

WELLS + ASSOCIATES

MEMORANDUM



1420 Spring Hill Road,
Suite 610,
Tysons, VA 22102
703-917-6620
WellsandAssociates.com

TO: Aaron Zimmerman, DDOT

FROM: Jami L. Milanovich, P.E.

COPY: Sean Cahill, PGP
Christy Shiker, Holland & Knight
Chris Kabatt, P.E., Wells + Associates

RE: Capitol Crossing Center Block Modification

DATE: January 23, 2019

INTRODUCTION

On April 11, 2011, the District of Columbia Zoning Commission approved an application filed by Center Place Holdings, LLC on behalf of the District of Columbia, (Zoning Commission Order No. 08-34) for a planned unit development (PUD) located in Squares 564, 566, and 568 (excluding Lots 849 and 850 in Square 566 and Lot 43 in Square 568), as shown on Figure 1. The proposed PUD included development of three city blocks known as the North Block, the Center Block, and the South Block. The North Block would contain office and retail uses, the Center Block would contain residential, institutional, and office uses, and the South Block would contain office and institutional uses.

The approval included:

- 1) A first-stage PUD approval for the land and air rights above the Center Leg Freeway in the area bound by Massachusetts Avenue to the north, E Street to the south, 2nd Street to the east, and 3rd Street to the west;
- 2) A consolidated PUD for the construction of the platform and base infrastructure, the mix of uses for the project, the height and density of each building, the site plan for the overall project, the North Block, the construction of all below grade parking, concourse, and service levels, and the proposed landscaping and streetscape design for the project; and
- 3) A zoning map amendment to rezone the site from the C-3-C District to the C-4 District.

Subsequent to the initial approval, the Zoning Commission approved a modification to the consolidated PUD for the North Block and several second-stage PUD approvals, as follows:

- Zoning Commission Case No. 08-34A: On January 28, 2013, the Zoning Commission approved a second-stage PUD approval for development of the South Block;
- Zoning Commission Case No. 08-34C: On January 27, 2014, the Zoning Commission approved a second-stage PUD for development of the facilities for the Holy Rosary Church in the Center Block, which included elimination of the F Street curb cut that was included in the original PUD;

WELLS + ASSOCIATES

MEMORANDUM

- Zoning Commission Case No. 08-34E: On June 30, 2014, the Zoning Commission approved a modification to the consolidated PUD application for the North Block, which included an elevated pedestrian bridge connecting the east and west wings of the building, relocation of the parking garage access from 3rd Street to G Street, and redesign of the 3rd Street pedestrian entrance and lobby.
- Zoning Commission Case No. 08-34F: On May 23, 2016, the Zoning Commission approved a minor modification to the second-stage PUD application for the South Block to allow for removal of the eco-chimney, to replace the building's approved façade treatment, to infill the 11th floor terrace and relocate the terrace to the 12th floor, and to revise the design of the building's penthouse to include habitable space.
- Zoning Commission Case No. 08-34G: On September 11, 2017, the Zoning Commission approved a minor modification to the second-stage PUD application for the North Block to revise the design of the building's penthouse to include habitable space.

The Applicant now proposes a modification to the Center Block, which would allow for the originally proposed residential use to be replaced by a hotel use. The latest development program for the Center Block of the Capitol Crossing project (taken from Zoning Commission Case Nos. 08-34 and 08-34C) is shown in Table 1 along with the now proposed development program.

Table 1
Approved vs. Current Development Program

Land Use	Approved PUD	Current Development Program
Center Block		
Office	276,688	276,688
Retail	20,623	20,623
Residential	180,384 (150 DU)	N/A
Institutional	22,765	22,765
Hotel	N/A	180,384 SF (140 rooms)
Subtotal	500,460 SF	500,460 SF

TRIP GENERATION

An evaluation was conducted to compare the trip generation for the residential use to the anticipated trip generation for the proposed hotel use. The results of the comparison are shown on Table 2.

MEMORANDUM

Table 2
Trip Generation for Hotel Use vs. Residential Use

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Hotel (140 Rooms)[†]						
Vehicle Trips	27	27	54	21	22	43
Total Person Trips	93	95	188	109	100	209
Non-auto Person Trips (50% AM; 58% PM)	46	48	94	63	58	121
<i>Transit Trips</i>	3	4	7	9	8	17
<i>Pedestrian Trips</i>	43	44	87	53	49	102
<i>Bicycle Trips</i>	0	0	0	1	1	2
Auto Person Trips	47	47	94	46	42	88
Residential (150 units)*						
Vehicle Trips	7	30	37	31	17	48
Net New Vehicle Trips (Hotel – Residential)	+20	-3	+17	-10	+5	-5
[†] Vehicle trip generation for the hotel, including the non-auto breakdown of trips, was taken from Trip Generation for three select hotels studied by DDOT. The inbound and outbound distribution was based on data collection conducted by W+A at five select service hotels in DC. Trip generation data for the hotels is included in Attachment A. [*] Trip Generation for the residential component was taken from traffic evaluations conducted as part of Zoning Commission Case Nos. 08-34 C and 08-34E.						

