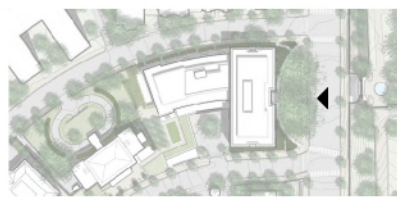
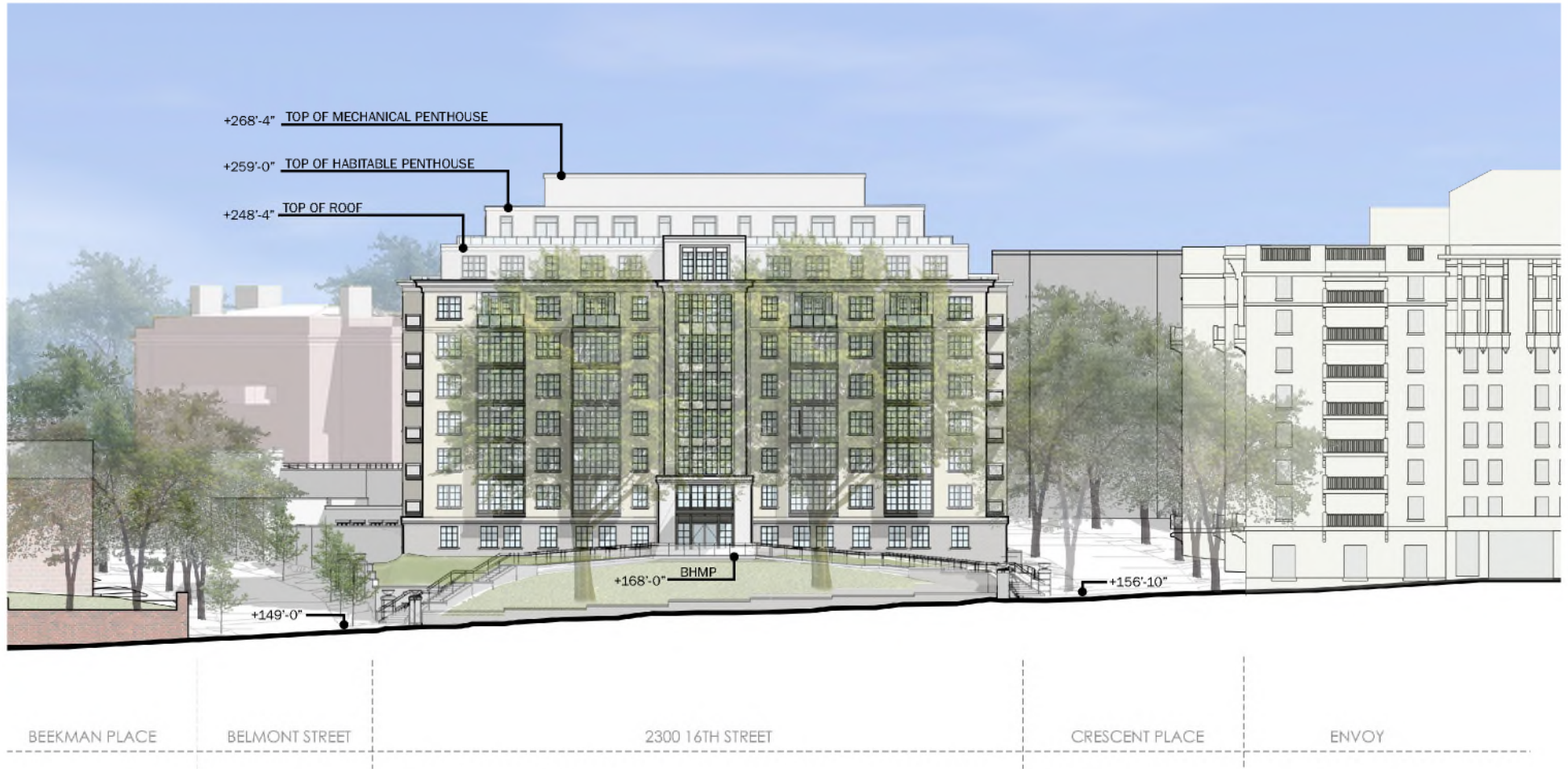


# 16th Street Elevation



**2300 16TH STREET NW**  
WASHINGTON, DC

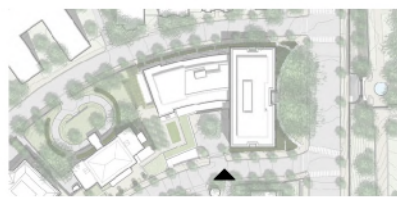
BZA PRESENTATION  
JUNE 13, 2018

**Perkins Eastman DC**

16TH STREET ELEVATION | 28

Board of Zoning Adjustment  
District of Columbia  
CASE NO.19689  
EXHIBIT NO.71A2

# Belmont Street Elevation

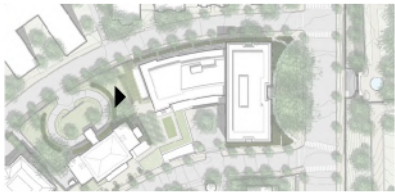
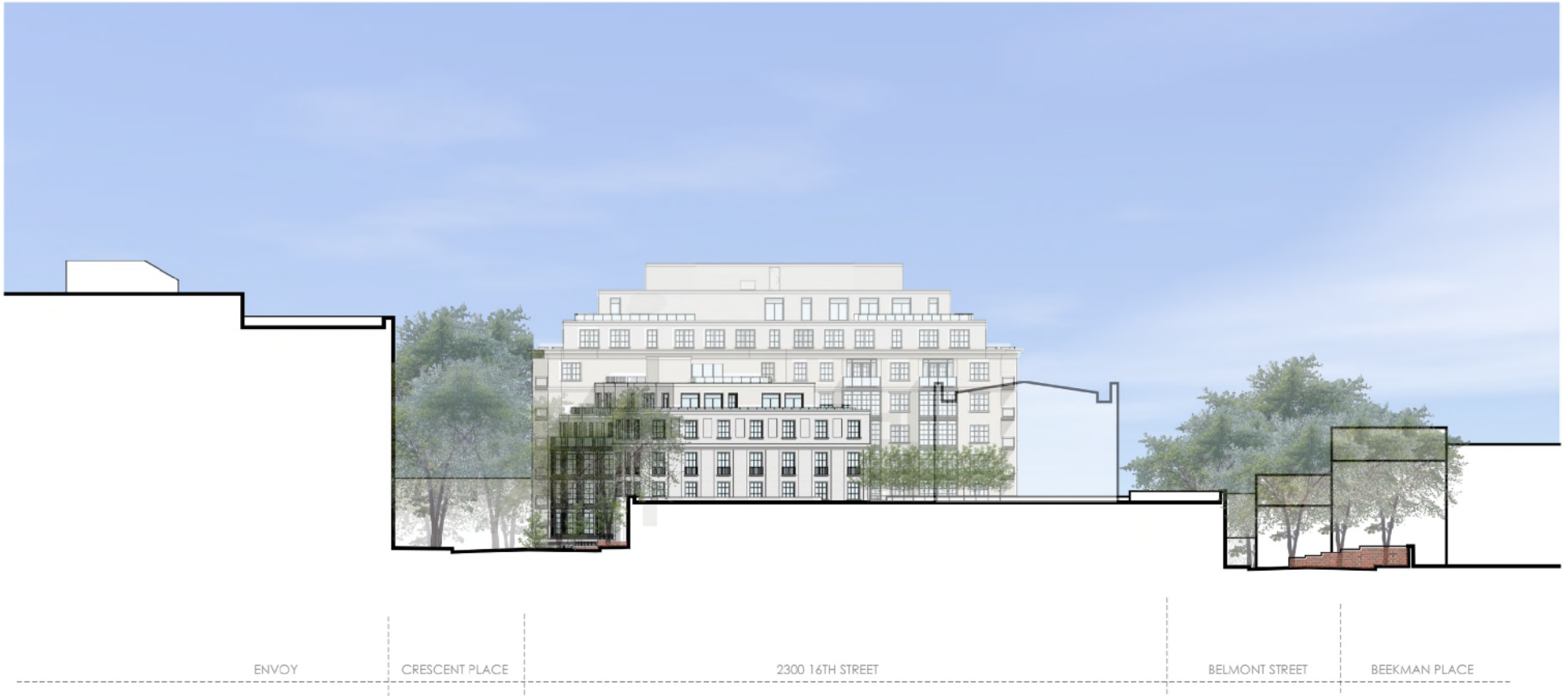


**2300 16TH STREET NW**  
WASHINGTON, DC

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JUNE 13, 2018

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BELMONT STREET ELEVATION | 29

# West Elevation



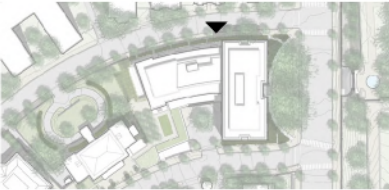
**2300 16TH STREET NW**  
WASHINGTON, DC

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JUNE 13, 2018

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WEST ELEVATION | 30

**Crescent Place Elevation**



**2300 16TH STREET NW**  
WASHINGTON, DC

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JUNE 13, 2018

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# Context Elevation: 16th Street



SITE FROM MERIDIAN HILL PARK



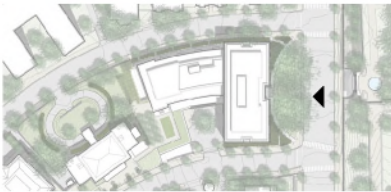
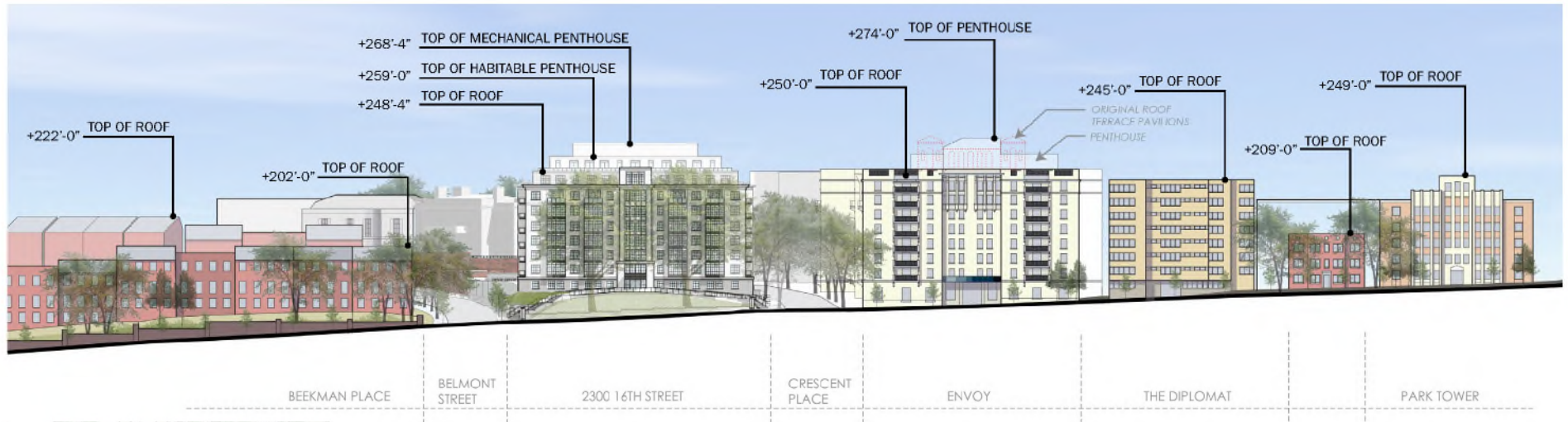
ENVOY



