

# TAB E

**GOVERNMENT OF THE DISTRICT OF COLUMBIA  
Board of Zoning Adjustment**



March 12, 2018

Meridith H. Moldenhauer  
Cozen O'Connor  
[mmoldenhauer@cozen.com](mailto:mmoldenhauer@cozen.com)

Re: BZA Application No. 19169-B (Modification of Consequence)

Dear Applicant,

The Office of Zoning has received your request dated March 12, 2018. Please be advised that pursuant to Subtitle Y § 600.2 of the Zoning Regulations your case is hereby **WITHDRAWN**. No further action on your part is necessary.

**SINCERELY,**

A handwritten signature in black ink that reads "Clifford W. Moy". The signature is fluid and cursive, with a long horizontal stroke at the end.

**CLIFFORD W. MOY**  
**Secretary, Board of Zoning Adjustment**  
**Office of Zoning**

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Board of Zoning Adjustment  
District of Columbia  
CASE NO. 19169B  
EXHIBIT NO. 6

**TAB F**

## **STEPHEN VARGA, AICP, LEED GREEN ASSOCIATE**

Mr. Varga has experience in zoning and land use, sustainability best practice, comprehensive planning, as well as geographic information systems. He is currently Planning Services Director in Cozen O'Connor's Washington, DC office. In this role, he provides qualified expert witness land use and planning testimony before the Board of Zoning Adjustment and Zoning Commission, evaluates development proposals for zoning conformance and entitlement potential, drafts and submits text and map amendments as part of the District's 'Open Call' Comprehensive Plan update, and monitors and researches local government land use policies.



Prior to joining Cozen O'Connor, he served as director of planning services at Griffin, Murphy, Moldenhauer and Wiggins LLP after serving for nearly 10 years as an urban planner within the District of Columbia government.

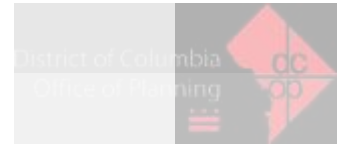
From 2008-2010, he worked at the District of Columbia Office of Planning, an agency which guides development in the District while implementing preservation, revitalization, and strategic goals. As a development review specialist, he was responsible for reviewing zoning applications and presented agency recommendations at public meetings. Additionally, he served as core team member of Zoning Regulations Review project, a multi-year effort to comprehensively revise and modernize the zoning regulations of the District. He produced zoning recommendation reports and zoning regulation text, particularly for mixed use, transit-oriented development, and sustainability subject areas. This work would eventually become adopted as "ZR16," the new zoning regulations of the District, in effect since September 6, 2016.

From 2011-2016, he served at the District of Columbia Office of Zoning (DCOZ), an agency which provides administrative, professional, and technical assistance to the Zoning Commission and the Board of Zoning Adjustment in support of their oversight and adjudication of zoning matters in the District of Columbia. Upon joining DCOZ, he worked as a zoning specialist, and eventually senior zoning specialist, where he was responsible for communicating complex technical and regulatory information to a wide range of stakeholders, including applicants, BZA, Advisory Neighborhood Commissions, and the public. In addition to carrying out his explanatory duties, he analyzed and managed hundreds of zoning applications per year, ensuring each complied with applicable procedures and requirements. He also improved the BZA application processes for applicants, and clarified rights and responsibilities for stakeholders, resulting in more-timely and efficient hearings. Additionally, he adapted BZA zoning processes in the Interactive Zoning Information System to conform with ZR16.

Mr. Varga holds a Master's Degree in City & Regional Planning from the Ohio State University. He graduated with a Bachelor of Arts Degree from the Ohio State University.

He has been a member of the American Planning Association since 2003. He earned his American Institute of Certified Planners ("AICP") designation in 2007, and his LEED Green Associate designation in 2010.

**TAB G**



**EMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment  
**FROM:** Stephen Cochran, Case Manager  
*JL* Joel Lawson, Associate Director for Development Review  
**DATE:** January 19, 2016

**SUBJECT:** BZA No. 19169 – Area Variance relief from parking, loading and rear yard requirements for construction of a new building at 317 K Street, NW – Square 526, Lots 20,21, 804, 824, 825, 829)

**I. OFFICE OF PLANNING RECOMMENDATION**

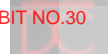
The Office of Planning (OP) recommends **approval** of the following relief:

- Area Variances
  - § 774.1, Minimum Rear Yard Depth: ( 15 ft. required; 0 provided);
  - § 2101.1, Minimum Amount of Parking: (122 spaces required; 48 spaces provided)
  - § 2201.1, Loading: (One 30-ft. berth, one 100 SF loading platform, and one 20-foot service/delivery space required; one 20-foot service/delivery space provided)

The relief requested by the applicant and recommended for approval differs from the applicant’s original application and reflects the amended self-certification and relief requests filed January 12, 2016.

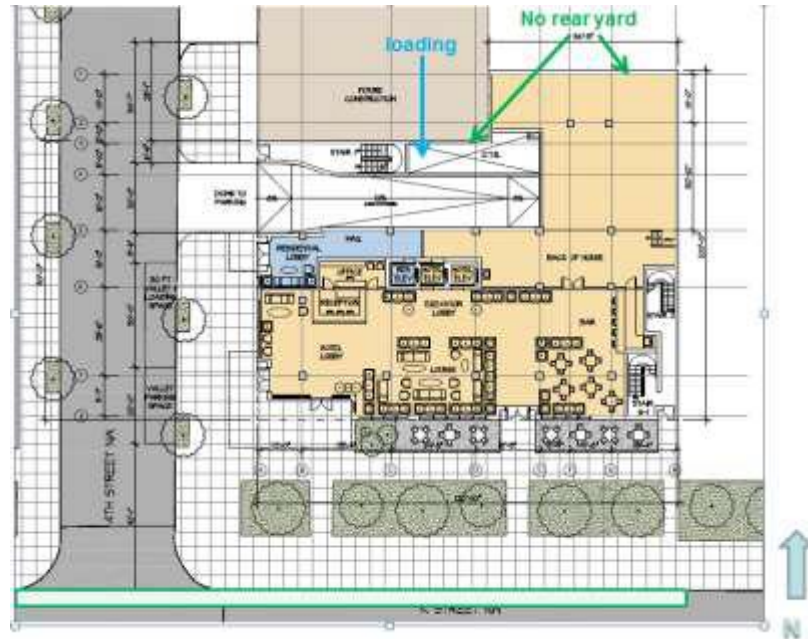
**II. LOCATION AND SITE DESCRIPTION:**

<b>Address:</b>	901 5 <sup>th</sup> Street, NW.	<b>Legal Description:</b>	Square 516, Lot 59	<b>Ward, ANC:</b>	6, 6E
<b>Lot Characteristics:</b>	The irregularly-shaped, level, 10,767 square foot lot is on the northeast corner of the intersection of 4 <sup>th</sup> and I Streets, N.W., in the central employment area. The eastern 40% of the lot’s northern boundary is approximately 15 feet farther from the K Street property line than is the portion of the northern boundary closer to 4 <sup>th</sup> Street. The site does not have alley access and the District Department of Transportation does not permit curb cuts from K Street at this location.				
<b>Zoning:</b>	DD/C-2-C/HPA-A – High-Density commercial and/or residential buildings in the central employment area, and within Housing Priority Area A.				
<b>Existing Building(s):</b>	Three one-to-three story commercial structures.				
<b>Historic Dist.:</b>	None				



Adjacent and Nearby Properties	The site is bordered to the north and to the east by a single property adjacent to the Center Leg Freeway. A building permit application for a 223-unit residential project to the north has been filed and a curb cut on 4 <sup>th</sup> Street, has been approved for that site. The property across 4 <sup>th</sup> Street is occupied by high-rise housing for the elderly. Property on both the southwestern and the southeastern corners of the intersection are occupied by surface parking lots. 130 foot buildings could be constructed on these sites, but no applications are in process. The Gallery Place and Mt. Vernon Square metro stations are within 1/3 mile.
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### III. PROJECT DESCRIPTION IN BRIEF



The proposed development would be a new 11.0 FAR, 14-story, 130 foot high mixed use building containing approximately 200 hotel rooms on floors 2 through 12, the hotel lobby and an approximately 2,000 square foot restaurant and bar on the ground floor, and 30 furnished corporate apartments on the top two floors. Because the DD/C-2-C zoned site is also in Housing Priority Area A, and the 2.5 FAR of on-site residential use does not meet the 4.5 residential FAR requirement, the applicant would also be employing combined lot development and other DD mechanisms to meet the remainder of its housing requirement.

The on-site parking and loading would be accessed from 4<sup>th</sup> Street. There would be 48 zoning-compliant parking spaces on two below-grade levels, which would be valet-parked. The applicant has requested relief from providing the additional 74 spaces, but has submitted letters of intent to accommodate these spaces at nearby parking lots. The applicant is working with the District Department of Transportation (DDOT) to secure permission for two valet drop-off spaces adjacent to the hotel. Proposed Traffic Demand Management (TDM) measures are included as Exhibit C in the applicant's January 12, 2016 filing and are summarized on pages 9 and 10 of the applicant's "pre-hearing" statement (Case Exhibit 29).

A 20-foot service/delivery space would be provided on-site, but relief has been requested from the requirement for a 30 foot loading berth and 100 square foot loading platform. The applicant is continuing to work with the DDOT to accommodate other loading needs on 4<sup>th</sup> Street and has submitted

a draft loading management agreement to DDOT, which is described on pages 8 and 9 of the applicant's January 12, 2016 filing.

Atop the roof would be one ten foot high mechanical penthouse, elevator over-run and access stairway, set back from building walls at an at-least 1:1 ratio. There would be no habitable uses on the roof.

No side yards are required or planned. Relief has been requested to provide no rear yard.

