

TECHNICAL MEMORANDUM

To: Aaron Zimmerman
Cc: David Avitabile
From: Maris Fry, P.E.
Daniel VanPelt, P.E., PTOE
Date: March 27, 2019
Subject: 501 Eye Street SW (ZC Case No. 17-21)
Response to DDOT Staff Report

DDOT – PSD
Goulston & Storrs

Introduction

This memorandum is a response to the DDOT Staff report dated March 18, 2019, regarding the 501 Eye Street SW (The Bard) project (ZC Case No. 17-21). In order to mitigate the impacts of the development, DDOT has requested an increase in the strength of the TDM plan. The Applicant has agreed to strengthen the TDM plan as outlined in this memorandum. Additionally, DDOT has requested additional clarification on site design elements and Transportation Management Plan elements that have been revised since the completion of the Comprehensive Transportation Review (CTR) that was submitted on December 3, 2018.

Site Design

DDOT Comment: Only one (1) 30-foot loading berth and one (1) 20-foot delivery space is proposed, rather than two (2) of each required by ZR16 (per DDOT’s estimation). According to the Applicant’s anticipated number of deliveries and move-in/outs, fewer loading berths still meet the practical needs of the proposed uses.

Response: Although DDOT notes that the Applicant is providing an appropriate amount of loading facilities based on the practical demand, it should be noted that the Applicant is utilizing the shared loading provision of ZR16. Per section 901.8, which states “Where two (2) or more uses share a building or structure, the uses may share loading as long as internal access is provided from all shared uses requiring loading”, the Applicant has determined that only one (1) 30-foot loading berth and one (1) 20-foot delivery space is required.

DDOT Comment: It is not clear if the ZR16-required loading platform is included. It should be shown on the plans.

Response: The proposed loading platform is shown on page 3.3 of the supplemental pre-hearing submission (outlined to the left of the 30-foot loading berth). For reference, this exhibit has been included as an attachment to this memorandum.

DDOT Comment: No electric vehicle charging stations are proposed. DDOT recommends one (1) charging station be provided (1 per 50 vehicle parking spaces) and conduit be included in the garage for any additional EV stations installed in the future.

Response: The Applicant is supplying a total of two (2) electric vehicle charging stations. Parking spaces with charging stations are indicated on page 3.4 of the supplemental pre-hearing submission. For reference, this exhibit has been included as an attachment to this memorandum.

Curbside Management and Pick-up/Drop-off Operations

DDOT Comment: The Pick-up/Drop-off Operations Plan should be revised to reflect the latest conversations between the Applicant, the ANC, Amidon-Bowen Elementary School, [UNSW], and DDOT.

Response: The Pick-up/Drop-off Operations plan has been revised as follows:

Under existing conditions, the curbside directly surrounding the site is designated as RPP along 6th Street and Residential Only Parking (ROP) along I Street. To the east of the site, the curbside is primarily used as school day pick-up/drop-off for Amidon-Bowen Elementary School and signed as “No Parking” from 7 or 8 AM to 5:30 PM on school days. The existing curbside management surrounding the site is shown on Figure 1.

As part of the STC use, the site is expected to generate pick-up/drop-off activity for summer classes and camps. To accommodate this need, a curbside management plan has been proposed that limits the impacts to the existing on-street parking supply - particularly as it relates to RPP parking directly surrounding the site, which is shown to be highly utilized.

As shown on Figure 2, a 60-foot entrance zone is proposed at the southeast corner of the site. Approximately 20 feet of this entrance zone is obtained through the closure of a curb cut along I Street and approximately 40 feet is taken from the existing ROP curbside space. This results in a loss of approximately two (2) ROP spaces.

East of the entrance zone, it is proposed that curbside currently signed as “No Parking 7/8 AM-5:30 PM School Days” be converted to “No Parking M-F 7 AM to 5:30 PM”. This adjustment results in curbside space for summer pick-up/drop-off needs for the proposed development, as well as the adjacent Amidon-Bowen Elementary School which also has summer activities. This proposed change still allows for unrestricted parking to be available to the surrounding community in the evenings and weekends.

The proposed curbside management plan allows for a continuous curbside pick-up/drop-off space of approximately 170 feet (or approximately 9 car lengths) for STC’s summer camps. Based on information provided by STC, this amount of queuing space is expected to be sufficient for pick-up/drop-off activity.

