

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 *[Signature]*

DATE: February 16, 2016

SUBJECT: **Second Supplemental Report for BZA Case No. 19169 - 317 K Street NW**

APPLICATION

311 K Street LLC (the "Applicant"), pursuant to 11 DCMR § 3103.2, seeks variances from the rear yard requirements under § 774.1, the off-street parking requirements under § 2101.1, and loading requirements under § 2201.1 to construct a hotel and apartment building in the DD/DD-HPA/C-2-C District at premises 303-317 K Street NW (Square 526, Lots 20, 21, 804, 805, 824, 825, and 829). The Applicant proposes 30 furnished residential units, 200 hotel rooms, 46 vehicle parking spaces in lieu of the required 122 spaces, and one 20-foot service delivery space only in lieu of the required 30-foot loading berth and 20-foot service delivery space.

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, hotel guests, and employees are likely to heavily utilize non-automobile modes of travel, reducing the need for auto use;
- The proposed on-site parking provision of 46 spaces is 76 fewer than required by current zoning regulations, but exceeds the approved but not implemented zoning regulations by 18 spaces;
- Curbside parking availability in the vicinity is extremely limited;
- The Applicant secured Letters of Intent from several parking operators confirming that nearby private parking facilities appear sufficient to accommodate potential spillover parking;
- Due to the relative small size of the lot and the desire to avoid creating a curb cut on K Street, DDOT determined that a 30-foot loading berth could not be accommodated on-site without backing maneuvers;

- The Applicant and DDOT coordinated closely to create a functional 20-foot service/delivery space that will accommodate some on-site loading activity and lessen the demand placed on curbside loading;
- The Applicant plans to accommodate the project's loading and drop-off needs with a combined commercial loading and valet staging zone. The Applicant must apply to DDOT for the commercial loading and valet staging zone. DDOT's lack of objection to the loading variance request does not constitute approval for the curbside loading zone;
- The Applicant proposes a Transportation Demand Management (TDM) plan intended to minimize auto ownership and promote the use of non-auto travel options; and
- The Applicant proposes a Loading Management Plan intended to minimize impacts of the requested loading relief.

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

- Limit the financial incentive as part of the TDM plan to bikeshare and carshare memberships only. DDOT finds that bikeshare and car-share are more effective means to encourage long-term travel behavior change;
- Provide a minimum of 8 short-term bicycle parking spaces in public space near its entrance; and
- Strengthened the Loading Management Plan to require any delivery using a truck 20 feet in length or shorter to use the on-site service delivery space.

Continued Coordination

The Applicant is expected to continue to work with DDOT on the following matters:

- Design of the public realm, including utility vault location and treatment. If approved for the desired curbside uses, the Applicant will need to coordinate with DDOT on an appropriate streetscape that applies the Mount Vernon Triangle Streetscape Guidelines and preserves established trees while meeting the curbside use needs;
- DDOT approvals and permits for the requested commercial loading zone and valet staging area. Any proposal would need to be designed and operated in a way such that impacts to the existing curbside are minimized through time-of-day restrictions and combined spaces/areas; and
- The location of 8 short-term bicycle parking spaces in public space.

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 use is expected to be low, 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 Applicant's analysis found that excellent pedestrian facilities exist in the vicinity. All facilities immediately adjacent to the site and along major pedestrian routes to transit stations/stops meet current DDOT standards, providing excellent pedestrian connectivity for the site.

The site is within close proximity to several bicycle facilities, including a northbound bicycle lane on 5th Street north of New York Avenue, a westbound contraflow bicycle lane on M Street west of 9th Street, and sharrows on K Street immediately adjacent to the site. Local streets provide north-south and east-west bicycle connectivity and access to the designated bicycle facilities. Additionally, the site is located within close proximity to an existing 17-dock Capital Bikeshare station approximately 0.2 miles to the west of the site on 5th Street between K Street and L Street.

