

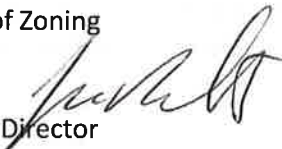
**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: James Sebastian 
Acting Associate Director

DATE: May 15, 2017

SUBJECT: ZC Case No. 16-24 – 1336 8th Street NW

PROJECT SUMMARY

1336 8th Street SPE, LLC (the “Applicant”) seeks approval of a Consolidated Planned Unit Development (“PUD”) and Zoning Map Amendment from M-U-4 to M-U-6 in order to construct a mixed-use building at 1336 8th Street, NW. The site is bounded by 8th Street to the east, O Street to the north, a public alley to the west, and commercial and residential buildings to the south (Square 399, Lots 62, 63, 65, 66, 68, 800, 801, 803, 804, 813, and 830). The PUD includes:

- 80 residential units
- 3,500 square feet of retail
- 1,200 square feet of office space
- 23 vehicle parking spaces (22 for residential and 1 for retail)
- 27 long-term bicycle parking spaces and unspecified number of short-term spaces
- One (1) 30 foot loading berth

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and 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:

Site Design

- The existing 10-foot curb cut to the public alley adjacent to the site was proposed to be widened to 20 feet as a part of the approved ZC Case No. 16-07, which is currently undergoing litigation. In order to enable truck turning maneuvers, whichever of the two PUDs that completes construction first should widen the northern curb cut to the public alley to 20 feet; and
- One (1) 30 foot loading berth is appropriate for this project.

Travel Assumptions

- The Applicant utilized sound methodology to perform the capacity analysis; and
- The proposed auto mode split and trip generation is appropriate if supported by a sufficient Transportation Demand Management (TDM) plan.

Analysis

- The action is not projected to increase travel delay in the area;
- The proposed TDM plan is not sufficiently robust to support the mode split and trip generation assumptions. Additional TDM measures are necessary;
- A mixed-use building located in such a transit rich area of the District should achieve high transit ridership;
- The amount and location of long-term bicycle parking is appropriate; and
- Per zoning, six (6) short-term bicycle parking spaces (three racks) are required.

DDOT has no objection to the requested approval with the following conditions:

Mitigations

- The Applicant agreed to provide the following TDM mitigations, which DDOT agrees with:
 - Provide a transit information screen (electronic screen) in the residential lobby;
 - Identify TDM Coordinators (for planning, construction, and operations). The TDM Coordinators will work with residents and employees in the building to distribute and market various transportation alternatives and options; and
 - Provide TDM materials to new residents in the Residential Welcome Package materials.
- The Applicant agreed to unbundle parking from leases or purchase of all units. DDOT requests the mitigation is updated to the following:
 - Unbundle parking from leases or purchase of all units and charge market rate, defined as the average cost for parking within a quarter-mile of the site on a weekday.
- The Applicant should also provide the following additional TDM measures and Zoning requirements:
 - For the first three years after the building opening, provide annual Capital Bikeshare membership to all new residents. This benefit shall be codified in rental/condominium documents;
 - Provide a bicycle repair station in the bicycle storage room;
 - Provide updated contact information for the TDM Coordinator and report TDM efforts and amenities to goDCgo staff once per year; and
 - Provide 6 short-term bicycle spaces (3 inverted-U racks).

Continued Coordination

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT outside of the Zoning Commission process on the following matters:

- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards. Careful attention should be paid to pedestrian and bicycle connections along the site's perimeter and adjacent infrastructure.

TRANSPORTATION ANALYSIS

DDOT requires applicants requesting an action from the Zoning Commission complete a Comprehensive Transportation Review (CTR) in order to determine the action'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.