THE DIPLOMAT



PARK TOWER



2300 16TH STREET NW

WASHINGTON, DC

BZA PRESENTATION

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CONTEXT ELEVATION (EAST): 16<sup>TH</sup> STREET, NW 32

**Context Elevation: Belmont Street**



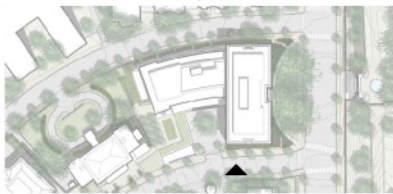
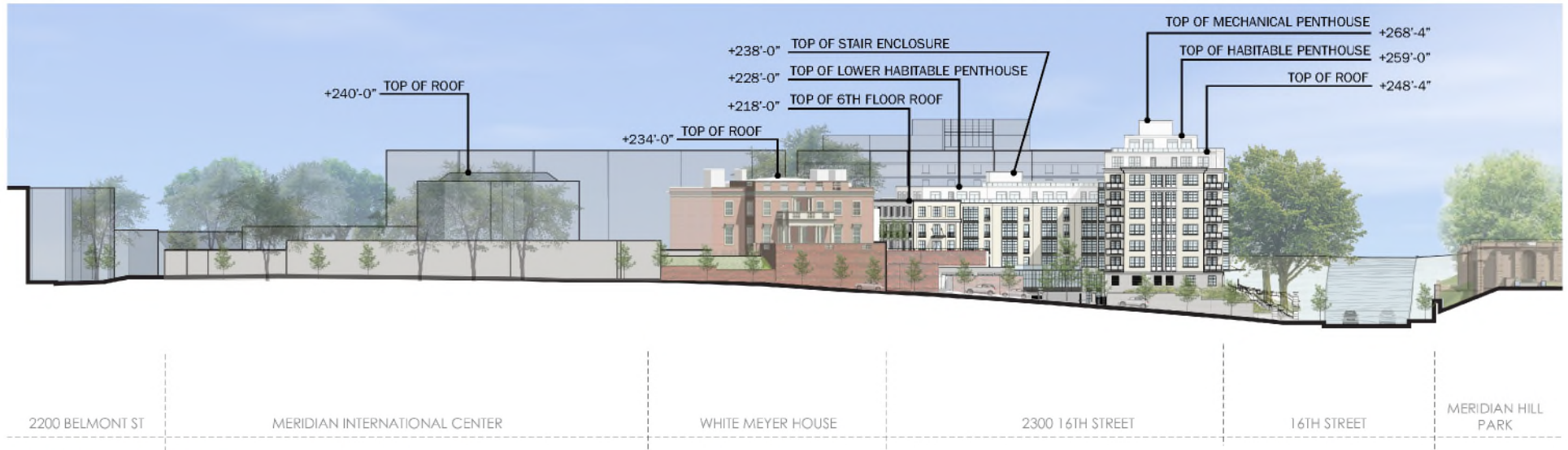
MERIDIAN HOUSE



WHITE MEYER HOUSE



BEEKMAN PLACE



**2300 16TH STREET NW**  
WASHINGTON, DC

BZA PRESENTATION  
JUNE 13, 2018

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CONTEXT ELEVATION (SOUTH): BELMONT STREET, NW 33

# Context Elevation: Crescent Place



WHITE MEYER HOUSE



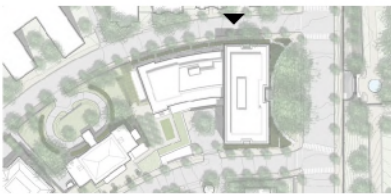
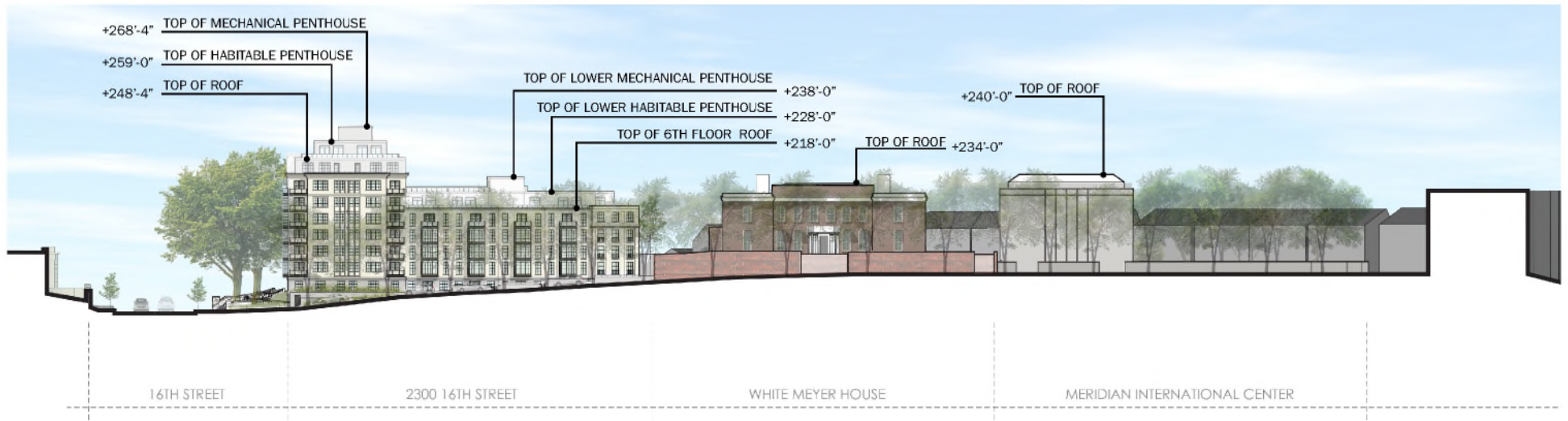
MERIDIAN HOUSE



1661 CRESCENT STREET



1685 CRESCENT STREET



**2300 16TH STREET NW**  
WASHINGTON, DC

BZA PRESENTATION  
JUNE 13, 2018

**Perkins Eastman DC**

CONTEXT ELEVATION (NORTH): CRESCENT PLACE, NW 34

16TH STREET LOOKING SOUTH



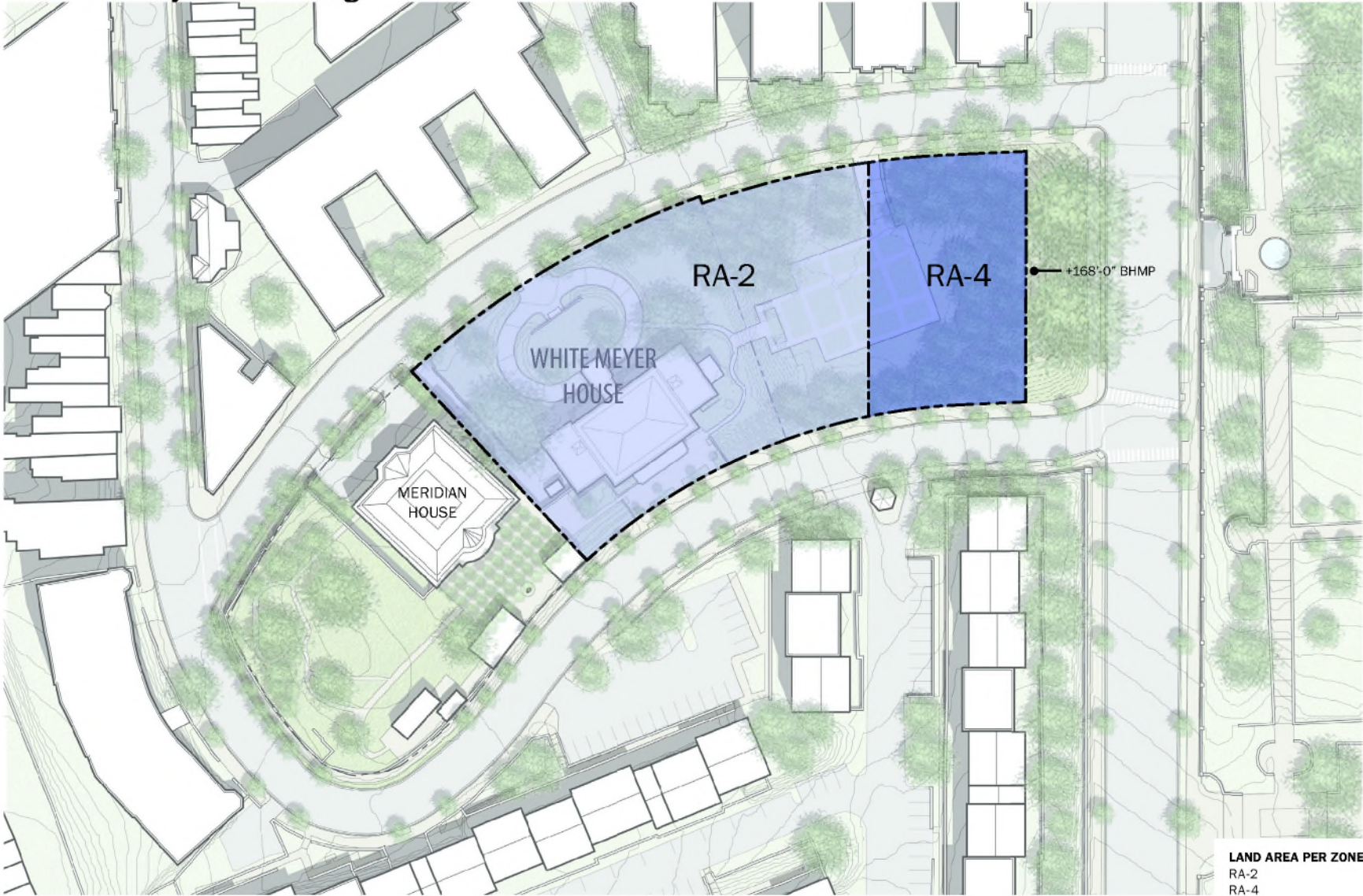
**2300 16TH STREET NW**  
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JUNE 13, 2018

