


GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



**d.** Policy, Planning and Sustainability Administration

**MEMORANDUM**

**TO:** District of Columbia, Zoning Commission

**FROM:** Sam Zimbabwe   
Associate Director

**DATE:** September 23, 2013

**SUBJECT:** **DDOT Review of ZC 06-04C**, 1600 North Capitol Street NW

---

**APPLICATION**

Application of Florida & Q Street, LLC to modify a previously-approved consolidated PUD at premises 1600 N. Capitol St. NW (Sq. 3100, Lot 48). The modification request includes increasing the number of units from between 55-85 units to 80-90 smaller units, reducing the height by 16 feet from 86 feet to 70 feet, and providing 42 parking spaces instead of 85 spaces in order to better meet the parking demand generated by smaller units.

**RECOMMENDATIONS IN BRIEF**

The purpose of DDOT's review is to assess the potential impacts of the project on the District's transportation network. After an extensive multi-administration review, DDOT finds:

- The project is expected to generate approximately the same number of person and freight trips compared to the previously-approved PUD.
- The site is well-served by transportation alternatives including multiple high-frequency bus routes, Metro, bikeshare, bicycle lanes, and sidewalks.
- The proposed on-site parking meets zoning requirements and is consistent with trends in parking provision across the District.
- The curb cut on Florida Avenue NW as envisioned in the previous PUD is located in close proximity to a slip lane and requires truck backing movements across public space, which is inconsistent with DDOT's current standards.
- The Applicant's loading management plan that restricts delivery times and days to outside the peak periods, limits the size of delivery trucks, and restricts use of the curb cut to right-in/right-out turn movements is appropriate.
- DDOT's ongoing Mid-City East Livability Study will make suggested improvements for the right-of-way in the vicinity and will not impact the Applicant's private space.

DDOT has no objection to the variance requests, provided the following conditions or minor changes be incorporated into the project:

- The Applicant should assign a loading management coordinator to prevent truck queuing and to help guide trucks' back-in movements to eliminate conflicts with pedestrians and bicyclists.
- In addition to the Transportation Demand Management elements proposed by the Applicant, the Applicant should offer a Capital Bikeshare membership or carshare membership to all new tenants in perpetuity.
- The Applicant should provide a transportation information screen in the lobby that would show real time arrival / availability for nearby buses, trains, carshare, and bikeshare.

### **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 and take advantage of the District's multimodal transportation network.

As part of the transportation impact assessment, DDOT requests that applicants evaluate the impacts to the pedestrian, transit, and roadway system resulting from the development. 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 evaluation should consider guidance from relevant documents, including guidance on the public realm, the pedestrian system, the bicycle system, as well as neighborhood-based studies. The Applicant and DDOT agreed on a scope of work for the CTR. An evaluation of the basic elements and assumptions of the Applicant's CTR follows.

#### Site Access & Loading

The following figure shows the site access for pedestrians, trucks, and private vehicles.

