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December 16, 2019

D.C. Board of Zoning Adjustment
Office of Zoning
441 4th Street, N.W., Suite 200-S
Washington, DC 20001

Re: **BZA Case No. 19819A – Modification of Significance – Transportation Report**

Dear Members of the Board:

On behalf of Southern Hills LP (the “**Applicant**”), attached as Exhibit A please find the transportation report for the above-referenced BZA application.

Please feel free to contact Christine at (202) 721-1116 or Lawrence at (202) 721-1135 if you have any questions regarding the above. We look forward to the Board’s consideration of this matter at the public hearing on January 15, 2020.

Sincerely,


Christine A. Roddy


Lawrence Ferris

Enclosures

Certificate of Service

The undersigned hereby certifies that copies of the foregoing document was delivered by first-class mail or hand delivery to the following addresses on December 16, 2019.

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Lawrence Ferris

TECHNICAL MEMORANDUM

To: Aimee McHale WinnCompanies

From: Zane Pulver
Robert B. Schiesel, P.E.
Daniel B. VanPelt, P.E., PTOE

Date: December 2, 2019

Subject: Southern Hills – BZA Case 19819A
Transportation Statement

INTRODUCTION

This memorandum provides a brief transportation overview of the Southern Hills project in support of its Board of Zoning Adjustment application (BZA Case 19819A). The project is seeking a Modification of Significance to BZA Case 19819, based on feedback from the DC Department of Housing and Community Development requesting an increase of units and to provide more units in earlier phases to minimize offsite relocation of existing tenants.

The original BZA Case 19819 was approved in 2018 with the following areas of relief: (1) special exception to approve new residential developing in the RA-1 zone, (2) special exception to approve a community service center, (3) special exception to allow multiple buildings on a single lot utilizing theoretical lots, and (4) area variance from the maximum permitted height and number of stories. A transportation statement was prepared previously for the project dated August 3, 2018, and this statement serves as an update given the change in site program and the inclusion of a Transportation Demand Management plan.

The Southern Hills site currently consists of a seven-building apartment complex with a total of 255 units and 120 parking spaces. The site is located in the Washington Highlands neighborhood in Washington, DC, as shown in Figure 1, and is bounded by 3rd Street SE to the west, Livingston Terrace SE to the south, 4th Street SE to the east, and semi-detached structures and undeveloped property to the north.

Southern Hills is proposing to replace the existing apartments and surface parking lots with six (6) apartment buildings, a community center, and approximately 143 parking spaces. The proposed apartments will provide 349 units, fully replacing the existing number of units currently on site with larger, family-sized units while adding 94 units. All existing residents will have the opportunity to return to the property after redevelopment, with the project phased in a way to minimize disruption. The community center will be approximately 25,634 square feet and will provide a number of services for residents of the site and the surrounding neighborhood. The full programming of the community center will be finalized at occupancy but will likely include a learning center, job training, child daycare, and arts and music centers as well as space for community-based startups, recreation, and community meetings.

This memorandum includes the following elements as it relates to the proposed site:

- **Project Design** – This section reviews the transportation components of the project, including the site plan and access.
- **Trip Generation** – This section outlines the travel demand of the proposed project. It summarizes the proposed trip generation of the project.
- **Transportation Demand Management** – This section outlines the transportation demand management (TDM) measures to reduce the number of single occupancy vehicles. Various programs and existing infrastructure include maximizing the use of transit, bicycle, and pedestrian facilities. DDOT has outlined basic TDM measures that will be summarized as well as any additional measures.

Overall, this memorandum concludes the following:

- The project will improve pedestrian conditions along Livingston Terrace by removing a curb cut accessing parking. The site will utilize three (3) of the four (4) existing curb cuts on site. The southernmost curb cut near Livingston Terrace SE will be removed.
- The project will meet Zoning Regulation requirements by providing 143 parking spaces on-site, replacing 120 existing parking spaces.
- The project will meet Zoning Regulation requirements by providing 126 long-term bicycle parking spaces within the apartment buildings, 10 long-term bicycle parking spaces within the community center, and 20 short-term bicycle parking spaces around the perimeter of the site (in the form of 10 U-racks).
- Pedestrian connectivity through the site will be improved, including two ADA-accessible routes between 3rd Street and 4th Street SE that do not currently exist.
- The amount of vehicular traffic generated by the site will increase slightly as a result of the increase in total residential units and the community center.
- A Transportation Demand Management plan will help incentivize non-auto modes and reduce vehicular-related site trips.

PROJECT DESIGN

The proposed development consists of six apartment buildings with 349 dwelling units, a 25,634 square foot community center, and approximately 143 parking spaces. The proposed site plan is shown on Figure 2.

Access and Loading

The proposed site presents an improved access plan relative to the existing complex. All vehicular access to the site will be off 4th Street SE utilizing the three northernmost existing curb cuts. The southernmost existing curb cut near the intersection of 4th Street and Livingston Terrace SE will be removed. This will improve pedestrian facilities along Livingston Terrace SE, and it removes the awkward geometry created where this driveway intersected Livingston Terrace and 4th Street SE. The proposed site circulation is shown on Figure 3. Of note, additional vehicular access and connectivity to 3rd Street was explored but deemed infeasible primarily due to grade issues on site.