The Applicant is proposing 22 bicycle parking spaces in the parking garage. The Applicant is expected to provide at least 8 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

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The Applicant evaluated the proximity of the subject site to the Metro and the adequacy of the bus service along the routes that serve the subject area. The proposed development is located approximately 0.5 miles from both the Gallery Place/Chinatown and Mount Vernon Square/7th Street/Convention Center Metro stations, which is approximately a 10 minute walk.

The site is well-served by high-frequency bus routes. Bus routes are summarized in Figure 1.

The routes offer frequent peak hour headways. In particular, the 79 and DC Circulator offer frequent limited-stop service and provide excellent transit connectivity.

The nearest Metrobus stop is located on K Street west of 4th Street, approximately a 2 minute walk, and serves the D4 and P6 line. The closest Circulator stop is at Massachusetts Avenue/5th Street.

Route Number	Route Name	Service Hours	Headway
70	Georgia Ave-7 th St Line	Monday - Saturday: 4:00 am – 3:30 am Sunday: 4:10 am – 3:00 am	12 – 30 min
74	Convention Center-Southwest Waterfront Line	Monday – Saturday: 6:00 am – 7:00 pm	10 to 12 min
79	Georgia Avenue Limited Line	Monday – Saturday: 6:00 am – 7:50 pm	6-15 minutes
80	North Capitol Street Line	Weekdays: 4:30 am – 2:00 am Weekends: 5:00 am – 1:00 am	10 - 30 min
D4	Ivy City-Franklin Square Line	Weekdays: 4:15 am – 1:05 am Saturdays: 4:45 am – 1:05 am Sundays: 5:15 am – 1:05 am	15 – 30 min
P6	Anacostia-Eckington Line	Weekdays: 5:00 am – 2:00 am Saturdays: 5:30 am – 2:00 am Sundays: 6:30 am – 12:30 am	15-30 min
X2	Benning Road-H Street Line	Mon – Sat: 4:15 am – 3:00 am Sunday: 4:15 am – 2:30 am	15 – 30 min
X9	Benning Road-H Street Limited	Weekdays: 6:15 am – 9:00 am 3:30 pm – 6:30 pm	15 minutes
DC Circulator	Union Station-Georgetown Line	Sunday – Thursday: 7:00 am - 12:00 am Friday and Saturday: 7:00 am - 3:30 am	10 minutes

Figure 1 Bus Service Information (Source: Gorove/Slade)

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 122 parking spaces are required by zoning, including 8 spaces for the residential component, 100 spaces for the hotel rooms, and 14 spaces for the hotel bar/lounge. The Applicant proposes to provide 46 parking spaces, which is 76 fewer than required by current zoning regulations, but exceeds the approved but not implemented zoning regulations by 18 spaces.

The site is currently in the District's Residential Permit Parking (RPP) system. Future residents of the project would be eligible to apply for RPP parking permits, but the RPP permits would not be available for hotel guests or employees.

The Applicant conducted a curbside parking utilization study in an area surrounding the site to determine the availability of curbside parking. Parking occupancy data was collected on Friday, March 28, 2014 every half hour from 5:00 to 8:00 PM to gather information on the parking occupancies of weekend evening conditions when residents, patrons, and visitors would most likely park on nearby streets.

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 and K Street are metered. The parking inventory is illustrated in Figure 2.

Within the observation period, the peak parking utilization occurred at 8:00pm when 91% of all spaces in the vicinity were occupied. Of note, the 18 non-metered spaces identified in the analysis are located

on the K Street bridge over I-395 where parking is prohibited. Therefore, the parking inventory revealed 100% utilization of legal parking spaces in the study area.