#### IV. ZONING REQUIREMENTS

10,767 sf lot	Required / Permitted	Exist.	Proposed	Relief
<b>FAR</b> (1706.4, 1706.7) For DD/C-2-C/HPA-A	11.35 Max FAR, (pursuant to §1706.7(b)(1-2), of which 4.5 FAR must be residential either on-site or otherwise satisfied	0.51 FAR	11.0 FAR, of which 2.5 FAR would be on site residential and 8.5 FAR would be hotel. (Remaining residential requirement to be satisfied through other DD mechanisms).	None requested.
<b>Lot Occ.</b>	100% for hotel 80% for residential	51%	82%- Ground floor 78% Typ. hotel floor 77% Typ, residential floor	None
<b>Height (770.1)</b>	130' (DD, 110' ROW)	20'	130'	None
<b>Parking (2101.1 &amp; 2119.2)</b>	<u>Vehicle</u> : Res.: 8 (30 du's @ 1:4) Hotel: 114 ( Total: 122 <u>Bicycle</u> : 5% required auto pkg. = 7	n/a	Vehicle: Res: 8 Hotel: 40 Total: 48 Bicycle: 22	<b>Variance from 74 spaces</b>
<b>Loading (2201.1)</b>	<u>Res.</u> : None required <u>Hotel</u> : 1 service loading space @ 20 ft; 1 loading berth @ 30 ft.; 1 loading platform @ 100 ft	n/a	1 service loading space @ 20'	<b>Variance, 30 ft. berth and 100-ft platform</b>
10,767 sf lot	Required / Permitted	Exist.	Proposed	Relief
<b>Rear Yd. (774.1)</b>	> 15 ft. or 2.5"/ft. bldg. ht.; i.e., 27' 1" for 130 ft. -	4 ft.	None	<b>Variance requested</b>
<b>Side Yd. (775)</b>	IF provided, > 8 ft. or 2 in./ft. bldg. height.	West: 0 East: 48'8"	None	None



<b>Closed Court</b>	<p><u>Hotel floors:</u> <u>Width:</u> 3" / ft. hotel height (100 feet), but <math>\geq 12'</math>; i.e., 25 ft. (<math>100' \times 3" / 12 = 25</math>). <u>Area:</u> <math>\geq 250</math> SF and <math>\geq</math> twice the square width of the required court (<math>25' \times 25'</math>) = 1,250 SF</p> <p><u>Residential floors:</u> <u>Width:</u> 4" / per ft. of res. height (30 ft.), but <math>\geq 15'</math>; i.e., 5 feet (<math>30 \times 4 / 12 = 10</math>). <u>Area:</u> <math>\geq 350</math> SF and <math>\geq</math> twice the square width of required court (<math>15 \times 15</math>) <math>\times 2 = 450</math> SF.</p>	n/a	<p>From 2<sup>nd</sup> floor up –</p> <ul style="list-style-type: none"> <li>- <u>Court Width:</u> 37' – 8"</li> <li>- <u>Court area:</u> = 2201 SF</li> </ul>	None
<b>Roof Structure</b>	<p>Z.C.14-13 (new Penthouse Regs)</p> <ul style="list-style-type: none"> <li>-Max height: 20' w/2<sup>nd</sup> story permitted for mechanical only</li> <li>-Setback from:                             <ul style="list-style-type: none"> <li>-front building wall: 1:1</li> <li>- rear building wall: 1:1</li> <li>- side building walls: 1/2:1</li> </ul> </li> </ul>	n/a	<p>Approx. height 10' for mechanical penthouse/ elevator overrun</p> <p>Setback from:</p> <ul style="list-style-type: none"> <li>- front wall: 20'</li> <li>- rear wall: 13' – 6"</li> <li>- east side wall: 18'</li> <li>- west side wall: 30'</li> </ul>	None
<b>GAR</b>	0.2	n/a	0.2 +	None

**IV. OP ANALYSIS OF REQUESTED VARIANCE RELIEF**

**Rear Yard (§ 774.1):**

*Unusual or Exceptional Conditions or Situations Leading to Practical Difficulties if Zoning Regulations Were Strictly Applied*

The applicant has demonstrated that the relatively small size (for Downtown) of the lot, its irregular “L” shape and its corner location constitute exceptional conditions that make for practical difficulties in providing a rear yard. In addition, the District’s design intentions for K Street as a landscaped boulevard and linear park spine for the Mount Vernon Triangle resulted in DDOT’s preferring that any curb cut for parking or loading be located on 4<sup>th</sup> Street. This change in the curb cut and driveway location resulted in a re-design that further exacerbated the difficulty in providing a rear yard.

*No Substantial Detriment to the Public Good or Impairment of the Zone Plan.*

The granting of relief from rear yard requirements would not pose a substantial detriment to either the public good or the zone plan. Because the provision of a rear yard would result in a fifteen-foot gap in the building wall on 4<sup>th</sup> Street, the absence of a rear yard would enable a more cohesive

pedestrian environment on that street, where the sidewalk will already be interrupted by curb cuts for two developments to the north, and by the applicant's own parking access. The applicant has also demonstrated that the relief could result in benefits to the neighborhood; with the proposal's curb cut needing to be on 4<sup>th</sup> Street because of DDOT requirements, a further reduction in ground floor space from providing a rear yard could interfere with ramping to accommodate even the reduced parking proposed by the applicant.

**Parking (§ 2101.1) and Loading (§ 2201.1)**

*Unusual or Exceptional Conditions or Situations Leading to Practical Difficulties if Zoning Regulations Were Strictly Applied*

The applicant has demonstrated that lot size and shape and the corner location, as well as the absence of alley access and the presence of groundwater at elevations twenty feet below the surface are exceptional conditions that make for practical difficulties in providing both the full parking and the full loading required by the zoning regulations. Up to five levels of below grade parking would be needed to meet the requirements of § 2101.1. Combined with the demonstrated presence of infiltrating groundwater below a second below-grade level, the absence of parking relief would result in disproportionately greater construction-mitigation and operating expenses for each below-grade level. The applicant has further noted that with the size and configuration of the site, approximately 32% of those levels would be occupied by ramping, elevator, service and other back-of-house operations. The applicant has demonstrated the difficulty in accommodating more than 48 parking spaces in the remaining space on these levels.

The truck turning diagrams provided in Exhibit D of the applicant's January 12, 2016 filing demonstrate the difficulty in accommodating access for 30-foot trucks below grade. The applicant has also noted that DDOT prefers that a curb cut on 4<sup>th</sup> Street be no wider than is needed to accommodate parking, and that even if DDOT did permit a wider curb-cut to accommodate loading, providing such loading on the ground level would pose a practical difficult because of the displacement of hotel functions that would result from the loading and from the turning space needed to meeting DDOT's head-in/head-out loading requirements.

*No Substantial Detriment to the Public Good or Impairment of the Zone Plan.*

The transportation and parking statement demonstrate that the site is well-served by MetroRail and by MetroBus, by bicycle and car-sharing services, and that, should demand exceed the capacity of the proposed on-site parking, there are four parking facilities in the area that have expressed an interest in absorbing additional parking needs. Coupled with existing metered parking and the off-site parking agreements being negotiated by the applicant, it does not appear likely that the granting of the requested parking relief would result in a substantial detriment to the public good or impairment of the zone plan for this downtown site.

Additionally, as summarized on pages 9 – 11 of the applicant's January 12, 2016 filing, the applicant is continuing to work with DDOT to develop a TDM program that would include a transportation coordinator, a transit screen and transit information for both hotel guests and residents, bikeshare passes for hotel guests, alternative transportation incentives for initial residents, and more than the required number of bicycle parking spaces.

## **V. OTHER GOVERNMENT AGENCY COMMENTS**

The applicant has met with the DDOT several times about the project and has modified its private and public space plans, and TDM proposals accordingly. DDOT is expected to file a report with the Office of Zoning in a timely manner.

No other government agency reports had been filed at the time this OP report was completed.

## **VI. COMMUNITY COMMENTS**

ANC 6E voted 5-1-1 on January 5, 2015 to support the revised relief requests and has submitted a filing to the case record.

No other community comments had been filed at the time this OP report was completed.

TAB H

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**

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**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 5<sup>th</sup> Street north of New York Avenue, a westbound contraflow bicycle lane on M Street west of 9<sup>th</sup> 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 5<sup>th</sup> 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 4<sup>th</sup> Street, approximately a 2 minute walk, and serves the D4 and P6 line. The closest Circulator stop is at Massachusetts Avenue/5<sup>th</sup> Street.



Route Number	Route Name	Service Hours	Headway
70	Georgia Ave-7 <sup>th</sup> 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 4<sup>th</sup> 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.

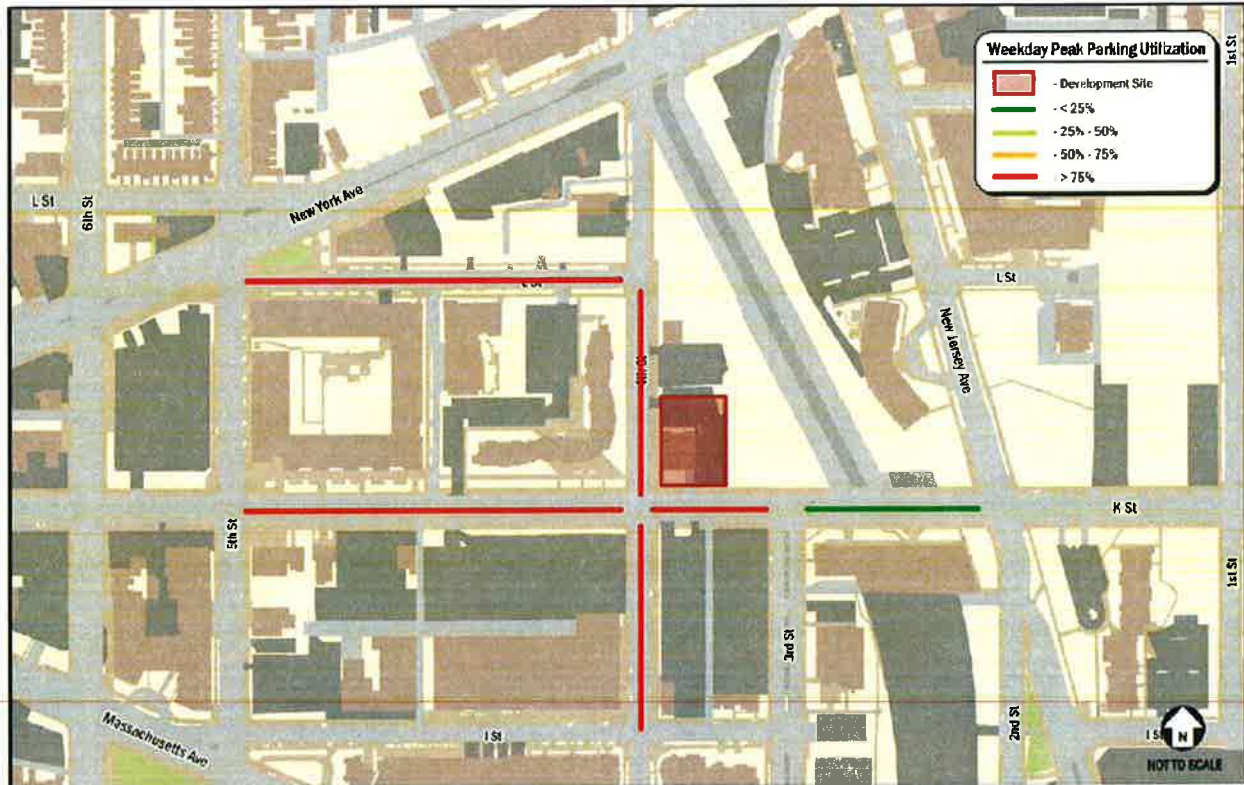


Figure 2 Parking Inventory Map (Source: Grove/Slade)

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%
<b>All On-Street Spaces</b>	<b>128</b>	<b>129</b>	<b>101%</b>

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 4<sup>th</sup> 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.