As shown in Table 2, the hotel is expected to generate 17 more vehicle trips than the residential use during the AM peak hour and five fewer vehicle trips during the PM peak hour. The increase in AM peak hour vehicle trip generation is below DDOT’s threshold for a traffic impact analysis and, therefore, is not considered significant. As such, no adverse traffic impacts are anticipated as a result of the proposed modification.

SITE ACCESS

The parking and loading facilities for the project will be provided below-grade. Access to the parking facility will be provided via two curb cuts: one on 3rd Street south of F Street and one on G Street east of 3rd Street. Access to the below-grade loading facilities will be provided via a curb cut on E Street east of 3rd Street. The below-grade loading was designed so that trucks can enter and exit the site front-first. The access configuration was reviewed and approved by the Zoning Commission in the various zoning cases, and the Public Space Committee since approved the curb cuts in April 2015.

The site access is shown on Figure 2.

WELLS + ASSOCIATES

MEMORANDUM

PARKING

The approved PUD rezoned the subject property to C-4 under the Zoning Regulations of 1958. Therefore, the parking requirements prescribed in the 1958 Zoning Regulations apply and are summarized in Table 3. As shown in Table 3, the proposed hotel use would require 20 fewer parking spaces than the approved residential use.

Table 3
Parking Summary

Land Use	Required Parking
Hotel (Proposed)	1 per 8 rooms usable for sleeping = 140/8 = 18 spaces
Residential (Approved)	1 per 4 dwelling units =150/4 = 38 spaces
Change in Required Parking Spaces	-20 spaces

From a parking demand perspective, the hotel is anticipated to have a lower parking demand than the residential use. According to the Institute of Transportation Engineers' (ITE) Parking Generation, the 85th percentile parking demand rate for High-Rise Apartments is 1.52 vehicles per dwelling unit. The 85th percentile parking demand rate for Hotels is 1.14 vehicles per room, or 25 percent lower than the residential category. Wells + Associates own study of hotel parking rates shows an even lower parking demand ratio for hotels. Based on data collected at four select service hotels in the District in 2011, the 85th percentile parking demand ratio was 0.20 vehicles per room.¹ Therefore, since the parking demand for hotels is lower than for residential uses, the parking proposed for the overall project, including the hotel use, will be sufficient to serve the needs of the project.

LOADING

As with the parking, the project is subject to the loading requirements from the 1958 Zoning Regulations. The requirements for the residential versus hotel uses are summarized in Table 4.

¹ Milanovich, J. Memo to Jeff Jennings, District Department of Transportation. September 12, 2011.

MEMORANDUM

Table 4
Loading Summary

Land Use	Required Loading
Hotel	> 30 rooms and < 200 rooms 1 @ 30' loading berth + 100 SF platform 1 @ 20' service/delivery space
Residential	> 50 DU 1 @ 55' loading berth + 200 SF platform 1 @ 20' service/delivery space

As shown on Table 4, the loading requirements for the proposed hotel are slightly lower than the requirements for the approved residential use (i.e. residential use requires a 55-foot berth as opposed to the 30-foot berth required for the hotel use).

As approved, the project will provide a centralized loading facility with eight 30-foot loading berths with 100 SF platforms, one 55-foot loading berth with a 200 SF platform, and four 20-foot service/delivery spaces. The proposed hotel would use the centralized loading facilities. It should be noted that the Zoning Regulations of 2016 allow for loading facilities to be shared among all uses; whereas, the 1958 Zoning Regulations required the loading requirements for each individual use to be added together. Since the number of berths in the centralized loading area was determined under the 1958 Zoning Regulations and since the hotel use has a slightly lower requirement than the residential use, the proposed loading facilities would be more than adequate. Further, having multiple uses located at the same site allows for the overall number of deliveries to be reduced. For example, a FedEx or UPS truck will make deliveries to multiple buildings in one stop, rather than each building getting its own FedEx or UPS delivery.

