

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



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Lloyd Jordan
Chairperson
DC Board of Zoning Adjustment

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

DATE: November 26, 2013

SUBJECT: DDOT Report for BZA Case #18668, 1101 Rhode Island Avenue, NW

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APPLICATION

CAS Riegler Companies (the "Applicant"), pursuant to 11 DCMR §§ 3104 1 and 3103 2, is seeking a variance from the floor area ratio requirements under subsection 2604 1, a variance from the lot occupancy requirements under subsection 2604 2, a variance from the off-street parking requirements under subsection 2101 1, a variance from the size of parking space requirements under subsection 2115 1, a variance from the parking space setback requirements under subsection 2116 1, and a special exception from the roof structure provisions under subsection 411 11, to allow the construction of a mixed-use residential building with ground floor retail in the C-2-A District at premises 1100 Q Street, N W (Square 310, Lots 33 and 807) The proposed mixed-use development will be comprised of approximately 38 condominium units, 2,550 square feet of ground floor retail, and 14 off-street parking spaces in lieu of the 19 required spaces for the residential component of the development program

RECOMMENDATIONS IN BRIEF

The purpose of DDOT's review is to assess the potential safety and capacity impacts of the proposed action on the District's transportation network. This memorandum addresses the variance from off-street parking requirements. Based on a multi-administration review, DDOT finds

- A robust network of pedestrian, bicycle, and transit infrastructure exists in close proximity to the proposed development
- The Applicant is proposing a level of bicycle parking in excess of the level required by District law.
- The demand for private vehicle ownership and vehicle parking is expected to be minimal
- On-street parking in the vicinity has capacity to accommodate potential spillover parking should parking demand exceed on-site supply

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

- The Applicant should offer a one-year Capital Bikeshare membership or carshare membership to all new tenants in perpetuity
- The Applicant should provide a transportation information screen in the lobby that would show real time arrival / availability for nearby trains, buses, carshare, and bikeshare

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 within, and take advantage of, the District's multimodal transportation network and ultimately discourage single occupancy vehicle trips.

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 need and availability. An evaluation of the Applicant's CTR follows.

Pedestrian and Bicycle Facilities

Automobile ownership is expected to be minimal, while transit, walking, and bicycling are expected to be the primary modes of transportation for this development. Based on the Applicant's field observations and inventory of the pedestrian and bicycle facilities (i.e., sidewalks, crosswalks, bicycle lanes) it was observed that all of the study area intersections and roadway network generally provide adequate and functional facilities to promote connectivity between land uses and transit facilities. Within the study area boundaries, continuous sidewalks are provided along both sides of Rhode Island Avenue, 11th Street, and Q Street, as well as all of the other approaches. The Applicant's analysis did identify some deficiencies to the pedestrian network in the vicinity. The northwest corner of the 11th Street/Q Street intersection does not contain a pedestrian signal for northbound pedestrian traffic. Additionally, the curb ramps at each of the signalized intersections lack detectable warning strips except for those at the 12th Street/Q Street intersection and the ramps on the northwest corner of the 11th Street/Q Street intersection. It is expected that the Applicant will upgrade these deficiencies to current DDOT standards during the public space permitting process.

The site is in close proximity to several bicycle lanes. 14th Street and 11th Street contain bike lanes in both the north and south directions, while 10th Street has a northbound bike lane. Q Street contains an eastbound bike lane and R Street features a westbound bike lane. Additionally, the site is located about 1/3 mile from three existing Capital Bikeshare stations.

The Applicant is proposing at least 40 bicycle parking spaces in the parking garage, which exceeds the current District regulations¹ requiring one bicycle space for every three residential units. Given the presence of ground floor retail, as well as existing and planned bicycle infrastructure abutting the site, substantial short-term bicycle parking needs are expected. The Applicant should provide an appropriate amount of short-term bicycle parking in the public space, the amount and location of which will be addressed in the public space permitting process.

Transit Services

DDOT and Washington Metropolitan Transportation Authority have partnered to provide extensive public transit service in the District. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes with minimal infrastructure investment.

The Applicant evaluated the proximity of the subject site to the Shaw/Howard University Metro Station and the adequacy of the bus service along the routes that serve the subject area. The proposed development will be located approximately 4 miles southeast of the Metro Station, which is approximately an 8 minute walk.

The site is currently served by 10 bus routes within close walking distance, including the Circulator Bus, headways for each of the routes range from five to about 20 minutes on weekdays. The nearest Metrobus stop is located adjacent to the site on 11th Street, and provides excellent access to the Metrobus 63/64 routes. The frequency of each of these routes provides adequate bus service to the site. Finally, the site is located near proposed routes for the future streetcar system.

DDOT finds that the proposed development will be served adequately with the existing bus routes, as well as the Shaw/Howard University Metro Station that is within a short walking distance, which will facilitate a car-free lifestyle.

