

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe 
Associate Director

DATE: October 20, 2014

SUBJECT: ZC Case No. 05-36I – Union Place: 200 K Street, NE

PROJECT SUMMARY

Toll DC II, LP (the "Applicant") is seeking a modification to Phase II of an approved PUD for 200 K Street, NE, the western half of Square 749, bounded by L Street, K Street, and 2nd Street, NE. The proposed modification reduces the parking ratio for Phase II to 0.46 parking spaces per unit, and thereby the entire site to 0.53 parking spaces per unit, relocates the central courtyard, and reduces loading from a 55' loading berth to a 30' loading berth.

SUMMARY OF DDOT REVIEW

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.

The purpose of DDOT's review is to assess the potential safety and capacity impacts of the proposed action on the District's transportation network and, as necessary, propose mitigations that are commensurate with the action. DDOT finds:

- Future residents are likely to heavily utilize non-automobile modes of travel;
- A decrease in the parking ratio will have no adverse impacts on the travel conditions of the District's transportation network;
- On-street parking utilization occupancy is 72 percent during the peak demand;
- On-street parking supply is sufficient should demand increase due to the proposed modification;
- A smaller loading berth is appropriate for the size and type of this development; and

DDOT has no objection to the requested PUD modification.

TRANSPORTATION ANALYSIS

DDOT requires applicants who request PUD approval from the Zoning Commission perform a Comprehensive Transportation Review (CTR) in order to determine the PUD's impact on the overall transportation network. 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 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.

Vehicle Parking

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, and proximity to transit.

240 off-street parking spaces are proposed for Phase II. This equates to a parking ratio of 0.46 spaces per residential unit. As a result of the proposed reduction in vehicle parking spaces, a total of 413 off-street parking spaces are proposed for all three phases of the development, which is a parking ratio of 0.53 spaces per residential unit. For Phase I, as noted by the Applicant, with 98.4 percent of the 212 residential units occupied, only 117 parking spaces (68 percent) of the 178 spaces are leased to residential tenants. This equates to a parking ratio of 0.55 *leased* spaces per residential unit.

The proposed number of off-street parking spaces is a reasonable supply of parking for the land use and location, given its close proximity to the Metro station (the site is located 1.5 blocks from the south entrance of the NoMa – Gallaudet U (New York Avenue) Metro Station) and three Capital BikeShare stations within a one-quarter mile radius of the site, as well as an oversupply of off-street parking spaces for Phase I.

For parking relief actions or larger developments that may have a greater impact on on-street parking, the CTR must evaluate the supply of and demand for curbside parking spaces. Based on the quantitative analysis provided, the CTR should provide an evaluation of the adequacy of curbside parking to accommodate possible excess demand generated by an action.

In order to address the parking supply, and to document the on-street parking inventory/occupancy in the local area, the Applicant conducted a parking survey, which included an inventory of available on-street parking spaces and a parking occupancy count. Based on the aforementioned Scoping Agreement, DDOT and the Applicant agreed that the following blocks would be included in the study area as seen in Figure 1: On-Street Parking Inventory – Road Segments. Based on their report, there are a total of 874 parking spaces in the study area, of which 639 spaces (73 percent) are designated as Residential Permit Parking (RPP).