CONCLUSIONS

As described herein, the proposed modification, which would allow a hotel use in place of the approved residential use for the Center Block, would not have an adverse transportation impact. The anticipated trip generation for the hotel would be slightly higher than the residential use during the AM peak hour and slightly lower during the PM peak hour. The modest increase in the trip generation in the AM peak hour would not constitute a significant impact to traffic operations surrounding the site.

Further, the proposed parking garage would adequately accommodate the proposed hotel use since the hotel use generates both a lower parking requirement and parking demand than the residential use. From a loading perspective, the hotel generates a lower loading requirement than the residential use. The proposed loading facilities are anticipated to adequately

WELLS + ASSOCIATES

MEMORANDUM

accommodate the entire project's loading needs, particularly given the synergy associated with multiple uses located at the same site.

Should you have any questions, please do not hesitate to contact Chris Kabatt at (301) 971-3416 or clkabatt@wellsandassociates.com.

O:\Projects\7501 - 8000\7709 Capitol Crossing Center Block PUD Modification\Documents\Transportation Memo.docx

FIGURES

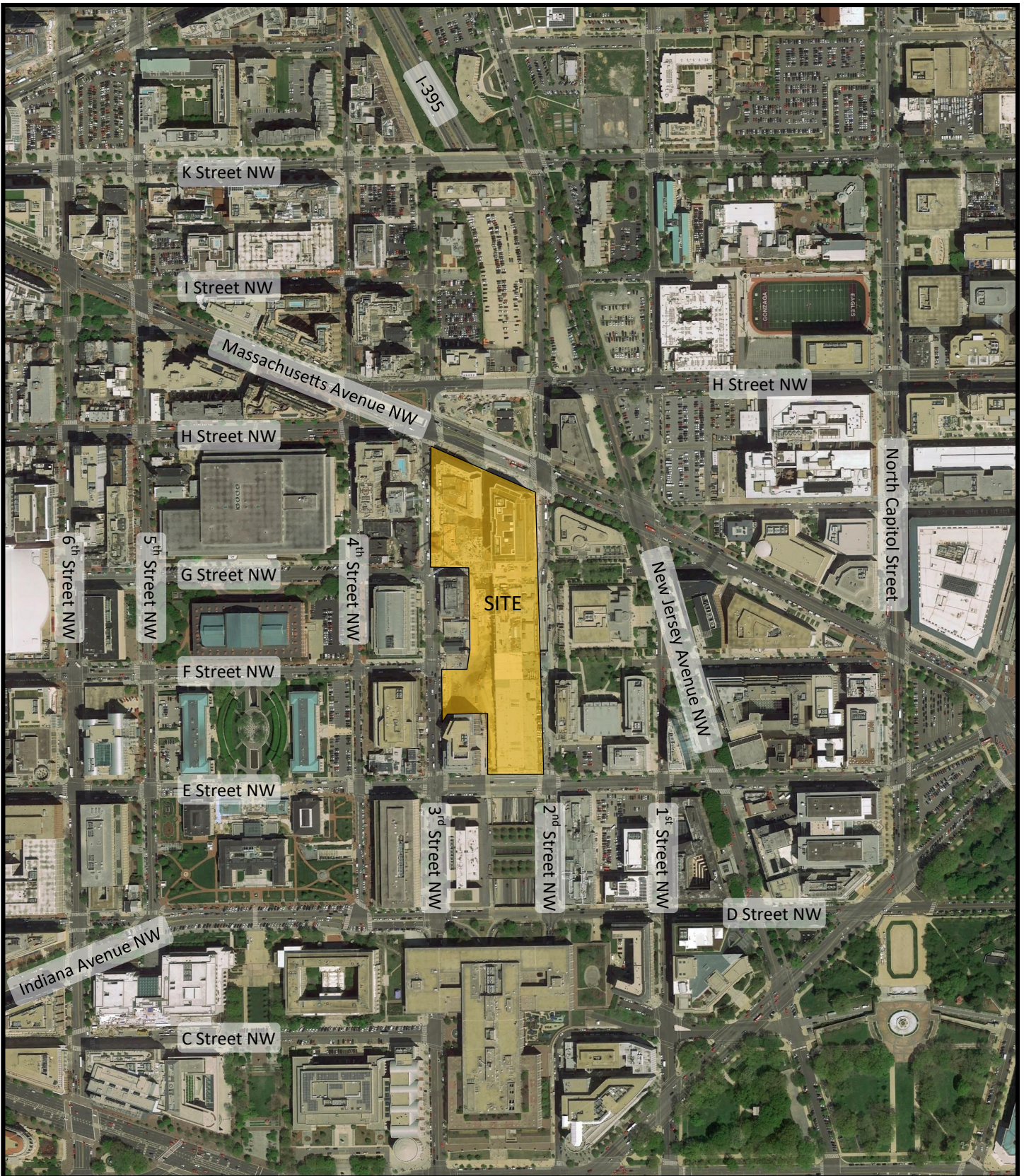


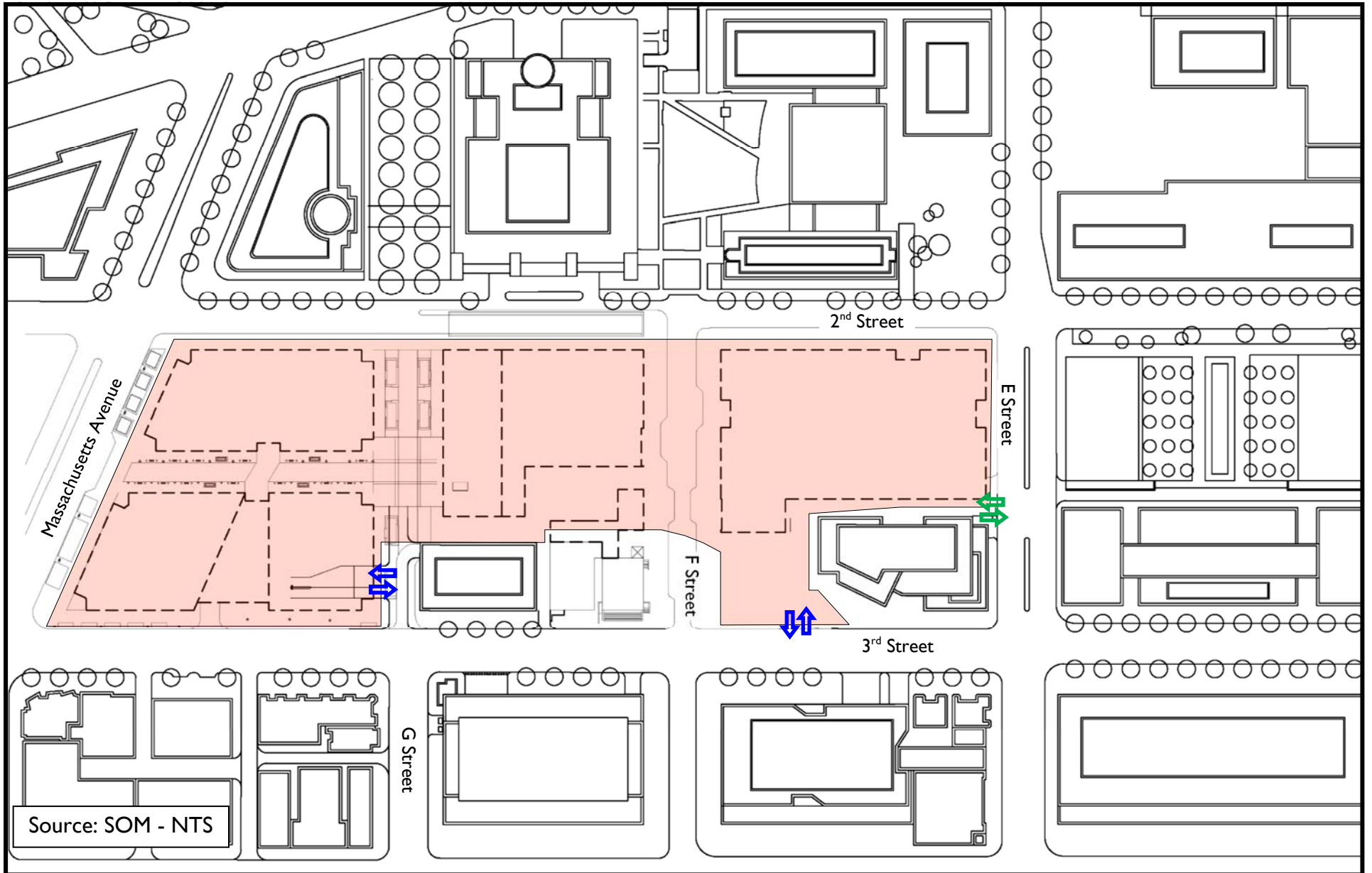
Figure 1
Site Location



NORTH



**Capitol Crossing Center Block Modification
Washington, DC**





Source: SOM - NTS

Figure 2
Proposed Site Access

-  Site Vehicular Access
-  Site Loading Access



NORTH

Capitol Crossing Center Block Modification
Washington, DC

**ATTACHMENT A
TRIP GENERATION ANALYSIS**

