

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



Policy, Planning and Sustainability Administration

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MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe *[Signature]*
Associate Director

DATE: February 27, 2015

SUBJECT: ZC Case No. 14-23 – Forest City SEFC, LLC – SEFC & Special Exception to Extend Approval of Temporary Trapeze School (Square 826, Lot 27)

PROJECT SUMMARY

Forest City SEFC LLC (the "Applicant") seeks a special exception pursuant to 11 DCMR §§1804.8, §1808, §1809 and §3104 to extend the time period to allow the temporary Trapeze School (School) for a period of one year within the Southeast Federal Center Overlay (Square 826, Lot 27).

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. After an extensive review of the case materials submitted by the Applicant, DDOT finds;

- No operational changes are proposed for the School; and,
- No new impacts to the transportation network are expected.

As such, DDOT has no objection to the continuation request.

ZONING COMMISSION
District of Columbia

CASE NO. 14-23
EXHIBIT NO. 19

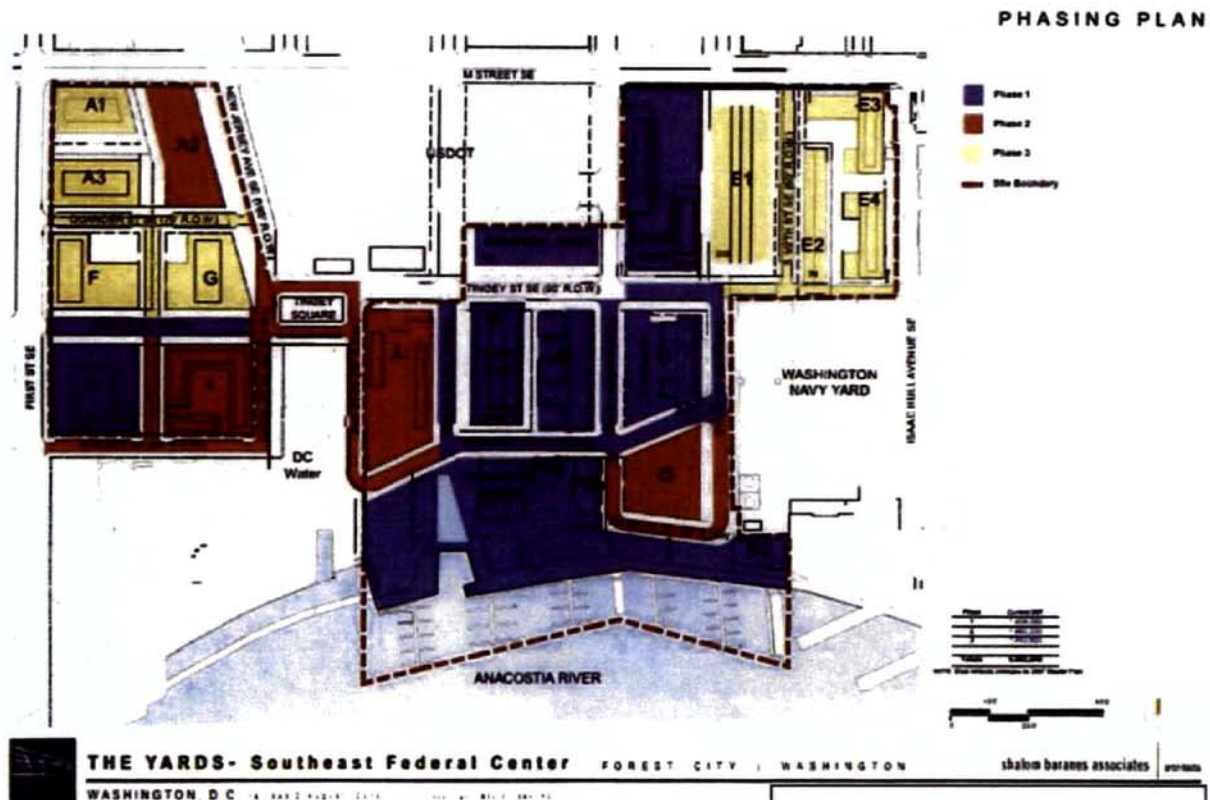
TRANSPORTATION ANALYSIS

DDOT requires applicants who request approval from the Zoning Commission complete a Comprehensive Transportation Review (CTR) in order to determine the project'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.