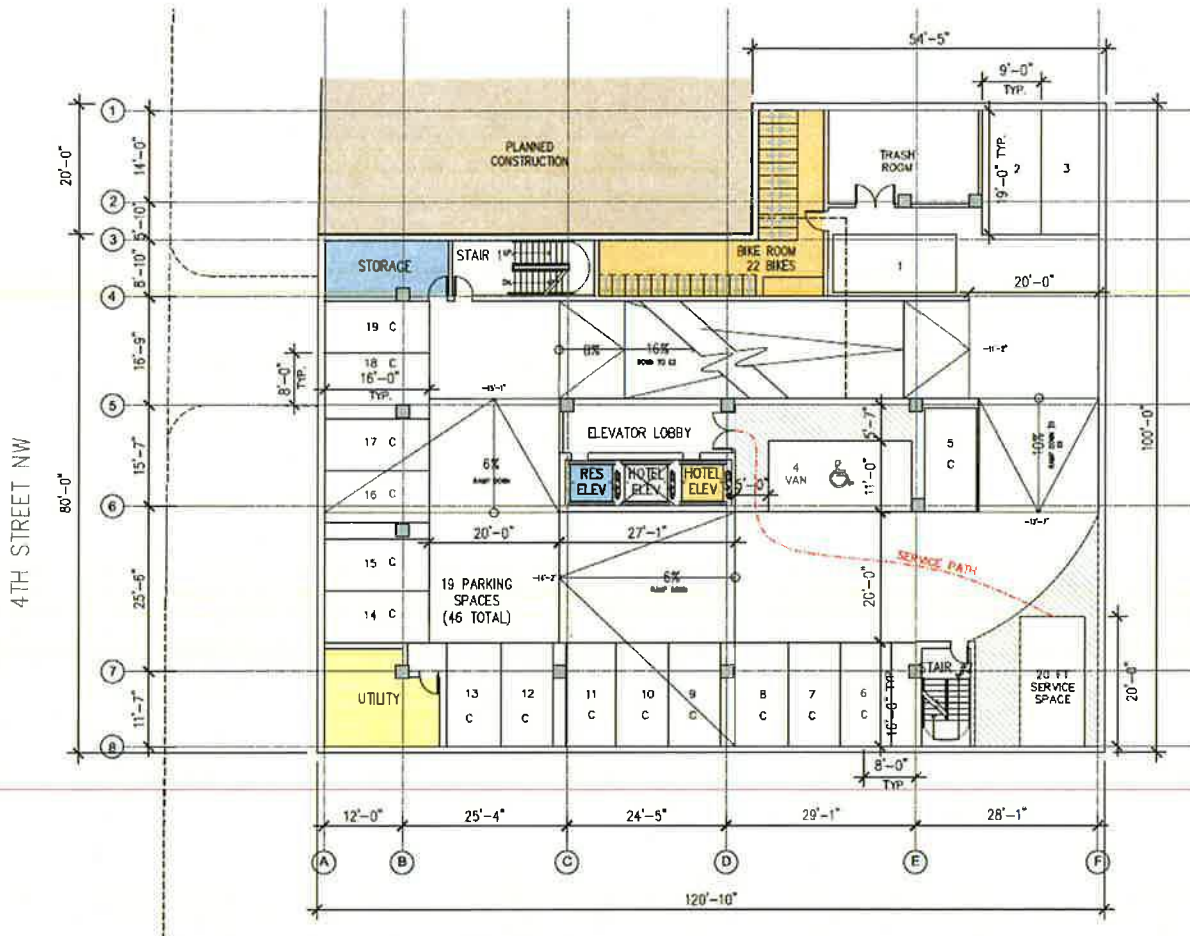


Figure 4 Site Plan (Source: PGN Architects)

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 4<sup>th</sup> 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.

SZ:jr

# TAB I



**TAB J**



## TECHNICAL MEMORANDUM

To: Habte Sequar 311 K Street, LLC

From: Jim Watson, PTP  
Erwin Andres, P.E.

Date: January 20, 2016

Subject: 317 K Street NW Hotel and Residential Comprehensive Transportation Review

## INTRODUCTION

This memorandum presents a Comprehensive Transportation Review (CTR) of the proposed residential and hotel development located in the northeast quadrant of the 4<sup>th</sup> Street/K Street intersection in the Mount Vernon Square neighborhood of Northwest Washington, D.C. Figure 1 identifies the regional site location within the District. The site is currently occupied by an existing surface parking lot and three commercial building, and will be redeveloped into a mixed-use development comprising 30 furnished residential units and 200 hotel rooms. The site plans include 48 below grade parking spaces accessed via a new curb cut from 4<sup>th</sup> Street. Given that Zoning Regulations would require 122 parking spaces and 48 are planned, zoning relief is being sought from the BZA for parking. In addition, while the required 20 foot service space is planned to be provided on site, the compact nature of the site will not allow for a required 30 foot loading berth or 100 square foot (sf) loading platform on-site. As such, loading for 30-foot trucks is planned to take place from 4<sup>th</sup> Street with zoning relief being sought from the BZA for the 30-foot loading berth and 100 sf platform.

The site is located approximately a quarter mile from the Gallery Place-Chinatown Metro Station which offers direct access to Union Station and Reagan National Airport and connections to Dulles International Airport and Baltimore Washington International Airport. The Mount Vernon Square-7th Street-Convention Center and Judiciary Square Stations are also located in close proximity. The presence of numerous transit and bike facilities near the site coupled with a Transportation Demand Management (TDM) plan will increase the use of non-vehicular travel modes to and from the site.

The following conclusions were made regarding the 317 K Street Hotel and Residential development:

- The site is surrounded by an extensive network of transit, bicycle, and pedestrian facilities that results in an adequate environment for safe and effective non-auto transportation;
- Based on the site location near ample transit services, the surrounding mixed-use walkable location, and a TDM plan, the proposed parking will adequately serve the needs of the development;
- Based on an estimation of 30-foot truck loading activity for the development, it was determined that the amount of 30-foot truck loading activity expected to take place at the site will be adequately served from 4<sup>th</sup> Street, where 30-foot truck loading could be possible in the area of the project's proposed valet parking spaces or in the loading space approved for the Ellisdale project on 4<sup>th</sup> Street; and
- A TDM plan for the development will include the implementation of a TDM coordinator, on-site services, a marketing program, transportation incentives, bicycle amenities, and ride-matching/ridesharing programs.

## EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, and pedestrian facilities in the vicinity of the site. The site is served by several public transportation sources, including Metrorail, Metrobus, and the DC Circulator bus system. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by an on-street bicycle network, consisting of bike lanes, cycle tracks, and signed bicycle routes.

### *Transit*

Local transit services that provide access to the 317 K Street development site include Metrorail, Metrobus, and the DC Circulator. These services are operated by the Washington Metropolitan Area Transit Authority (WMATA) and DDOT. WMATA operates Metrorail, the nation's second largest heavy rail transit system, as well as Metrobus, the nation's fifth largest bus network. DDOT and WMATA collaborate to operate the DC Circulator, a system of five (5) bus lines that provide frequent service and low fares throughout the city.

The nearest Metrorail station is Gallery Place-Chinatown, with its northern entrance located approximately one-third of a mile from the proposed development at the corner of 7<sup>th</sup> and H Streets. Additional entrances are located at the intersections of 7<sup>th</sup> and F Streets and 9<sup>th</sup> and G Streets. The Gallery Place-Chinatown station is a multimodal transportation hub on Metrorail's Green, Yellow, and Red Lines. The Green and Yellow Lines connect the study area from the city of Greenbelt, MD to the north, extending downtown through L'Enfant Plaza, before ending in Alexandria, VA (Huntington) via Reagan National Airport and Suitland, MD (Branch Avenue) via Navy Yard to the south. The Red Line connects the study area from the city of Gaithersburg, MD (Shady Grove) to the northwest, extending through Dupont Circle and Union Station, before ending in Glenmont, MD to the north. Other nearby Metrorail stations include the Mount Vernon Square-7th Street-Convention Center Station, and the Judiciary Square Station, which are located approximately 0.4 miles and 0.3 miles, respectively, from the project site. Trains run frequently during the weekday morning and afternoon peak hours between 5:00 AM to 9:30 AM and 3:00 PM to 7:00 PM. Green, Yellow, and Red Line trains run approximately every 12 minutes during the weekday midday hours from 9:30 AM to 3:00 PM and every 12 to 20 minutes during the weekday off-peak periods and on weekends. Metrorail generally closes at approximately midnight on weekdays and 3:00 AM on weekends. The access provided from Gallery Place-Chinatown offers direct service from the site to Reagan National Airport and Union Station. Connecting access is also available to Dulles International Airport (via the soon to be completed Silver Line from nearby Metro Center to Wheile Avenue) and Baltimore Washington International Airport (via rail connections at Union Station or bus from Greenbelt).