Although not directly related to the Pick-up/Drop-off Operations plan, it should be noted that a revised on-street parking occupancy count was performed for a typical non-summer day. The parking occupancy counts included in the CTR were erroneously conducted on a street sweeping day resulting in atypical results. The revised parking occupancy exhibits are included on Figure 3 and Figure 4, for the midday and evening peak parking periods, respectively. As shown in the figures, the majority of block faces surrounding the site are at least 70 percent occupied during both the midday and evening peak parking periods. There are some block faces that are less occupied in the evening peak period, particularly along unrestricted and metered block faces. This revised parking count does not alter the conclusions of the CTR.

Transportation Demand Management Plan

DDOT Comment: DDOT finds the proposed TDM plan is mostly sufficient for a development program of this size, land use mix, parking ratio, and proximity to a Metrorail station. However, an increase in strength of the TDM plan is necessary to offset the identified impact to one (1) study intersection (4th and G Street SW). DDOT requests these additional elements and revisions be made to the TDM Plan:

- Provide TDM leader contact information to DDOT and goDCgo (info@godcgo.com), for both residential and Shakespeare uses, and report TDM efforts and amenities to goDCgo staff once per year;
- TDM Leaders will receive TDM training from goDCgo to learn about the TDM conditions for this project and nearby available options;
- Post all TDM commitments online, publicize availability, and allow the public to see what commitments have been promised;
- Provide website links to CommuterConnections.com and goDCgo.com on property websites;
- Clarify that a minimum of two (2) showers and four (4) lockers (DDOT’s estimate of ZR16 requirements) will be provided for use by employees and actors;
- Provide at least five (5) shopping carts for resident use to run errands and for grocery shopping;
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes;
- Clarify that the welcome packets to be provided to all new residents will, at a minimum, include the Metrorail pocket guide, Capital Bikeshare coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map;
- Post “getting here” information on Shakespeare website for attendees/visitors that includes information about how to travel to the site via Metro, biking, and walking and where to park if driving. A printable map should also be available and goDCgo can assist with this effort. “Getting here” information will also be disseminated during registration for Shakespeare classes and educational events; and
- Host a transportation event for residents, employees, and members of the community once per year for the first three (3) years after the opening of the building. These could include a walking tour of local transportation options, transportation fair, WABA Every Bicycle Seminars, etc.

*Response: The Applicant agrees to the revisions and additions outlined above. It should be noted that the showers and lockers are indicated on page 3.4 of the supplemental pre-hearing submission. For reference, this exhibit has been included as an attachment to this memorandum. The full revised TDM plan is detailed below with updates outlined in **bold**:*

The following TDM components apply to the development a whole:

- *The Applicant will identify a TDM Leader (for planning, construction, and operations). The TDM Leader will work with residents and tenants of the building to distribute and market various transportation alternatives and options. This includes providing TDM materials to new residents and tenants in a welcome package. **At a minimum, the Welcome Package will include the Metrorail pocket guide, Capital Bikeshare coupon or rack brochure, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map.***
- *The Applicant will provide TDM leader contact information to DDOT and goDCgo (info@godcgo.com), for both residential and Shakespeare uses, and report TDM efforts and amenities to goDCgo staff once per year.*
- *TDM Leaders will receive TDM training from goDCgo to learn about the TDM conditions for this project and nearby available options.*

- **The Applicant will post all TDM commitments online, publicize availability, and allow the public to see what commitments have been promised.**
- **The Applicant will provide website links to *CommuterConnections.com* and *goDCgo.com* on property websites.**
- **The Applicant will exceed the Zoning Regulations' requirements for bicycle parking. This includes secure **67 long-term bicycle parking spaces** and **16 short-term exterior bicycle parking spaces** around the perimeter of the site.**
- **Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes.**
- **The Applicant will install a bicycle repair station within each of the long-term bicycle storage rooms.**
- **The Applicant will install Transportation Information Center Displays (electronic screens) within the residential and Shakespeare Theater Company lobbies.**
- **The Applicant will host a transportation event for residents, employees, and members of the community once per year for the first three (3) years after the opening of the building. These could include a walking tour of local transportation options, transportation fair, WABA Every Bicycle Seminars, etc.**