The review of the analysis is divided into four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's CTR to determine its accuracy and assess the action's consistency with the District's vision for a cohesive, sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

Site Design

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly, new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

Site Access

The proposed project is located adjacent to an existing 10 foot public alley to the west of the site and proposes to set back the building by 5 feet from the public alley. The approved PUD for 810 O Street NW (ZC Case No. 16-07), on the opposite side of the public alley, proposed to widen the curb cut for the public alley by 10 feet to 20 feet and set back their building along the eastern boundary by 10 feet. While neither setbacks of the two buildings are granting public easements, the setback effectively widens a portion of the alley to 25 feet, with a 20 foot curb cut. Vehicular, loading, and bicycle access is proposed via this public alley. All truck maneuvering associated with this proposed project could feasibly take place in the existing 10 foot alley and 5 foot setback once trucks pass the curb cut for the public alley without using the 10 foot setback of the 810 O Street NW development. However, a 20 foot curb cut to the public alley is necessary to enable truck turning maneuvers. The 810 O Street NW project is currently in litigation, and the timeframe for construction is uncertain. Therefore, whichever of the

two PUDs that completes construction first should widen the northern curb cut to the public alley to 20 feet.

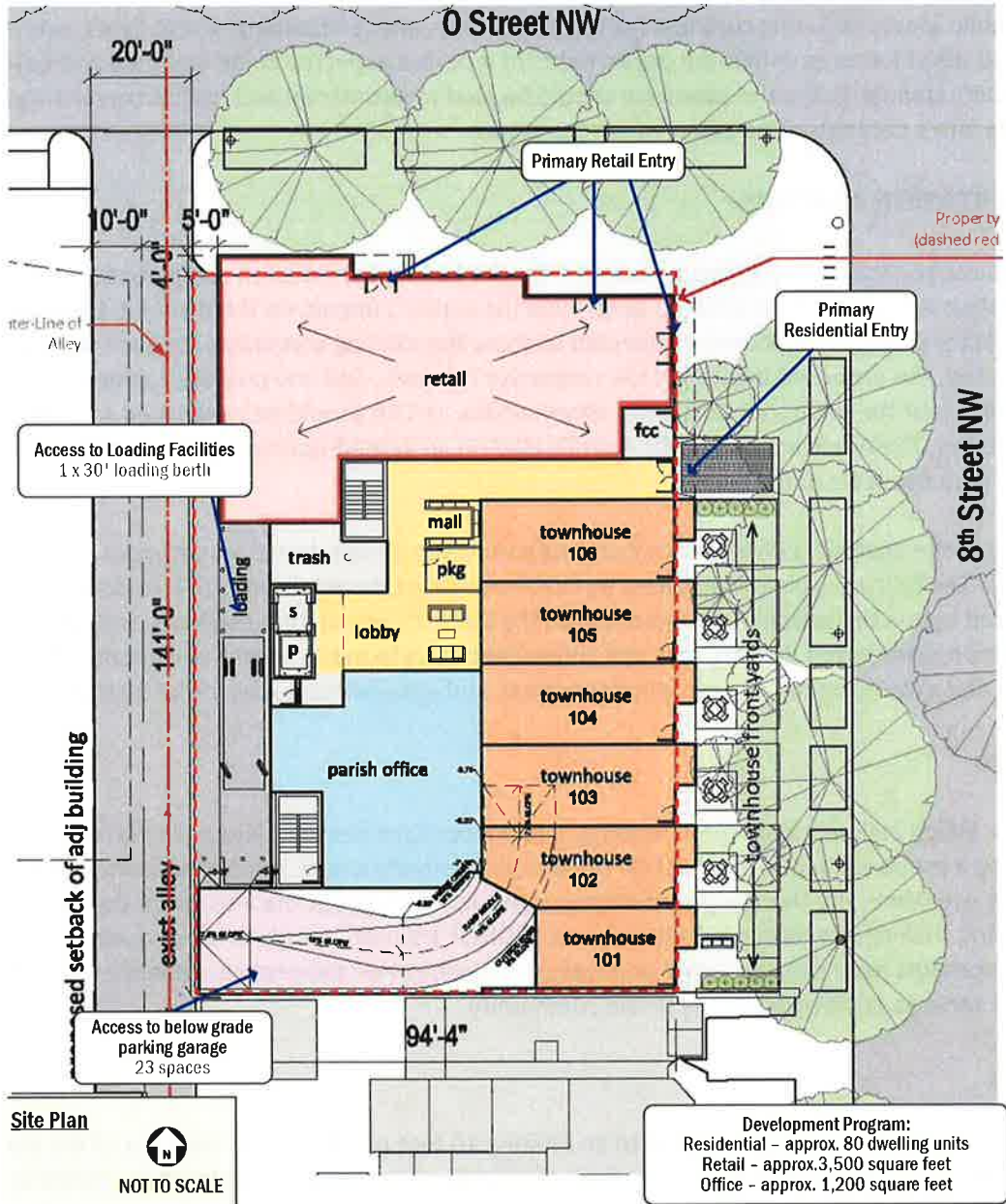


Figure 1: Site Design and Access (Source: Gorove/Slade, CTR dated April 10, 2017, Figure 7)

Loading

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.