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**Zone Boundary Shift: Existing**



LAND AREA PER ZONE (EXISTING)	
RA-2	48,639 gsf
RA-4	18,523 gsf

# 35' ZONE BOUNDARY LINE ("ZBL") ADJUSTMENT

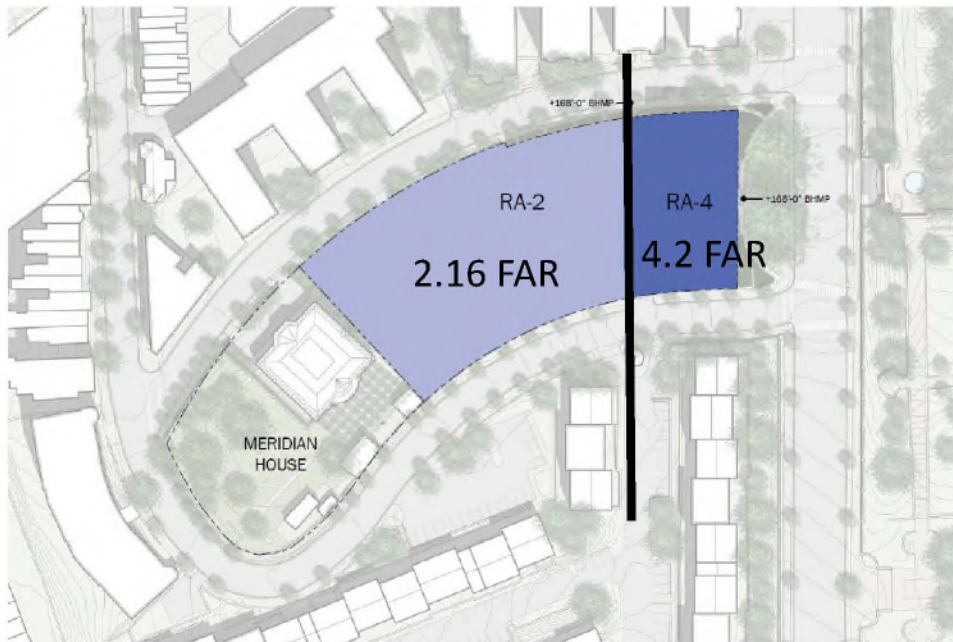
**Question: What is the criteria to permit the ZBL move?**

Answer: Subtitle A, Section 207.2 permits approval provided:

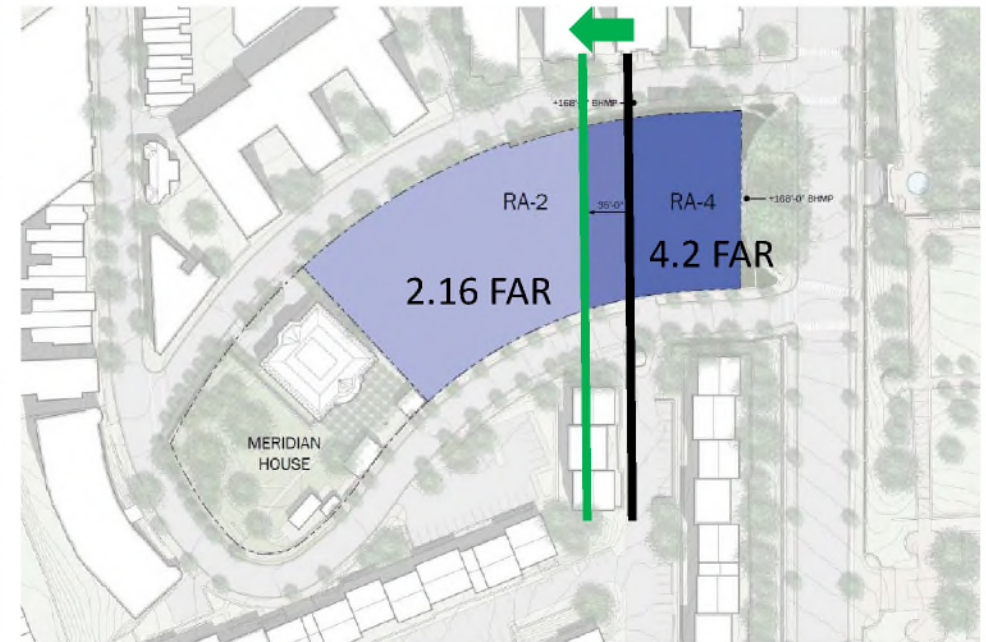
- The extension is limited to 35 feet
- The extension has no adverse effect on the present character and future development of the neighborhood

**HPRB Approved the project in June 2017 as compatible with the historic district and surrounding buildings**

## Existing Conditions

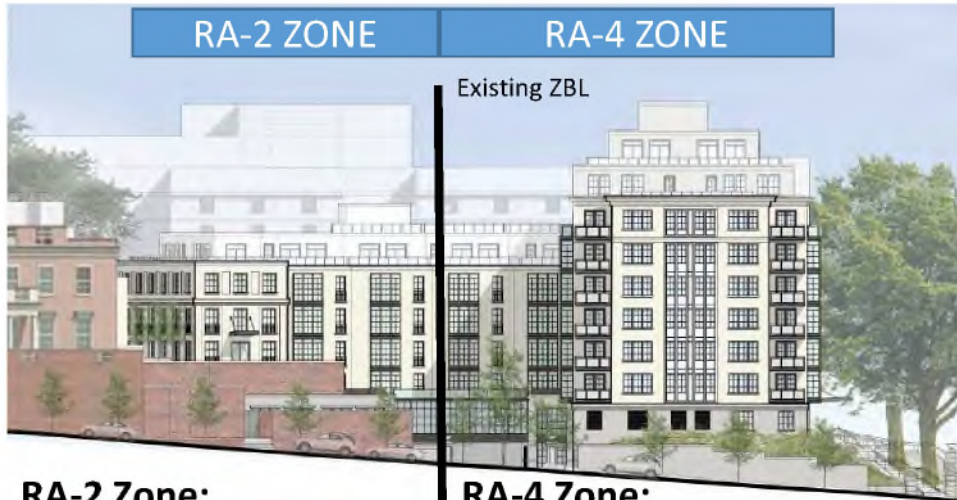


## Proposed ZBL Move



# 35' ZONE BOUNDARY LINE ("ZBL") ADJUSTMENT

## Existing Conditions



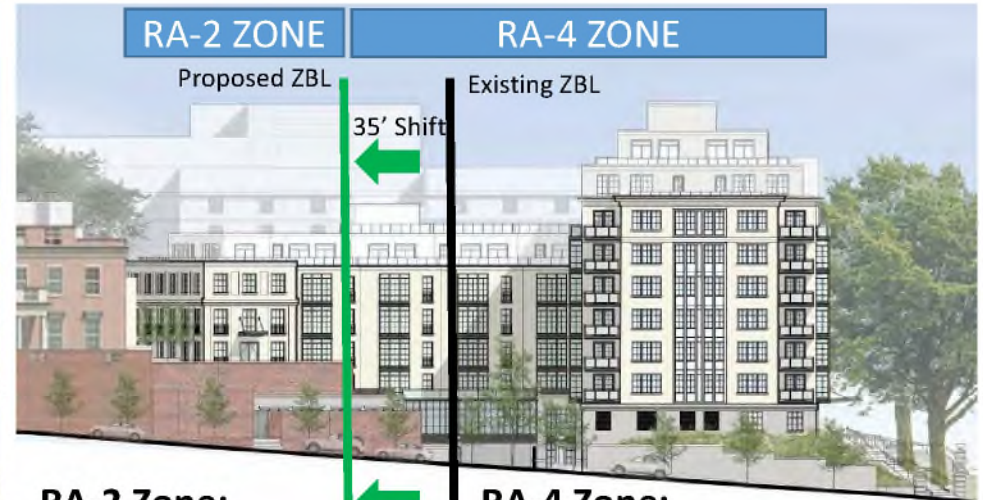
### RA-2 Zone:

Allowable Density = 104,585 SF

### RA-4 Zone:

Allowable Density = 77,796 SF

## Proposed ZBL Move



### RA-2 Zone:

Allowable Density = 91,910 SF

Proposed Density = 38,630 SF

### RA-4 Zone:

Allowable Density = 103,366 SF

Proposed Density = 103,366 SF

### TOTAL ACROSS BOTH ZONES:

Allowable Density = 182,381 SF

### TOTAL ACROSS BOTH ZONES:

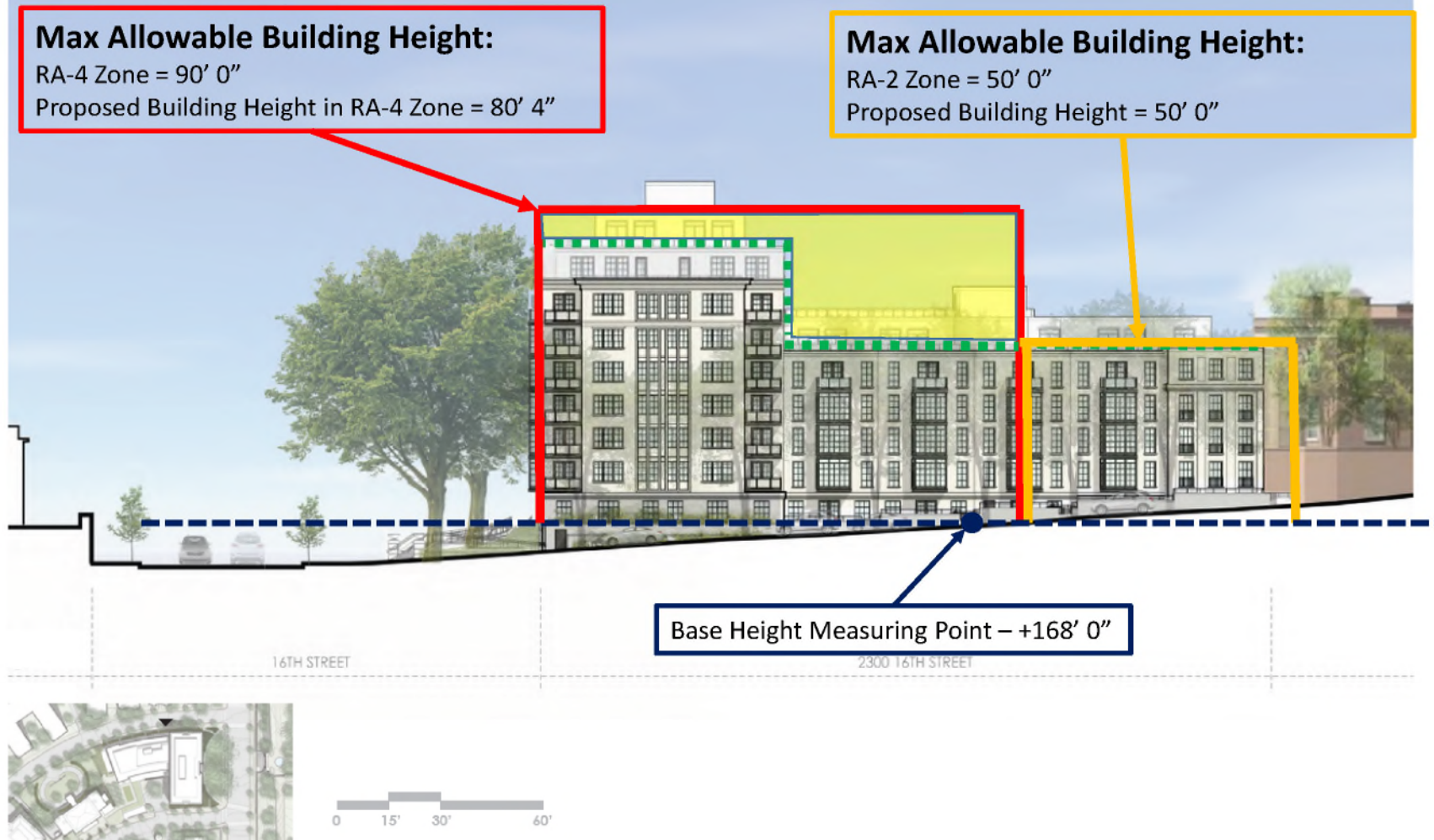
Allowable Density = 195,276 SF (+12,895 SF)

**Proposed Density = 141,996 SF**

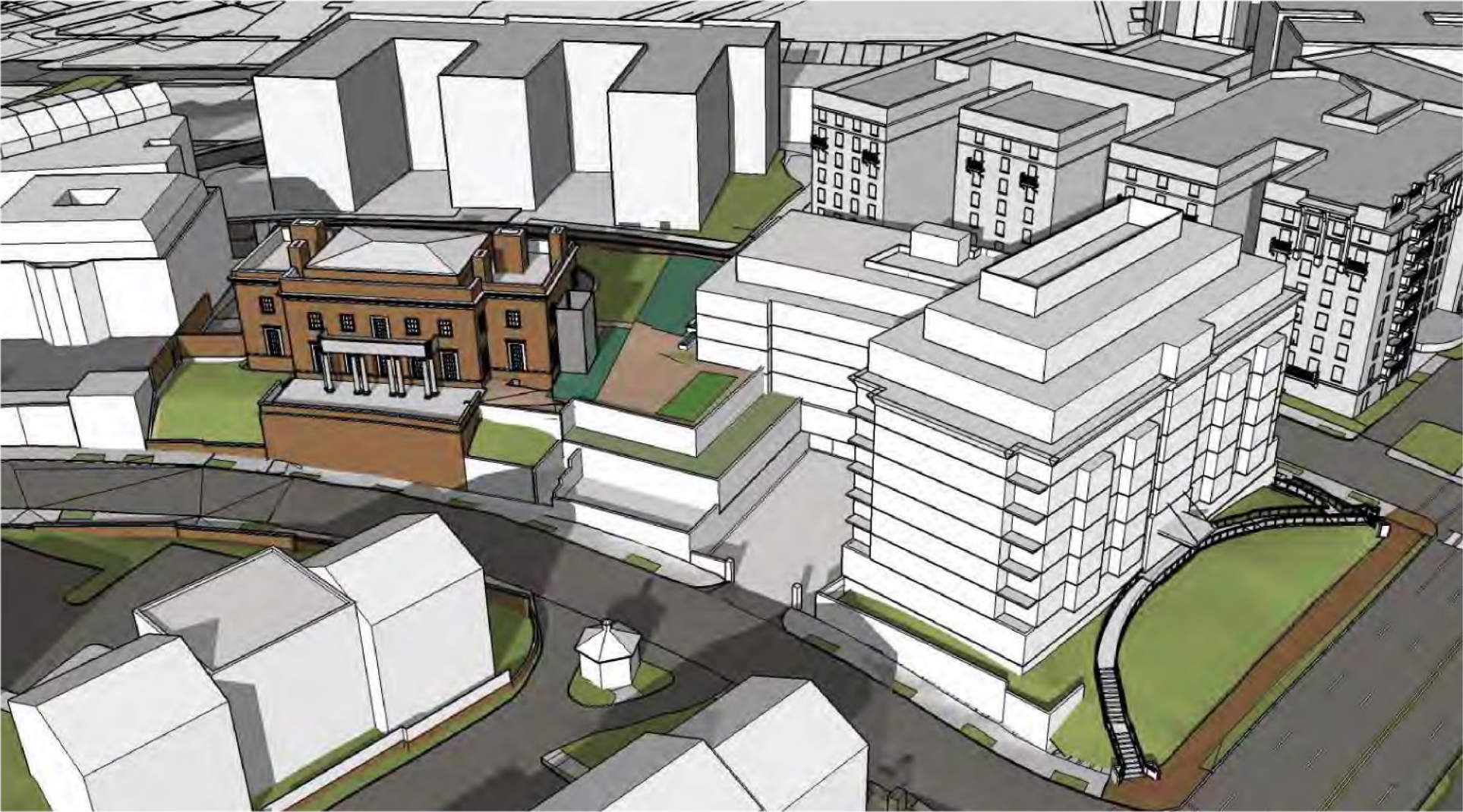
**KEY TAKEAWAY:** By moving the ZBL, we gain ~13,000 SF in total across the entire site. However, we did this in order to move density away from the historic houses as demonstrated by how we are greatly under utilizing the density in the RA-2 zone.

# 35' ZONE BOUNDARY LINE ("ZBL") ADJUSTMENT

## Crescent Place Elevation



**SE VIEW\_ AS APPROVED BY HPRB**

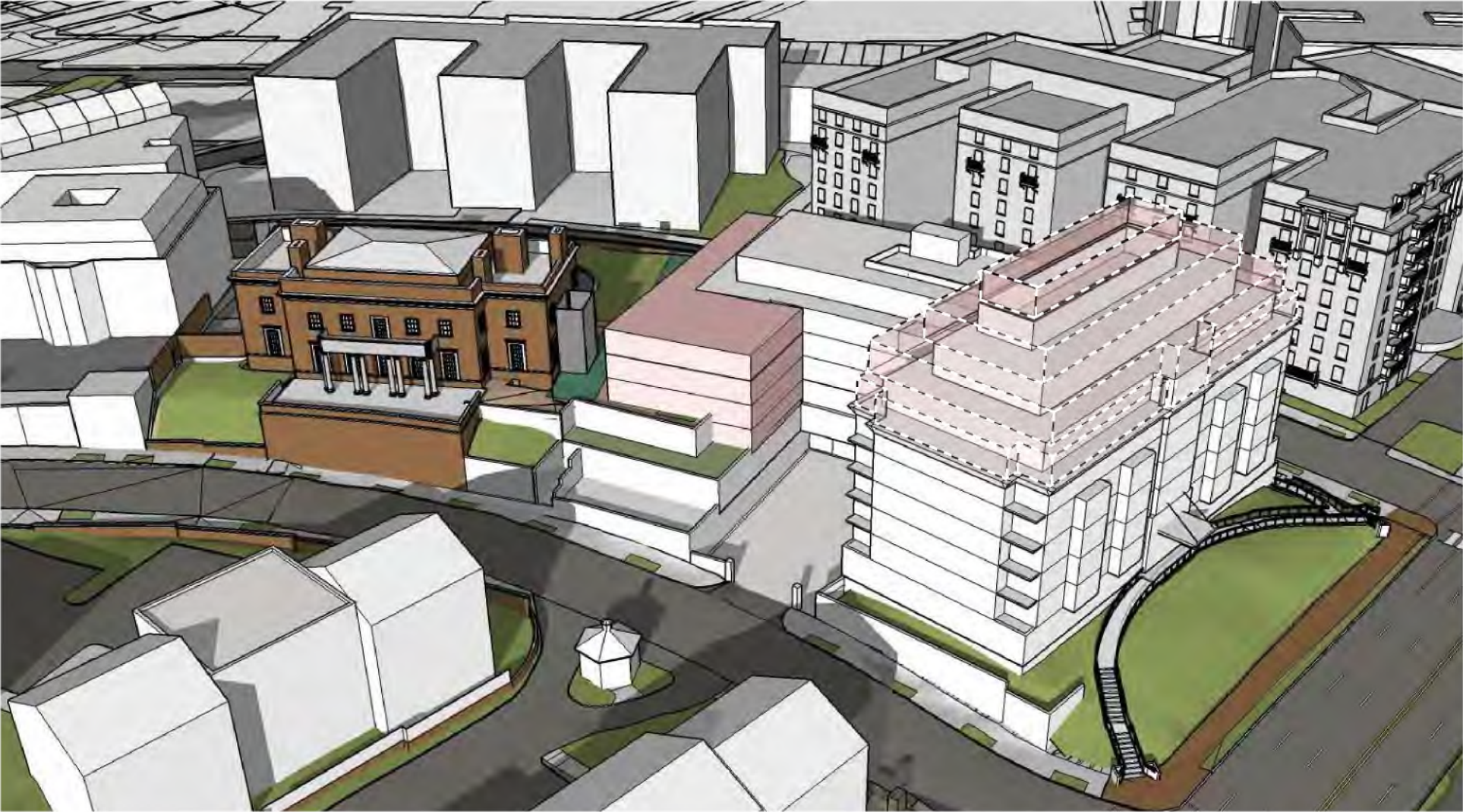


**2300 16TH STREET NW**  
WASHINGTON, DC

BZA PRESENTATION  
JUNE 13, 2018

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**SE VIEW\_ RELOCATED DENSITY**