The following TDM components apply to the residential use:

- **The Applicant will unbundle all parking from the cost of the lease or purchase of residential units. Parking costs will be set at the average market rate within a ¼ mile, at a minimum.**
- **The Applicant will provide 5 shopping carts for resident use to run errands and for grocery shopping.**

The following TDM components apply to the Shakespeare Theater Company use:

- **The Applicant will install a minimum of two (2) showers and four (4) lockers for use by employees and actors.**
- **The Applicant will provide a ride-matching program for employees and actors.**
- **The Applicant will post "getting here" information on the arts/culture tenant website for attendees/visitors that includes information about how to travel to the site via Metro, biking, and walking. A printable map should also be available and goDCgo can assist with this effort. "Getting here" information will also be disseminated during registration for Shakespeare classes and educational events.**

Transportation Management Plan

In addition to the Pick-up/Drop-off Operations Plan and the Transportation Demand Management Plan discussed previously, the Transportation Management Plan (TMP) included two additional elements: a Parking Management Plan and a Loading Management Plan. DDOT did not have any comments on these elements, however additional measures were added to the Loading Management Plan as a result of discussions with the community. The other TMP elements and associated components are summarized as follows, with the additional measures outlined in **bold**:

Parking Management Plan

- **Residents must purchase parking spaces in the garage. These spaces will be numbered such that residents have a designated space within the garage.**

- The Applicant will include a provision for all residential unit purchases restricting the residents from obtaining Residential Parking Permits.
- Employees must purchase parking passes in the garage or within the designated off-site parking garage.
- Outside of STC employee parking, one (1) additional parking space will be designated in the garage for STC service and delivery.
- Adults attending classes and actors attending rehearsals will be encouraged to use non-auto modes of transportation and given information on the available options.
- For those that choose to drive, a list of nearby garages will be distributed, noting that on-street parking is limited and should not be used.
- Special events such as ACA performances will require off-site parking. For such events, STC will identify nearby parking lots and/or garages that may be used for event parking.
- STC will distribute information about special events parking to attendees of ACA performances and encourage non-auto modes of transportation.

Loading Management Plan

- A loading facility manager will be designated by property management.
- The loading facility manager will schedule deliveries such that the loading facility's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the facility is full, that driver will be directed to return at a later time when the loading facility will be available.
- STC deliveries and residential condo owners will be provided with information regarding loading dock restrictions, rules, and suggested truck routes upon purchase.
- STC deliveries and residential condo owners will be required to use trucks 30' in length or shorter.
- All residential condo owners will be required to schedule move ins and move outs.
- **Trash and recycling collection will occur no more than twice per week.**
- **Trash and recycling collection hours will be limited to 10 AM to 4 PM, Monday through Friday.**
- **Deliveries and moving activities will be limited to 9 AM to 5 PM. Except in case of an emergency, service vehicles shall be limited to 7 AM to 8 PM.**
- Trucks using the loading facility will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
- The loading facility manager will be responsible for disseminating suggested truck routing maps to drivers from delivery services that frequently utilize the loading facility. The facility manager will also distribute materials such as DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with idling laws.