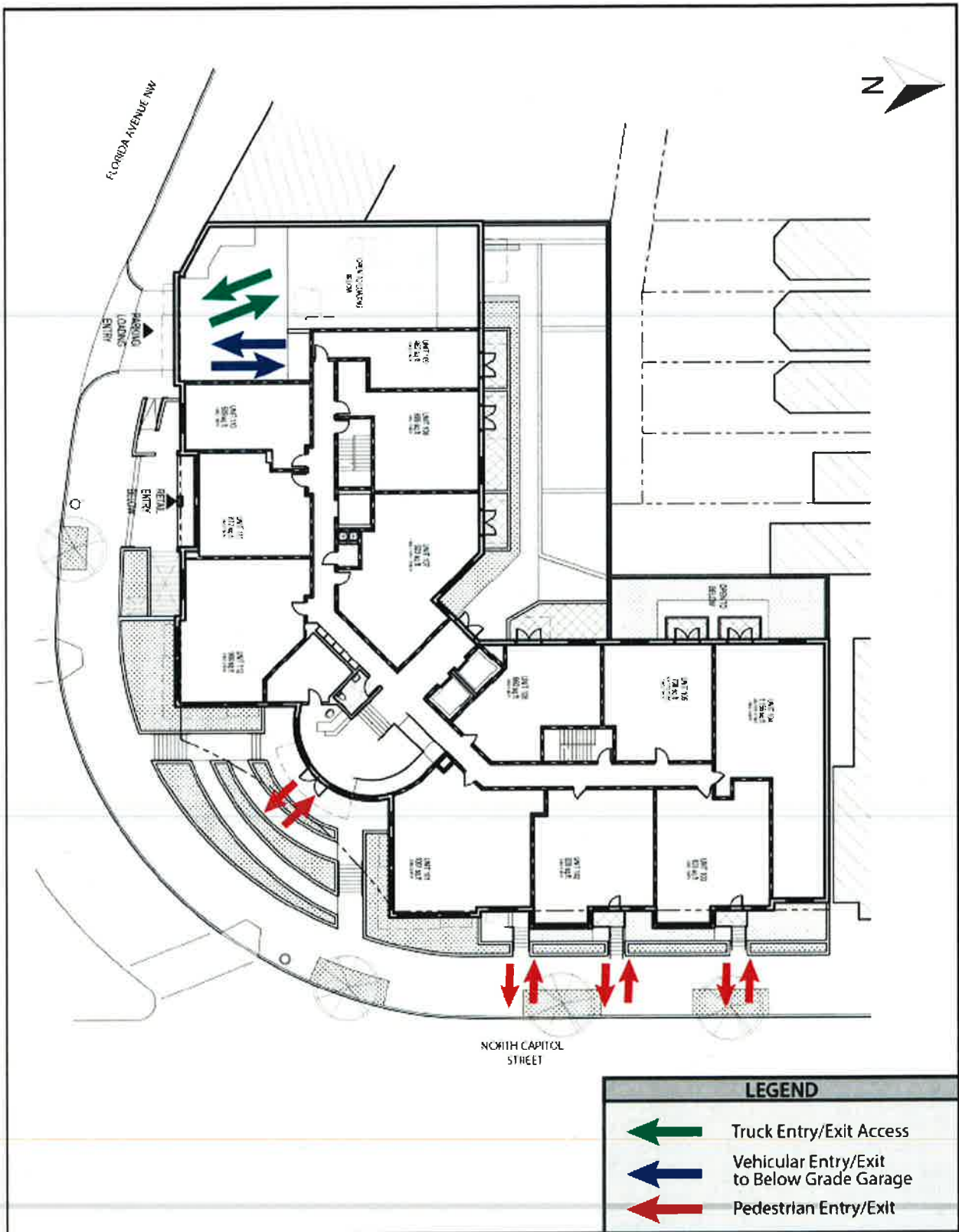


Figure 1: Proposed Site Layout and Access. Source: Applicant's Transportation Memorandum. 8/9/13. Symmetra Design.

Vehicle and bicycle parking and loading access are proposed to be via a single curb cut on Florida Avenue NW. The curb cut on Florida Avenue NW as envisioned in the previous PUD is inconsistent with DDOT's current standards. The curb cut is located in close proximity to a slip lane that connects southbound North Capitol Street to westbound Florida Avenue/Q Street, which creates safety concerns. Additionally, the design of the curb cut requires truck backing movements across public space thereby exacerbating safety concerns. Because the Applicant is seeking to modify a previously-approved PUD, DDOT and the Applicant coordinated on enacting measures that will improve the safety and operations of the curb cut. The Applicant has agreed to the following:

- Loading management
  - Delivery days/hours: Residents will be required to schedule use of the loading berth and move-ins would only occur during weekday off-peak hours and weekends. Proposed weekday hours are from 10:00am to 2:00pm and after 7:00pm and on weekend hours are from 7:00am to 7:00pm.
  - Truck size: Trucks larger than 30 feet will be prohibited.
- Curb cut restrictions
  - The curb cut will be restricted to right-in/right-out movements. No left turns in or out of the site will be allowed.

DDOT also requests that a loading management coordinator be a condition of Zoning Commission approval in order to prevent truck queuing and to help guide trucks' back-in movements to eliminate conflicts with pedestrians and bicyclists.

The specific operations of the curb cut will be addressed during DDOT's public space permitting process. DDOT may request additional restrictions or operational constraints during permitting. Supplementary local mitigations such as signage and flex posts may be required.

Primary pedestrian access for the site is proposed at the corner where North Capitol Street, Florida Avenue, and Q Street intersect. Secondary pedestrian access points for individual residential units are proposed on North Capitol Street.

#### Roadway Capacity and Operations

Through the scoping process, the Applicant and DDOT defined a scope of work to evaluate the potential impacts to the transportation network. Because the action is for a modification of a previously-approved PUD, a limited analysis of roadway capacity and operations was requested.

The analysis for the previously-approved PUD utilized a combination of *Institute of Traffic Engineer* (ITE) trip generation rates to determine the project's impact on the roadway network. Because the ITE trip generation rates are based on more suburban, auto-dependent data, the vehicle trip generation rates were discounted to account for the urban setting of the site. The vehicle trip generation rate discounts were sufficiently conservative and the calculated vehicle trip generation rates represent a worst case scenario. Peak hour trip generation for all travel modes was projected to be 19 AM trips (6 in / 13 out) and 26 PM trips (15 in / 11 out).