Zoning requires one (1) 30 foot loading berth and one (1) 20 foot service and delivery space. The Applicant proposes one (1) 30 foot loading berth. The loading facilities are located off of the alley network, and no back-up maneuvers will occur in public space. DDOT finds that this is an appropriate number and size of loading facilities in an appropriate location. If loading vehicles larger than 30 feet are needed for move-ins, building management or residents will need to apply for an “Emergency No Parking” permit to load curbside.

Streetscape and 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.

DDOT expects that the Applicant 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. In particular, the Applicant is expected to comply with District regulations and standards for building projections into public space, paving materials, sidewalk widths, tree box design, and location of short-term bicycle racks.

Travel Assumptions

The purpose of the CTR is to inform DDOT’s review of a proposed action’s impacts on the District’s transportation network. To that end, selecting reasonable and defensible travel assumptions is critical to developing a realistic analysis.

Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants to account for future growth in traffic on the network or what is referred to as background growth. The Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. Only projects that are both approved and included an origin or destination within the study area are included in the analysis. Two approved projects (City Market at O and 810 O Street NW) are within the study area and were included as background developments.

DDOT also requires applicants account for regional growth. This can be done by assuming a general growth rate or by evaluating growth patterns forecast in MWCOC’s regional travel demand model. The Applicant assumed a conservative 0.25% annual growth rate at all study intersections. DDOT finds this regional growth rate appropriate.

Off-Street 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.

Zoning requires the provision of 14 off-street vehicle parking spaces (13 for residential and 1 for retail). The Applicant proposes 23 vehicle parking spaces (22 for residential and 1 for retail) in an underground garage, which is accessed from the public alley.

Trip Generation

The Applicant provided trip generation estimates utilizing the following Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, land use codes in their trip generation estimation: Residential-Apartments (Code 220), Retail-Shopping Center (Code 820), and General Office (Code 710).

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, etc. The means of travel is referred to as a ‘mode’ of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, availability and cost of parking, among many others.

The Applicant developed the following mode split assumptions based on WMATA’s 2005 Development-Related Ridership Survey and the US Census data (see Figure 2).

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	45%	40%	5%	10%
Retail	25%	45%	5%	25%
Office	60%	30%	5%	5%

Figure 2: Assumed Mode Split (Source: Gorove/Slade, CTR dated April 10, 2017, Table 2)

Based on the trip generation and mode split assumptions discussed above, the Applicant predicted the following level of weekday peak hour trip generation:

Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto	Residential	4 veh/hr	15 veh/hr	19 veh/hr	19 veh/hr	10 veh/hr	28 veh/hr
	Retail	1 veh/hr	1 veh/hr	2 veh/hr	3 veh/hr	2 veh/hr	5 veh/hr
	Office	2 veh/hr	0 veh/hr	2 veh/hr	0 veh/hr	2 veh/hr	2 veh/hr
	Total	7 veh/hr	16 veh/hr	23 veh/hr	21 veh/hr	14 veh/hr	35 veh/hr
Transit	Residential	5 ppl/hr	15 ppl/hr	20 ppl/hr	19 ppl/hr	10 ppl/hr	29 ppl/hr
	Retail	3 ppl/hr	2 ppl/hr	5 ppl/hr	8 ppl/hr	8 ppl/hr	16 ppl/hr
	Office	2 ppl/hr	0 ppl/hr	2 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr
	Total	10 ppl/hr	17 ppl/hr	27 ppl/hr	27 ppl/hr	20 ppl/hr	47 ppl/hr
Bike	Residential	1 ppl/hr	2 ppl/hr	3 ppl/hr	3 ppl/hr	1 ppl/hr	4 ppl/hr
	Retail	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr
	Office	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
	Total	3 ppl/hr	2 ppl/hr	5 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr
Walk	Residential	2 ppl/hr	3 ppl/hr	5 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr
	Retail	2 ppl/hr	1 ppl/hr	3 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr
	Office	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
	Total	5 ppl/hr	4 ppl/hr	9 ppl/hr	10 ppl/hr	8 ppl/hr	18 ppl/hr