Figure 1: Existing Curbside Management



Figure 2: Proposed Curbside Management

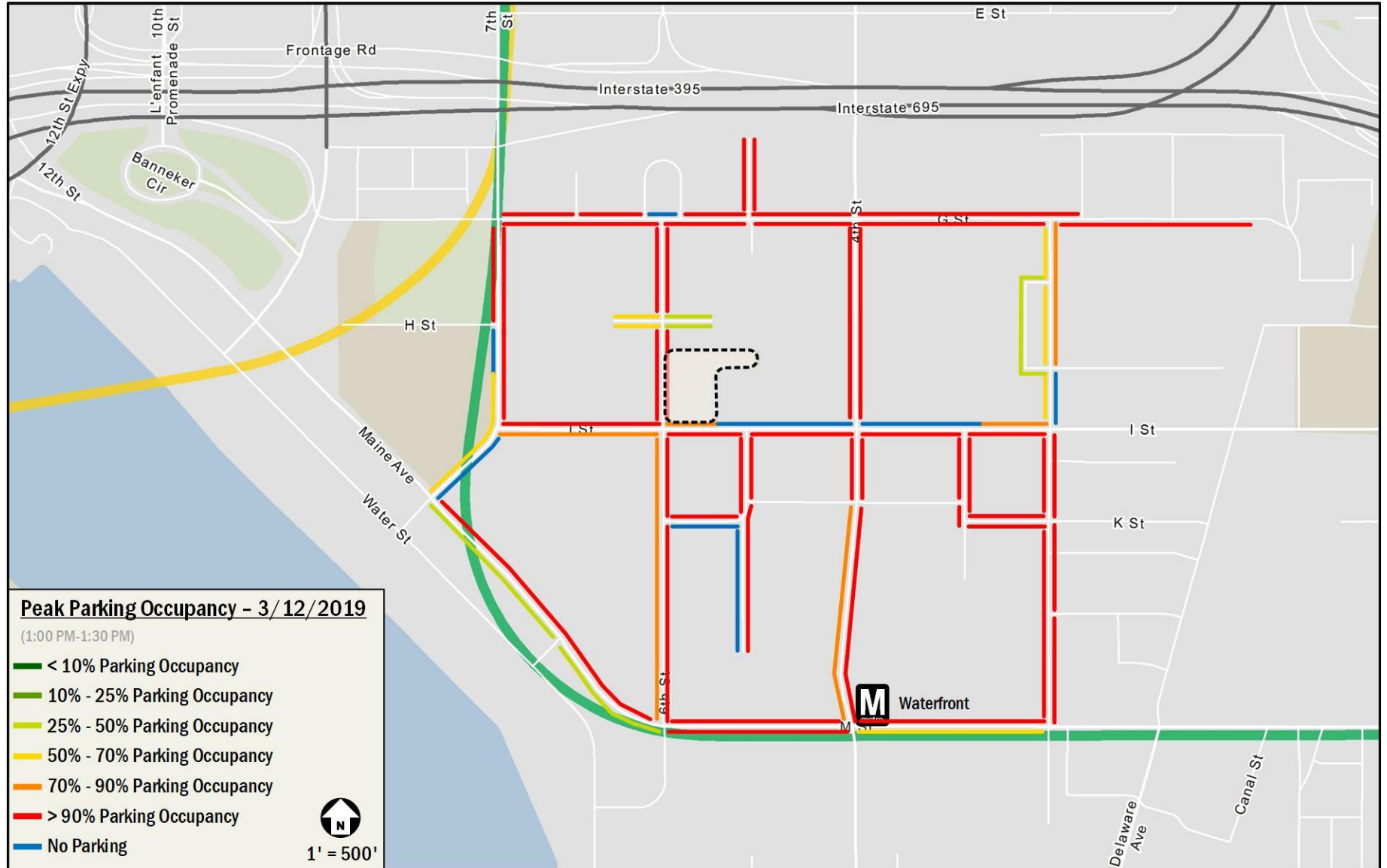


Figure 3: Midday Peak Parking Occupancy