DDOT reviewed the Applicant request and determined a CTR is not required for the project. The proposed continued use of the School would not require any changes to current operations.

Site Design

The subject parcel is a part of the Southeast Federal Center (SEFC) development project, a phased redevelopment of the area generally bounded by M Street to the north, 4th Street to the west, Water Street to the south and 5th Street to the east. The federally owned land was authorized for private development by an Act of Congress in 2000. SEFC will contain approximately 20 to 25 buildings and 5.5 million square feet of new development to be completed in three phases.



The current site of the School, Parcel – O is bounded by 4th Street to the west, Tingey Street to the north, Yards Park to the south and the Washington Navy Yard to the east. Parcel O was scheduled to be redeveloped this year as part of Phase One with the School relocating to a new location, Parcel G. Parcel G is currently under construction and is not ready to accommodate the School.

Operations

The existing School location and operations will remain unchanged and contain both indoor and outdoor facilities. The indoor trapeze tent is constructed of metal trusses, fabric cover and vinyl windows with a 50 ft. by 140 ft. footprint. The outdoor facility is open during the summer season and contains steel cables and aluminum poles enclosed by a 10 ft. tall temporary fence. Both facilities will measure 48 ft. in height with a 40 ft. setback from New Jersey Avenue.

The School is supported by 54 staff. The average class serves 10 students, or less, supported by 6 staff members on a typical class schedule when only the indoor facility is open with 43-50 students arriving per day. In the summer months when both facilities are open the Applicant expects 57-64 students to arrive each day supported by 10 staff per class session.

Parking

The School is provided with a total of nine parking passes in the surface parking lot located on Parcel - Q that has a total of 199 spaces directly across the street from the subject site. The area has a number of commercial surface and garage parking garages for public use and on-street metered parking spaces. ZC Order No. 13-16 approved a total of 789 off-street vehicular parking spaces in the SEFC neighborhood distributed on Parcels H/I, Parcel L and Parcel Q. The number of spaces will remain unchanged.

Car-Sharing Services

Several car sharing services service the area including a total of four (4) Zip-Car spaces located in a parking garage at 300 M Street and six (6) Enterprise CarShare¹ vehicles located in the surface parking lot on Parcel - H. Car-2-Go is an alternative self-service, car-sharing service in the District that allows on-demand access to vehicles with cars available to be picked up and returned to any authorized parking space in the service area.²

Mass Transit

The site is well served by transit facilities and alternative commuting options. The Applicant projects 50-60 % of students and staff arrive using bicycles or public transportation. The site is located three (3) blocks south of the Navy Yard Metro on the Green Line and is serviced by several Metrobus routes that provide connections to Downtown, Anacostia, Southwest Waterfront, Barracks Row and Capitol Hill. In addition the site is served by the DC Circulator including the *Union Station - Navy Yard Metro* route and the *Potomac Ave Metro – Skyland Via Barracks Row* route.

Bicycle Facilities

The area has seen improvements in the quality of bicycle facilities with a number of shared use paths installed as part of the streetscape improvements installed by the Applicant. The site is directly north of the Anacostia Riverwalk Trail providing connections to citywide and regional recreational trails.

Three Capital Bikeshare stations are located within three (3) blocks of the subject site at the following locations; southeast corner of 1st Street and Tingey Street; northwest corner of 3rd and Tingey Street, and; the southeast corner of New Jersey Avenue and M Street.

Streetscape

The Applicant constructed substantial streetscape improvements in the area as part of the redevelopment plans for the neighborhood. The streetscape abutting the subject site along Tingey Street and 4th Street was recently completed with new streetlights, parking meters, catch basins, regulatory signage, trees, curbs, gutters, LID fixtures and street furniture. No changes are proposed.

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