

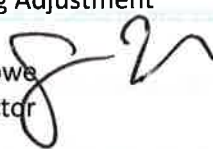
**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Lloyd Jordan
Chairperson
Board of Zoning Adjustment

FROM: Samuel Zimbabwe 
Associate Director

DATE: May 6, 2014

SUBJECT: BZA Case No. 18749 - 1031 4th Street NW

APPLICATION

1031 4th Street LLC (the "Applicant"), pursuant to 11 DCMR §§ 3104.1 and 3103.2, seeks variances from the side yard requirements under section 775.5, rear yard requirements under section 774, parking requirements under section 2101.1 and loading requirements under section 2201.1, and special exception relief from the roof structure requirements under sections 411 and 770.6, to allow the construction of a new mixed-use building with ground floor retail and nine stories of residential apartments in the DD/C-2-C District at premises 1031 4th Street, N.W. (Square 526, Lots 808, 809, 810, 811, 815, 816, 836, 837 and 838). The Applicant proposes 124 residential units, 6,000 square feet of ground floor retail, no on-site loading facilities, and 25 vehicle parking spaces in lieu of the required 35 spaces.

RECOMMENDATIONS IN BRIEF

The purpose of DDOT's review is to assess the impact of the proposed action on the District's transportation network and, as necessary, propose appropriate mitigations. After an extensive, multi-administration review of the case materials submitted by the Applicant, DDOT finds:

- A robust network of pedestrian, bicycle, and transit infrastructure exists in close proximity to the proposed development;
- Residents are likely to heavily utilize non-automobile modes of travel, reducing the need for auto ownership;
- The site is not currently in the District's Residential Permit Parking (RPP) system nor is its location consistent with the program's eligibility criteria;

- The vast majority of on-street parking spaces in the vicinity are designated either RPP or metered, and are therefore unsuitable for long-term parking by the proposed project's future residents;
- Nearby private parking facilities and a limited number of non-metered on-street parking spaces appear sufficient to accommodate potential spillover parking;
- The Applicant has proposed a Transportation Demand Management (TDM) plan intended to minimize auto ownership and promote the use of non-auto travel options;
- The proposed project is likely to generate few truck trips; and
- The Applicant plans to request of DDOT a curbside loading zone to meet the project's loading needs. DDOT's lack of objection to the loading variance request does not constitute approval for the curbside loading zone. Should the request for a curbside loading zone be denied, DDOT Emergency No Parking signs are available to meet the project's loading needs.

DDOT has no objection to the requested relief with the following conditions:

- The financial incentive as part of the TDM plan should be limited to bikeshare and car-share memberships only and annual memberships should be offered to all new tenants for a period of 5 years;
- The Applicant should post all TDM commitments online;
- The Applicant should implement a Loading Management plan as described in this report; and
- The Applicant should provide a minimum of 6 short-term bicycle parking spaces in public space near its entrance.

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.

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 Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action.

Pedestrian and Bicycle Facilities

Automobile ownership is expected to be minimal, while transit, walking, and bicycling are expected to be the predominant 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), the study area intersections and roadway network provide adequate pedestrian and cycling connections to nearby land uses and transit facilities.

The site is within close proximity to multiple bicycle lanes. 5th and 7th Streets provide north-south bicycle lanes and several east-west facilities are located on portions of nearby streets. Additionally, the site is located within close proximity to an existing Capitol Bikeshare station approximately 1000 feet to

the west of the site on 5th Street between K Street and L Street. Multiple other Bikeshare stations are located a short walk away from the site.

The Applicant is proposing 61 bicycle parking spaces in the parking garage, which exceeds the current District regulations¹ requiring one bicycle space for every three residential units. The Applicant is expected to provide at least 6 short-term bicycle parking spaces in the public space. The exact location of short-term bicycle parking spaces will be determined during 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 Mount Vernon Square/7th Street/Convention Center Metro station and the adequacy of the bus service along the routes that serve the subject area. The proposed development will be located approximately ½ mile from the Mount Vernon Square/7th Street/Convention Center station, which is approximately an 11-13 minute walk.

The site is currently served by 3 WMATA Metrobus routes. The routes offer peak hour headways of about 15-20 minutes and off-peak headways of 30-40 minutes. The nearest Metrobus stop is located on K Street west of 4th Street, approximately a 2 minute walk, and serves the D4 line.

Vehicle Parking & Impacts

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 and other characteristics of the potential residents.

A minimum of 35 parking spaces are required by zoning. The Applicant proposed to provide 25 parking spaces.