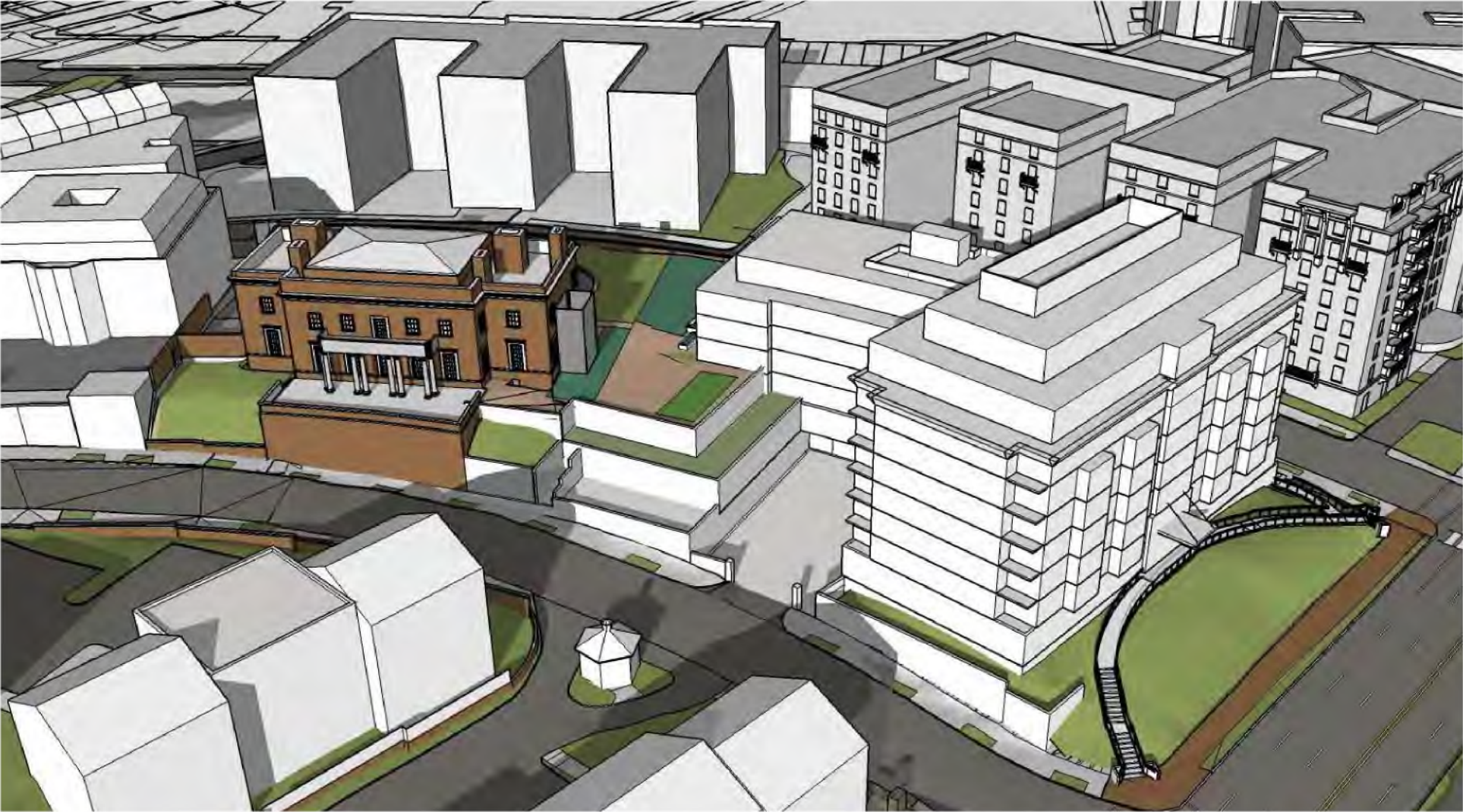


**2300 16TH STREET NW**  
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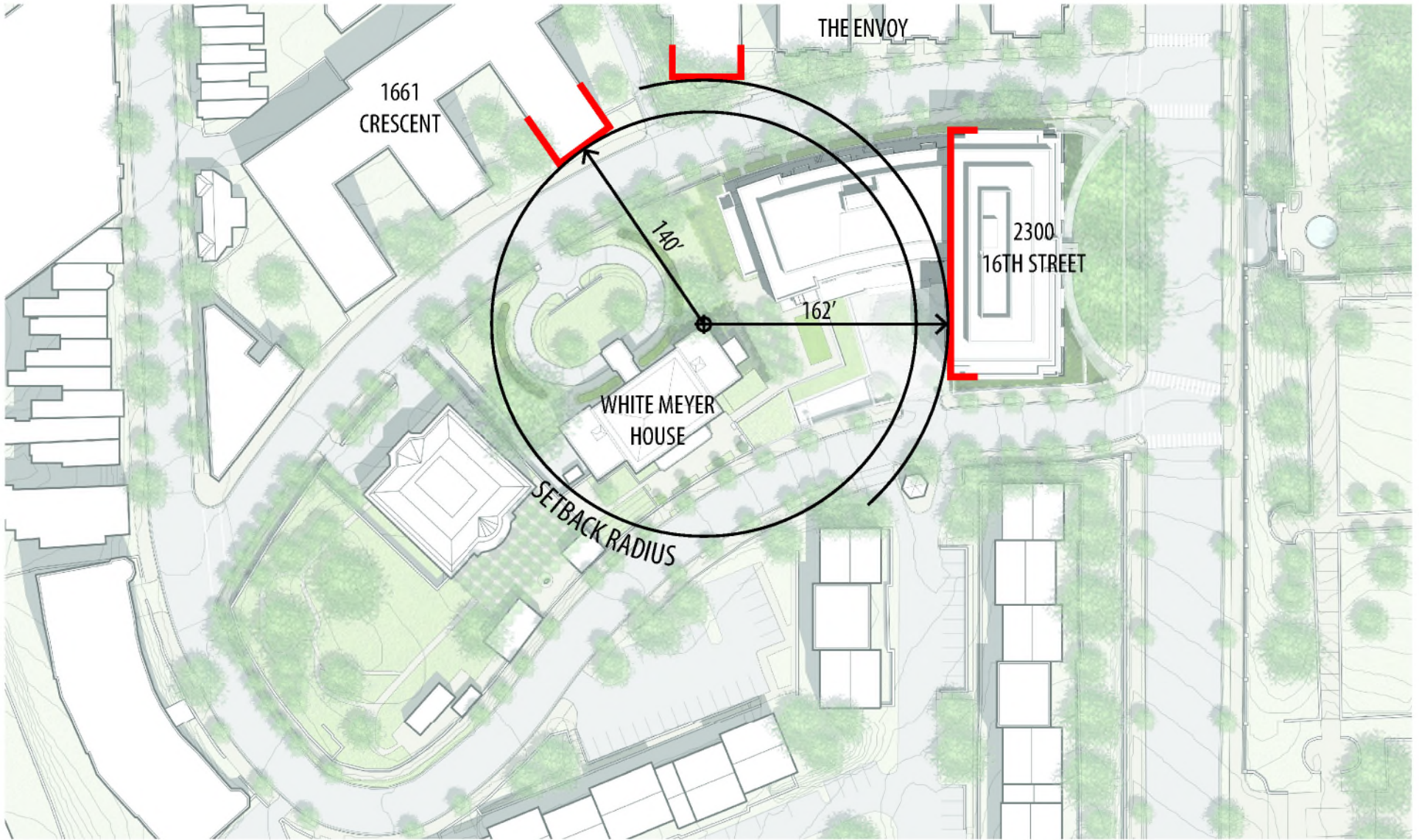
**SE VIEW\_ AS APPROVED BY HPRB**



**2300 16TH STREET NW**  
WASHINGTON, DC

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JUNE 13, 2018

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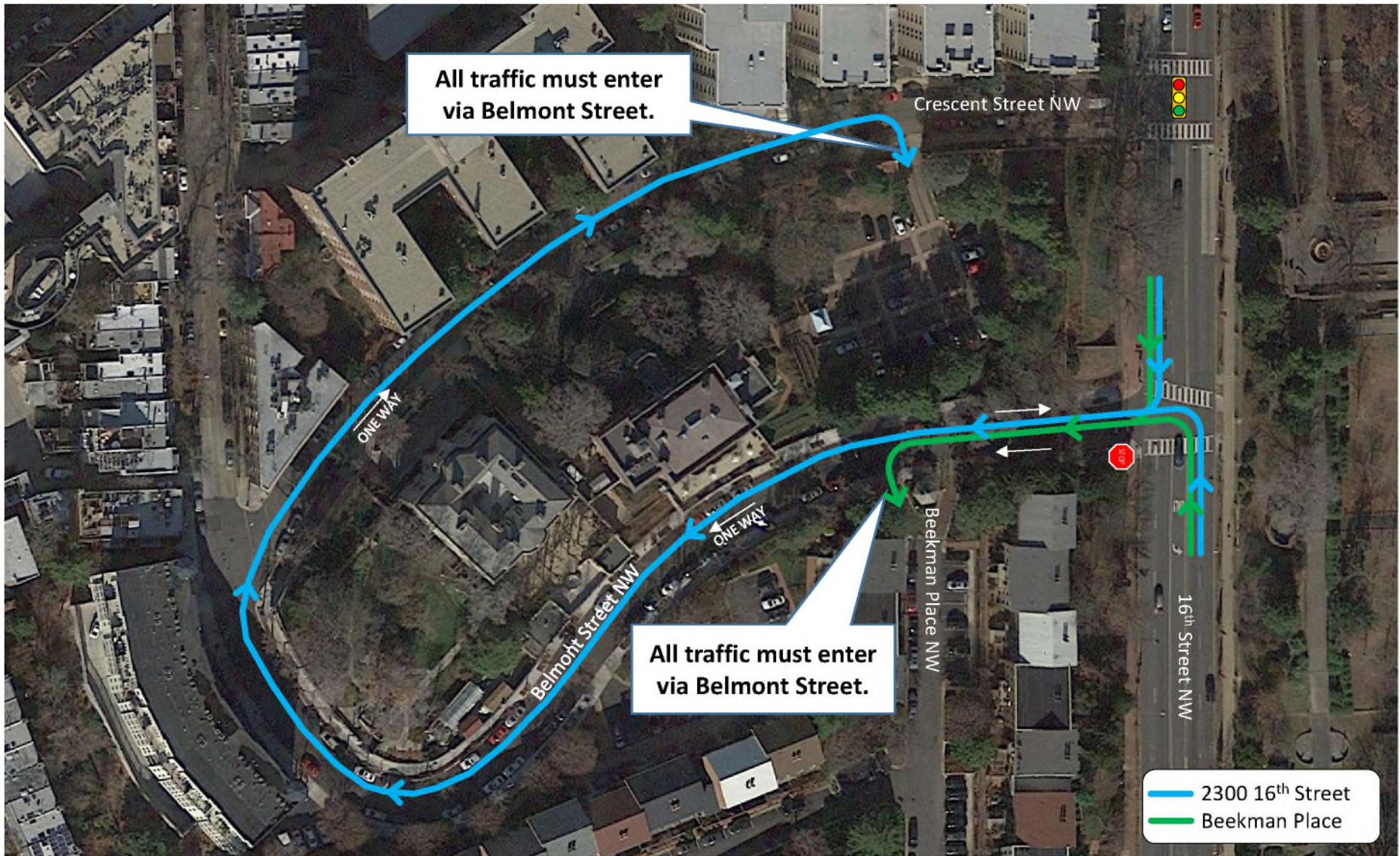
**2300 16TH STREET NW**  
WASHINGTON, DC

