

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: March 31, 2011

SUBJECT: Zoning Commission Case No. 05-28E
(Application of Lano Parcel 12 LLC and the District of Columbia Primary Care Associates)

APPLICATION

Lano Parcel 12 LLC and the District of Columbia Primary Care Associates (the "Applicant") seek to modify the First-Stage planned unit development (PUD) approved by the Zoning Commission on April 13, 2007. The application would modify the approved uses by converting a portion of the approved residential use to office use and institutional use. It would also modify the permitted building heights for the PUD to allow a maximum building height of 130 feet for the central office towers and a maximum height of 110 feet for the remainder of the Property (with the exception of the DCPCA Property). Finally, the modification application requests approval to modify the previously PUD-related Map Amendment. In Case No. 05-28, the Zoning Commission approved a PUD-related Map Amendment to the C-3-A Zone District for the Property, with the exception of the central office towers, which were rezoned to the CR Zone District. Case No. 05-28E seeks approval to rezone the site with the central office towers to a PUD-related C-3-C Zone District and the remainder of the Property, with the exception of the DCPCA Property, to a PUD-related CR Zone District. The DCPCA Property will remain in the PUD-related C-3-A Zone District.

On what has been 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%.

The Applicant seeks Second-Stage PUD approval for the construction of a university building to serve the Community College of the District of Columbia ("CCDC"). The area that is the subject of this second stage PUD application is also located on the eastern corner of overall planned unit development (PUD) site on part of what was designated as Blocks H and I. The project will have a FAR of 7.4, a maximum height of 110 feet, and a lot occupancy of approximately 85%.

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) is very supportive of the proposed institutional uses of CCDC and DCPCA, however the additional density of office uses on this site generate a high volume of traffic that has not been demonstrated to be adequately addressed with this submission. DDOT supports this Modification Stage 1 request but expects a much more rigorous transportation impact mitigation strategy coupled with an aggressive transportation demand management plan to reduce the trip impacts documented in the applicant's traffic impact analysis.

DDOT ANALYSIS

The Applicant has met with DDOT to review the proposed building plans especially as they relate for the DCPCA facility. DDOT wishes to credit the Applicant with the proposal to build the neighborhood CCDC educational campus and DCPCA facility for better healthcare access. These are meaningful community based projects that will serve residents for years to come.

The Applicant's transportation impact study states, "The net trips generated by Parcel 12 excluding Health Care Center would be **853 AM** (678 in and 175 out) and **944 PM** peak hour trips (286 in and 658 out)." According to the Applicant's trip data, the vehicle trips associated with the Parcel 12 office uses will have the most impact to the Parkside neighborhood with **644 AM** peak hour vehicle trips and **657 PM** peak hour vehicle trips. For reference, a typical travel lane on an urban street is capable of transporting approximately 1,000 vehicles per hour thus these impacts represent over 65% capacity of a single travel lane.

A significant portion of these trips will enter on to Kenilworth Avenue. The Kenilworth Avenue/Nannie Helen Burroughs (SB) intersection, where a majority of the trips will pass through, currently operates at a level of service F.

No transportation demand management (TDM) measures have been proposed with this submission despite the transit oriented location of the site. DDOT notes that the Applicant has previously committed to a future pedestrian bridge, however increasing transit use with the existing bridge facility can be accomplished in the near term with appropriate encouragement measures.

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 any of the proposed Lano Parcel 12 buildings. Utility grates in public space, especially along pedestrian paths, lead to an uninviting pedestrian environment.

BICYCLE PARKING

The Applicant's traffic impact study states, "The CCDC will provide 135 parking spaces and 20 bicycle parking spaces." The Applicant is not planning appropriately for the transportation demand associated with the future 259,500 square foot facility. There should be more internal and visitor bicycle parking planned for the facility. Besides the mention of bicycle parking at the CCDC site, there is no further information explaining how bicycle parking will be incorporated into any of Parcel 12. The Applicant needs to furnish additional information to show covered bicycle parking locations and visitor parking for the remainder of Parcel 12. Without this information, DDOT is left thinking there will be no additional parking for bicycles at this significant project.

TRANSPORTATION MANAGEMENT PLAN (TMP)

DDOT is unaware of any transportation management plan (TMP) that promotes safe and efficient traffic operations, which encourages alternate modes of transportation, and maximizes the use of the on- and off-street parking facilities in the Lano Parcel 12 application. The Applicant should assemble a TMP focusing on sustainable transportation and provide it for DDOT to review. The TMP could significantly reduce the number of vehicle trips into and out of the neighborhood.

In lieu of a TMP, the Applicant provides the following as proposed improvements:

- Slight changes to signal timing at Nannie Helen Burroughs Avenue's intersections with Minnesota Avenue and the Kenilworth Avenue Service Road (NB);

- Enforcing the no left turn restriction from the SB Nannie Helen Burroughs Avenue onto Minnesota Avenue; and
- Constructing the ultimate build-out of the Kenilworth Avenue Service Road (SB) and Kenilworth Terrace with Nannie Helen Burroughs Avenue intersections as proposed in the Kenilworth Avenue Corridor Study.

Although these improvements are recommended, the report does not suggest that the Applicant is providing these as mitigations and as part of project cost. In fact, DDOT has already completed the Kenilworth Avenue Service Road and Kenilworth Terrace with Nannie Helen Burroughs Avenue intersections as proposed in the Kenilworth Avenue Corridor Study.

LOADING MANAGEMENT PLAN

DDOT expects to review a loading management plan for each of the future Second-Stage PUD public hearings following the Case No. 05-28E hearing. Case No. 05-28B, DCPCA will seek a Second-Stage PUD approval for construction of a 3 story health center to serve the community. Case No. 05-28C is associated with the construction of a university building to serve CCDC. The proposed PUD projects will be served by truck traffic that will need to adhere to a schedule to avoid neighborhood impacts.

SUMMARY AND RECOMMENDATION

DDOT conditionally supports the Applicant's proposal to modify the First-Stage planned unit development approved on April 13, 2007. This support is conditioned on an adequate mitigation plan for the traffic impacts associated with the increased office development and development of a robust and well supported transportation management plan (TMP) that results in a credible and meaningful reduction in the number of vehicle trips anticipated in the transportation report.

The CCDC and DCPCA sites will be meaningful institutional additions to the Parkside neighborhood.

KR:jj

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ZONING COMMISSION
District of Columbia

CASE NO. 05-28E
EXHIBIT NO. 20

Z.C. Case No. 05-28E – Application of Lano.Parcel 12 and DCPCA

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Z.C. Case No. 05-28E – Application of Lano Parcel 12 and DCPCA

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Transportation Policy and Planning Administration
2000 14th Street, N.W., 7th Floor
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FACSIMILE TRANSMITTAL SHEET

TO: <i>Sharon Schellin</i>	FROM:
COMPANY:	COMPANY: Transportation Policy and Planning. (TPPA)
ATTENTION:	DATE:
FAX NUMBER:	SENDER'S NAME. DIRECT NUMBER:
RE:	NUMBER OF PAGE(S) INCLUDING COVER

☐ FOR YOUR INFORMATION ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

A photocopy of the DDOT comments submitted on Friday, April 1

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2000 14th Street, NW, 7th Floor, Washington, DC 20009