Government of the District of Columbia
Department of Transportation

d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jim Sebastian
Associate Director

DATE: December 2, 2019

SUBJECT: ZC Case No. 19-20 – 55 H Street NW (Georgetown University)

PROJECT SUMMARY

Georgetown University (the "Applicant") seeks approval of a Voluntary Design Review in order to develop an 11-story building containing student housing. The site is located on the north side of H Street NW, west of North Capitol Street in Square 622 (Lot 93). The application proposes the following development program:

- 476 student beds;
- 1,980 SF first floor retail;
- Three (3) vehicle parking spaces;
- One (1) 30-foot loading berth and one (1) 20-foot delivery space; and
- 100 long- and 14 short-term bicycle parking spaces.

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:

- Primary vehicle access to the three (3) on-site parking spaces and for loading and trash pick-up is proposed via an existing curb cut on the western edge of the site. The existing curb also serves a private driveway/alley for Gonzaga High School that does not connect through to I Street NW;
- The site is in a pedestrian-oriented area and well served by transit. Within ¼ mile of the site is Union Station, DC Streetcar, DC Circulator, and the existing Georgetown University shuttle;
- The Applicant is requesting relief from 26 required parking spaces. Given the numerous nearby transit options, GU campus shuttle, TDM programming, and GU restriction on students bringing personal vehicles, DDOT supports the proposal for only three (3) on-site parking spaces;
- The Applicant is not proposing a shuttle stop or pick-up/drop-off zone along H Street NW. The nearest shuttle stop will continue to be at the Law School approximately ¼ mile southwest;
- The student housing units are expected to be fully furnished and therefore minimizing the frequency and duration of move-in/move-outs;
- The Applicant proposed a Loading Management Plan (LMP) which includes a restriction on trucks larger than 30 feet in length to help facilitate the safe and efficient management of trucks serving the site. DDOT concurs with the LMP; and
- The Transportation Demand Management (TDM) Plan, which includes a 19-dock Capital Bikeshare station, is sufficiently robust to encourage use of non-automotive modes of travel for students and staff.

RECOMMENDATION

DDOT has no objection to the approval of this Voluntary Design Review application with the following conditions:

- Implement the Transportation Demand Management (TDM) Plan, as proposed in the Applicant's Draft Conditions of Approval (Exhibit 9D); and
- Implement the Loading Management Plan (LMP), as proposed in the Applicant's Draft Conditions of Approval (Exhibit 9D).

CONTINUED COORDINATION

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

- Provide a detailed curbside management and signage plan consistent with current DDOT policies. The Applicant may be required to install multi-space parking meters at the Applicant's expense;
- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, curb ramps, and other features within the public right-of-way are expected to be designed and built to DDOT standards;
- The Applicant should participate in a Preliminary Design Review Meeting (PDRM) with the Office of Planning and DDOT to discuss and resolve the public space issues noted in the Streetscape and Public Realm section below; and

- The Applicant should coordinate with the Ward 6 arborist to determine if there are any Heritage or Special Trees on-site that need to be protected or preserved. If so, it may impact the design of the proposed project.

TRANSPORTATION ANALYSIS

DDOT requires applicants requesting an action from the Zoning Commission complete a Comprehensive Transportation Review (CTR) study to determine the action's impact on the overall transportation network. As such, the Applicant and DDOT coordinated on an agreed-upon scope for a CTR that is consistent with the scale of the action.

The review of the analysis is divided into four categories: site design, travel assumptions, multi-modal evaluation, and Transportation Demand Management (TDM). The following review provided by DDOT evaluates the Applicant's October 28, 2019 CTR, prepared by Wells & Associates (Exhibits 8A1 and 8A2 on the record), 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

Vehicular access is proposed via an existing two-way private driveway from H Street NW running north-south along the western edge of the proposed building. The existing driveway serves Gonzaga High School and does not connect through to I Street NW. The entrance on H Street is proposed to be gated. The Applicant should work with DDOT during public space permitting to ensure the curb cut meets modern standards and that the gate is at least one (1) car length beyond the sidewalk so that queuing does not occur through public space. Pedestrian access Figure 1 below shows the proposed site layout.