Figure 3: Weekday Peak Hour Trip Generation (Source: Gorove/Slade, CTR dated April 10, 2017, Table 4)

A parking lot currently exists on the site, and existing vehicular trips were determined based on traffic counts at the existing parking lot driveway (see Figure 4). In order to accurately depict the impacts of the proposed development, the existing trips were removed from the network before assigning new vehicular trips to the network, which DDOT agreed with.

AM Peak Hour			PM Peak Hour		
In	Out	Total	In	Out	Total
19 veh/hr	8 veh/hr	27 veh/hr	18 veh/hr	12 veh/hr	30 veh/hr

Figure 4: Existing Weekday Peak Hour Vehicle Trip Generation (Source: Gorove/Slade, CTR dated April 10, 2017, Table 3)

The proposed action is expected to generate a low number of vehicular trips. This project is projected to generate a net decrease of 4 vehicle trips in the AM peak hour and a net increase of 5 vehicle trips in the PM peak hour as compared to the existing parking lot.

Trip Distribution and Assignment

The Applicant estimated trip distribution for the site based on: (1) CTPP TAZ flow data, (2) existing traffic volumes and travel patterns in the study area, and (3) proposed parking locations. DDOT is in agreement with the methodology used to determine trip distribution.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified four (4) intersections where detailed vehicle, bicycle, and pedestrian counts would be conducted and a level of service analysis would be performed. These intersections are immediately adjacent to the site and include intersections radially outward from the site that have the greatest potential to see moderate to significant increases in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be

intersections outside of the study area which realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action.

Counts were conducted on Wednesday, February 15, 2017, while Congress and DC Public Schools were in session. DDOT agrees with the time frame and collection dates.

Analysis

To determine the action's impacts on the transportation network, a CTR includes an extensive multi-modal analysis of the existing baseline conditions, future conditions without the proposed action, and future conditions with the proposed development. The Applicant completed their analysis based on the assumptions described above.

Roadway Capacity and Operations

DDOT aims to provide a safe and efficient roadway network that provides for the timely movement of people, goods and services. As part of the evaluation of travel demand generated by the site, DDOT requests analysis of traffic conditions for the agreed upon study intersections for the current year and after the facility opens both with and without the site development or any transportation changes.

Analysis provided by the Applicant indicates that the development will minimally impact travel delay in the area. All of the four (4) study intersections operate at acceptable conditions during the morning and afternoon peak hours for the existing conditions, as well as in the future, both with and without the proposed project. With the low level of vehicle trip generation, the site will not exacerbate travel delay in the study area.

Transit Service

The District and Washington Metropolitan Area Transit 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 proposed project is located 0.3 miles from the Mount Vernon/7th Street-Convention Center Avenue Metro Station on the Yellow and Green Lines. Additionally, the site is well-served by high-frequency bus routes, which operate with headways in the range of approximately five to 35 minutes. Bus routes include: 64, 70, G2, and G8 lines. A mixed-use building located in such a transit rich area of the District should achieve high transit ridership.