Capitol Crossing Center Block Modification
 Site Trip Generation Summary

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Development									
Hotel	310	140	Rooms						
Vehicle Trips ¹				27	27	54	21	22	43
Total Person Trips ¹				93	95	188	109	100	209
Non-Auto Person Trips ²		50%	58%	47	47	94	63	58	121
Transit		4%	8.0%	4	4	8	9	8	17
Walk		46%	49.0%	43	44	86	53	49	102
Bike		0%	1%	-	-	-	1	1	2
Auto Person Trips		50%	42%	47	48	94	46	42	87
Existing Development									
Residential³	220	150	D.U.	7	30	37	31	17	48
Total Proposed Development									
Non-auto Trips				47	47	94	63	58	121
Vehicle Trips				27	27	54	21	22	43
Net New Vehicle Trips				20	(3)	17	(10)	5	(5)

Notes:

¹ Vehicle trip generation for the hotel was taken from Trip Generation for three select hotels studied by DDOT. The inbound and outbound distribution was based on data collection conducted by W+A at five select service hotels in DC.

² The breakdown of non-auto trips for the hotel was based on data provided by DDOT.

³ Vehicular trip generation for the residential component taken from Zoning Commission Case No. 08-34C - Milanovich, Jami L. and Kyle Brown Memo to Jamie Henson and Jonathan Rogers. October 14, 2013.

HOTEL TRIP GENERATION DATA

Provided by the District Department of Transportation

Description		Land Use Program										Vehicle Parking			Travel Behavior			
Building Name	Address	Primary Use	Secondary Use	Retail Type	Residential Units	Res. Occupancy Rate	Estimated Occupied Units	Residential Type	Hotel Rooms	Office SF	Retail SF	Parking Spaces: Commercial Only	Parking Spaces: Mixed/Shared (Private)	Parking Spaces: Total	Commercial Parking (with share of mixed)	Date of Count	AM Peak Hour	PM Peak Hour