Numerous Metrobus and MetroExpress routes operate along 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, K, and H Streets as well as Massachusetts Avenue within walking distance of the site. The nearest MetroBus and stop is located immediately adjacent the site along 5<sup>th</sup> Street north of I "Eye" Street and the nearest Circulator stop is located just south of the site at 5<sup>th</sup> Street and Massachusetts Avenue. Table 1 shows a summary of the bus route information for the lines that serve the study area, including service hours and the headways. Figure 2 illustrates the existing rail and bus service.

Due to growth of population, jobs, and retail in several neighborhoods in the District and the potential for growth in other neighborhoods, the District's transportation infrastructure is proposed to be augmented by the reestablishment of streetcar service in the District and the implementation of limited-stop bus service along major corridors in the vicinity of

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the proposed development, including H, K, 7<sup>th</sup>, and 9<sup>th</sup> Streets as is outlined in the *DC's Transit Future System Plan* report published by DDOT in April 2010.

**Table 1: Bus Route Information**

Route Number	Route Name	Service Hours	Headway
70	Georgia Ave-7 <sup>th</sup> 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

### ***Bicycle Facilities***

Based on DDOT's May 2011 Bicycle Map, the bicycling conditions around the proposed development are primarily good on the nearby streets as shown in Figure 3. All of the streets in the vicinity of the site, except H Street, 4<sup>th</sup> Street, K Street, and Massachusetts Avenue, provide either on-street bike lanes or feature good or fair cycling conditions. Cycle tracks closest to the site are located on E Street (south of the site) and 7<sup>th</sup> Street (west of the site).

In addition, the Capital Bikeshare program has placed over 200 bike share stations across Washington, DC, Arlington, VA, Alexandria, VA, and Montgomery County, MD with more than 1,800 bicycles provided. Capitol Bikeshare has plans to expand the system and potential new station locations have been identified throughout the study area. Figure 3 identifies existing station locations in the study area. Capitol Bikeshare currently has four existing bike share locations with 63 available bicycle docks within close proximity to the site at the intersections of 3<sup>rd</sup> and H Street, 5<sup>th</sup> Street and Massachusetts Avenue, 1<sup>st</sup> and H Streets, and 5<sup>th</sup> Street between K Street and Massachusetts Avenue.



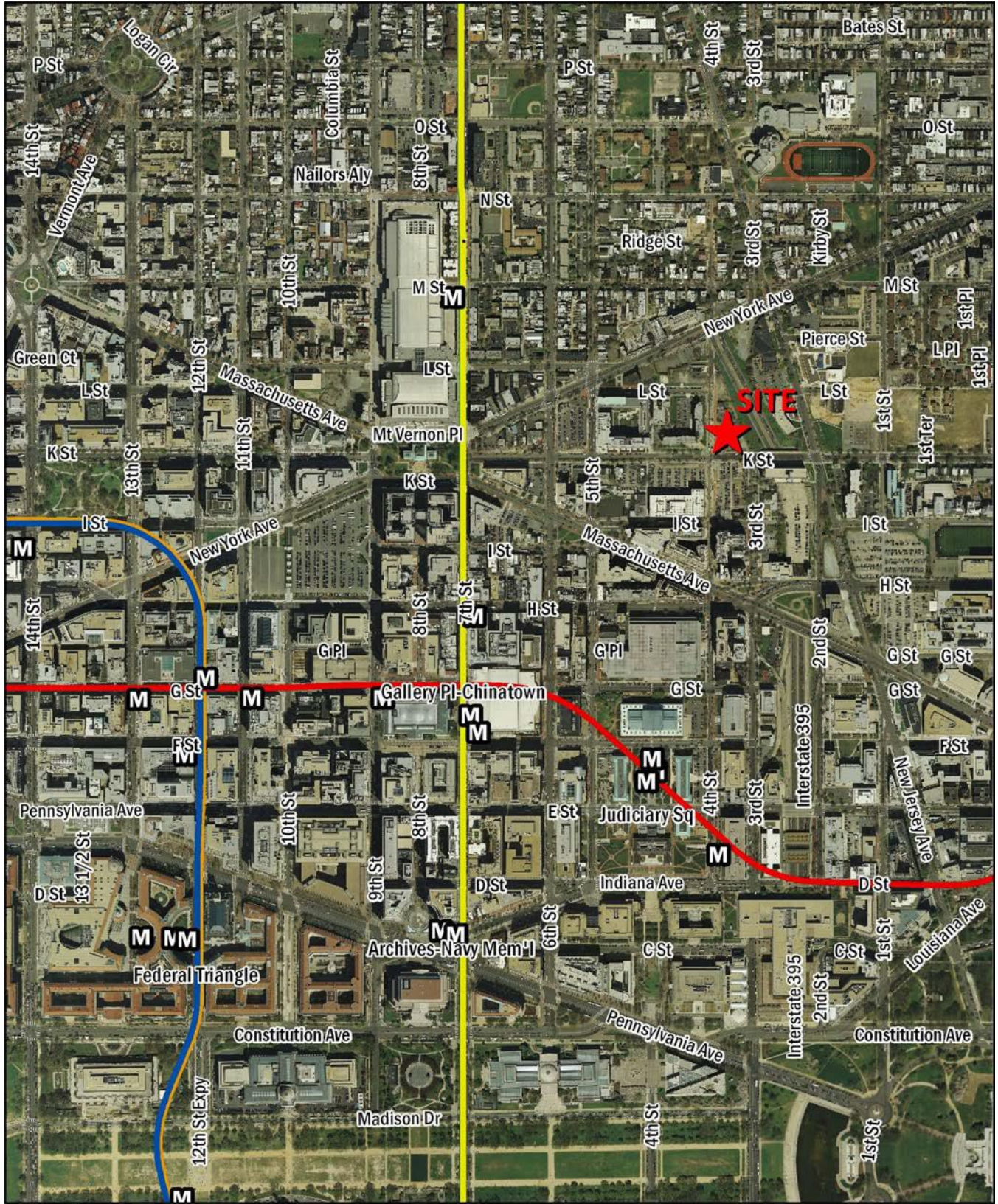


Figure 1: Site Location



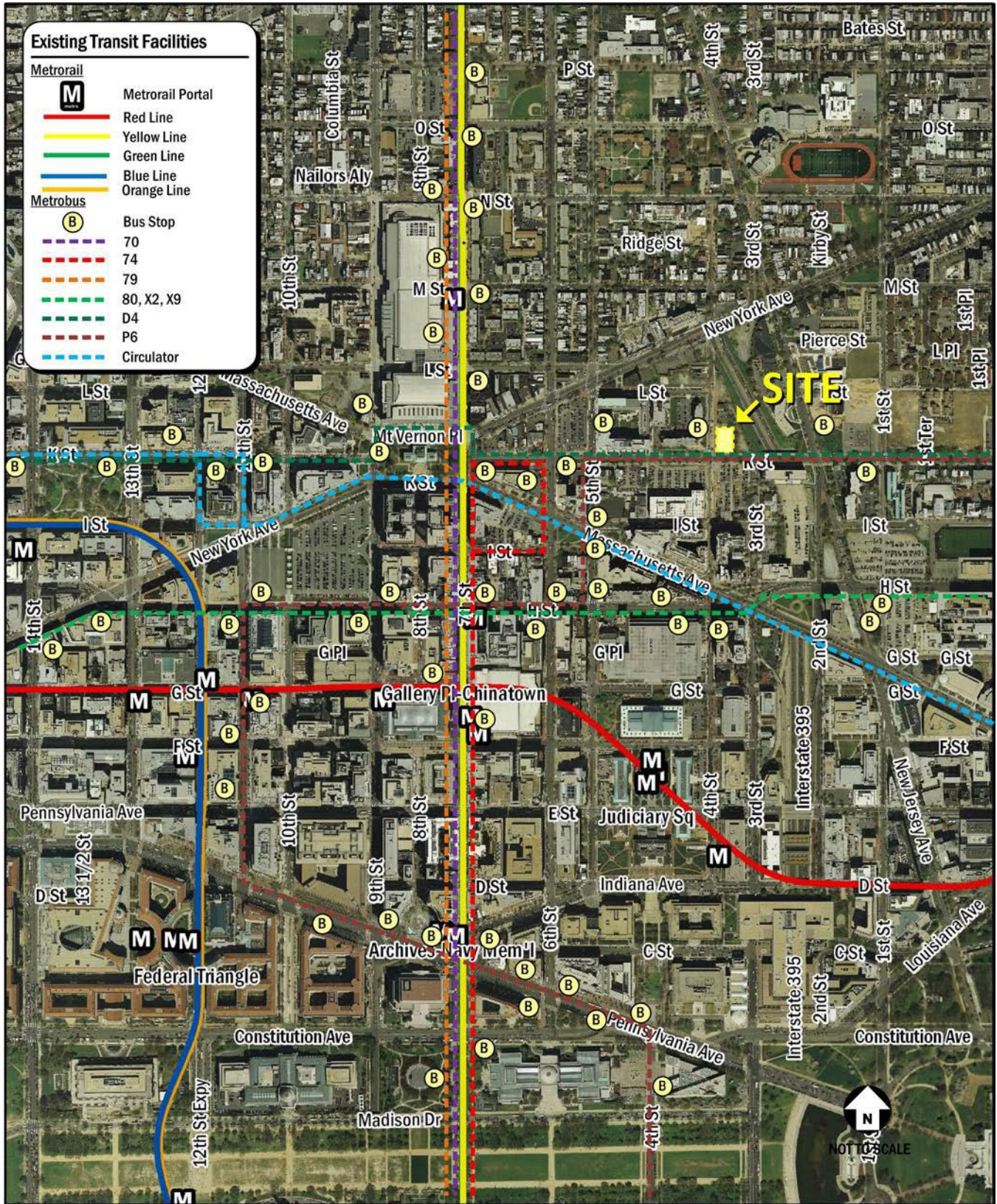


Figure 2: Existing Transit Service



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Figure 3: Existing Bicycle Facilities

## ***Pedestrian Facilities***

The roadways in the immediate vicinity of the proposed development provide satisfactory pedestrian facilities and connectivity throughout the area. Wide, continuous sidewalks line all of the study area's roadways with crosswalks linking segments at intersections within the study area. Moreover, the presence of on-street parking along the streets within the study area acts as a barrier between the sidewalk and the traveled way.