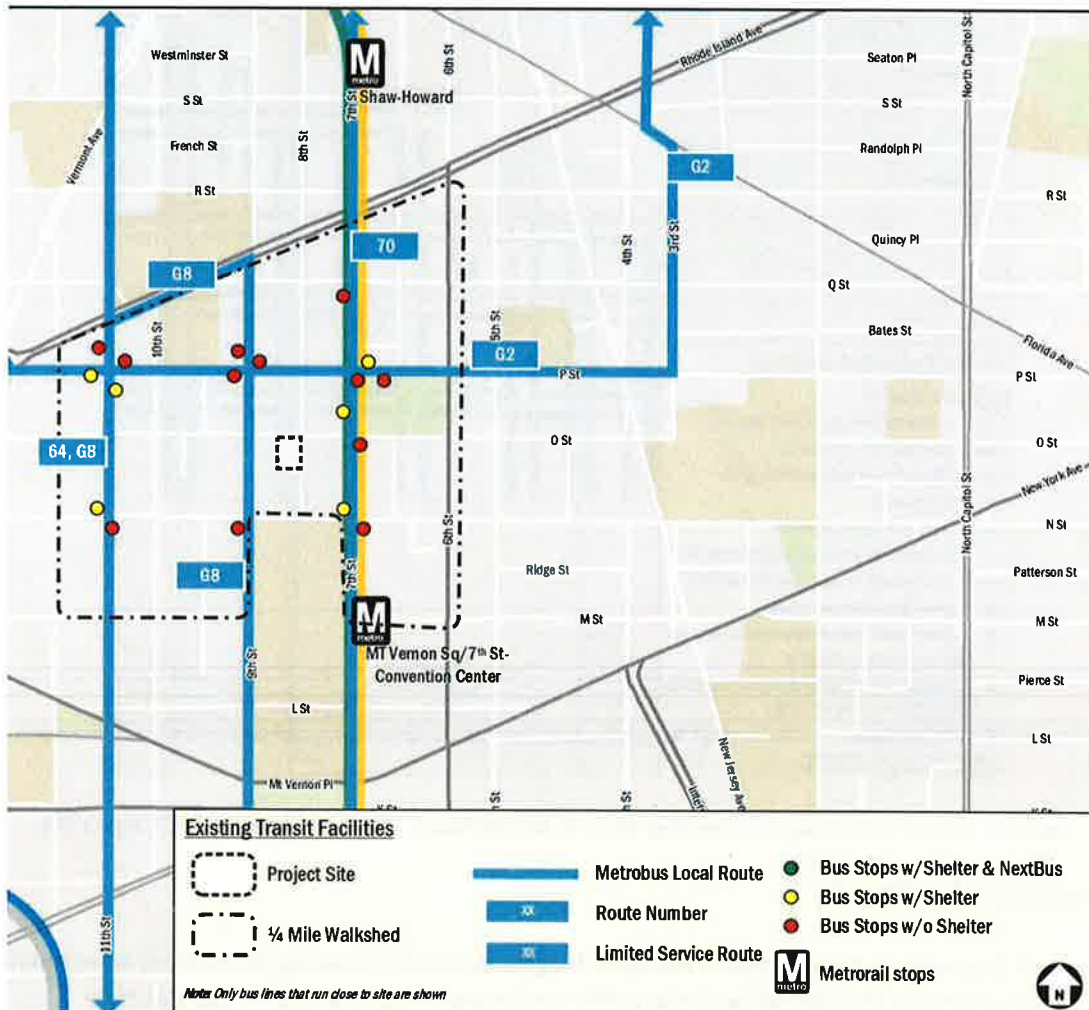


Figure 5: Existing Transit Service (Source: Gorove/Slade, CTR dated April 10, 2017, Figure 18)

Pedestrian Facilities

The District is committed to enhance the pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development.

The Applicant performed an inventory of the pedestrian infrastructure in the vicinity. While the Applicant shows that not all of the existing pedestrian facilities within one-quarter mile of the site meet DDOT standards, curb ramps will be upgraded as a part of the build-out for ZC Case No. 16-07 and the north crosswalk at the intersection of 8th Street and O Street is appropriate since it is a curb less street with raised crosswalk.