The amount of truck loading facilities in the proposed development are adequate to serve expected delivery needs. Truck routing to and from the site will be focused on 4th Street SE which provides access to nearby collectors and ultimately the interstate system. According to DC zoning requirements, the residential use is required to provide one (1) 30' loading berth and one (1) 20' service/delivery space. The development is proposed to exceed this requirement by providing a total of three (3) 30' loading areas – one within each individual parking area.

The amount of loading expected at the site is estimated based on the following assumptions:

- As a baseline, it is assumed that there will be three (3) daily truck deliveries for the site as a whole (covering trash, a general shared delivery, and mail)
- Residential loading activity is estimated assuming an expected rental turnover of 18 months, with two trucks per move – one move-in and one move-out.

Based on the number of residential units, it is expected that there will be a total of three to four (3-4) deliveries per day. The proposed amount of loading facilities will be sufficient to accommodate all loading and service demand.

Parking

The amount of parking on site will increase slightly. As stated previously, the site will increase the number of units by 94 units, with the addition of a community center. The amount of parking provided is expected to meet demand of the site without unnecessarily promoting vehicular modes of travel.

Bicycle and Pedestrian Facilities

The project will meet Zoning Regulation requirements for short- and long-term bicycle parking. Based on ZR 2016 requirements, the project is required to supply one (1) short term bicycle parking space for every 20 apartment dwelling units and one (1) short term bicycle parking space for every 7,500 square feet of general institutional space; therefore the development is required to supply a total of 20 short-term spaces. The project will meet this requirement by supplying 10 bicycle racks to accommodate 20 bicycles. These short-term spaces will include inverted U-racks placed in high visibility areas along the perimeter of the site. The Applicant is willing to work with DDOT in selecting locations for the racks in public space.

The project will also include long-term bicycle parking on the ground floor of each apartment building and in the basement of the community center. Based on ZR 2016 requirements, multi-family residential buildings must provide at least one (1) secure long-term bicycle parking space for every three (3) dwelling units and general institutional space must provide at least one (1) secure long-term bicycle parking space for every 2,500 square feet of space. Based on these regulations, the development must provide at least 126 long-term bicycle parking spaces, including 116 long-term residential spaces and 10 long-term community center spaces. The project will at minimum meet these requirements and the community center will also provide shower facilities and lockers for employees.

Pedestrian connectivity through the site will be improved as a result of the redevelopment, with multiple east-west pedestrian connections between 3rd Street and 4th Street. This includes two ADA-accessible routes that do not currently exist. Proposed pedestrian connectivity is shown on Figure 4.

TRIP GENERATION

The amount of traffic generated by the project will increase slightly as a result of the increase in total residential units and the community center. Projected changes in vehicular trip generation were calculated using industry standard methods,

adjusted for use in the District, and the difference between the proposed development and the existing residential complex on site. Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition. This methodology was supplemented to account for the urban nature of the site (Trip Generation provides data for non-urban, low transit use sites) and to generate trips for multiple modes.

Existing trip generation was calculated based on ITE land use 221, Multifamily Housing (Mid-Rise), splitting trips into different modes using assumptions derived from census data for the residents that currently live within the site's census tract and ridership survey taken from WMATA's 2005 Development-Related Ridership Survey.

Future residential trip generation was calculated based on ITE land use 221, Multifamily Housing (Mid-Rise) for the apartment buildings, splitting trips into different modes using assumptions derived from census data for the residents that currently live near the site and ridership survey taken from WMATA's 2005 Development-Related Ridership Survey. The community center trip generation was calculated based on ITE land use 495, Recreational Community Center, splitting trips into different modes based on the expected programmatic uses and the amount of parking provided.

A summary of residential and community center mode splits is shown in Table 1. A summary of the existing trip generation is shown in Table 2 and a summary of the future trip generation is shown in Table 3. A comparison of the difference between existing trips to the site and future trips is summarized in Table 4. Detailed trip generation calculations are included in the Technical Attachments. As shown, the proposed Southern Hills development is projected to result in a slight increase in trip generation of approximately 31 vehicles in the morning peak hour (15 inbound, 16 outbound) and 41 vehicles in the afternoon peak hour (21 inbound, 20 outbound).

The same residential mode split was assumed for the existing and future trip generation for the apartments. This assumption is considered a conservative one, as the amount of parking is not being increased at the same rate as the number of apartments. Typically, mode split is highly influenced by the amount of parking provided per dwelling unit, and thus it is likely the same mode splits will not apply. But this analysis uses the conservative approach to provide a worst-case scenario. Thus, even though the net increase in vehicular trips to and from the site shown above is only a slight increase, the actual increase may be significantly less.

TRANSPORTATION DEMAND MANAGEMENT

TDM is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The TDM plan for the Southern Hills development is based on DDOT's CTR guidelines for residential developments, specifically the Baseline Plan for residential buildings per appendix C in Guidance for Comprehensive Transportation Review. The Applicant proposes the following TDM measures:

- The Applicant will unbundle the cost of residential parking from the cost of lease or purchase of each unit and charge a minimum rate based on the average market rate within a quarter mile of the Site.
- The Applicant will identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.

