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GOVERNMENT OF THE DISTRICT OF COLUMBIA

DISTRICT DEPARTMENT OF TRANSPORTATION

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Transportation Policy and Planning Administration

MEMORANDUM

TO: Sharon Schellin
Office of Zoning

FROM: Kenneth G. Laden
Associate Director

DATE: February 8, 2007

SUBJECT: Z.C. No. 05-38 Consolidated Planned Unit Development (PUD) and Related Map Amendment at Square 499, Lot 50 & 853 (Marina View Towers Site)

The District Department of Transportation (DDOT) has reviewed the application and other material submitted by the applicant. This report addresses the transportation elements of the proposal. DDOT does not support the PUD application until the applicant amends the transportation study to modify the traffic generation assumptions and expands transportation demand management benefits to prospective residents, as outlined below.

The Proposal

The applicant requests a consolidated review and approval of a Planned Unit Development (PUD) and a corresponding amendment to the Zoning map for the site. The site is located in the Southwest neighborhood of Ward 6 at the intersection of M Street SW and 6th Street SW within Square 499 and consists of approximately 135,263 square feet of land area. The subject property currently includes two 90-foot tall residential structures containing 256 units with approximately 164 parking spaces on two surface parking lots. The property is currently located in the R-5-D Zone District. The applicant requests a Zoning Map Amendment to C-3-C District to develop a mixed-use project consisting of two new buildings with approximately 300 residential units and renovating the existing structures which contain 256 units for a total of 556 residential units. The new south building will include 8,300 square feet of ground floor retail space along M Street. The project will provide approximately 564 parking spaces to include 556 parking spaces for the residential units and 8 spaces for the retail component. The applicant states that access to the underground parking area will be from two curb cuts on 6th Street via ramps that lead down to an underground auto court rotary. Access to the loading facility will be via a shared private drive between the applicant and the Waterfront Associate, LLC, the owner of the adjacent site.

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The Transportation System and Facilities

The project site is bounded by M Street SW, a minor arterial to the south, 6th Street SW, a local street to the west, K Street SW, local street to the to the south, and the Waterside Mall to the east. Other streets serving the immediate area are Maine Avenue, a minor arterial, Seventh Street, another minor arterial, I Street, a principal arterial, and 4th Street, SW, a local street. The applicant has furnished a description of the local street system in his transportation assessment of the project. The description includes the number of travel lanes, turning movement counts, average daily traffic volumes, functional classification, and signalized and unsignalized intersections for these streets.

The Department concurs with the findings of the applicant's report regarding traffic impacts of this specific development, but does not concur with their assessment of traffic generation related to other development projects in the neighborhood, as described below. The Department notes that the project is situated within 300 feet or less from the Waterfront/SEU Metrorail Station. Other Metrorail Stations located at a walking distance are L'enfant Plaza and Federal Center S.W. There are numerous bus routes operating on 6th Street and M Street fronting the project. In addition, the DC Circulator stops in front of the project on 6th Street and provides connection to Downtown shopping center and the Convention Center. We conclude that the project is ideally located with respect to the public transportation facilities.

The Impact of the Proposal

As was stated previously, the applicant proposes to construct a mixed-use project consisting of approximately 300 apartment units by renovating two existing structures containing 256 apartment units and 8,300 square feet of ground floor retail space. For the purpose of this report, we have addresses the impact of the proposal in the following areas:

- Trip generation and level of service,
- Project access, parking and loading facilities, and
- Transportation Demand Management

Trip Generation

We have reviewed the applicant's transportation report with regard to vehicle trip generation and level of service calculations on the critical intersections leading to and from the proposed project. DDOT disagrees with the traffic impact analysis regarding the background traffic forecasts for this project in that the report did not include traffic impacts for other known major development projects in the neighborhood. Instead, the applicant used an assumed growth rate for future locally generated traffic.

We note that the Marina View Towers is adjacent to the approved Waterfront Development (Zoning Commission Order No. 02-38 First PUD) project. Accordingly, to properly analyze traffic impacts on the local street network, it is necessary that vehicular trips generated by known future development such as the Waterfront PUD be included in the analysis. The applicant has not done so. The applicant did not even consider the impact of reopening of 4th Street, SW on

Furthermore, it is recommended that the applicant provide an on-site business center to residents with access to copier, fax, and internet services. DDOT also recommends that a member of building management be designated as a point of contact that is responsible for coordinating and implementing transportation demand management incentives.

In summary, DDOT withholds support of the proposed Planned Unit Development until the applicant agrees to revise future traffic impacts by incorporating into their traffic analysis traffic generated by the Waterside Mall development project and other known future development projects, and expands their transportation demand management benefits as outlined above.

traffic operation in the area. The reopening of 4th Street will alleviate traffic congestion on the intersection of I Street and 4th Streets due heavy southbound traffic volume in the p.m. peak hour making left turn onto eastbound I Street to southbound South Capitol. DDOT recommends that the applicant revisit his traffic impact analysis to include the impact of traffic generated by the Waterfront PUD and the reopening of 4th Street, SW on the local street system. We have no problem with the methodology and the assumption used to derive trip generated by this specific proposal. However, as stated before, the traffic impact of the Waterfront PUD should be included in the traffic analysis of this project.

Parking, Access and Loading

With regard to parking, the applicant will provide 556 parking spaces for the residential development and 8 parking spaces for the retail space compared to 147 parking spaces required by the Zoning Regulations. We believe this amount of parking is adequate at the proposed one parking space per residential unit. However, DDOT recommends that the applicant consider developing a relationship with a car-sharing service and agree to provide parking spaces for car-sharing vehicles for residents and visitors, to reduce the demand for car ownership. To that end, DDOT recommends a minimum of 5 car-sharing spaces be provided.

Bicycle usage by residents of the project has been coherently integrated into the design of the project. Bicycle use will be encouraged for all residents and each unit will have bicycle storage. DDOT commends the applicant for providing secure bicycle storage in the parking garage.

Access to the underground parking facility is from 6th Street, SW via two curb cuts leading to each new building. Access to the loading facility is via a shared private drive between Marina View and Waterfront Associates, the owner of the adjacent site. There is no site plan and detailed design to assess the workability of the proposed plan. The driveway will extend from K Street to M Street. We have no objection the concept of shared drive if it works for both developers through close coordination and collaboration of the two parties, however, the Department requests additional detailed information on this proposal.

Transportation Demand Management

The applicant did not provide a formal transportation demand management plan to mitigate traffic impacts resulting from this proposed development. However, we note that the applicant proposes to provide secure bicycle parking for each residential unit, to encourage future residents to use bicycles to reduce automobile trips to and from the development. We also note that this development benefits from ample transit service due to its location near the public transportation system. However, in order to further encourage the use of transit, we recommend that the applicant provide complimentary SmartTrip cards with \$20 Metro fare media to all residential tenants upon move-in. In addition, we recommend that the project allocate 5 parking spaces for car sharing vehicles for residents and visitors. These spaces shall be located at the garage entrance, available to the public 24 hours a day, seven days a week, without restrictions. We also suggest that the applicant provide appropriate and adequate signage to direct users to the car sharing parking spaces. We recommend that the applicant provide a one-time membership fee subsidy, up to \$35, in a car sharing program for each residential unit.