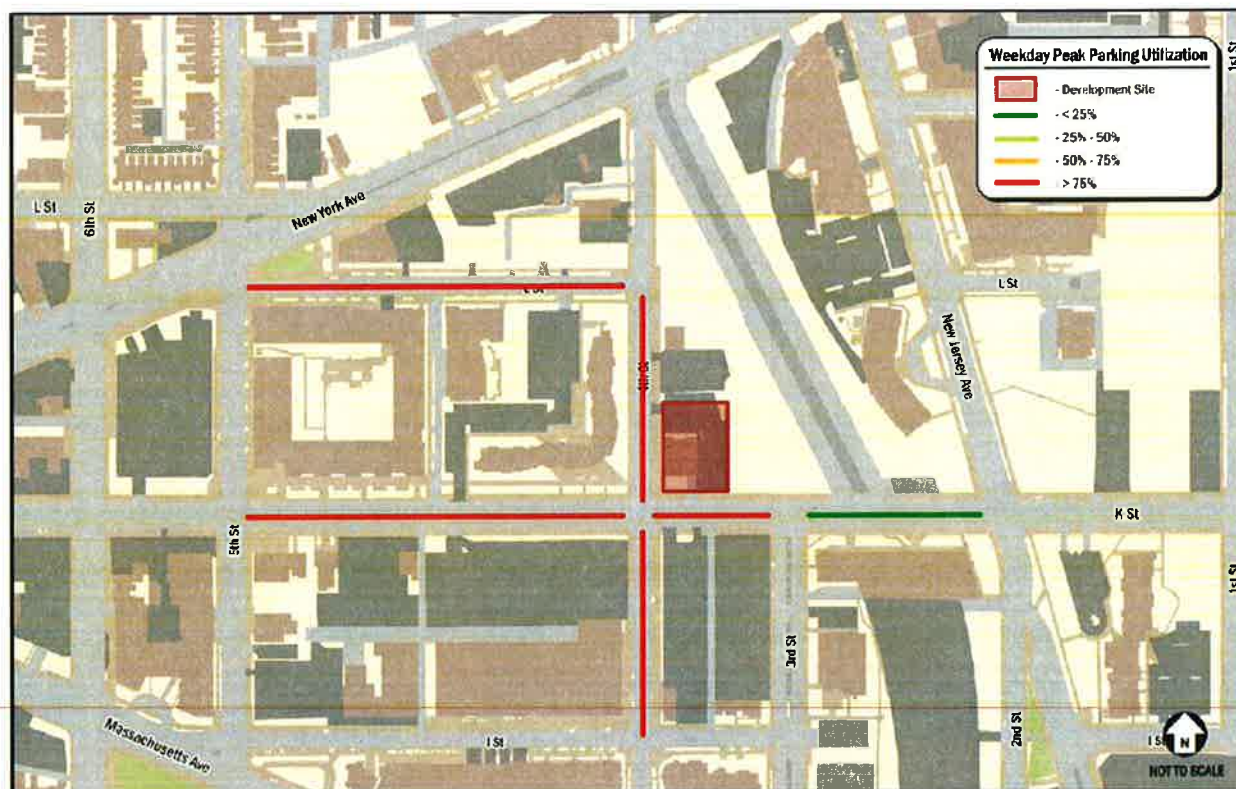


Figure 2 Parking Inventory Map (Source: Grove/Slade)

The amounts of curbside parking availability by parking space type are summarized in Figure 3:

Space Type	Occupied Spaces	# of Spaces	Utilization
RPP	22	22	100%
Metered	106	107	101%
All On-Street Spaces	128	129	101%

Figure 3 Peak Hour Inventory and Occupancy (Source: Applicant's CTR)

The results of the Applicant's curbside inventory indicate that curbside parking availability is insufficient to accommodate any potential spillover parking from the site. Due to the high availability of excellent non-auto transportation options, it is likely that auto usage by residents and hotel guests will be low and the proposed on-site parking supply is likely to be sufficient. In the event that demand for parking is higher than anticipated, the Applicant obtained letters of intent from four nearby parking facilities that identify sufficient parking availability for potential valet service usage by the subject project. The availability of parking spaces in private parking facilities 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, guests, and employees;
- Install a transit screen in both the residential and hotel lobbies showing real-time alternative transportation information;
- Establish a TDM marketing program to provide detailed non-auto transportation options to residents;
- Inform prospective guests about parking and alternate modes of transportation as part of the pre-reservation and reservation process through check-in;
- Offer daily Capital Bikeshare passes to hotel guests;
- Offer the first occupant of each residential unit a one-time, one-year carsharing membership and application fee, a \$100 Smartrip card, or a one-time annual Capital Bikeshare membership; and
- Provide at least 22 long-term bicycle parking spaces on-site and additional short-term bicycle parking spaces.