Figure 1 – Preliminary Site Plan (Source: Wells & Associates, 10/28/19 CTR, Figure 2)

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and 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, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, and the demographic composition and other characteristics of the potential residents.

ZR16 Subtitle C § 701.5 and § 702.1a requires a minimum of 26 vehicle parking spaces after taking a 50% reduction for being located within ½ mile of the Union Station and several other transit options. The Applicant is seeking relief from all 26 parking spaces and will be providing three (3) non-compliant spaces. Given the site's location within a pedestrian-oriented area, numerous nearby high-quality transit options, the Georgetown University Campus shuttle, and robust TDM programming, DDOT supports the Applicant's request for parking relief. Providing little or no parking is consistent with DDOT's approach to encouraging transit usage, allowing for non-automobile ownership lifestyles, and minimizing traffic congestion in the District.

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.

ZR16 Subtitle C § 901.1 requires one (1) 30-foot loading berth with platforms and one (1) 20-foot delivery space, which the project is providing. The truck turning diagrams provided show that all truck maneuvers will occur on private property with only head-in and head-out movements through the pedestrian realm on H Street NW, consistent with DDOT standards (see Figure 1 above). However, it is noted that the loading berth and turns within the private driveway/alley can only accommodate trucks 30-feet in length or shorter. Therefore the Applicant has proposed the following Loading Management Plan (LMP) in the Draft Conditions of Approval (Exhibit 9D), which DDOT concurs with:

- A member of the Project's maintenance team will coordinate with vendors and tenants to schedule deliveries and will coordinate with the community and neighbors to resolve any conflicts should they arise;
- All tenants will be required to schedule deliveries that utilize the loading dock (any loading operation conducted using a truck 20' in length or larger) and all loading activities are required to occur at the loading docks;
- The maintenance team will schedule deliveries such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time when a berth will be available so as not to compromise safety or impede street or intersection function;
- The maintenance team will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along the alley (except during those times when a truck is actively entering or exiting a loading berth);
- Trucks larger than a SU30 will not be permitted to make deliveries to the loading docks;
- Trucks using the loading docks 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 Map (godcgo.com/truckandbusmap);
- The maintenance team will be responsible for disseminating suggested truck routing maps to the Project's tenants as needed, and to drivers from delivery services that frequently utilize the development's loading dock as well as notifying all drivers of any access or egress restrictions. The maintenance team will also distribute materials as DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with idling laws. The on-site maintenance team will also post these documents and notices in a prominent location within the service areas.

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, landscaping, street lights, sidewalks, and other appropriate features within the public Right-of-Way (ROW) bordering the site.

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 circulate around it. In conjunction with Titles 11, 12A, and 24 of the *District of Columbia's Municipal Regulations (DCMR),* DDOT's *Design and Engineering Manual (DEM)* and DDOT's *Public Realm Design Manual* will serve as the main references for the Applicant. DDOT staff will be available to provide additional guidance during the Public Space permitting process.

The Applicant should be aware of the following public space comments to be addressed during the public space permitting process:

- The proposed canopies on H Street NW will require a building code modification due to the narrowness of the existing sidewalk;
- Ensure the existing curb cut to be reused on H Street meets modern design standards;
- Ensure that the proposed gate is at least one (1) car length behind the sidewalk so that queuing does not occur through the public realm;
- Ensure the existing sidewalk on the north side of H Street NW is at least 6-feet wide at the narrowest points, but preferably 10 feet given the site's location downtown;
- All building entrances should be at grade with the sidewalk so that no stairs or ramps will be necessary in public space;
- Determine final location of the proposed 19-dock Capital Bikeshare (CaBi) station within ½ mile of the site. If DDOT determines a CaBi station is not needed or a location cannot be agreed upon, the Applicant must work with DDOT to expand other nearby stations instead;
- Determine final locations of short-term bicycle racks. The 14 spaces can be accommodated with 7 inverted U-racks. These racks should be installed in the "furniture zone" of public space near the building entrances;
- Any future outdoor café patios will require a public space occupancy permit; and
- If the Applicant would like to pursue a pick-up/drop-off zone or shuttle stop on H Street NW in the future, an application must be filed in TOPS.