BZA PRESENTATION  
JUNE 13, 2018

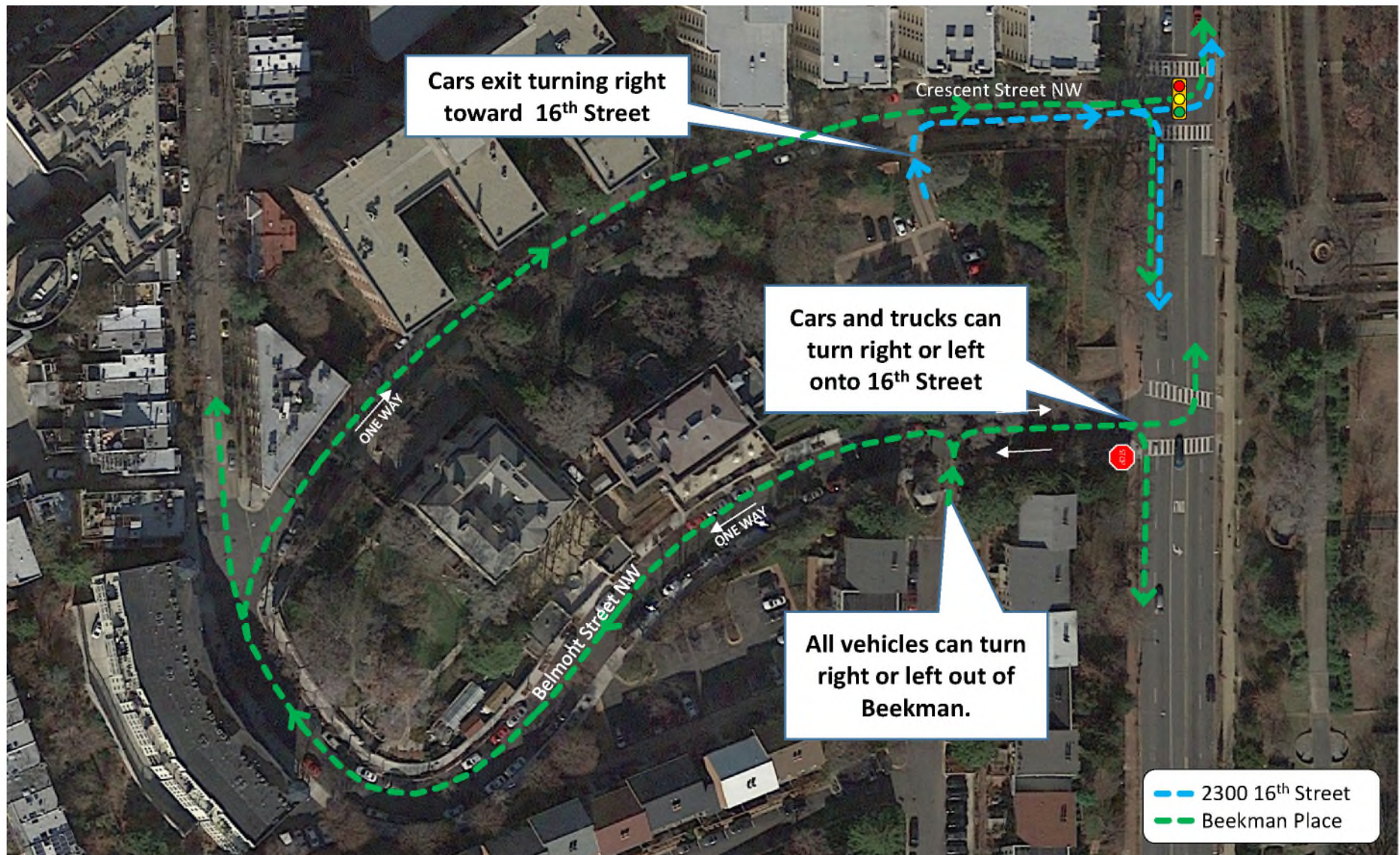
**Perkins Eastman DC**

# Traffic / Parking Overview

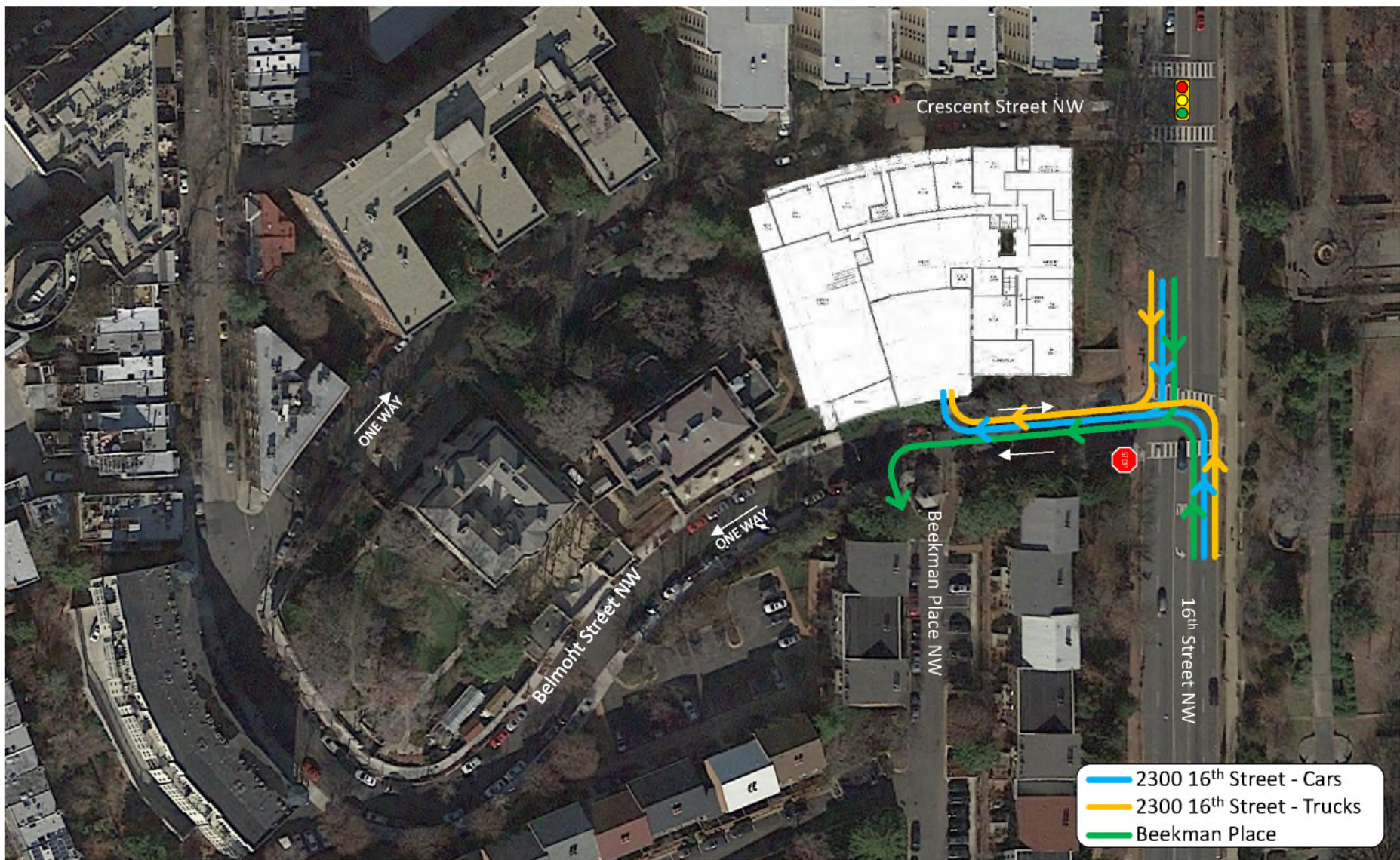
# EXISTING TRAFFIC CIRCULATION - INBOUND



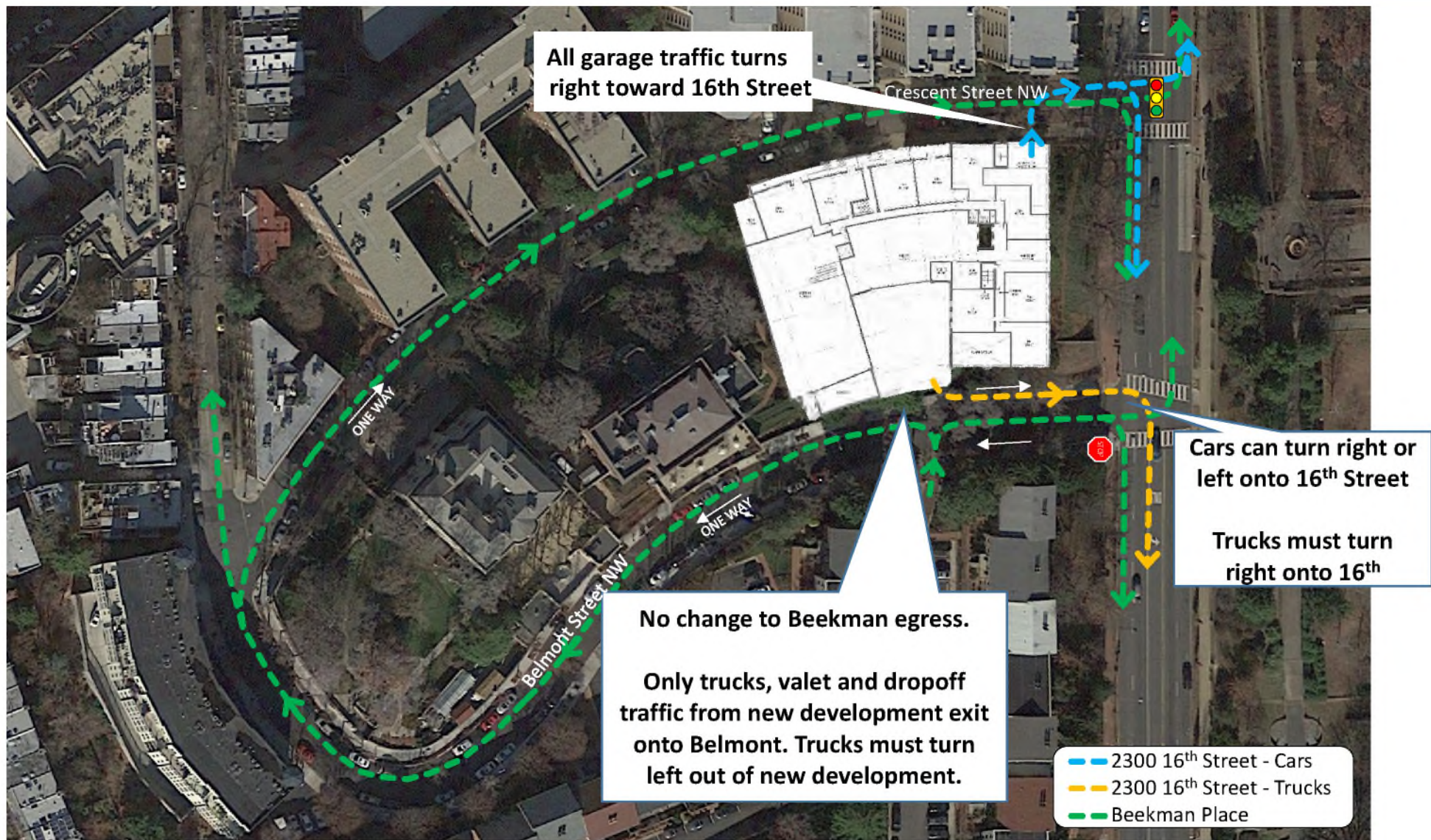
# EXISTING TRAFFIC CIRCULATION - OUTBOUND