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 carshare memberships; and
- Install at least 8 short-term bicycle parking spaces.

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 modes and limiting any hindrance to traffic operations. For new developments, DDOT requires 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.

The Applicant proposes a 20-foot service/delivery space in the parking garage and seeks relief from the required 30-foot loading berth.

DDOT's Design and Engineering Manual prohibits truck backing maneuvers through public space. The Applicant coordinated with DDOT on several site design schemes with different attempts to accommodate the loading facilities in a manner consistent with DDOT standards. Ultimately, due to the relative small size of the lot and the desire to avoid creating a curb cut on K Street, DDOT determined that a 30-foot loading berth could not be accommodated on-site without backing maneuvers. The Applicant proposes to accommodate loading via a combined curbside loading zone on 4th Street that may also be used for valet operations as shown in Figure 4. A service corridor would connect the

proposed curbside loading area to the buildings back of house area. Earlier versions of the site plan did not include this corridor, but the Applicant revised the site plan to include this facility.

Trash bins are proposed to be rolled on the parking garage ramp to the curbside from a trash room inside the underground parking garage. DDOT finds the trash operations appropriate.

The Applicant and DDOT coordinated closely to create a functional 20-foot service/delivery space. The space is located on the same level as and is in relatively close proximity to the core. Such a design results in a loading space that is likely to be utilized for deliveries and will accommodate some on-site loading activity while lessening the demand placed on curbside loading.

The Applicant must submit a formal loading zone request to DDOT and will also need a public space permit to occupy the curbside for a valet staging zone. DDOT's lack of objection to the loading variance request does not constitute approval for the curbside loading zone or valet staging zone. DDOT will evaluate the requests through the aforementioned processes to determine their validity. The Applicant must continue to coordinate with DDOT to determine appropriate design and operations of the potential combined commercial loading and valet staging proposal. Any proposal would need to be designed and operated in a way such that impacts to the existing curbside are minimized through time-of-day restrictions and combined uses that would use less space overall compared to an individual commercial loading zone adjacent to a separate valet staging zone.

