

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning, and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe
Associate Director

DATE: June 16, 2015

SUBJECT: BZA Case No. 19020 – 1011 K Street NW

APPLICATION

Jemal's Bulldog, LLC (the "Applicant") requests loading and parking variances as well as variance or special exception for the rear yard and court requirements to allow the construction of a new 13-story hotel with renovation of the existing buildings in the DD/C-3-C District at premises 1011 K Street NW (Square 342, Lots 4, 5, 53, and 809) (the "Site"). The proposed project is a hotel with approximately 200 rooms, and 6,450 sf restaurant or retail space occupying the first two floors of the renovated buildings.

RECOMMENDATIONS

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 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, with a relatively minor increase in vehicular trips;
- The parking utilization study shows nearby parking availability on-street for short-term accommodation of vehicles from this Site as well as off-street parking facilities for longer-term needs, serving multiple markets generated for this project;
- DDOT seeks provision of at least seven long-term bicycle parking spaces and four short-term bicycle parking spaces to service the anticipated uses in this project;
- Loading and trash pickup for the building will be conducted at the rear of the building via the alley network; and
- The Applicant proposes a Transportation Demand Management (TDM) plan intended to further promote the use of non-auto travel options.

The Site's access to bus and rail transit, proximity to Capital Bikeshare stations, presence of pedestrian and bicycle infrastructure in the subject area, along with the commitment to a TDM program will lead to

Board of Zoning Adjustment
District of Columbia

CASE NO. 19020

low levels of auto use. Considering these, and the overall relatively minor increase in vehicular trips, DDOT has no objections to the requested variances.

CONTINUED COORDINATION

Given the proposed development and action, and in following standard procedures and practice, the Applicant is expected to continue to work with DDOT on the following matters:

- Additional loading coordination, as part of the public space permitting process. DDOT expects all loading facilities to meet DDOT standards, which includes no back-in movements across public space;
- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, alleys, and other features within the public rights of way, are expected to be designed and built or maintained to DDOT standards. Careful attention should be paid to pedestrian and bicycle accommodations within and along the Site's perimeter and adjacent infrastructure;
- All utility vaults are expected to be accommodated on private property; and
- Greater specificity is expected as to the design of the long-term bicycle parking.

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.

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 transportation documentation that is consistent with the scale of this action. An outline of this project's impacts follows below. The proposed Site plan is shown in *Figure 1*.