		-	-	-	0	-	0	-	397	0	0	50	120	170	170	6/16/2015	7:45-8:45 AM	5:45-6:45 PM
Mandarin Oriental	1330 Maryland Avenue SW	Hotel	-	-	0	-	0	-	397	0	0	50	120	170	170	6/16/2015	7:45-8:45 AM	5:45-6:45 PM
Courtyard Marriott	1900 Connecticut Avenue NW	Hotel	-	-	0	-	0	-	147	0	0	70	0	70	70	6/9/2015	7:45-8:45 AM	5:45-6:45 PM
Dupont Circle Hotel	1500 New Hampshire Avenue NW	Hotel	-	-	0	-	0	-	327	0	0	65	0	65	65	6/10/2015	8:15-9:15 AM	6:00-7:00 PM

HOTEL TRIP GENERATION DATA
 Provided by the District Department of Transportation

Description		Travel Behavior																							
Building Name	Address	AM Peak - Total Person Trips	AM Peak - Auto Drive Person Trips	AM Peak - Auto Pax Person Trips	AM Peak - Transit Person Trips	AM Peak - Walk Person Trips	AM Peak - Bike Person Trips	AM Period - Auto Drive Mode Share	AM Period - Auto Pax Mode Share	AM Period - Transit Mode Share	AM Period - Walk Mode Share	AM Period - Bike Mode Share	AM Peak - Auto Vehicle Trips	PM Peak - Total Person Trips	PM Peak - Auto Drive Person Trips	PM Peak - Auto Pax Person Trips	PM Peak - Transit Person Trips	PM Peak - Walk Person Trips	PM Peak - Bike Person Trips	PM Period - Auto Drive Mode Share	PM Period - Auto Pax Mode Share	PM Period - Transit Mode Share	PM Period - Walk Mode Share	PM Period - Bike Mode Share	PM Peak - Auto Vehicle Trips
Mandarin Oriental	1330 Maryland Avenue SW	420	156	93	19	151	1	37%	22%	5%	36%	0%	156	643	155	138	77	273	0	24%	22%	12%	43%	0%	157
Courtyard Marriott	1900 Connecticut Avenue NW	189	47	28	4	110	0	25%	15%	2%	58%	0%	47	126	32	20	7	66	1	25%	16%	6%	52%	1%	32
Dupont Circle Hotel	1500 New Hampshire Avenue NW	551	143	137	28	242	1	26%	25%	5%	44%	0%	143	655	101	158	48	343	5	15%	24%	7%	52%	1%	101