Adequate crosswalks with ladder striping and pedestrian countdown signals are present near the site at the signalized intersection of K Street and 3<sup>rd</sup> Street for all crossing movements. The site has a walkscore of 95 out of 100 (a "walker's paradise") based on its location in a mixed-use area within close proximity of the Convention Center, Verizon Center, numerous restaurants and bars, and shopping destinations.

A review of pedestrian facilities near the site shows that nearly all facilities meet DDOT standards, and provide a quality walking environment. Only a few sidewalks do not meet the District's width requirements, primarily located along New York Avenue and the south side of L Street north of the site. Figure 4 shows a detailed inventory of the existing pedestrian infrastructure in the vicinity of the development site and along primary walking routes. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT's *Public Realm Design Manual* in addition to ADA standards. Sidewalk width and buffer requirements for the District are shown below in Table 2. Within the area shown, Massachusetts Avenue, New York Avenue, K Street, and H Street are considered commercial streets with the remaining roadways considered residential with a moderate to high density. These roadways generally comply with the commercial requirements as do most of the residential side streets. ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks is not desired. As shown in the figure, under existing conditions the majority of study area intersections are adequate.

**Table 2: Sidewalk Requirements**

<b>Street Type</b>	<b>Minimum Sidewalk Width</b>	<b>Minimum Buffer Width</b>
Residential (Low to Moderate Density)	6 ft	4 ft (6 ft preferred for tree space)
Residential (High Density)	8 ft	4 ft (6 ft preferred for tree space)
Commercial (Non-downtown)	10 ft	4 ft
Downtown	16 ft	6 ft

## ***Car Sharing***

Three car-sharing companies serve the District: Zipcar, Enterprise CarShare, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Zipcar and Enterprise CarShare have locations near the project site. Table 3 lists the car-sharing locations in the vicinity of the project and shows that 30 carsharing vehicles are available within a short (1/4 mile) walk of the site with many others slightly farther within a half mile.

Car-sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar, Hertz 24/7, and Enterprise CarShare, which require two-way trips, Car2Go can be used for one-way rentals. Car2Go currently has a fleet of vehicles located throughout the District. Car2Go vehicles may park in any non-restricted Metered curbside parking space or

Residential Parking Permit location in any zone throughout the defined “Home Area”. Members do not have to pay the meter or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however availability is tracked through their website and mobile app, which provides an additional option for car-sharing patrons.

**Table 3: Car Share Locations and Vehicles**

Carshare Location	Number of Vehicles
<b>Zipcar</b>	
77 H Street (Wal-Mart)	5 Vehicles
458 I “Eye” Street (Lyric Apartments)	1 Vehicle
8 <sup>th</sup> & New York Avenue	8 Vehicles
466 L Street (City Vista Parking Garage)	3 Vehicles
Gallery Place Metro (Colonial Parking)	4 Vehicle
770 5 <sup>th</sup> Street (Gallery Place Metro)	1 Vehicle
425 Massachusetts Avenue	2 Vehicles
<b>Enterprise CarShare</b>	
5 <sup>th</sup> & F Streets	2 Vehicles
300 Massachusetts Avenue	4 Vehicles
<b>Total Number of Car Share Vehicles in Study Area</b>	<b>30 Vehicles</b>

## DESIGN REVIEW

This section provides an overview of the transportation features of the proposed development. The development program consists of 30 furnished residential units and a 200-room hotel. The site plans includes 48 below grade parking spaces accessed via a new curb cut along 4<sup>th</sup> Street. Thirty-foot truck loading will take place from 4<sup>th</sup> Street since the compactness of the site will not allow for the 30-foot truck berth or 100 sf platform, and DDOT’s required head-in/head-out maneuvers for truck movements. Given the presence of numerous transit and other non-auto amenities surrounding the site, the proposed number of parking spaces will be adequate to serve the needs of the development’s tenants and guests. Figure 4 shows the proposed site plan.

### *Trip Generation*

Vehicle trips were calculated for the site to determine whether the site would generate enough trips to warrant a full review of the traffic impacts of the development based on DDOT’s CTR guidelines. As shown in Table 4 below, the site is anticipated to generate very few vehicular trips. Trips were calculated based on ITE Trip Generation rates for Apartment (LU 220) and Hotel (LU 310).

A review of census data suggests that 74 percent of residents in the surrounding neighborhoods use non-auto modes for commuting, with 26 percent using auto modes. Based on this data and given that the residential units will be furnished in an environment with multiple non-auto transportation options, a conservative 25 percent auto modal split was assumed for trips to and from the site.

For hotel trips, the hotel planned for this site was deemed to be most similar to the Embassy Suites Chevy Chase Pavilion hotel examined in the WMATA Development Related Ridership Survey (DRRS). It should be noted that given the suburban nature of the Chevy Chase hotel and the lack of a comparable downtown hotel in the WMATA DRRS, this hotel should be considered a conservative comparable to the operations expected at the 317 K Street development. The WMATA DRRS noted a 25 percent auto mode share for the Chevy Chase Embassy Suites hotel. For purposes of this study and given the



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multiple non-auto transportation options in the surrounding area, a 20 percent auto modal split was applied to the 317 K Street hotel trip generation.

The resulting trip generation projections are given in Table 4 below and show that the development is conservatively anticipated to generate 28 AM peak hour vehicular trips (15 inbound and 13 outbound) and 33 PM peak hour vehicular trips (18 inbound and 15 outbound). It should be noted that this trip generation estimate is less than the 25 or more peak hour trips in the peak direction that would typically require additional vehicular study per CTR guidelines since the development is expected to generate at most 21 peak hour, peak direction trips (during the PM peak period) as noted below.

**Table 4 Trip Generation and Mode Split**

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	18 veh/hr	16 veh/hr	34 veh/hr	30 veh/hr	21 veh/hr	51 veh/hr
Carpool/Uber	8 veh/hr	6 veh/hr	14 veh/hr	13 veh/hr	7 veh/hr	21 veh/hr
Transit	55 ppl/hr	42 ppl/hr	97 ppl/hr	90 ppl/hr	67 ppl/hr	157 ppl/hr
Bike	15 ppl/hr	11 ppl/hr	26 ppl/hr	21 ppl/hr	15 ppl/hr	36 ppl/hr
Walk	23 ppl/hr	20 ppl/hr	43 ppl/hr	43 ppl/hr	28 ppl/hr	71 ppl/hr

### ***Site Access and Internal Circulation***

#### ***Site Access***

There will be four pedestrian access locations for the site, two along 4<sup>th</sup> Street and the remaining two along K Street. The primary residential entrance is planned for 4<sup>th</sup> Street while the remaining entrances are planned to serve the hotel. Two additional emergency egress points are planned with one along 4<sup>th</sup> Street and one along K Street on the edges of the property. Due to the abundance of non-auto transportation modes surrounding the site, 48 below grade parking spaces are proposed, which is 74 fewer than required by zoning. A TDM plan, as outlined further in this document, will be implemented to provide and encourage alternative modes of transportation for guests, employees, residents, and visitors. Access to the parking garage will be from 4<sup>th</sup> Street with any supplemental parking needs being provided via valet services curbside from 4<sup>th</sup> Street.

#### ***Parking***

As mentioned previously, the project proposed to provide 48 on-site parking spaces. According to the zoning regulations set forth by the District, and based upon the existing zoning of the site location, the development is required to provide 122 parking spaces. Therefore, the applicant is seeking a parking variance from Section 2101.1 of the Zoning Regulations. Access to the underground parking garage will be via 4<sup>th</sup> Street on the northwest side of the site.

It should be noted that the Zoning Regulations are in the process of being rewritten, with final action scheduled for January 2016. Under section 702.3(b) of the proposed regulations, no parking would be required for the project because it is located in the proposed Downtown Zone. Further, even if the property were not located in the Downtown zone, which it is, under section 701.5 of the proposed zoning regulations, the maximum parking requirement would be 55 total parking spaces (10 residential parking spaces and 45 hotel parking spaces) based on the proposed new residential rate of one space for three dwelling units in excess of four units and the new lodging rate of 0.5 spaces per 1,000 sf in excess of 3,000 sf. However, under the new section 702.1, this theoretical parking requirement would be further reduced to 28 spaces. Under 702.1, the parking requirement of 55 spaces is reduced by 50% for any site located within one-half mile of a Metrorail

Station. Given that the site is located within one half mile of the Mount Vernon Square, Gallery Place, and Judiciary Square Metro Stations, the parking requirement under the proposed Zoning Regulations would be 28 parking spaces, which the development meets.

In the event that additional parking spaces are needed over the 48 provided on site, parking will be available in nearby parking garages via valet, and two valet parking spaces are proposed as part of the project. An assessment of nearby parking facilities revealed ample off-street parking availability within five to six blocks of the site that could absorb any valet or self-parking needs of residents, guests, and visitors. Further, the applicant has already obtaining letters of intent from the operators of four nearby parking facilities documenting the availability of parking spaces in the facilities to accommodate surplus parking from the project. These are depicted on Figure 6.

The development is projected to adequately serve the demands of the site due to the following various considerations:

- Well-situated to be served by the Gallery Place-Chinatown Metrorail station, and others, within walking distance of the site.
- Served by nine bus routes within a quarter-mile walking distance including Metrobus, Metro Express and DC Circulator routes.
- Capital Bikeshare has four existing bike share locations with 63 available docking stations near the site.
- The applicant has worked with DDOT to incorporate bicycle parking within the site. The design of these spaces will reflect similar dimensions as currently incorporated in other developments throughout the District. A total of 22 indoor bicycle parking spaces are proposed in the underground parking garage on-site.
- There are ample nearby off-street parking garages and surface parking lots within five to six blocks of the site that could accommodate valet operations or personal vehicle parking off-site.
- The site area has a walkability score of 95 as calculated by WalkScore.com, which is referred to as a “Walker’s Paradise”.

Given the urban nature of the site and its proximity to many non-auto modes of transportation, it is expected that the proposed amount of off-street parking will adequately serve the vehicular needs of the development based on the proposed use of the site.

### *Bicycle Facilities*

As mentioned previously, at least 22 long-term bicycle parking spaces are proposed on-site in the underground parking garage. Short term outdoor bicycle parking along the perimeter of the development site will be provided in coordination with DDOT, exceeding required minimums.