# PROPOSED TRAFFIC CIRCULATION – INBOUND



# PROPOSED TRAFFIC CIRCULATION – OUTBOUND

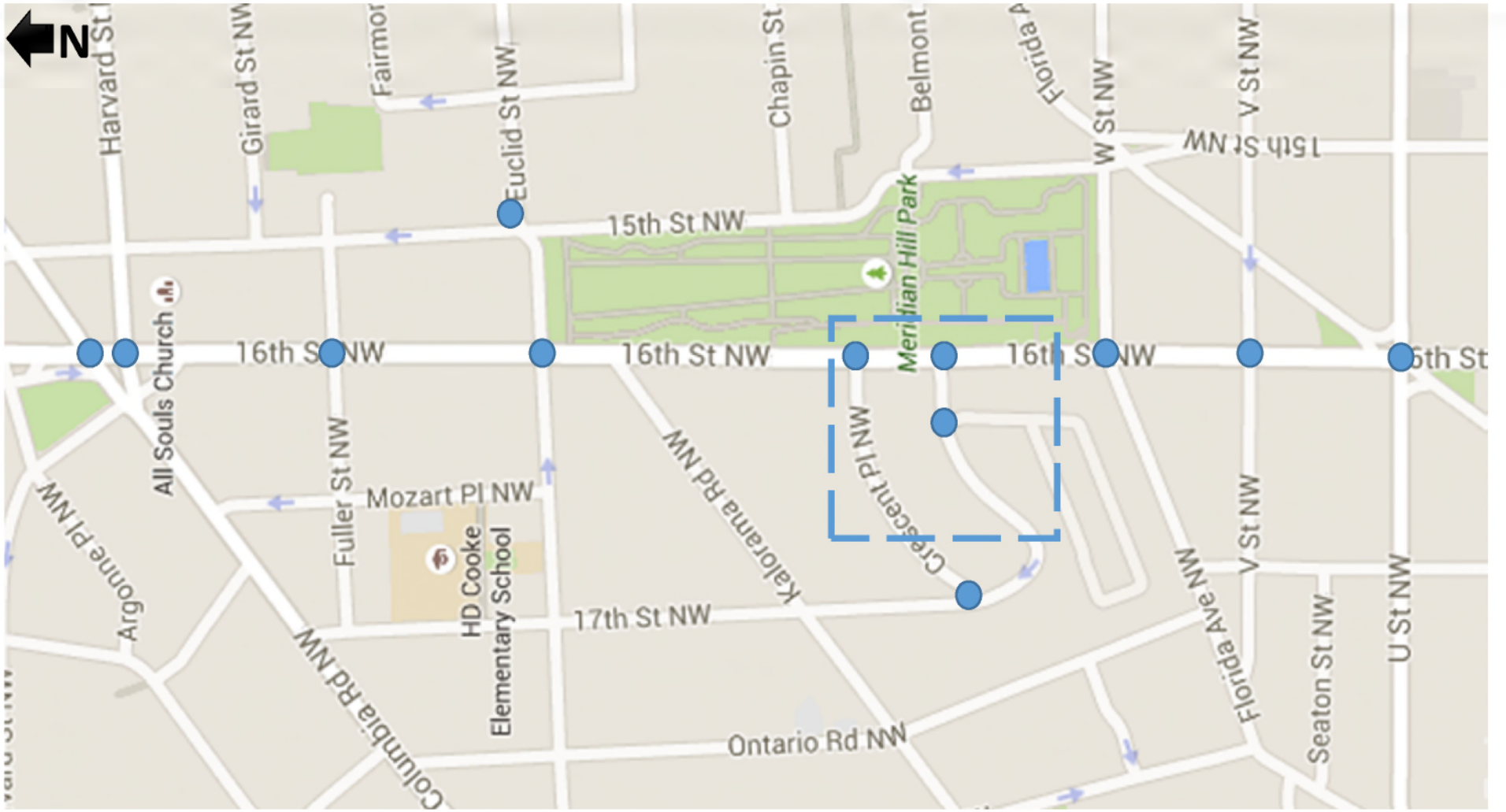


# PROPOSED TRIP GENERATION

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
CURRENT DEVELOPMENT PROGRAM: CONDOMINIUMS – LUC 230 (111 DU)						
New Vehicle Trips	6	28	34	26	13	39

DDOT's Trip threshold for requiring a traffic impact analysis = 25 trips in the peak direction in the peak hour.

# STUDY AREA





# TRAFFIC IMPACTS - OVERVIEW

DDOT defines an impact as:

- A drop in Level of Service (LOS) from a LOS D or better to a LOS E or LOS F as a result of the project
- For intersections that operate at a LOS E or F without the project, an increase in average delay/vehicle of more than five percent
- Any increase in queue length of 150 feet or more as a result of the project

Impacts must be identified and recommendations made to offset the impacts.

**BASED ON DDOT'S CRITERIA, THE PROPOSED PROJECT WILL NOT HAVE AN IMPACT AT ANY OF THE STUDY INTERSECTIONS.**

## TRAFFIC IMPACTS – BELMONT STREET/16<sup>TH</sup> STREET

Belmont Street is projected to operate at a LOS A during the AM peak hour and a LOS C during the PM peak hour.

The 95<sup>th</sup> percentile queue on Belmont Street is projected to be one vehicle.

## TRAFFIC IMPACTS – CRESCENT PLACE/16<sup>TH</sup> STREET

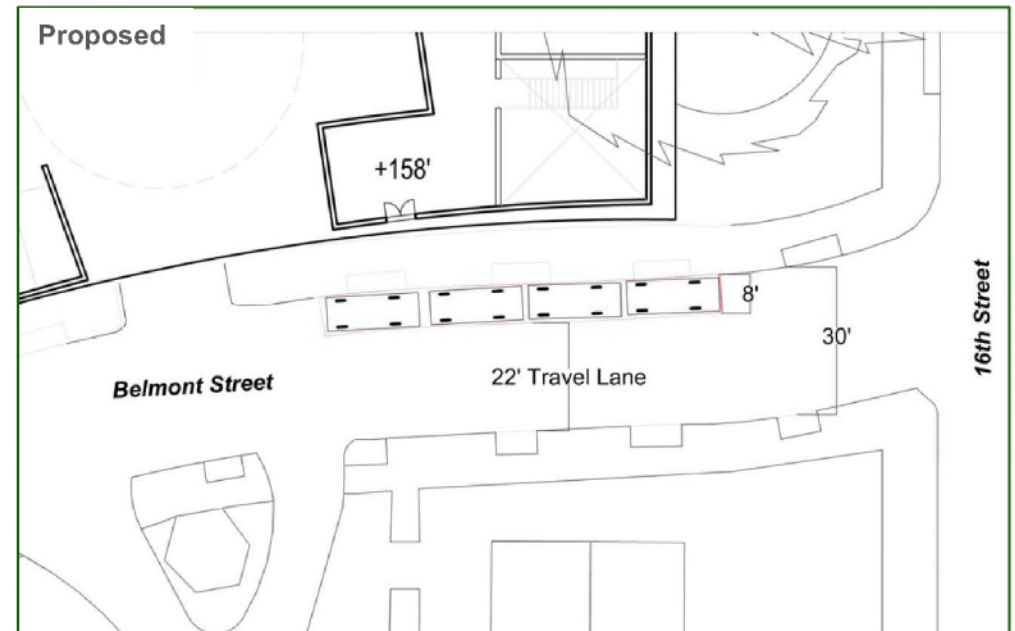
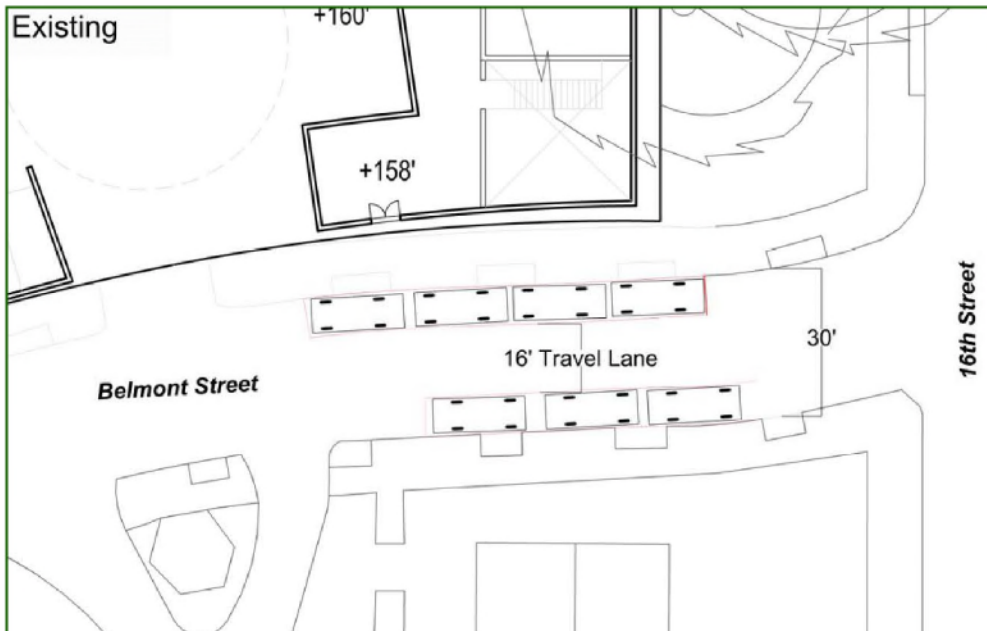
Crescent Place (EB approach) is projected to operate at a LOS D during the AM and PM peak hours.