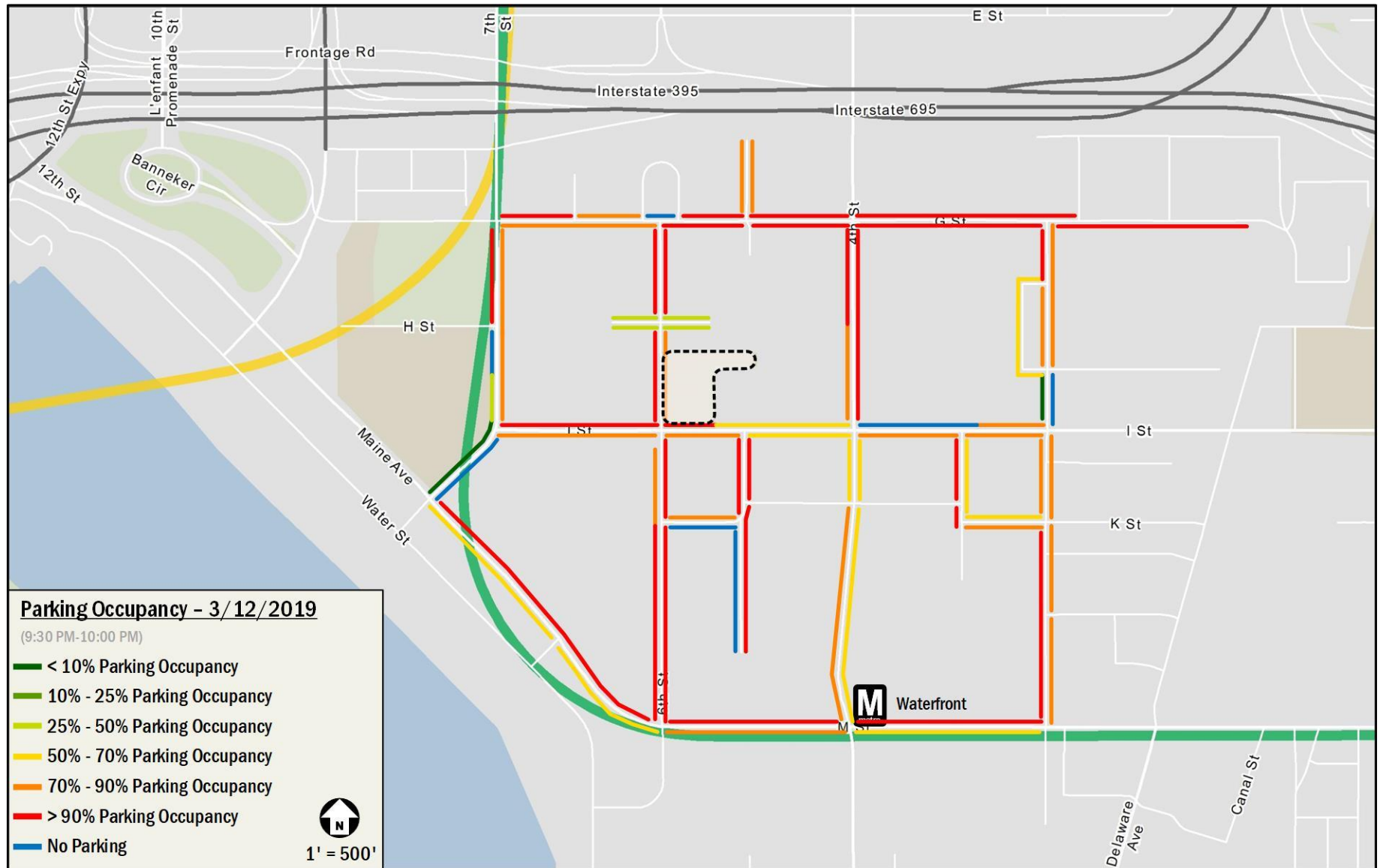
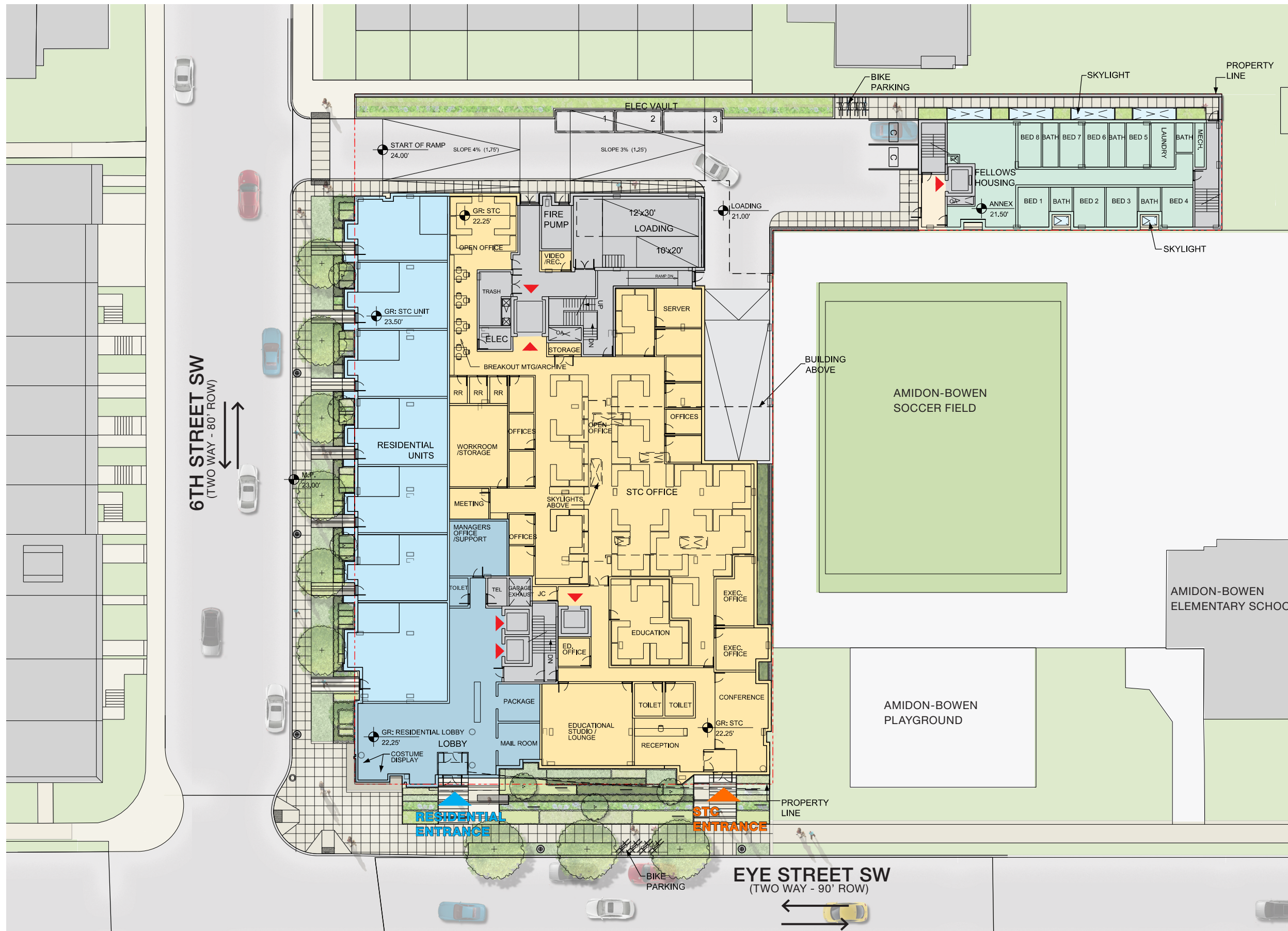


