-street parking spaces located at the rear of the building accessed via an existing alley. Accordingly, the Applicant is seeking relief from 9 parking spaces. Given the aforementioned accessibility of transportation alternatives and the availability of on-street parking, DDOT has no objection to the requested parking variance.

The Applicant conducted a curbside parking utilization study in an area surrounding the site. The study showed a large supply, about 250 spaces on weekdays and 275 spaces on weekends, of curbside parking within two blocks of the site. The vast majority of the on-street parking spaces are unregulated spaces. Peak parking demand for the entire neighborhood was observed to be at 6:00 PM when about 150 of the 250 on-street parking spaces were unoccupied. Saturday peak parking demand occurred at 2:30 PM when about 165 of the 275 on-street parking spaces were unoccupied. Both counts of parking availability are inclusive of parking generated by the existing library.

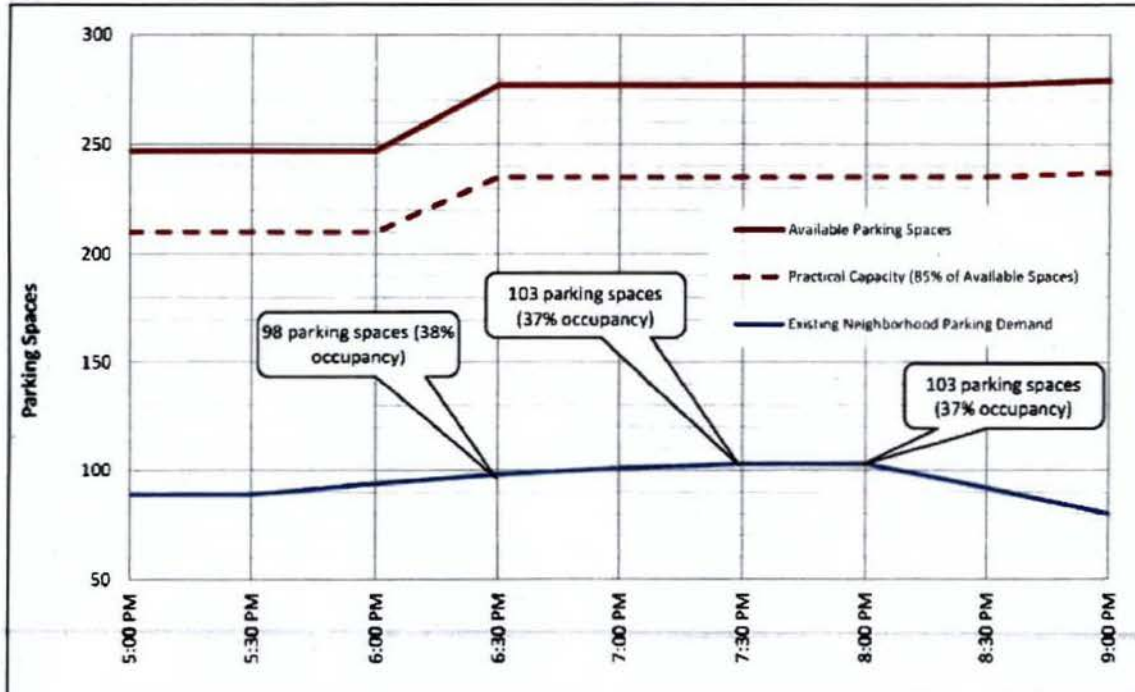


Figure 1 Weekday On-Street Parking

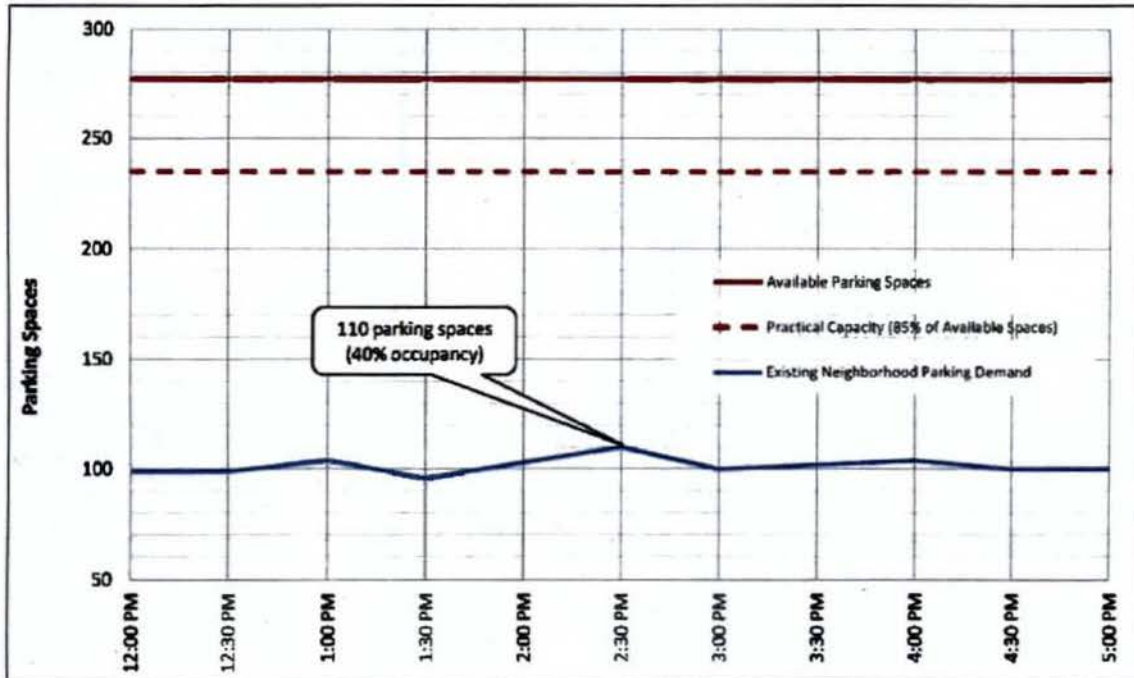


Figure 2 Weekend On-Street Parking

As discussed above, the proposed library would generate approximately 5 and 7 additional visitor and employee vehicles utilizing on-street parking during the weekday and weekend peak hour, respectively. Given the availability of on-street parking, sufficient capacity exists on-street to accommodate any additional parking demand caused by the increase in trips generated by the proposed library.

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