

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

MEMORANDUM

To: Jerrily R. Kress, FAIA
Director, DC Office of Zoning

From: Kenneth G. Laden
Associate Director, TPPA *KG Laden*

Date: November 7, 2007

Subject: ZC 07-13 – Planned Unit Development (PUD) Corcoran/Randall School,
65 I Street, SW (Square 643-S, Lot 801)

I. Introduction

MR Randall Capital LLC and the Corcoran Gallery of Arts plan to develop residential and educational uses on the former Randall School property located on Square 643 in Southwest Washington D.C. The Randall School is located on the north side of Eye Street, SW between South Capitol Street and Delaware Avenue SW with H Street bordering the site to the north. The site development will have 485 residential units and approximately 100,000 S.F. for college education in arts. Parking includes a 3-level, 460-space, underground, parking garage. Of the 460 spaces, 400 would be designated for residential units and the remainder for the Corcoran Gallery of Arts. The subject property is the site of the former Randall School and has recently been occupied with a men's shelter and studio space for artists.

II. Executive Summary

The Applicant team has worked extensively with DDOT to make required modifications to both the building design and the *Randall School Traffic Impact Study*. Through these adjustments, the Applicant has shown significant improvements to the safety, accessibility, and functionality of the site and its immediate surroundings. DDOT supports this application for a Planned Unit Development, and recommends approval under the following conditions:

1. A permanent public easement is established on the portion of the Applicant's property that lies within the former H Street right of way; and

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EXHIBIT NO. 58

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2. The Transportation Demand Management (TDM) commitments detailed in the Applicant's Transportation Management Plan are documented as requirements of the development approval.

III. Building Loading and Access

The Randall School property is situated on a constrained site, which provides challenges for access and loading. It is served directly by Eye Street and H Street, and indirectly via Delaware Avenue. The service road on the west frontage of the site (originally First Street SW and part of the DC street grid) also provides some opportunity to meet transportation needs, although it is no longer classified as a public right of way.

No curb cuts have been proposed along Eye Street. DDOT believes this is a good decision, as Eye Street will increasingly serve as an important cross-town route for pedestrians, transit riders and drivers. By not allowing garage or loading access from Eye Street, the Applicant provides contiguous infrastructure for pedestrians and avoids traffic disruption potentially caused by vehicles entering or exiting the site. It also preserves a better context for experiencing the historic buildings along the street front.

In the original site plan seen by DDOT, the building proposal contained an “appendage” on the rear of the building that stretched into the area once occupied by the H Street right of way. As part of this configuration, the proposal included a solid line of loading docks for the school and residential facilities, as well as a parking garage entrance, which were squeezed between the building appendage and the corner of First Street and H Street. Compressing all of these uses into one small space situated between a recreation center, and a residential development to the north would have resulted in a host of unsafe vehicle movements and eliminated any chance of a logical through connection to the east.

The re-design of the rear of the building has allowed for a better spacing of the school and residential loading docks, and has aligned the building’s garage access with the entrance point to 700 Delaware Avenue across the street. These arrangements allow for better sight lines, and alleviate many of the potential vehicle-to-vehicle and vehicle-to-pedestrian conflict points. An addition of a functional sidewalk on the north side of the project also provides additional protection for pedestrians trying to move east and west, and does not force people to the opposite side of the street or into the roadway.

While the H Street stub is inherently a difficult location due to the dead end configuration, the truck turning diagrams included in the *Randall School Traffic Impact Study* demonstrate that the loading maneuvers are feasible and much safer than in the original design. In the October 15th agreement with ANC 6D, the Applicant declares that “No Corcoran loading dock at the Randall facility will accommodate vehicles over 40 feet in length, and the Corcoran will not permit vehicles over 40 feet in length to unload on the Randall grounds.” As a result, all truck ingress and egress to/from H Street via Delaware Avenue can occur without substantial backing movements. This commitment to smaller trucks also reduces the chance of trucks damaging the infrastructure of the Delaware Avenue / H Street roundabout when using this facility.

In summary, DDOT finds no objections to the proposed loading and access, but would recommend that the Applicant require loading movements be supervised by “flaggers” or

operations personnel who could monitor pedestrians who might be crossing behind the trucks.

IV. Pedestrian Safety and Neighborhood Access

DDOT believes it is critical to create a functional sidewalk on the north side of the Randall School site to achieve safe pedestrian access to the Randall Recreation Center and ball fields to the north and east. As mentioned above, the redesign of the rear of the building has helped to achieve this goal. Creating a linear street front on H Street allows for real pedestrian infrastructure (i.e. sidewalks, streetlights, street trees) and relieves some of the bottling that may occur if many vehicles try to utilize H Street at one time.

In addition to being conscious of the current land uses to the north and east of the Randall School site, DDOT would like to ensure that the District of Columbia provide for appropriate access in the future. Whether the Randall Recreation Center is enhanced (as a recreation center) or redeveloped as another use, it is likely that this property will need access from H Street and potentially Half Street SW.

Therefore, DDOT would recommend that the Applicant convey to the District of Columbia a permanent public easement for any property lying within the H Street right of way as defined by the DC Highway Plan prior to street closure. This territory is comprised of 40 feet between the proposed building face and the northern property line of Square 0643, and 200 feet between the dead-end line of H Street and the eastern property line of Square 0643. In total, the easement should include roughly 8,000 square feet, and be treated in practice as public right of way. Any proposed modifications to the surface, sub-surface, or air rights within the easement area would require public space review and approval through the DDOT Permitting Office.