It is recommended that the Applicant participate in a Preliminary Design Review Meeting (PDRM) with the Office of Planning and DDOT to discuss and resolve the public space issues noted above.

Heritage Trees

Heritage Trees are defined as a tree with a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan in order to preserve the Non-Hazardous Heritage Trees. The Applicant should coordinate with the Ward 6 arborist regarding the preservation and protection of any

Heritage or Special trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space. The presence of any Heritage or Special trees may impact the design of the proposed project.

Travel Assumptions

The purpose of the Applicant's 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.

Mode Split and Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. 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, proximity to transit options, availability and cost of vehicle parking, among many others.

The Applicant developed trip generation assumptions based on the proposed number of student beds (476 beds) utilizing the trip generation rates for the Off-Campus Student Apartment category (LUC 225) in the Institute of Transportations' *Trip Generation Manual, 10th Edition*. The mode splits are based on the DDOT TripsDC trip generation tool. Figure 2 below presents a summary of mode split and trip generation assumptions for the proposed student housing building.

Decription	Land Use Code	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Off Campus Student Housing [1,2]	225	476	Beds	22	31	53	59	58	117
Person Trips	*AVO*	*1.96*		*43*	*61*	*104*	*116*	*114*	*229*
Mode Splits [3]		AM	PM						
Auto		31%	18%	13	19	32	21	20	41
Transit		19%	13%	8	12	20	15	15	30
Bike		5%	6%	2	3	5	7	7	14
Walk		45%	63%	19	27	47	73	71	144
		100%	100%						
Auto Vehicle Trips				**7**	**9**	**16**	**11**	**10**	**21**

Figure 2 – Multi-Modal Trip Generation Summary (Source: Wells & Associates, 10/28/19 CTR, Table 1)

As shown above, the project is expected to generate a small number of automobile trips (21) and transit trips (30), while generating a moderate amount of walking trips (144) during the PM peak hour. As such, the impacts to the transportation network are expected to be minimal.

Multi-Modal Evaluation

To determine the project's impacts on the transportation network, the Applicant completed a CTR, prepared by Wells & Associates, dated October 28, 2019, which includes an evaluation of existing transit, pedestrian, and bicycle facilities.

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 located approximately ¼ mile from numerous transit options. To the east of the site is Union Station which is served by the Red Line, Streetcar, Amtrak, Marc, and bus services. Southwest of the site is a DC Circulator stop (Georgetown to Union Station Line), which runs every 10 minutes, and a GU Transportation Shuttle (GUTS) stop. The GUTS shuttle connects the nearby Law School with the Main Campus, Capitol Hill, and Arlington, VA. The Applicant is not currently proposing to create a shuttle stop on H Street NW; however they have expressed interest in considering that option in the future.

Pedestrian Facilities

The District is committed to enhancing 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.

According to the inventory of pedestrian facilities provided in the October 28, 2019 CTR, the pedestrian network is almost entirely up to DDOT standards in the vicinity of the site and along walking routes to nearby community amenities and transit stops. The Applicant will be required to upgrade the public realm design along the site frontage to modern DDOT standards and ensure it is ADA compliant.

Bicycle Facilities

The District is committed to enhancing 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. Cycling is expected to be an important mode of transportation for the site, most notably for connecting the site to nearby Metro stations. While the Metro stations are located outside of the typical walkshed of rail transit stations, the distance is ideal for bicycling.

The Applicant is proposing to provide 100 long-term bicycle parking spaces and a shower in the parking garage area, as well as 14 short-term spaces (7 inverted U-racks) in the public space along H Street NW. Both of these amounts of bicycle parking exceed ZR16 requirements, based on DDOT's interpretation of the zoning category that this proposed use would fall under. The short-term racks should be located close to building entrances and meet other design and location requirements of ZR16.

