

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Policy, Planning and Sustainability Administration

Memorandum

TO: Jamison L. Weinbaum, Director
DC Office of Zoning

FROM: Karina Ricks *KR*
District Department of Transportation

DATE: April 21, 2011

SUBJECT: Zoning Commission Case No. 05-28B
(Application of the District of Columbia Primary Care Associates | Block I2 of "Parkside")

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APPLICATION

DCPCA (the "Applicant") seeks Second-Stage PUD approval for the construction of a health center. The area that is the subject of this second stage PUD application is located on the eastern corner of overall PUD site on part of what was designated as Block I. DCPCA is proposing a three-story health center, with two below grade on-site parking levels, with specific areas for walk-in care services, family practice, dental services, women and infant health care, wellness phlebotomy lab and reception and patient waiting areas. The project will have a FAR of 2.13, a maximum height of 42 feet, and a lot occupancy of approximately 85%.

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) recommends conditional approval of the proposed second stage PUD application for the DCPCA Health Center. DDOT commends the Applicant for improving the street-level portion of the building by locating the vehicle parking in a below grade garage. The proposed 42,000 square foot health care center will need to adhere to a loading management plan, improved

transportation demand management strategies and include visitor parking in the DCPCA garage to reduce the impacts on the surrounding Parkside neighborhood.

DDOT ANALYSIS

The Applicant has met with DDOT to review the proposed DCPCA building plans. DDOT wishes to credit the Applicant with the proposal to build the neighborhood DCPCA facility for better healthcare access. This is a meaningful community based health care center project that will serve residents for years to come.

DCPCA's plans to reduce the below grade parking to 69 parking spaces is a commendable action. The proposed number of spaces is less than the 102 required parking spaces. The cost for the facility employees or patients to park in the 69 space garage remains unknown. The Applicant should address the costs for parking and whether any of the spaces will be leased to non-DCPCA visitors. The outside vehicle parking space lease offers will lead to an increase in vehicle trips in the Parkside neighborhood. DDOT believes the Applicant should establish hourly, daily, and monthly parking rates for the 69 parking spaces. Access to the below grade parking garage will occur via a proposed 24' curb cut located on Kenilworth Terrace. This curb cut will require further public space review through the permitting process.

The Applicant needs to provide information on how many visitor parking spaces will be located inside of the 69 vehicle space parking garage. The March 29 traffic memo provides no information on this important subject and DDOT prefers to see some visitor parking spaces for those patients who will need to drive, or travel as a vehicle passenger, to the site. Without the needed patient vehicle parking there will inevitably be neighborhood impacts especially with drivers searching for parking in the Parkside neighborhood.

DDOT has tentatively agreed to assist DCPCA and its health care center patrons by installing parking signs creating an emergency vehicle pick-up area located on Hayes Street, adjacent to the site. The Applicant should be responsible to employ a property management employee to inform visitors arriving by vehicle that the Hayes Street emergency vehicle pick-up area is not for patient parking. This pick-up area will need monitoring by a building management team member to direct vehicle drivers not to park or wait for passengers. The noted parking should serve **only** emergency service vehicles shuttling patients to nearby hospitals as the Applicant has described in meetings, with DDOT. The existing vehicle parking on Hayes Street, currently located on the east curb, has been proposed to shift to the west side of the street. DDOT has tentatively agreed to this parking shift on Hayes Street. Each of these DCPCA traffic operations requests will need further review by the DDOT traffic operations staff. Hayes Street will remain a two way vehicle travel right of way.

The Kenilworth Terrace street frontage, of the subject property, has been proposed as a pick-up/drop-off area for patients. This drop-off area in front of the DCPCA building will also need to be carefully monitored by property management for those drivers parking and visiting the health care facility.

The Applicant is aware that *all* building associated utilities will need to be located inside of the building property line. There will be no utility grates located in public space, adjacent to the DCPCA health care facility. Utility grates in public space, especially along pedestrian paths, lead to an uninviting and hazardous pedestrian environment.

BICYCLE PARKING

The Applicant's March 29, 2011 traffic memorandum states, "Parking for bicycles is provided at two separate locations throughout the site. The first of these is external to the building along Kenilworth Terrace and includes four (4) spaces. The remaining 8 bike parking spaces are in the enclosed parking area, resulting in a total of 12 bike parking spaces serving the site." The total number of bicycle parking spaces may need to be increased and the Applicant should be responsible to review the need for more bicycle parking upon completion of the project.

The Applicant should furnish information showing that bicyclists will be able to use changing and shower facilities upon arriving to the DCPCA facility. Health care professionals working inside of the facility should have access to these facilities if they choose to bike or exercise during the work day.

TRANSPORTATION MANAGEMENT PLAN (TMP)

DDOT has reviewed the proposed TDM commitments as represented in the March 29 transportation review memo. The commitments are not as definite as DDOT prefers to see for a transit oriented site. Instead, the Applicant should take a more socially responsible approach and take advantage of its location within a high quality transportation network served by sustainable transportation modes. DCPCA should inform DDOT what parking may cost inside of the DCPCA garage. Adjusting the parking rates will help to deter health care staff and visitors from driving to the facility. It is understandable that not all health care center patrons will be able to use mass transit, but the Applicant should take additional action to encourage visitors to avoid driving.

LOADING MANAGEMENT PLAN

DDOT expects to review a loading management plan demonstrating the proposed PUD project and its associated truck deliveries will adhere to a schedule to avoid neighborhood impacts. To date, the Applicant has not delivered a loading management plan. DDOT understands the Applicant has agreed to assign a staff member, of building management, the role of Transportation Coordinator. This designated staff member should be responsible for assisting with the health care supply deliveries, medical records management service vehicles (e.g. Iron Mountain), appropriately scheduled trash/recycling removal and any other unloading trucks at the proposed facility. DDOT is aware of an existing DCPCA facility (e.g. Unity Health Care at Upper Cardozo; 3020 14th Street N.W.) making an effort to manage its deliveries, albeit not without impacts to the neighborhood.

SUMMARY AND RECOMMENDATION

DDOT supports the Applicant's approval of the second stage PUD application. The support for approval is conditioned on the following:

- A thorough loading management plan addressing the various daily and weekly deliveries to the DCPCA building.
- Two (2) electronic information displays located in the lobby of the building providing real time information related to local transportation alternatives (e.g. transportation legend showing area transit stops and Capital Bikeshare locations, next bus and next train information, etc.).
- A more complete TMP that provides health care center patients some incentives not to drive to the facility.
- Additional bicycle parking for review 1 year after the Certificate of Occupancy has been issued to the Applicant. The Applicant should meet with DDOT Bicycle Program staff members on site to review the inventory and location of the bicycle parking.
- Incentives for DCPCA health care professionals to participate in a carpool. The carpool program should offer a parking subsidy.
- Annual meeting with ANC 7D to review the loading practices associated with the DCPCA facility. The ANC should assist with offering suggestions to improve the schedule and location of truck deliveries to the site.

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