### *Off-Street Parking*

An evaluation of the off-street parking availability was also included in the survey of parking near the site. Given the site’s excellent access to numerous modes of transportation, minimal, if any, vehicular parking is anticipated to be necessary in addition to that being provided on-site. However, in the event that additional parking should be needed for residents, hotel guests, or employees, parking will be available in nearby parking garages. An assessment of nearby parking facilities

revealed available off-street parking near the site in parking garages within five to six blocks that could absorb any additional parking needs of the development. These are shown in Figure 6.

### On-Street Parking

This section presents the findings of an on-street parking study, including full inventory of available parking spaces and a parking occupancy count within walking distance of the development site. The on-street parking study was conducted across an area considered to be within walking distance of the development site. An inventory of available on-street parking facilities was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. The number of parking spaces inventoried within the study area totaled 146 parking spaces. The majority of the study area included metered parking spaces centered around commercial uses adjacent to the site.

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. Table 5 gives a summary of the hourly utilization percentages for the weekday study period and Table 6 gives a summary of the hourly utilization percentages broken down by parking restrictions. It was determined that the weekday PM parking peak occurs from 8:00 to 9:00 PM with a parking utilization of 91 percent (or 133 vehicles occupying the 146 available spaces).

**Table 5: Weekday Peak Parking Occupancy**

	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM
<b>Occupied Spaces</b>	94	97	114	116	129	132	133
<b>Available Spaces</b>	52	49	32	30	17	14	13
<b>Total Spaces</b>	146	146	146	146	146	146	146
<b>Utilization</b>	64%	66%	78%	79%	88%	90%	91%

**Table 6: Peak Hour Inventory and Occupancy Summary**

Space Type	Existing Number of Spaces	Peak Period	
	Friday Evening Peak at 8:00 PM	Occupancy	Utilization
RPP	22	22	100%
Metered	106	107	101%
Non-Metered	18	4	22%
<b>All On-Street Spaces</b>	<b>146</b>	<b>133</b>	<b>91%</b>

Generally, parking utilization gradually increases from 5:00 PM to 8:00 PM, with many of the spaces occupied in the vicinity of the site. The availability of parking near the site becomes more limited after 6:30 PM, when many of the metered parking spaces in the area are not enforced after 6:30 PM, indicating that people are coming home and parking for the night in the metered spaces. This contributes to an anomaly that the metered spaces are actually utilized at a higher rate than under metered conditions with more vehicles utilizing the curb space after 6:30 PM than meters exist, particularly along K and L Streets between 4<sup>th</sup> and 5<sup>th</sup> Streets. Many of the parking spaces surrounding the area are highly utilized; however, there is still a large amount of unrestricted parking available on the north side of K Street, between 2<sup>nd</sup> and 3<sup>rd</sup> Street along the bridge that spans across I-395 below.