- The Applicant will provide the Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on site, and report TDM activities and data collection efforts to goDCgo once per year.
- The Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e. Bike to Work Day, National Walking Day, Car Free Day) on the property's website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM plan.
- The Applicant will provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- The Applicant will provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- The Transportation Coordinator will subscribe to goDCgo's residential newsletter.
- The Applicant will post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- The Applicant will meet Zoning requirements by providing 126 long-term bicycle parking spaces in convenient areas around the project site.
- The project's long-term bicycle storage will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes.

Table 1: Mode Split Summary

Land Use	Mode Split			
	Auto	Transit	Bike	Walk
Apartments	40%	55%	2%	3%
Community Center	40%	30%	5%	25%

Table 2: Summary of Existing Multi-Modal Trip Generation

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	Apartments	10 veh/hr	27 veh/hr	37 veh/hr	27 veh/hr	18 veh/hr	45 veh/hr
Transit	Apartments	15 ppl/hr	42 ppl/hr	57 ppl/hr	42 ppl/hr	28 ppl/hr	70 ppl/hr
Bike	Apartments	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr
Walk	Apartments	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr

Table 3: Summary of Future Multi-Modal Trip Generation

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	Apartments	13 veh/hr	37 veh/hr	50 veh/hr	37 veh/hr	25 veh/hr	62 veh/hr
	Community Center	12 veh/hr	6 veh/hr	18 veh/hr	11 veh/hr	13 veh/hr	24 veh/hr
	Total	25 veh/hr	43 veh/hr	68 veh/hr	48 veh/hr	38 veh/hr	86 veh/hr
Transit	Apartments	20 ppl/hr	58 ppl/hr	78 ppl/hr	58 ppl/hr	38 ppl/hr	96 ppl/hr
	Community Center	20 ppl/hr	10 ppl/hr	30 ppl/hr	19 ppl/hr	20 ppl/hr	39 ppl/hr
	Total	40 ppl/hr	68 ppl/hr	108 ppl/hr	77 ppl/hr	58 ppl/hr	135 ppl/hr
Bike	Apartments	1 ppl/hr	2 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr
	Community Center	3 ppl/hr	2 ppl/hr	5 ppl/hr	3 ppl/hr	4 ppl/hr	7 ppl/hr
	Total	4 ppl/hr	4 ppl/hr	8 ppl/hr	5 ppl/hr	5 ppl/hr	10 ppl/hr
Walk	Apartments	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr
	Community Center	17 ppl/hr	8 ppl/hr	25 ppl/hr	16 ppl/hr	17 ppl/hr	33 ppl/hr
	Total	18 ppl/hr	11 ppl/hr	29 ppl/hr	19 ppl/hr	19 ppl/hr	38 ppl/hr

Table 4: Additional Trips Generated to the Site

Condition	Mode	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing	Auto	10 veh/hr	27 veh/hr	37 veh/hr	27 veh/hr	18 veh/hr	45 veh/hr
	Non-Auto	17 ppl/hr	45 ppl/hr	62 ppl/hr	46 ppl/hr	31 ppl/hr	77 ppl/hr
Future	Auto	25 veh/hr	43 veh/hr	68 veh/hr	48 veh/hr	38 veh/hr	86 veh/hr
	Non-Auto	62 ppl/hr	83 ppl/hr	145 ppl/hr	101 ppl/hr	82 ppl/hr	183 ppl/hr
Difference	Auto	+15 veh/hr	+16 veh/hr	+31 veh/hr	+21 veh/hr	+20 veh/hr	+41 veh/hr
	Non-Auto	+45 ppl/hr	+38 ppl/hr	+83 ppl/hr	+55 ppl/hr	+51 ppl/hr	+106 ppl/hr

SUMMARY AND CONCLUSIONS

Overall, this memorandum concludes the following:

- The project will improve pedestrian conditions along Livingston Terrace by removing a curb cut accessing parking. The site will utilize three (3) of the four (4) existing curb cuts on site. The southernmost curb cut near Livingston Terrace SE will be removed.
- The project will meet Zoning Regulation requirements by providing 143 parking spaces on-site, replacing 120 existing parking spaces. The increase in parking spaces is a direct result of zoning requirements for the community center.
- The project will meet Zoning Regulation requirements by providing 126 long-term bicycle parking spaces within the apartment buildings, 10 long-term bicycle parking spaces ed within the community center, and 20 short-term bicycle parking spaces around the perimeter of the site (in the form of 10 U-racks).
- Pedestrian connectivity through the site will be improved, including an ADA-accessible route between 3rd Street and 4th Street SE that does not currently exist.
- The amount of vehicular traffic generated by the site will increase slightly as a result of the increase in total residential units and the community center.
- A Transportation Demand Management plan will help incentivize non-auto modes and reduce vehicular-related site trips.



Figure 1: Project Site



Figure 2: Project Site Plan



Figure 3: Vehicular Site Circulation



Figure 4: Pedestrian Site Circulation