Figure 4: Evening Peak Parking Occupancy

TECHNICAL ATTACHMENTS



NOTES:

1. Interior partition locations, the number, size and locations of units, stairs and elevators are preliminary and shown for illustrative purposes only. Final layouts may vary.
2. Refer to Sheet 4.1 for landscape plan.
3. Refer to Sheet 3.10 for overall building dimensions.
4. Flexibility is requested to make refinements to parking and loading configurations, including layout, so long as the required parking and loading complies with the size, location, access, maintenance and operation requirements of DCMR 11.

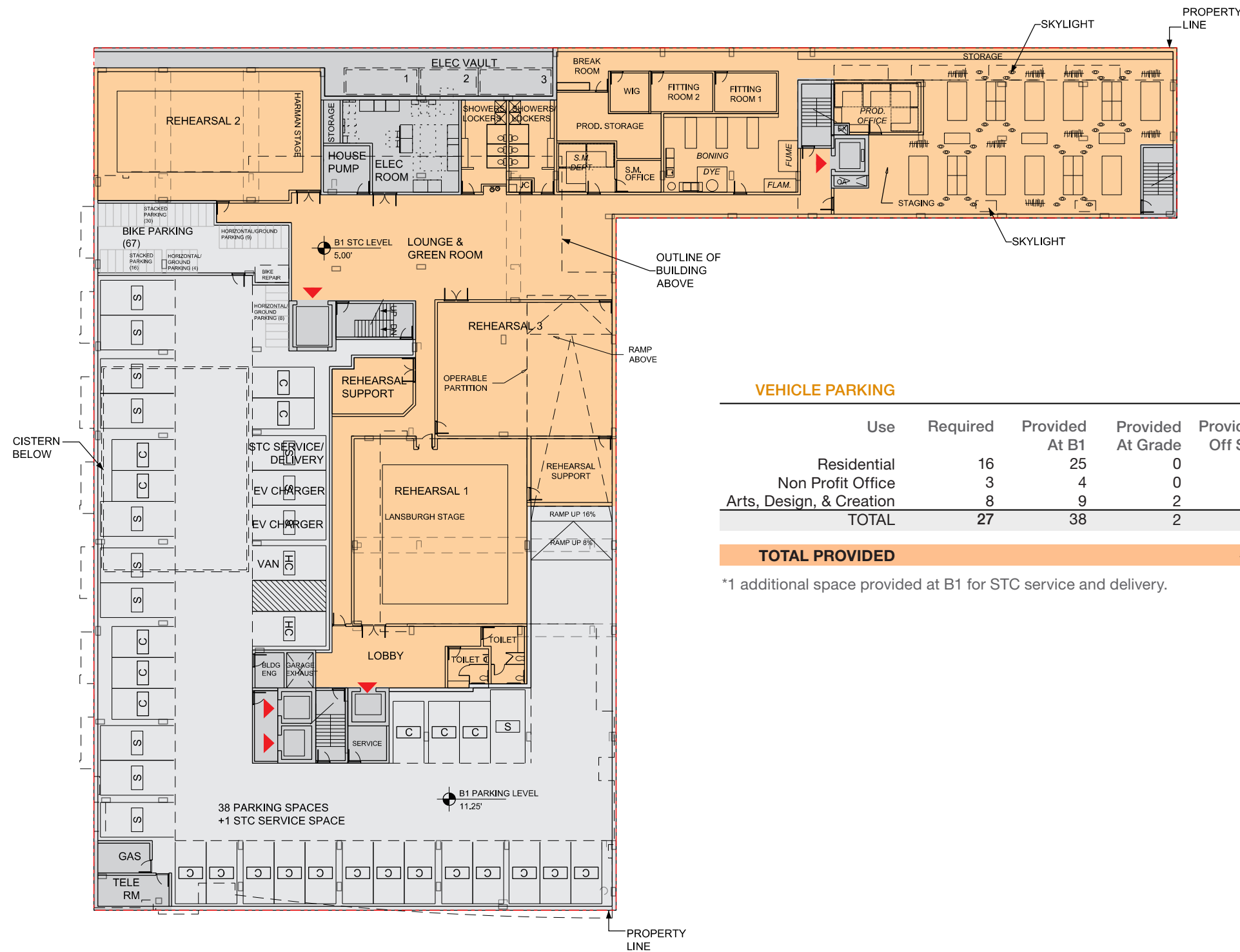
KEY

- RESIDENTIAL (MARKET)
- RESIDENTIAL CIRCULATION / COMMON
- STC ARTS, DESIGN, & CREATION
- STC NON-PROFIT OFFICE
- STC HOUSING
- STC CIRCULATION
- PARKING
- BUILDING SERVICES

THE BARD REDEVELOPMENT

GROUND LEVEL PLAN

shalom baranes associates architects



VEHICLE PARKING

Use	Required	Provided At B1	Provided At Grade	Provided Off Site
Residential	16	25	0	0
Non Profit Office Arts, Design, & Creation	3	4	0	15
	8	9	2	0
TOTAL	27	38	2	15
TOTAL PROVIDED				55*

*1 additional space provided at B1 for STC service and delivery.

PARKING NOTES:

- The proposed number of dwelling units is made up of 64 market rate units, 18 actors housing units, and 18 Single Room Occupancy Units (SRO) for fellows. For purposes of the parking requirements SROs, as rooming units, do not technically require parking, we are including the units to be conservative, which yields a total of 100 units applied to parking.
- The final dwelling unit count may vary by 10% per flexibility requested.

NOTES:

- Interior partition locations, the number, size and locations of units, stairs and elevators are preliminary and shown for illustrative purposes only. Final layouts may vary.
- Flexibility is requested to make refinements to parking and loading configurations, including layout, so long as the required parking and loading complies with the size, location, access, maintenance and operation requirements of DCMR 11.
- Parking space sizes:
Handicap = 9'x19'
Compact = 8'x16'
Standard = 9'x19'
- 50% of required parking meets the full sized parking requirement.
- Bicycle Parking detailed page 3.5
- Handicap Parking includes one van accessible space.
- Shower and Lockers at B1 Level.

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