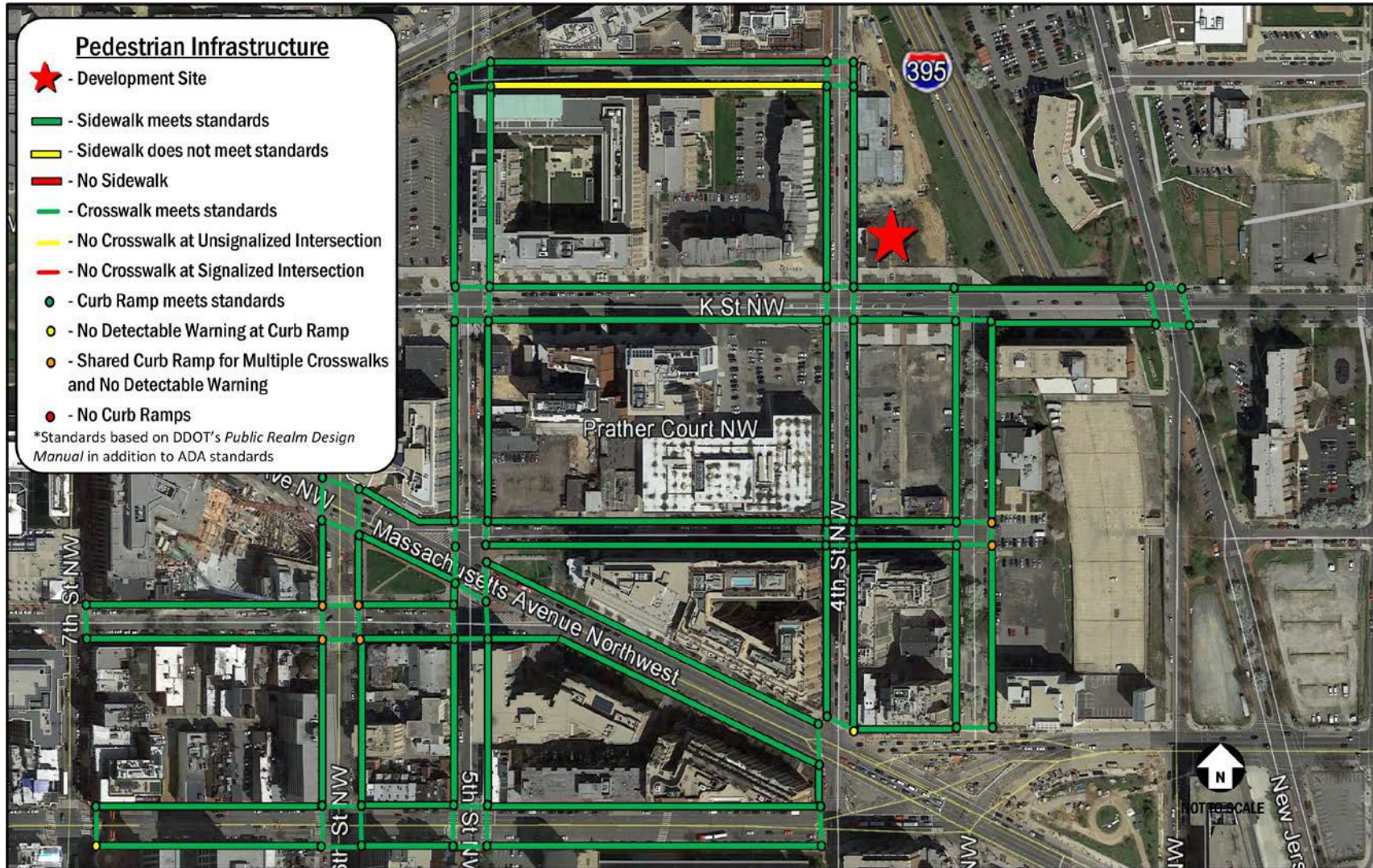


Figure 4: Pedestrian Infrastructure

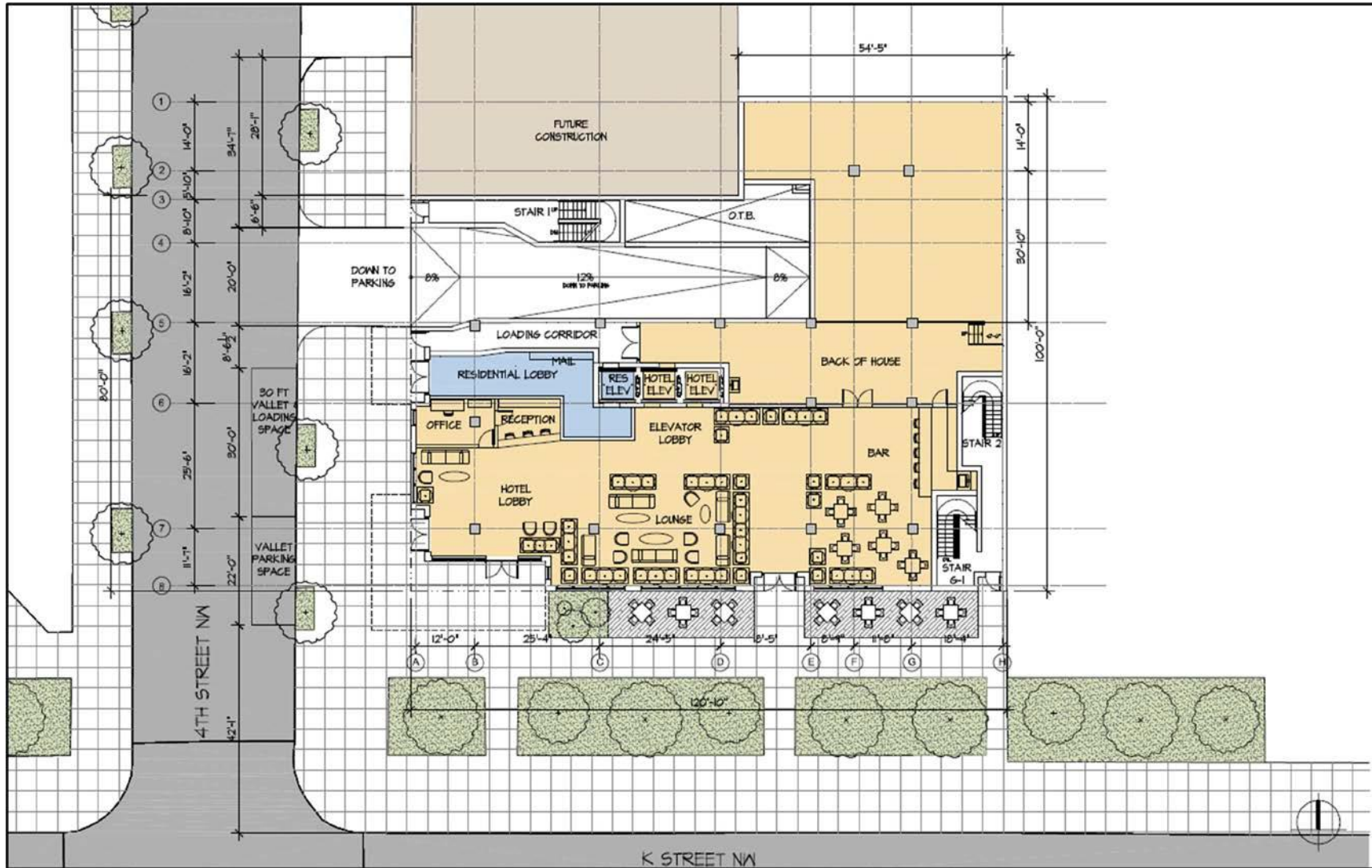


Figure 5: Site Plan



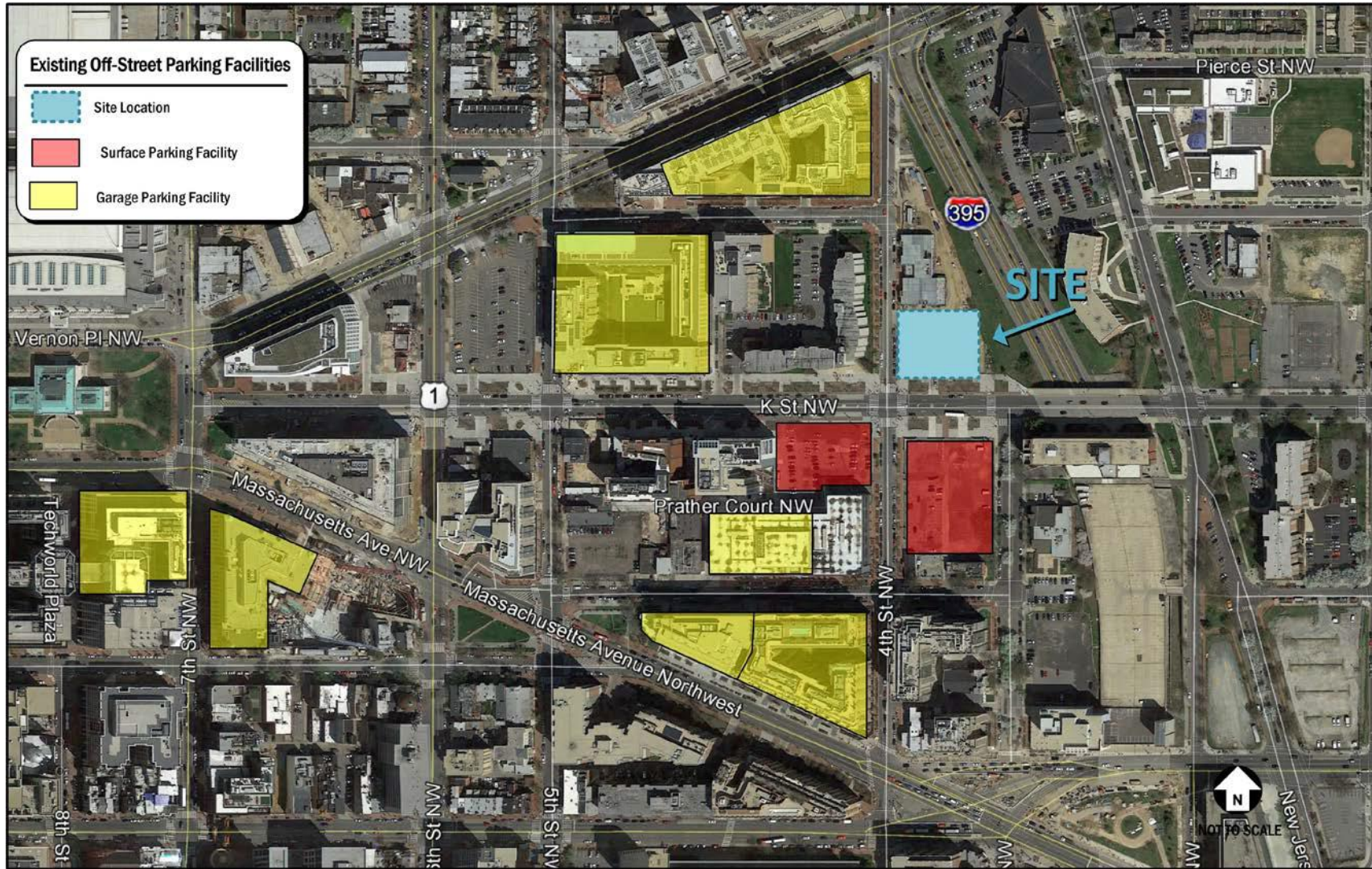


Figure 4: Nearby Off-Street Parking Facilities

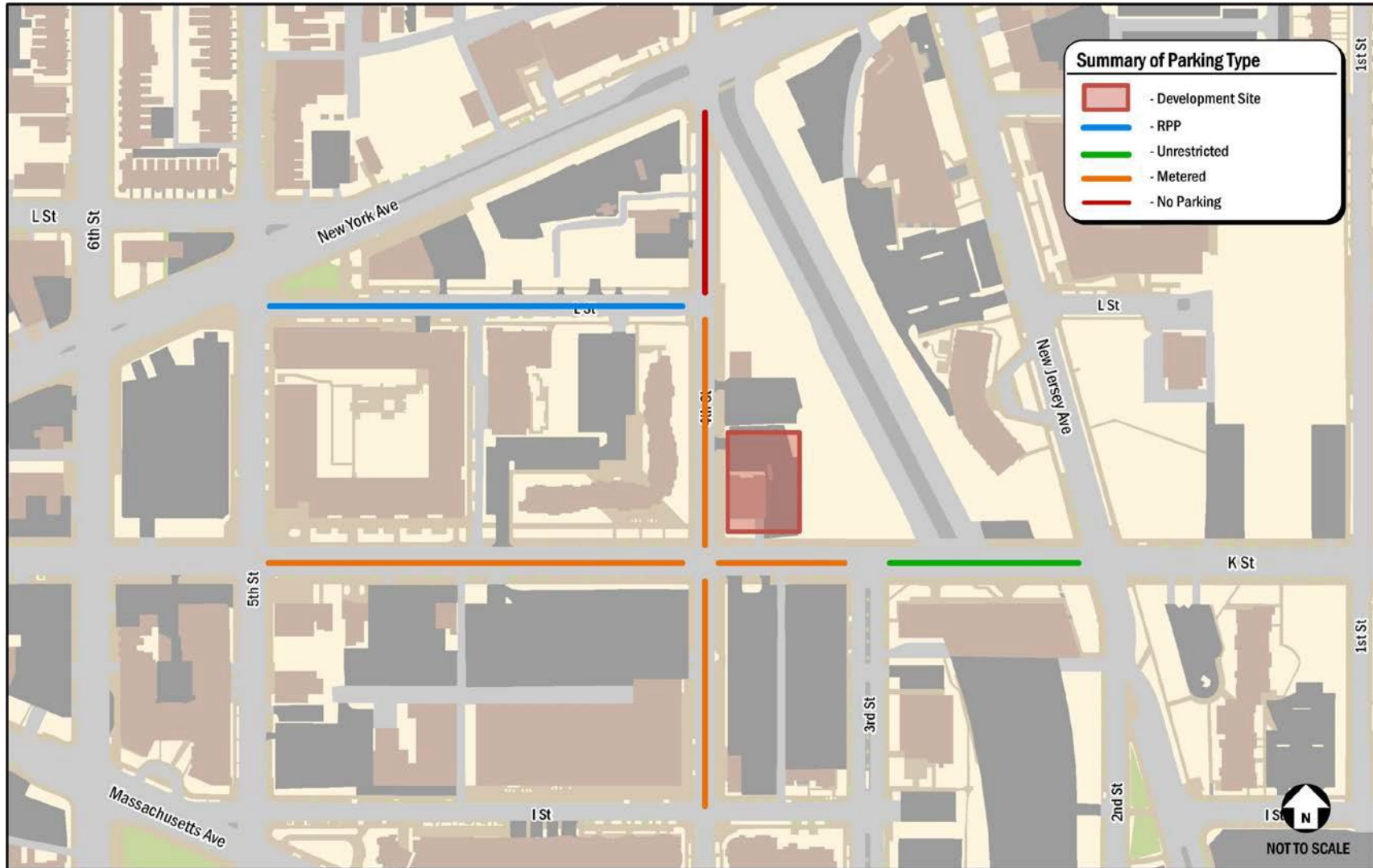


Figure 7: Parking Restrictions by Block Face



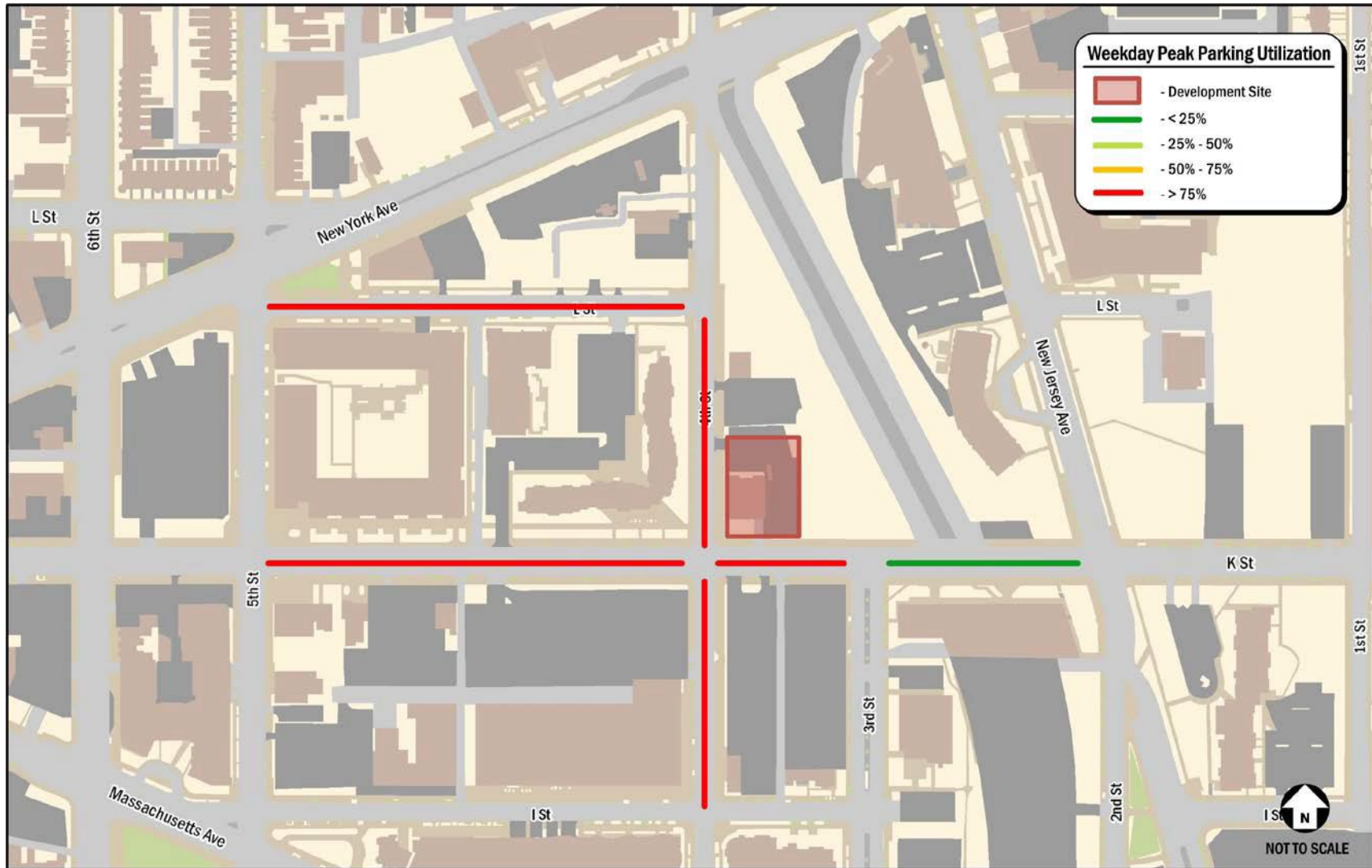


Figure 8: Weekday PM Peak Hour Street Parking Occupancy



## *Loading*

The site is planned to provide a 20 foot service space, however the Zoning required 30 foot loading space and 100sf loading platform cannot be provided due to the compact nature of the site. As such, the Applicant is coordinating with DDOT to locate a loading space curbside on 4<sup>th</sup> Street adjacent to the parking garage curb cut that may also be used for valet operations, as shown on Figure 4. The number of truck trips generated by a project of this scale is relatively low. Based on previous studies, it is expected that the new project would not generate more than five to six (5-6) truck trips per day. These are likely to be primarily delivery trucks such as USPS, FedEx, UPS and other smaller delivery vehicles three to four (3-4) times per day. Given that the residential units are planned to be furnished, little to no truck activity is expected for residential move-in and move-out activities. However, two to three (2-3) larger trucks (up to 30 feet) could be expected per day for hotel deliveries. Deliveries will be accepted curbside on 4<sup>th</sup> Street and will utilize the service corridor adjacent to the curb cut and into the back-of-house space.

All trash pick-up activity will occur curbside from the loading space. All trash bins will be fully enclosed within the building; the bins will be wheeled curbside only for trash pick-up and will be promptly returned to the trash room. At no time will trash bins be left curbside unattended for pick-up. Trash pick-up is expected one to two (1-2) times per day and is expected to utilize the loading corridor or the garage ramp to access the trash room in the parking garage.

In addition, a loading management plan has been developed for the project. The goals of this plan are to minimize undesirable impacts to the neighborhood and to building tenants, reduce conflicts between truck traffic using the curbside loading space and potential valet operations, and ensure smooth operation of the loading operations through appropriate levels of management and scheduling. The components of the loading management plan are as follows:

- Vendors and on-site tenants will be required to coordinate and schedule deliveries and a loading coordinator will be on duty during delivery hours.
- Trucks accessing the on-street loading space will be limited to a maximum of 30 feet in length.
- All tenants will be required to schedule any loading operation conducted using a truck greater than 20 feet in length.
- Deliveries will be scheduled such that the on-street loading capacity is not exceeded and so as not to conflict with potential valet operations. In the event that an unscheduled delivery vehicle arrives while the loading space is full, that driver will be directed to return at a later time when the loading space will be available so as to not impede traffic along 4<sup>th</sup> Street.
- Deliveries from 30-foot trucks or 20-foot service vehicles will prohibited from being delivered directly from K Street and instead will be required use the loading area proposed on 4<sup>th</sup> Street.
- Trucks using the loading area will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT’s Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
- The loading area operation will be limited to daytime hours of operation, with signage indicating these hours posted prominently at the loading space with notification also given to tenants. The use of the on-street space for loading will be coordinated with valet operations so as to determine the most optimal times for loading.

## ***Transportation Demand Management***

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. TDM's importance within the District is highlighted within section T-3.1 of the DC Comprehensive Plan, where it has its own dedicated section including TDM policies and actions.

### ***Proposed TDM Plan***

Based on the DDOT expectations for TDM programs, and analyzing the specific attributes of the development site, the following outlines the proposed TDM plan for the 317 K Street development.

- **Transportation Management Coordinator (TMC)**  
Effective Transportation Management Programs (TMPs) require a coordinator to implement and manage TDM strategies. The TDM plan is designed to encourage alternate modes of transportation vs. a private vehicle to and from the property. As such, the TDM plan will be implemented and managed by a selected coordinator at the development. A member of the property management group will serve as primary point of contact and will be responsible for coordinating, implementing and monitoring the TDM strategies between all uses on site, as identified below. This responsibility includes the development and distribution of information and promotional brochures to residents, hotel guests, visitors, and employees regarding transit facilities and services, pedestrian and bicycle facilities and linkages, ridesharing (carpool and vanpool), and car sharing. This person will also be responsible for ensuring the plan's effectiveness, and improving upon it over time, if necessary.
- **On-Site Services**  
A TransitScreen will be installed in the hotel and residential lobbies to provide residents, hotel guests, visitors, and employees available transportation choices and provide real-time transportation updates. While all residents and guests will enjoy the information on the TransitScreen, it is envisioned that the ease of transportation alternatives at this location, including the real-time transportation information in the hotel and residential lobbies, will be one of the factors in residents' and guests' decisions to patronize at this location. The TransitScreen is just one tool for residents, guests, and employees to utilize, in order to aid them in opting for transit-related modes of transportation vs. driving a private vehicle. In addition, the TMC will make printed materials related to local transportation alternatives available to residents, guests, and employees upon request. These printed materials may include, but are not limited to, Metrorail and Metrobus maps and schedules, Capital Bikeshare maps, DC Circulator maps, and other non-auto services.