The site is not currently in the District's Residential Permit Parking (RPP) system nor is its location consistent with the program's eligibility criteria. Accordingly, it is unlikely that future tenants would be eligible for RPP passes.

The Applicant conducted a curbside parking utilization study in an area surrounding the site to determine the availability of parking. The inventory noted a total of 146 curbside parking spaces in the vicinity; 18 non-metered, 22 RPP, and 106 metered spaces. The spaces located adjacent to the subject site on 4th street are metered. The parking inventory is illustrated in *Figure 1*.

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 Parking Inventory Map (Source: Applicant's CTR)

The Applicant surveyed parking utilization during a Friday evening period (5:00pm to 8:00pm), which is when demand for parking is typically at its highest. Within the observation period, the peak parking utilization occurred at 8:00pm when 91% of all spaces in the vicinity were occupied. Specifically, only 4 of the 18 non-metered parking spaces were utilized during the peak parking period. The amounts of parking availability by parking space type are summarized below:

Space Type	Existing Number of Spaces	Peak Period	
	Friday Evening Peak at 8:00 PM	Occupancy	Utilization
RPP	22	22	100%
Metered	106	107	101%
Non-Metered	18	4	22%
All On-Street Spaces	146	133	91%

Figure 2 Peak Hour Inventory and Occupancy (Source: Applicant's CTR)

In addition to available street parking, the Applicant identified several nearby private parking structures that offer approximately 800 spaces to the general public. The availability of non-metered parking spaces and private parking garages in the vicinity would provide sufficient parking if parking demand should exceed available on-site parking supply.

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 implementing the following TDM strategies:

- Assign a Transportation Management Coordinator to provide transportation information to residents and coordinate all loading activities;
- Install a transit screen in the lobby showing real-time alternative transportation information;
- Establish a TDM marketing program to provide detailed non-auto transportation options to residents;
- Offer the first occupant of each residential unit with a \$50 car sharing membership, a \$100 Capital Bikeshare membership, or a \$100 SmartTrip card;
- Provide at least 61 long-term bicycle parking spaces on-site; and
- Dedicate a space in the parking garage for car haring service.

DDOT finds the Applicant's TDM measures are a good basis that would generally encourage use of alternative modes of transportation. However, to further discourage auto ownership and encourage non-auto travel, the following are the items that need to be addressed to strengthen the proposed program:

- DDOT finds that bikeshare and car-share are more effective means to encourage long-term travel behavior change. Accordingly, the financial incentive should be limited to bikeshare and car-share memberships. DDOT also finds that the success of these trip reduction measures would depend on the promotion of continuous use of the bikeshare and car-share programs by the prospective tenants, rather than the initial tenants only. Therefore, DDOT recommends that the Applicant offer annual membership fees for either bikeshare or car-share for the initial and each new tenant for a period of 5 years;
- Post all TDM commitments on the building's website.

Loading and Trash

DDOT agrees with the Applicant that the project would generate approximately 42 residential truck deliveries per year and an additional 4-5 retail deliveries per week. The Applicant is seeking full relief from on-site loading requirements. The Applicant will request that DDOT install a curbside load zone on 4th Street to accommodate the project's residential and retail loading needs. The Applicant must submit a formal loading zone request to DDOT. DDOT will review the request and determine if the need for loading facilities in the vicinity warrants a curbside loading zone. DDOT's lack of objection to the loading variance request does not constitute approval for the curbside loading zone. Should the request for a curbside loading zone be denied, the Applicant and/or tenants could apply for DDOT Emergency No Parking signs to establish a temporary loading zone.

DDOT requests that the Applicant be required to provide a Loading Management Plan to ensure that loading activities do not impede the operations of the surrounding roads. The Loading Management Plan should include the following elements:

- Designate a loading management coordinator to coordinate all loading and trash activities of the building;
- All tenants will be provided with information regarding loading dock restrictions, rules, and suggested truck routes at lease signing. Tenants will be encouraged to move using trucks 30' in length or shorter.

- Require all tenants to notify the loading coordinator before moving in or out;
- Tenants requiring a moving truck shall provide the loading coordinator the following information: time and date that the truck is anticipated to arrive, size of truck being used, and name of the moving service, if applicable; and
- In the absence of a curbside loading zone, the loading management coordinator or tenant will apply for DDOT Emergency No Parking signs to establish a temporary loading area.

Trash bins are expected to be rolled to the curbside from a trash room inside the building. DDOT finds the trash operations appropriate.

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.

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