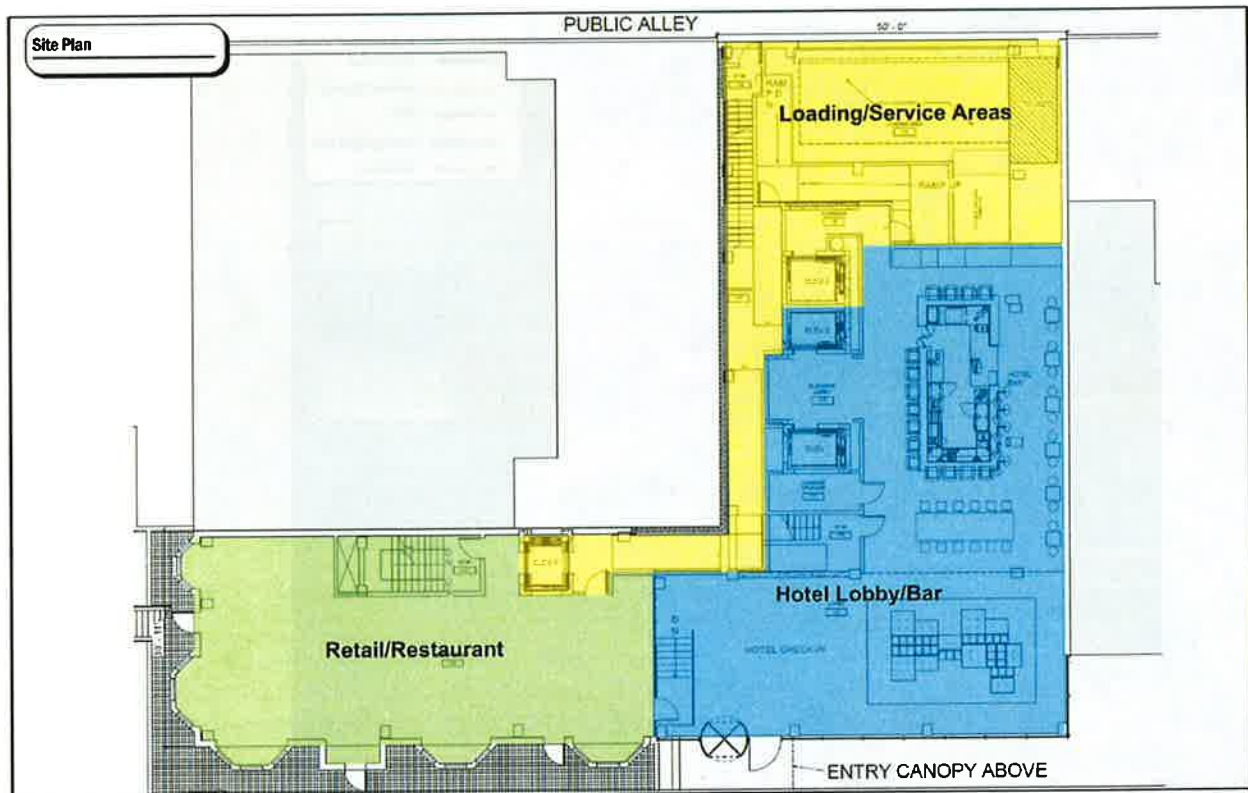


Figure 1. Proposed Site Plan (Source: Applicant)

Vehicle Parking

The proposed building is not providing vehicular parking spaces, however is required by current zoning regulation to provide 65. The project proposed includes both a retail component, with a restaurant usage anticipated, and the hotel.

The projected trip generation for the Site expects 28 auto-based trips originating in the AM peak hour and 38 in the PM peak hour, which the Applicant states is conservative based on similar hotel usage and DDOT agrees. Existing parking utilization information for an appropriate parking study area (shown in Figure 2) was provided, and this analysis shows 130 available spaces within the study area. Furthermore, the Applicant also notes several nearby parking garages where parking might be available surrounding the site.