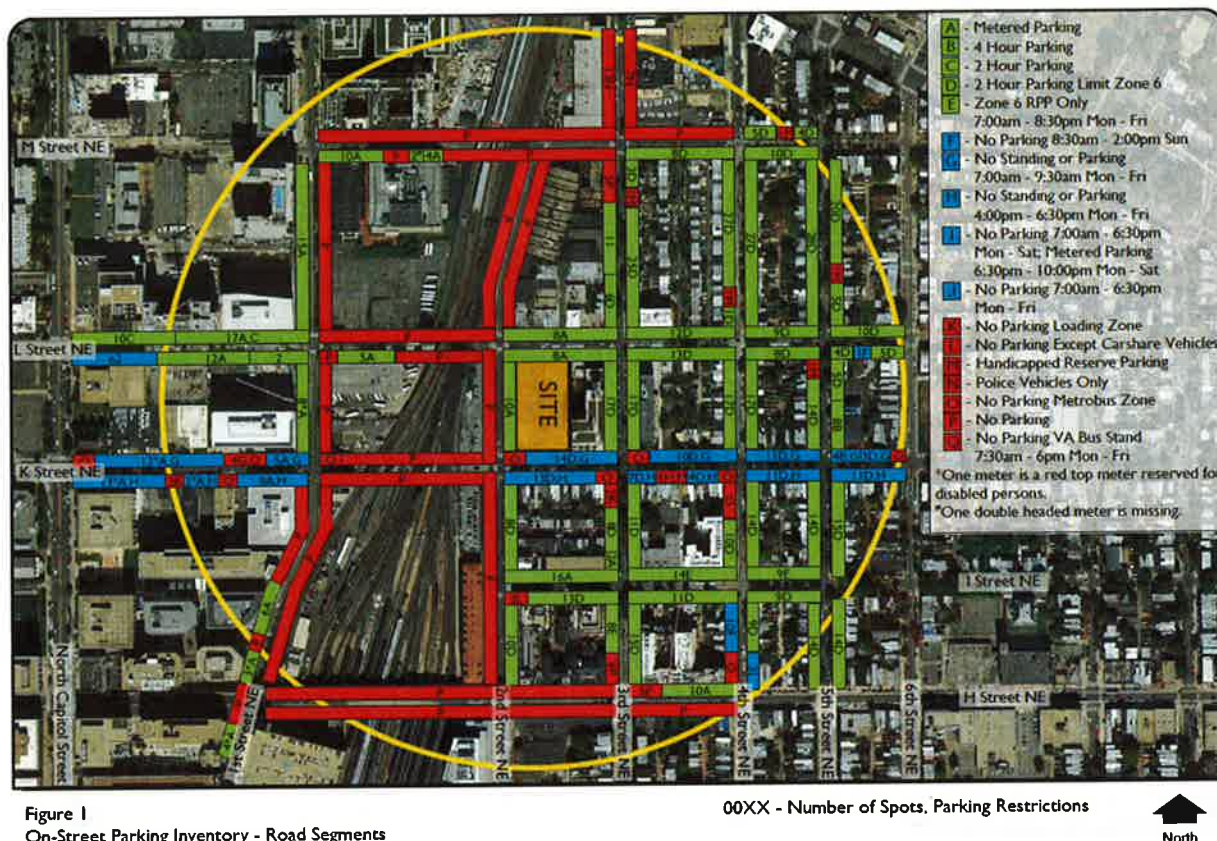


Figure 1: On-Street Parking Inventory – Road Segments (Source: Wells & Associates)

The inventory of available on-street parking facilities was conducted on Thursday, September 11, 2014 and parking occupancy data was collected from 5:00 pm to 12:00 am, which is the time of peak demand for this area. A survey conducted by the Applicant resulted in the utilization rates and peak hour inventory, as summary of which is shown in Figures 2 and 3.

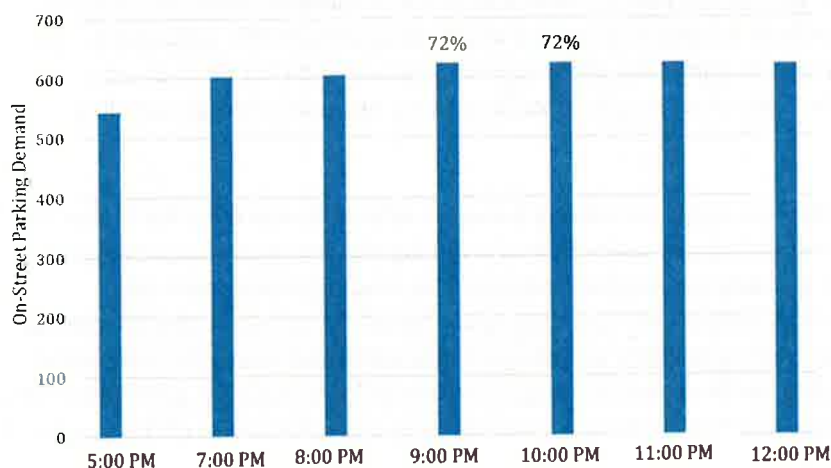


Figure 2: Parking Occupancy per Hour (Source: Wells & Associates)