By establishing an easement with these parameters, the District of Columbia protects the ability to construct a road, sidewalk, trail or other necessary transportation facility. This easement would also preserve the opportunity to create a potential link with Half Street SW should the Half Street segment north of Eye Street be opened again. DDOT anticipates that re-establishing these access routes (H Street and at a later time Half Street) will be critical to serving any redevelopment on the Randall Recreation Center site.

V. Traffic Impacts and Parking

The *Randall School Traffic Impact Study* evaluates the existing traffic conditions in the immediate vicinity of the project site and anticipates traffic conditions at the year of build out (2010). Generally, the study reveals that most of the surrounding intersections currently operate at overall acceptable levels of service during the AM and PM peak hours, except the M Street intersections with the north and southbound South Capitol Street ramps and the eastbound Eye Street approach at South Capitol Street.

Over the next few years, these problem spots will experience more congestion in the peak commuter periods as a result of increasing regional traffic and rapid development in the Southwest and Near Southeast DC. The “pipeline” developments (planned for

construction) over the next few years will generate a total of 2,336 AM peak hour trips and 2,798 PM peak hour trips, which will contribute to modest degradation of vehicle level of service at intersections along South Capitol Street.

The *Randall School Traffic Impact Study* assumes that the 485 residential condominiums and the Corcoran Gallery of Arts 400-student education facility will generate approximately 100 AM peak hour vehicle trips and 156 PM peak hour vehicle trips. This total represents a small fraction of the total development occurring in the area and only marginally affects level of service at the area intersections.

DDOT feels reasonably comfortable with the trip generation and trip assignment assumptions made for the Randall School development. However, there is some concern that the numbers forecast for the education facility may be slightly low. It is likely that many students will be traveling during off-peak times. However, an 80 percent non-auto mode split may be ambitious for this use. Considering the intense level of development and the cumulative impacts on the transportation network, DDOT would like to ensure that non-auto travel is maximized. Please refer to the Transportation Demand Management section below and the attached Transportation Management Plan for agreed mitigation measures.

The proposed underground parking at the Randall School site is intended to serve both residents and staff / students of the education center. More specifically, 400 spaces are allotted to the residential condominiums and 60 spaces are allotted for the Corcoran Gallery of Arts. DDOT does not object to this proposal; however DDOT would recommend the designation of preferred shared car spaces on site, which are visible and available to all residents, faculty, and the public.

VI. Transportation Demand Management

Transportation Demand Management (TDM) is an integral component for maintaining the effective functioning of the local transportation network. Transportation Demand Management involves the application of various measures to influence travel behavior by mode, frequency, time, route, or trip length, in order to achieve maximally efficient use of transportation facilities. These measures may include incentives to increase the use of mass transit, amenities to promote walking or bicycling, information to augment shared ride or carpool activity, or strategies that encourage flex time and telecommuting.

At DDOT's request, the Applicant has produced a *Randall School Transportation Management Plan*, which outlines several TDM commitments. In order to promote efficient use of the District's multi-modal transportation system, DDOT recommends that these agreed actions be included as a part of the final Zoning Order. DDOT commends the Applicant for these commitments and has attached the Transportation Management Plan for reference.

VII. Streetscape and Public Space Approvals

As a matter of course, DDOT conducts thorough review of all development site plans to monitor and guide how a development's private space joins with District public space.

During this process, a team of staff evaluates many specific design items from the dimension of tree boxes to paving specifications to the width of curb cuts before ultimately granting permits to occupy public space.

As the Randall School design plans advance to greater levels of specificity, it will be necessary for the Applicant to engage in DDOT's Preliminary Design Review process so that all relevant details can be evaluated and permitted.

The Applicant will be expected to reconstruct the public infrastructure – between the property line and face of curb to current standards. For this area of the District, both the DDOT Engineering Design Guidelines and the AWI Transportation Architecture Design Guidelines will apply to the public space review.



WELLS + ASSOCIATES

MEMORANDUM

TO: Christopher Delfs
Ward 6 Transportation Planner

CC: Jocelyn File
Andrew Turczyn
Carolyn Brown, Esq.

FROM: Christopher L. Kabatt, P.E.

SUBJECT: Randall School Transportation Management Plan

DATE: November 7, 2007

The memorandum describes the Transportation Management Plan for the Randall School. Below is a list of transportation demand management strategies that are part of the Randall School project.

1. The Corcoran will have 50 bicycle spaces for students and faculty located on the top level of the parking garage near an entrance/exit. A shower for the cyclists will be provided. The residential component will provide approximately one (1) bicycle storage for every three (3) units. Additional storage facilities will also be available for purchase. Temporary bicycle parking, three (3) to five (5) U racks, will be provided on the street near building entrances.
2. The Corcoran will provide shuttle service for students and faculty, one or two parking spaces will be reserved for this service. This service will also be offered to the public. The shuttle route and frequency of the shuttle service has not been determined at this time.
3. The Corcoran and Monument Realty will reserve two car-sharing spaces on-site, located in an area that has unrestricted access, such as First Street SW.

4. The Corcoran will have a printing station and computer labs for students and administration. The residential building will include a business center that will provide residents access to a copier, fax, and Internet service.
5. Information regarding alternative transportation choices will be posted on the Corcoran's website including hotlinks to CommuterConnections.com and goDCgo.com. The Corcoran will incorporate transit information in the new employee and student orientation information. For the residential building, transit information will be provided to new residents upon move-in.
6. To encourage use of transit, SmartTrip cards with a value of \$20 will be provided to an original condominium purchaser or in the case of rental units, a \$20 card will be provided to tenants that signs a one-year lease. As discussed previously, the Corcoran will provide a shuttle service which will encourage the use of transit.
7. The contact to coordinate and implement the transportation demand management commitments are:

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Director of Operations
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Please contact Wells & Associates with any questions regarding this memorandum.