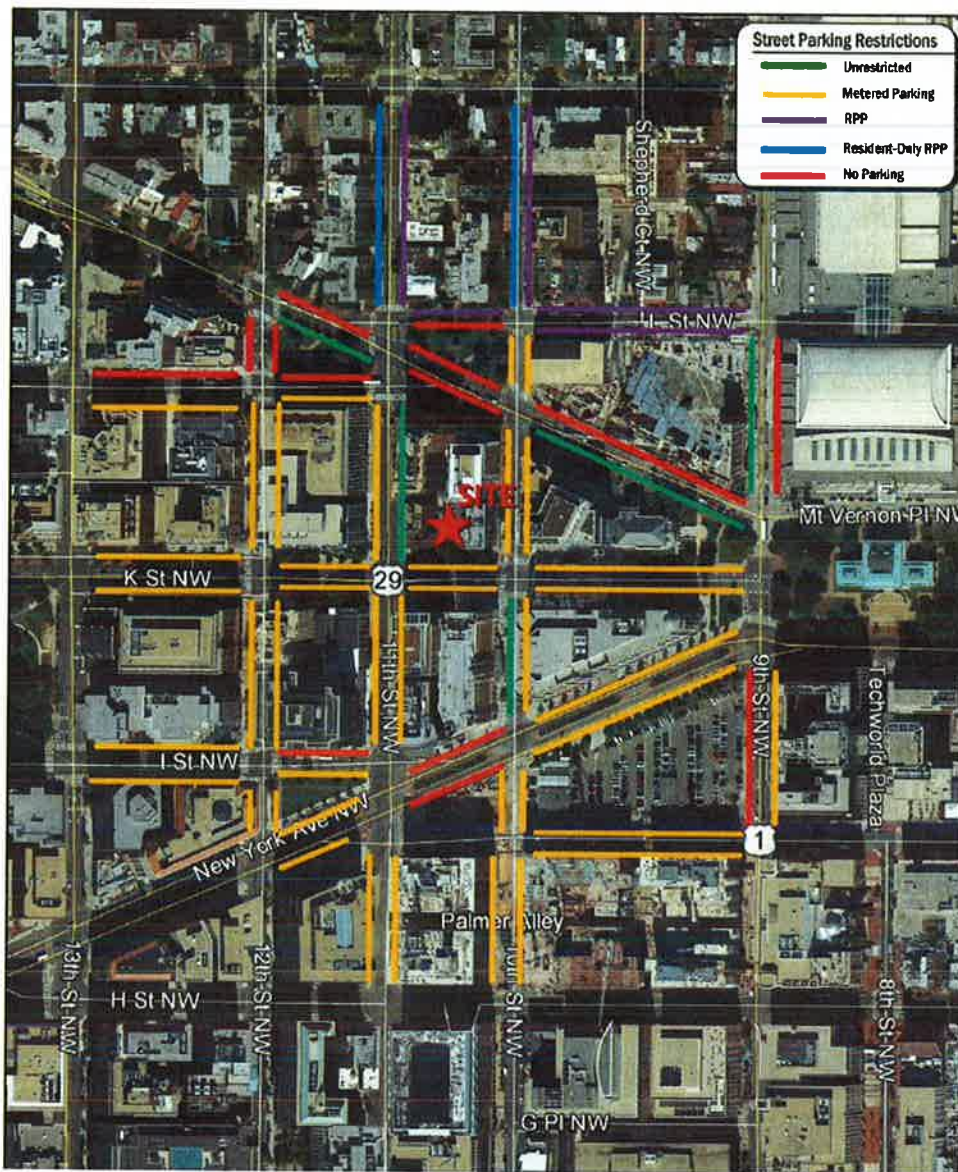


Figure 2. Parking Study Area and Parking Restrictions (Source: Applicant)

Generally, DDOT has no objection to reduced parking provision if documentation as to where parking could occur is made and if the overall available transportation network supports an appropriate split between vehicular, transit, pedestrian, and bicycle trips. Short-term restaurant goers, employees, and longer-term hotel dwellers could all be accommodated. Thus, DDOT finds appropriate the lack of parking provision in this area due to the close proximity to transit, provided bicycle storage, nearby available parking, and the overall relatively minor increase in vehicular trips.

Pedestrian, Bicycle, and Transit Facilities

Users without autos are expected to utilize the robust transit, walking, and bicycling infrastructure available to this development. As agreed to during the scoping process, based on the abundance of such infrastructure, past surveys of users for similar establishments, and mode splits of similar locations, the Applicant anticipates a 75% non-auto estimated mode split for building occupants or customers. The development is located in close proximity to Metrobus and Metrorail transportation. The Site is approximately four blocks distance from the Mount Vernon, Gallery Place, Metro Center, and

McPherson Square Metro stations. The area is also served by several buses, including the 64, G8, D4, and 7Y buses located adjacent to the Site.

Additionally, a Capital Bikeshare station is located in front of the Site. There are an additional five more Bikeshare stations in walking distance. For Site bicycle accommodations, the Applicant is proposing provision of seven bicycle parking spaces within the buildings. DDOT would also seek commitment to inclusion of four short-term bicycle parking spaces. Additionally, the Capital Bikeshare station should be maintained in the design of public space at this Site. Full accommodation details (infrastructure provided and its design) for bicycles as well as pedestrians will be coordinated during the public space permitting process.

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle mode areas and limiting any hindrance to traffic operations. For new developments, DDOT standards require that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through an alley network. Here, the Applicant proposes all loading and trash pickup to occur within the alley at the rear of this building.

Zoning regulations require a 30' loading berth, a 20' service space, and a 100 sf loading platform. The project seeks a variance from the 20' service space requirement. The Applicant has shown the alley area will accommodate a 30' box truck, with a turning maneuver exhibit provided in the CTR, which is the most common service/delivery/moving truck anticipated. If any loading requiring larger trucks occurs, this will require a permit for on-street loading. They anticipate approximately eight deliveries daily. If these deliveries overlap, double parking in the alley, or loading from the street could become necessary, which DDOT would not want to see. As such, the Applicant is expected to address the scheduling for this loading facility. DDOT expects the Applicant to comply with DDOT's standards for loading, the detailed design of which will be further addressed as part of the permitting process for this property. With that, DDOT does not object to the sought loading variance.

Transportation Demand Management (TDM)

The Applicant proposes the following elements amongst their TDM measures:

- Provision of a TransitScreen displaying real-time transportation schedules;
- Participation in the Capital Bikeshare's Bulk Membership program for hotels, allowing free daily Capital Bikeshare passes for hotel guests, at a level up to \$5,000 annually; and
- An onsite transportation management coordinator and dedicated marketing program highlighting transportation alternatives.

These TDM measures, if implemented as planned, will encourage the use of alternative modes of transportation. DDOT would also ask that the Applicant provide four short-term bicycle parking spaces. DDOT is supportive of the Applicant's proposed measures with this addition, and believes these elements will be effective.

Streetscape and 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 gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the Site.

The Applicant must work closely with DDOT and the Office of Planning 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 circulate around it. In conjunction with the District of Columbia Municipal Regulations, DDOT's *Design and Engineering Manual* will serve as the main public realm references for the Applicant. As such, all public space shall be designed and constructed to DDOT standards.

DDOT's lack of objection or discussion of other public space elements as part of the zoning variance should not be viewed as an approval of public space elements. Final design of the public space will be determined during DDOT's public space permitting process.

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