- **Marketing Program**  
The TMC will establish a TDM marketing program that provides detailed transportation information and promotes walking, cycling, and transit. This program will consist of a multi-modal access guide that provides comprehensive transportation information compiled in a brochure for distribution and/or provided on hotel and residential websites. The marketing program will also provide website links to [CommuterConnections.com](http://CommuterConnections.com) and [goDCgo.com](http://goDCgo.com), which provide transportation information and options for getting around the District. Additionally, this marketing program will promote useful smartphone apps to direct residents, guests, and employees to useful commuting options such as Lyft, Uber, RideScout, CapitolHop, Embark DC Metro, MyNextBus, and WMATA.com.

With respect to hotel guests, the TDM marketing program will include a multi-level approach, as follows:

**First** – Prospective guests will be informed about parking and alternate modes of transportation as part of the pre-reservation and reservation process, through check-in. The importance of effectively communicating what guests should expect with regards to parking and transportation should not be taken lightly. To that end, potential guests will be thoroughly informed regarding transportation alternatives and parking information so that guests know what to expect when booking a reservation. Detailed transportation and parking information will be prominently displayed on:

- The hotel and restaurant websites
- Online Travel Agency (OTA) websites
- Other on-line booking and informational website the hotel or restaurant partners with (including rating review websites)
- Email booking confirmations
- Email booking reminders
- Verbally via reservationists
- Printed brochure available for distribution

All information will emphasize and encourage alternate modes given the hotel's convenient location near several Metrorail stations. These alternate modes will include regional travel options that include Union Station and the nearby airports and their connections to the hotel via commuter rail, Metrorail, intercity bus, taxi, Uber, and carshare.

**Second** – As noted above, hotel confirmations will contain notice to guests that limited parking is available on-site and that the hotel encourages and emphasizes alternative modes. The reservation email will provide the alternative transportation options and the locations of off-site parking facilities, in the event guests decide to drive and will assist guest in planning ahead to use alternative methods of transportation.

▪ *Hotel Guest Transportation Incentives*

To help encourage non-auto transportation uses, the hotel operator will offer, and the TMC will coordinate, daily Capital Bikeshare passes to hotel guests as a part of Capital Bikeshare's Bulk Membership program for hotels. These daily passes will be available upon request for hotel guests. The Capital Bikeshare pass incentive to guests will be prominently displayed on the various booking sources for the hotel. While it is not expected that hotel guests will arrive for their stay via Capital Bikeshare, the passes will be offered to guests as a convenient mode of transportation, thereby lessening the need for a personal vehicle during their stay.

▪ *Resident Transportation Incentives*

To help encourage non-auto transportation uses among residents, the Applicant will offer the first occupant of each residential unit with a one-time, one-year carsharing membership and application fee, a \$100 Smartrip card, or a one-time, one-year Capital Bikeshare membership to help alleviate the reliance on personal vehicles. These incentives will be offered in a move-in transportation package that includes brochures for transit facilities as well as bicycle and car sharing services for the first occupant of each residential unit.

- *Bicycle Amenities*

The operator will encourage all alternative transportation modes including bicycling. Bicycling will be promoted for employees, hotel guests, and residents with the provision of secure on-site bicycle parking spaces as well as exterior temporary bicycle parking. These spaces will be provided at a rate that exceeds current requirements and will be provided consistent with the rates proposed in the Zoning Regulations Review (ZRR) currently under consideration. The TDM marketing program will include brochures and links to websites on bicycling in the District and for Capital Bikeshare.

- *Ride-matching/Ridesharing Program*

Employees who wish to carpool will be provided detailed carpooling information as part of the TDM marketing program and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG), as described above.

## ***Conclusions***

This memorandum presents the findings of a Comprehensive Transportation Review for the 317 K Street development. The proposed development consists of 30 furnished residential units and a 200-room hotel. The following conclusions were made regarding the development:

- The site is surrounded by an extensive network of transit, bicycle, and pedestrian facilities that results in an adequate environment for safe and effective non-auto transportation;
- Based on the site location near ample transit services, the surrounding mixed-use walkable location, and an aggressive TDM plan, the proposed parking will adequately serve the needs of the development;
- Based on an estimation of loading activity for the development, it was determined that the amount of loading activity expected to take place at the site will be adequately served by the on-street loading area proposed along 4<sup>th</sup> Street; and
- A TDM plan for the development will include the implementation of a TDM coordinator, on-site services, a marketing program, transportation incentives, bicycle amenities, and ride-matching/ridesharing programs.