There are currently two (2) Capital Bikeshare (CaB) station locations in the immediate vicinity of the site: 1) a 13-dock CaBi station at 1st Street and H Street NW adjacent to WalMart and 2) a 19-dock station at North Capitol Street and G Place NW. As part of the Applicant's TDM Plan, a new 19-dock station or a series of existing expansions within ½ mile of the site is proposed. DDOT will work with the Applicant during public space permitting to determine the optimal location for additional CaBi stations or expansion plates.

Transportation Demand Management (TDM)

DDOT requires Applicants of large developments to implement 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.

In the October 28, 2019 CTR, prepared by Wells & Associates, the Applicant proposed an initial, mostly robust, TDM plan. However, after receiving feedback from DDOT, the Applicant has revised the TDM Plan and now proposes the following measures in the Draft Conditions of Approval (Exhibit 9D):

- The University will identify a Transportation Coordinator for the planning, construction, and operations phases of development. The Transportation Coordinator will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and their information will be shared with goDCgo;
- Employees and students will be included in Georgetown University's annual commute survey. This survey data and a report of other TDM activities will be included in the Annual Transportation Monitoring Report presented to DDOT;
- The Transportation Coordinator will develop and distribute marketing materials promoting various transportation options and encouraging participating in transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day). This will be done through the use of internal building communications or as a larger campus-wide communication effort to the Georgetown University community through email notices, newsletters, or website announcements;
- The Transportation Coordinator will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan;
- New residents will be provided welcome packets that include information about Metrorail, local bus lines (Circulator and Metrobus), the Georgetown University shuttle, Capital Bikeshare, and the most recent DC Bike Map. Brochures for all nearby transportation options will be available onsite. This information is also highlighted on the University's transportation webpage;

- Employees will receive information about carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future;
- The Transportation Coordinator will subscribe to goDCgo's residential newsletter;
- A transportation event for residents and employees will be held once per year. Examples include resident social, walking tour of local transportation options, goDCgo lobby event, transportation fair, WABA Bicycling seminar, bicycle safety/information class, bicycle repair event, etc;
- The Capital Bikeshare for Universities discount for students and the Capital Bikeshare Corporate Program discount for employees will be promoted and administered;
- Provide one (1) collapsible shopping cart (utility cart) for every 50 students, for a total of 10 for students/residents use to walk to the grocery shopping and run errands;
- Work with DDOT to evaluate the feasibility of providing a dedicated pick up and drop off zone along H Street;
- Continue to evaluate possibly extending shuttle service directly to the Property. This will include evaluating the student population residing in the building and deciding if a shuttle route would be appropriate in consideration of the other transportation options in immediate vicinity;
- Student residents shall not be permitted to bring a car to the proposed project. If the University determines that student resident of the proposed project requires a vehicle, the University will work with the student to identify a parking space for that student within nearby University-controlled parking or a nearby commercial parking facility;
- Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives such as information about nearby Metrorail stations and schedules, Metrobus stops and schedules, carsharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles;
- Provide long-term bicycle storage room as well as a shower for cyclists on the ground level of the building with a minimum of 100 bicycle parking spaces as shown on the Final Plans;
- Install 14 short-term bicycle parking spaces either in front of the Project as shown on the Final Plans or in the adjacent public space;
- Fund either the expansion of an existing Capital Bikeshare station or construction of a new Capital Bikeshare station within ½ mile of the Project;
- Submit documentation used to summarize compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record; and
- The Transportation Coordinator will submit a letter to the Zoning Administrator, Office of Zoning, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing compliance with the transportation and TDM conditions in the Order. DDOT finds the proposed TDM Plan, in conjunction with numerous nearby transit options, to be sufficiently robust to encourage usage of non-automotive travel to and from the site given the lack of on-site parking.

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