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, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, and the demographic composition of the potential residents/patrons.

Zoning requires 19 parking spaces for the residential component and no parking spaces for the retail component. In order to address the parking supply for the proposed development, and to document the on-street parking inventory/occupancy in the local area, the Applicant conducted a parking survey, which included an inventory of available on-street parking spaces and a parking occupancy count. Based on the aforementioned Scoping Agreement, DDOT and the Applicant agreed that the following blocks would be included in the study area as seen in Figure 1 Block Face Map. Based on the Applicant's report, there are a total of 260 and 300 parking spaces in the study area during the weekday evening and weekend overnight periods, respectively. The vast majority of these parking spaces are subject to Residential Permit Parking (RPP) restrictions. Additionally, as part of the Applicant's streetscape design, the Applicant proposes to close the existing curb cuts on Rhode Island Avenue and 11th Street, which could add approximately 4 additional on-street parking spaces.

¹ Section 8 of the Bicycle Commuter and Parking Expansion Act of 2007, effective February 2, 2008 (D.C. Law 17-103, D.C. Official Code § 50-1641.07) (2012 Supp.) and Mayor's Order 2011-149, dated September 6, 2011.



Figure 1 On-Street Block Face Map (Source: Wells + Associates)



Figure 2 Summary of Parking Type (Source: Wells + Associates)

The inventory of available on-street parking facilities was conducted on Wednesday, October 16, 2013 from 5:00 PM to 8:00 PM and on Saturday, October 19, 2013 from 2:00 AM to 5:00 AM. A survey conducted by the Applicant resulted in the utilization rates and peak hour inventory as shown in Tables 1 and 2.

Table 1: Hourly Utilization Percentages, Entire Study Area

	Weekday Evening				Weekend Overnight			
	5 PM	6 PM	7 PM	8 PM	2 AM	3 AM	4 AM	5 AM
Occupancy	152	185	222	232	247	246	247	247
Total Spaces	262	262	271	271	305	305	305	305
Utilization	58%	71%	82%	86%	81%	81%	81%	81%
Avail. Spaces	110	77	49	39	58	59	58	58

Table 2. Hourly Utilization Percentages, Adjacent Streets

	Weekday Evening				Weekend Overnight			
	5 PM	6 PM	7 PM	8 PM	2 AM	3 AM	4 AM	5 AM
Occupancy	19	26	27	30	45	44	44	44
Total Spaces	45	45	46	46	66	66	66	66
Utilization	42%	58%	59%	65%	68%	67%	67%	67%
Avail. Spaces	26	19	19	16	21	22	22	22

Based on the survey results, as presented in Table 1, it can be observed that the parking space supply in the vicinity is at approximately 58 to 86 percent of its capacity during the weekday evening period and 81 percent of its capacity during the weekend overnight period. On the streets adjacent to the site, on-street parking is comparatively less utilized than the study area as a whole, with between 42 to 65 percent of spaces occupied during the weekday evening period and 67% percent of its spaces occupied during the weekend overnight period.

Transportation Demand Management

As part of all major development review cases, DDOT requires applicants 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 public transit, bicycle, and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods.

The Applicant proposes utilizing the following TDM strategies:

- Designate a Transportation Management Coordinator (TMC) to provide transportation information to residents. The TMC will prepare a package of information for residents identifying the available alternative modes of transportation and other supportive programs.
- Include links to CommuterConnections.org and goDCgo.com on the property management website.
- Provide transportation alternative brochures in a common, shared space.
- Provide up to 40 secure bicycle parking spaces in the parking garage.

DDOT finds the Applicant's TDM measures are a good basis that would generally encourage use of alternative modes of transportation. DDOT also requests the following elements be incorporated into the Applicant's TDM plan.

- The Applicant should offer a one-year Capital Bikeshare membership or carshare membership to all new tenants in perpetuity.

- The Applicant should provide a transportation information screen in the lobby that would show real time arrival / availability for nearby trains, buses, carshare, and bikeshare

Loading and Curbside Management

The Applicant has proposed to utilize the existing 10-foot alley to the west of the site for the parking garage access. This proposal is consistent with DDOT's approach to site access.

Zoning does not require on-site loading facilities for either the residential or retail portions of the proposed development. Emergency No Parking permits from DDOT are available if necessary to facilitate loading needs associated with the proposed development.

Streetscape and the Public Realm

In line 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. 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 Applicant may refer to the DC Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space.

Based on preliminary public space plans, the Applicant is proposing steps to access individual residential units along 11th Street. DDOT's public space standards establish a maximum step projection of 10 feet from the property line. It appears as though the steps may exceed the maximum projection distance. The public space plan, including the steps, will be addressed during the public space permitting process.

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