The Applicant applied the same methodology and assumptions to calculate the expected trip generation for the proposed modification to the previously-approved PUD. The proposed development program is expected to generate minimal additional vehicular trips beyond what was expected in the original PUD. The Applicant projected that peak hour trip generation for all modes to be 20 AM trips (6 in / 14 out) and

27 PM trips (16 in / 11 out). Accordingly, the impact to delay and queuing on the roadway network as a result of the modification request is expected to be negligible.

Land Use	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
2006 Total Site Trip Generation	6	13	19	15	11	26
2013 Total Site Trip Generation	6	14	20	16	11	27
<b>Net Increase in Site Trips</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>

**Figure 2 Difference in Trip Generation for Modified PUD vs. Previously-Approve PUD**

Parking

The overall vehicle 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.

The Applicant is proposing to reduce the parking supply from 85 spaces proposed in the initial PUD application to 42 spaces, which exceeds the Zoning Regulation requirements. Because of the project’s location, the reduction in the size of the units from the previously-approved PUD, the availability of transportation alternatives, and the requested Transportation Demand Management strategies, demand for parking amongst potential residents is expected to be low. Further, the proposed parking provision is consistent with other recent projects in similar contexts across the District. Accordingly, the proposed parking provision should be sufficient to accommodate parking demand generated by the proposed project.

The Applicant is proposing to supply 60 bicycle parking spaces in a bicycle storage room located in the garage. This is above the current minimum requirement of 1 space for every 3 dwelling units. The Applicant also proposes to provide 8 short-term spaces in the public space. The amount of short-term parking is appropriate and its location will be addressed in the public space permitting process.

Transit Service

The District and Washington Metropolitan Transportation 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 site is well-served by public transit. The site is in close proximity (about ½ mile) to the NoMA – Gallaudet U Metro station, which serves WMATA’s Red Line. In addition, three high-frequency WMATA bus routes have stops near the site, with headways ranging from about 7-8 minutes during the peak to 30 minutes in the off-peak. Collectively, the 80, 90, and 92 bus routes offer high-quality, convenient transit connections to local and regional destinations. In addition, the P6 route provides connections between the site and the Rhode Island and Anacostia Metro stations.

Pedestrian and Bike Facilities

The District of Columbia is committed to enhancing the walk-ability and bike-ability of the city by ensuring consistent investment in pedestrian and bike infrastructure on the part of both the public and private sectors. DDOT generally expects new developments to serve the needs of all trips they generate, including pedestrian and bicycle trips. The site has good pedestrian access to nearby pedestrian

generators and is in close proximity to the Metropolitan Branch Trail as well bike lanes on Q and R Streets NW. Additionally, there are Capital Bikeshare Stations 1 block to the west of the site at Florida Avenue and R Street NW with 15 docks and 2 blocks to the east of the site at Eckington Place and Q Street NE with 11 docks.

The subject site is located in a growing area of the District. In order to improve walkability and safety in the vicinity, DDOT is currently engaged in the Mid-City East Livability Study. The Livability Study is part of the larger Mid-City East Initiative that includes the development of a Small Area Plan by the Office of Planning. The Livability Study is likely to recommend changes to the Florida Avenue and North Capitol Street rights-of-way adjacent to the site. Specific changes could include modifying the turn lane that connects southbound North Capitol Street to Florida Avenue/Q Street, improving crosswalks and other pedestrian amenities, and widening sidewalks. The changes proposed under the Livability Study could affect the Applicant's plans for the public space adjacent to the proposed development. These impacts are discussed in greater detail in the Streetscape and the Public Realm section below. The outcome of the Livability Study will not impact the Applicant's private property.

#### Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant 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 mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods.

The Applicant is proposing the following TDM strategies:

- Unbundle all parking cost from the cost of lease or purchase
- Post all TDM commitments online, publicize availability, and allow the public to see what commitments have been promised.
- Provide each initial tenant a welcome package that promotes website links such as [CommuterConnections.org](http://CommuterConnections.org), [goDCgo.com](http://goDCgo.com), Capital Bikeshare, carsharing, WMATA, and DC bicycle maps.

DDOT agrees with these measures but believes the Applicant should add the following measures to the project's TDM plan:

- Offer a Capital Bikeshare membership or carshare membership to all new tenants in perpetuity.
- Provide a transportation information screen in the lobby that would show real time arrival / availability for nearby buses, trains, carshare, and bikeshare.

#### Streetscape and the Public Realm

In line with District policy and practice, any substantially new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines, or in this case the building restriction line. This includes curb & 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 DDOT Public Realm Design Manual will serve as the main public realm reference for the Applicant.

As discussed previously, the Mid-City East Livability Study is underway and will likely make recommendations that would impact the public right-of-way adjacent to the proposed development. The changes proposed in the Livability Study may impact the Applicant's public space design. During the public space permitting process, the Applicant's public space plans will be evaluated for consistency with DDOT standards and the recommendations from the Livability Study.

SZ|jr