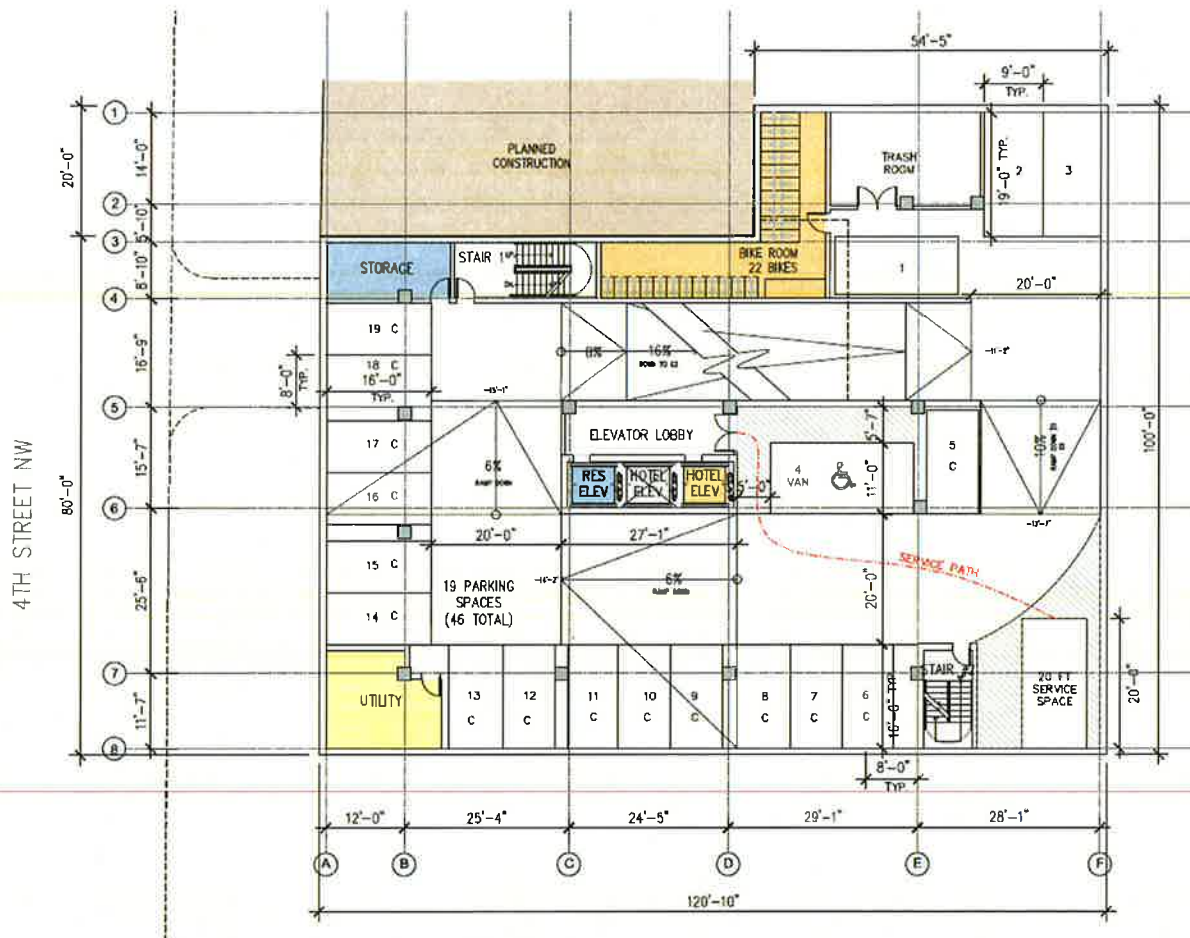


Figure 4 Site Plan (Source: PGN Architects)

The Applicant proposes a loading management plan to manage impacts caused by the project and the requested loading relief:

- Require vendors and tenants to coordinate and schedule deliveries;
- Limit trucks to a maximum of 30 feet in length;
- Assign a loading management coordinator;
- Require all tenants to schedule any loading operation using a truck greater than 20 feet in length;
- Schedule deliveries such that on-street capacity is not exceeded;
- Prohibit deliveries directly from K Street;
- Limit loading area operations to daytime hours; and
- Coordinate loading hours with valet operations so as to minimize conflicts and determine the most optimal times for loading.

DDOT finds the loading management plan to be a good basis for mitigating potential loading impacts, but the plan should be strengthened with the following measure:

- Instruct any delivery using a truck 20 feet in length or shorter to use the on-site service delivery space.

DDOT notes potential conflicts between the existing streetscape and the proposed loading and valet curbside uses, which are described in greater detail in the Streetscape and Public Realm section.

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.

The preliminary public space plans do not match the existing public space adjacent to the site. As noted in the Loading section, the proposed loading and valet curbside uses may conflict with the existing streetscape on 4th Street, which was recently installed as part of a DDOT streetscape project for the K Street NW corridor. The public space adjacent to the proposed curbside loading uses feature established trees in large tree boxes, leaving limited space for a step out zone for valet customers and staging area for loading activities. Additionally, there is street furniture in between the tree boxes, including a multi-space meter. If approved for the desired curbside uses, the Applicant will need to coordinate with DDOT on an appropriate streetscape that preserves established trees while meeting the curbside use needs. If necessary, the Applicant will be responsible for relocating the multi-space meter.

The Applicant has verbally indicated electric vaults will be proposed in the public space. DDOT's preference is that vaults be located in private space; however, if vaults are located in public space they must be surrounded on all sides by a landscape buffer, or, if located in the sidewalk, vaults will need to be covered with a solid top.

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