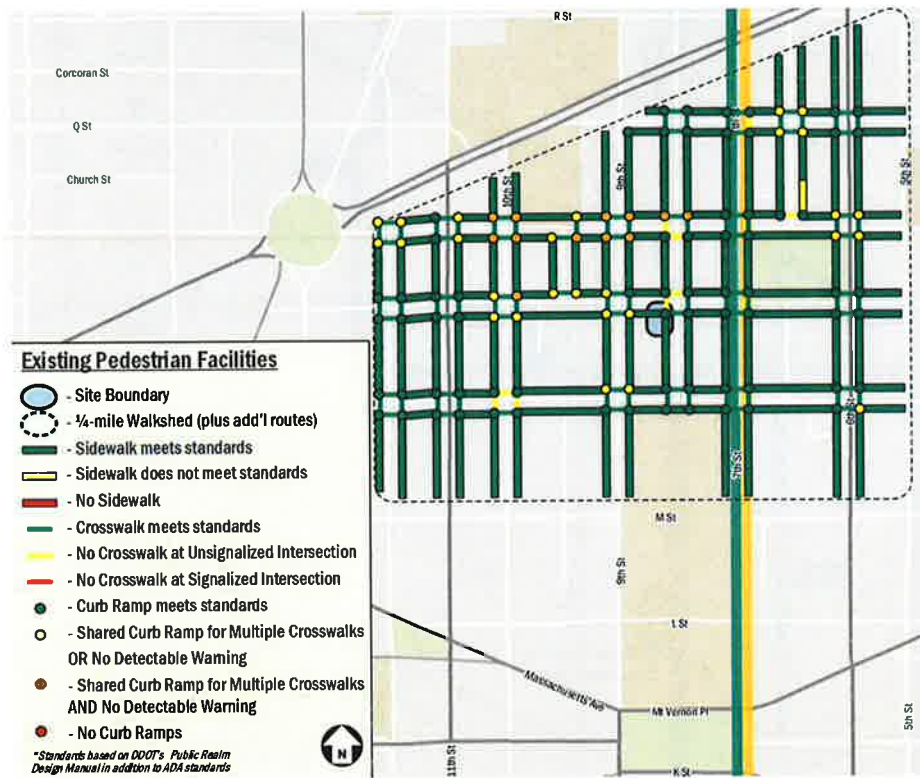


Figure 6: Existing Pedestrian Infrastructure (Source: Gorove/Slade, CTR dated April 10, 2017, Figure 20)

Bicycle Facilities

The District of Columbia is committed to enhance bicycle access by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips.

Many bicycle facilities are located near the site, including dedicated bicycle lanes along 5th Street, 7th Street, 10th Street, 11th Street, 12th Street, 13th Street, Q Street, R Street, and New York Avenue. There are three Capital Bikeshare stations located within one-quarter mile of the site supplying a total of 56 bicycle docks. The nearest station is located at the northeast corner of O Street and 8th Street.

The Applicant proposes 27 long-term bicycle parking spaces, which meets the zoning requirement of 27 spaces. The Applicant proposes short-term bicycle parking spaces, but did not specify the amount. However, eight spaces (4 racks) are shown on the site plan submitted as part of the CTR (see Figure 1). Zoning requires a minimum of 6 short-term bicycle parking spaces (3 inverted-U racks); the location will be worked out during the public space permitting process.

Mitigations

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District's transportation network. The mitigations must sufficiently diminish the action's vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

DDOT preference is to mitigate vehicle traffic impacts first through establishing an optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action's impact, TDM measures may be necessary to manage travel behavior to minimize impact. Only when these other options are exhausted will DDOT consider capacity-increasing changes to the transportation network because such changes often have detrimental impacts on non-auto travel and are often contrary to the District's multi-modal transportation goals.

Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive TDM plan to help mitigate an action's transportation impacts. 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's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant initially proposed the following TDM strategies:

- Unbundle parking from leases or purchase of all units;
- Provide a transit information screen (electronic screen) in the residential lobby;
- Identify TDM Coordinators (for planning, construction, and operations). The TDM Coordinators will work with residents and employees in the building to distribute and market various transportation alternatives and options; and
- Provide TDM materials to new residents in the Residential Welcome Package materials.

These TDM measures are not sufficient to support the proposed mode split and trip generation. Therefore, additional TDM measures are necessary. The TDM plan should be updated to include the following:

- Unbundle parking from leases or purchase of all units and charge market rate, defined as the average cost for parking within a quarter-mile of the site on a weekday;
- Provide a transit information screen (electronic screen) in the residential lobby;
- For the first three years after the building opening, provide annual Capital Bikeshare membership to all new residents. This benefit shall be codified in rental/condominium documents;
- Provide a bicycle repair station in the bicycle storage room;
- Identify TDM Coordinators (for planning, construction, and operations). The TDM Coordinators will work with residents and employees in the building to distribute and market various transportation alternatives and options;

- Provide TDM materials to new residents in the Residential Welcome Package materials; and
- Provide updated contact information for the TDM Coordinator and report TDM efforts and amenities to goDCgo staff once per year.

DDOT finds these additional TDM measures appropriate to support the mode split.

JS:ei