

Government of the District of Columbia

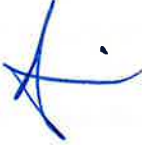
Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin
Neighborhood Planning Manager 

DATE: December 23, 2019

SUBJECT: BZA Case No. 19819A – 4201-4347 4th Street SE (Southern Hills)

APPLICATION

Southern Hills LP (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle Y § 704, for a modification of significance to the approved plans, to demolish the existing seven (7) building apartment complex and construct six (6) apartment houses with a total of 349 residential units, 143 parking spaces, and a new community service center. This proposal represents an increase of 94 residential units and reduction of two (2) parking spaces as compared to the 2018 BZA approval in case number 19819. The site is located at 4201-4347 4th Street SE and 304 Livingston Terrace SE (Square 6167, Lots 45, 46, 47, 48, 49, 50 and 51) in the RA-1 Zone.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and 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 multi-modal transportation network.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- No changes to site access or circulation are proposed with this modification;

Board of Zoning Adjustment
District of Columbia
CASE NO. 19819A
ddot.dc.gov
EXHIBIT NO. 29

- DDOT supports the Applicant’s proposal to increase the number of residential units by 94 and reduce the amount of parking by approximately two (2) spaces, as compared to the previous 2018 BZA approval, with the implementation of a Transportation Demand Management (TDM) plan;
- The Applicant proposes to meet the ZR16 bicycle parking requirements by supplying at least 20 short-term spaces (10 inverted U-racks) and 126 long-term spaces;
- The Applicant has proposed a TDM plan in the December 2, 2019 Transportation Statement (Exhibit 27) that DDOT finds sufficient to support non-automotive travel for the additional residents with no additional parking spaces;
- A traffic impact analysis (TIA) was not required because the proposed modification to the previous approval did not yield enough vehicle trips to meet DDOT’s trip threshold.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. In addition, the project may result in increased pick-up and drop-off activity and slightly reduced availability of on-street parking within the immediate area. Despite these minor impacts, DDOT has no objection to the approval of this application with the following condition:

- Implement the following Transportation Demand Management (TDM) Plan for the life of the project, unless otherwise noted:
 - 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 (MWCOC) or other comparable service if MWCOC 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; and
- The project’s long-term bicycle storage will accommodate non-traditional sized bikes including cargo, tandem, and kids’ bikes.

TRANSPORTATION ANALYSIS

Vehicle Parking

The site currently contains 121 surface parking spaces. Subtitle C § 701.5 and § 702.1 of the Zoning Regulations require a minimum of 75 vehicle spaces for the revised development program (including the 50% transit reduction). The Applicant is proposing 143 spaces, which is a reduction of two (2) spaces from the previous 2018 approval. This amount of vehicle parking fits within DDOT’s preferred maximum parking ratio of 0.40 spaces per unit (170 total spaces including the community center) for sites less than ¼ mile of a Priority Corridor Network Metrobus Route, per the DDOT Guidance for Comprehensive Transportation Review.

In order to support the mobility of 94 additional residential units without additional vehicle parking, the Applicant should implement a Transportation Demand Management (TDM) Plan. The Applicant has proposed a TDM Plan in the December 2, 2019 Transportation Statement, prepared by Gorove/Slade, which DDOT finds to be sufficient to encourage usage of non-auto modes (see TDM Plan specifics in the Recommendation section above).

Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations requires 20 short-term bicycle parking spaces (1 per 20 units and 1 per 7,500 SF community center) and 126 long-term bicycle parking spaces (1 per 3 units and 1 per 2,500 SF community center). The Applicant is proposing to meet these requirements and must also meet the design and location requirements of § 804 and § 805. The Applicant should continue to work with DDOT during permitting on the final locations of the inverted U-racks in public space.

Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, etc. The means of travel is referred to as a ‘mode’ of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, availability and cost of parking, among many others.

The Applicant’s Transportation Statement provided a trip generation comparison between the existing 255-unit site and the proposed 349 unit project. To determine the number of person and vehicle trips generated by the proposed project, average rates from the Institute of Transportation Engineers’ Trip

Generation Manual, 10th Edition were used (Land Use Code 211 – Multi-Family Housing Mid-Rise). Tables 1 and 2 below show the anticipated mode split and number of persons traveling to the site.

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 | 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

As shown in the table above, the increase in the number of proposed residential units from 255 to 349 (combined between the previous and current BZA applications) is expected to generate a moderate amount of additional vehicle and non-automotive trips. The projected increase in vehicles trips do not exceed the thresholds for a Traffic Impact Analysis (25 inbound or outbound vehicle trips), therefore further analysis was not required of the Applicant. It is also noted that, per the DDOT Guidance for Comprehensive Transportation Review (CTR), if the Applicant pursues a third application to increase the size of the project, after two consecutive approvals without conducting a study, a CTR will be required based on all of the combined applications.

PUBLIC SPACE

DDOT’s lack of objection to this application should not be viewed as an approval of public space design. All elements of the project proposed in public space require the Applicant to pursue a public space permit through DDOT’s permitting process. DDOT expects the proposed public space design to meet all District standards.

DDOT reminds the Applicant of the public space feedback provided previously during the 2018 approval and in various in-person meetings that the Applicant will need to address during public space permitting:

- Curb Cuts – Ensure that all curb cuts meet DDOT standards and that driveways are perpendicular across the sidewalk space;
- Livingston Terrace SE Slip Lane – The Applicant will be required to close the slip lane from 4th Street to Livingston Terrace and return this area to green space;
- Sidewalks and Curb Ramps – The material and cross-slope of the 4th Street SE sidewalk should be carried flush across each of the proposed curb cuts. Missing sidewalks and curb ramps should also be installed around the grass triangle piece of land that will be reincorporated with the

public space in the southeastern corner of the site. Missing sidewalks and ramps must also be installed on the south side of Livingston Terrace around the corner to 4th Street SE in order to connect to the pedestrian facilities to be constructed adjacent to the site;

- Street Trees – Install missing treeboxes and street trees around the perimeter of the site;
- Leadwalks – Leadwalks may be no more than 6 feet wide. Applicant should minimize to the extent possible the loss of landscaped area in public space; and
- Bicycle racks – determine final locations of the 20 short-term bicycle parking spaces (10 inverted U-racks) in public space, ideally located near building entrances.

The Applicant is encouraged to participate in a Preliminary Design Review Meeting (PDRM) prior to filing a public space permit application to obtain feedback from the Office of Planning (OP) and DDOT staff.

The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#) and the most recent versions of DDOT's [Design and Engineering Manual](#) and [Public Realm Design Manual](#) for public space design guidance. An application can be filed through the DDOT [Transportation Online Permitting System](#) (TOPS) website.

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