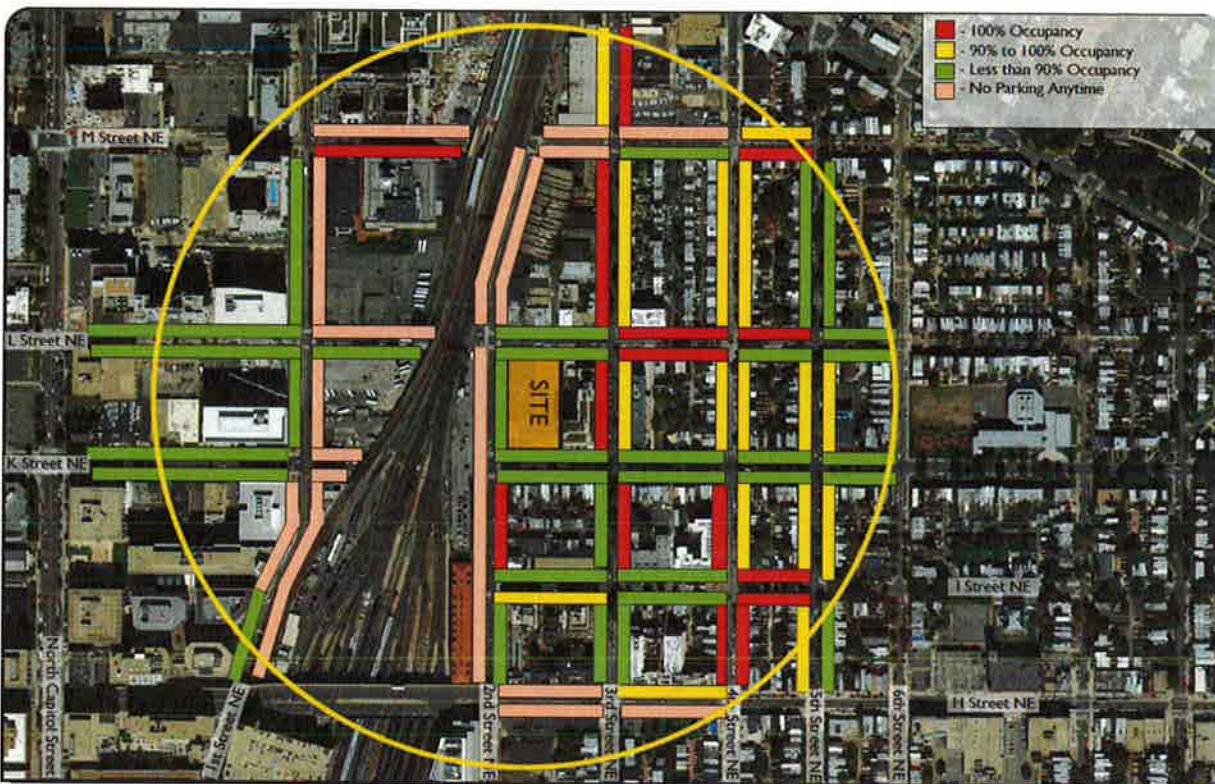


Figure 3B
On-Street Parking Occupancy - 10:00 PM

Figure 3: On-Street Parking Occupancy – 10:00 pm (Source: Wells & Associates)

The weekday peak demand occurred at 9:00 pm and 10:00 pm. On-street parking utilization occupancy is 72 percent during the peak demand, which equates to 249 available on-street parking spaces. On-street parking supply is sufficient should demand increase due to the proposed reduction in off-street parking spaces.

Loading Facilities

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 proposed consolidating two separate loading areas, as originally approved for Phase II of the PUD, into one loading area served by a single curb cut and reducing the previously approved 55' loading berth to a 30' loading berth and one service/delivery bay. The loading coordinator will coordinate all moves and ensure proper utilization of loading space for all deliveries. A second loading bay, which will primarily be used for trash collection, will also provide additional space for residential moves. Should demand for the loading berth exceed the supply for residential move-ins and move-outs, DDOT finds that the use of Emergency No Parking signs will adequately serve the needs of the proposed development.

DDOT generally prefers to have as few curb cuts as possible in order to limit vehicle conflicts with pedestrians, bicyclists, and other vehicles. This is particularly important when a curb cut is intended for loading facilities; in this case, many of the large trucks accessing the loading facilities will be operated by non-professional drivers for residential move-ins and move-outs. Therefore, limiting the number of curb cuts for this site is preferred.

Finally, 55' trucks are not typically used for residential moves for the size and type of this development. DDOT finds a smaller loading berth is appropriate for this PUD.

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 gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the Office of Planning 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 circulate around it. In conjunction with the District of Columbia Municipal Regulations, DDOT's *Design and Engineering Manual* will serve as the main public realm references for the Applicant. DDOT staff will be available to provide additional guidance during the public space permitting process.

The Applicant was conceptually approved for the proposed curb cuts and public space design through the public space permitting process pending Zoning Commission approval of the relocation and reduction in loading berths and relocation of the central courtyard. This public space approval included the consolidation of three curb cuts, as previously shown in zoning submissions, to two curb cuts, public access to the central courtyard off of K Street, and regrading of the public space along K Street. Through the permitting process, the Applicant was told by DDOT and the Public Space Committee that Phase 3 would not be approved for any additional curb cuts; it was recommended that if Phase 3 is sold to another developer, then that property is encumbered and required to use the two curb cuts as part of Phase 2. Any changes to streetscape plan will require public space permitting.

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