The 95<sup>th</sup> percentile queue on Crescent Place is projected to be one vehicle in the AM peak hour and three vehicles during the PM peak hour.

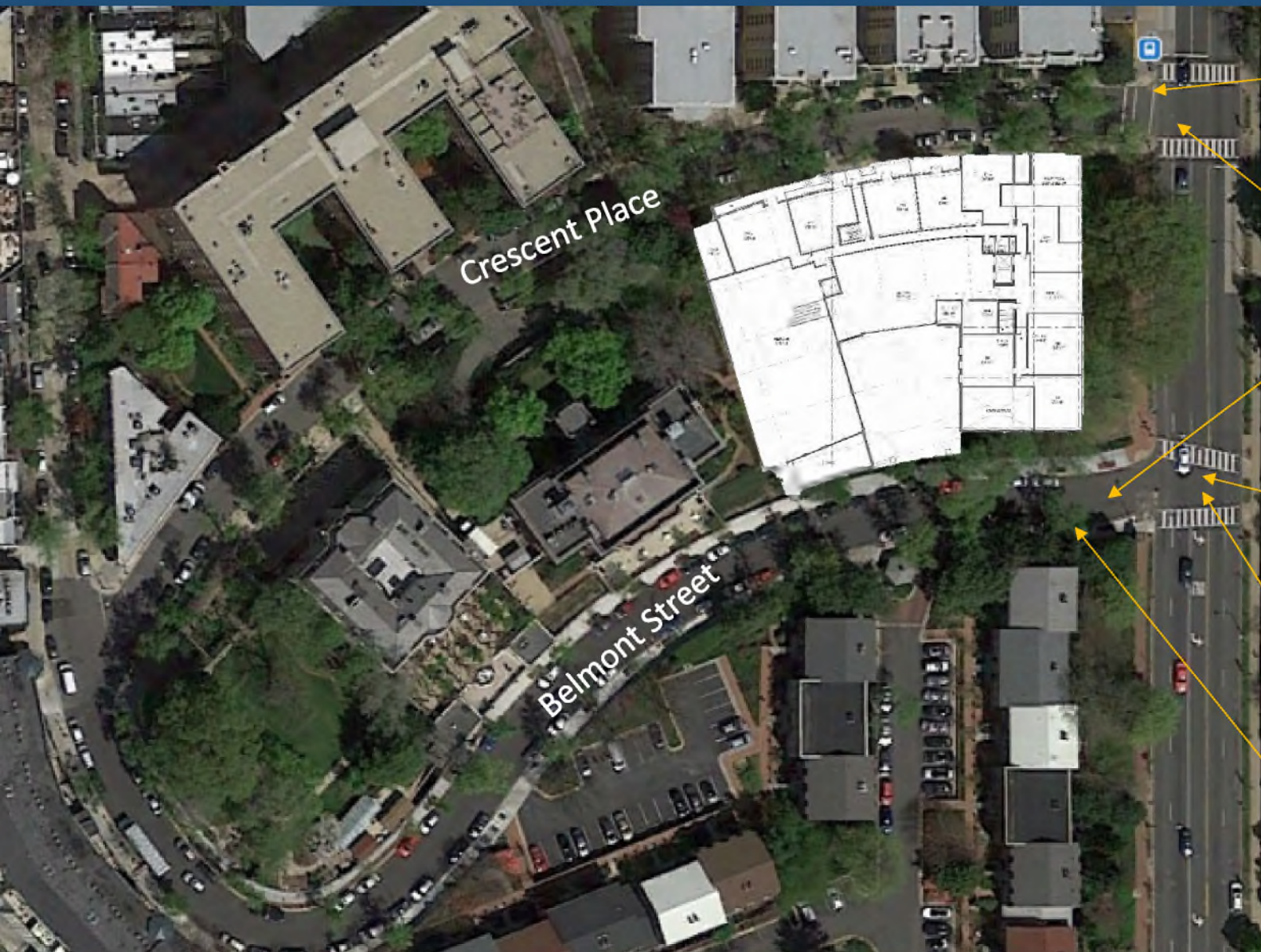
# PROPOSED IMPROVEMENTS – BELMONT STREET/16<sup>TH</sup> STREET



# PROPOSED IMPROVEMENTS – BELMONT STREET/16<sup>TH</sup> STREET



# PROPOSED IMPROVEMENTS – BELMONT STREET/16<sup>TH</sup> STREET



Upgrade ADA curb ramps

Extend green time for Crescent Place and for Peds

Install Detector on Crescent Place

Conduct Signal Warrant Study

Upgrade Pavement Markings and Signage

Remove 3 parking spaces

# PROPOSED IMPROVEMENTS – TRANSPORTATION MANAGEMENT PLAN

- A member of the property management team will be designated as the Transportation Management Coordinator (TMC).
- A transit screen will be provided in a common, shared space in the building and will provide real-time transportation information.
- The property management website will include information on and/or links to current transportation programs and services.
- The property management will coordinate with local business and service providers such as grocers, pharmacies, and dry cleaners to promote delivery services that the businesses may provide to the residents of the building.
- The pick-up/drop-off for TNC vehicles (e.g. Uber, Lyft, taxis) and food deliveries will take place at the porte-cochère.
- The geolocation of the new Meridian space and the Residential Building to the new entry court will be updated so Uber/Lyft/Taxi drop-off/pick-up occurs within entry court.
- Reserve two (2) car-sharing spaces in the Proposed Development
- Meridian has agreed to allow residents of the neighborhood to park in the new Meridian parking garage during non-event evenings and on weekends
- Provide ROFO for Signatory Parties of the MOUs to any left over parking spaces in the garage of the future residential building
- Restrict the sale or lease of the residential building parking spaces only to the residents of the proposed development or the Signatory Parties

# PROPOSED IMPROVEMENTS – LOADING MANAGEMENT PLAN

- A member of the property management team will be designated as the Loading Coordinator.
- Deliveries in trucks 30-feet or shorter must occur in loading dock.
- Trucks larger than 30 feet must use 16<sup>th</sup> Street for loading/unloading and must follow appropriate DDOT permitting procedures.
- All deliveries in trucks over 16-feet in length are permitted only during the hours of 9:00 AM to 5:00 PM and 7:00 PM to 10:00 PM.
- All other delivery activity is permitted from 8:00 AM to 10:00 PM.
- Trucks must follow truck routing plan.

# PARKING

Land Use	Required Parking	Proposed Parking
Residential	1 spaces per 3 units (in excess of four units) 36 spaces	66 spaces
Private School	2 spaces per 3 teachers or other employees 71 spaces 1 spaces per 10 seats in largest auditorium 18 spaces	<u>Proposed Garage @ 2300 16<sup>th</sup></u> 31 self-parked spaces 42 spaces including stacked <u>Existing Garage at 2200 17<sup>th</sup></u> 39 self-parked spaces 45 spaces including stacked
<b>Total</b>	<b>125 spaces</b>	<b>136 spaces</b> <b>153 spaces including stacked</b>

**Proposed Residential Parking Ratio = 0.59 spaces per unit**

2012 – 2016 American Community Survey indicates the average number of vehicles per household is 0.63 in the area.

DDOT's Parking Tool indicates that the residential parking utilization rate in the area immediately surrounding the site is 0.52 spaces per unit.



# CONCLUSIONS

- The site access has been designed to distribute traffic and minimize the amount of traffic added to Belmont Street and Crescent Place:
  - All inbound traffic will enter via Belmont Street – only option
  - Majority of vehicular traffic will exit via Crescent Place – allowing exiting vehicles to take advantage of the signalized Crescent Place/16<sup>th</sup> Street intersection and eliminate added volume through neighborhood
  - Trucks will exit via Belmont Street due to grading constraints on the site
- Based on DDOT's criteria, the proposed project will not have an adverse impact on the surrounding roadway network
- The Applicant has worked with members of the community for several years to develop transportation improvements to address specific concerns raised by the community.
  - Signal warrant study and installation of signal, if warranted at 16<sup>th</sup> Street/Belmont Street
  - Pavement Marking and signage upgrades at 16<sup>th</sup> Street/Belmont Street
  - Upgrade ADA curb ramps at 16<sup>th</sup> Street/Crescent Place
  - Adjust 16<sup>th</sup> Street/Crescent Place signal timings
  - Implement Transportation Demand Management Plan
  - Implement Loading Management Plan

# PRIVATE SCHOOL MODIFICATION

## No Objectionable Noise Impacts Due To:

- Limits on Use of Amplified Music
- Restrictions on Hours and Location for Meridian Events
- Screening Requirements and Restrictions on Hours for Residential Roof
- Truck Management Measures (Deliveries, Trash, Moving Vehicles)
  - Restrictions on Hours
  - Limitations on Locations for Service Activity
  - Interior Loading in Proposed Development

# PRIVATE SCHOOL MODIFICATION

## No Objectionable Traffic Impacts Due To:

- Traffic Circulation Design Features
  - Entry Court facilitates off-street loading maneuvers and drop-off activity
  - Crescent Place exit routes cars directly to signalized intersection
- Management of Truck, Shuttle Bus, Event Pickup/Dropoff, and Valet Operations and Activity
- Street and Intersection Improvements

# PRIVATE SCHOOL MODIFICATION

## No Objectionable Parking Impacts Due To:

- Nearly double the required amount of residential parking
- Use of valet and off-site parking to accommodate Meridian events
- Parking for neighborhood residents:
  - Evening / Weekend parking in Meridian garage
  - Right of First Offer on unsold parking in residential garage

# PRIVATE SCHOOL MODIFICATION

## No Objectionable Impacts Because of Number of People:

- Maintains existing levels of Meridian program and event activity
  - Additional limits on number of people per event
  - Additional limits on number of large events as well as evening and weekend events
- Number of residential units not limited by zoning

# PRIVATE SCHOOL MODIFICATION

## No Other Objectionable Impacts Due To:

- Commitments to maintenance of surrounding public realm, including snow removal, litter management, and dog waste stations
- Commitment to full cut off lights to mitigate light pollution
- Commitments to ongoing constructive dialogue and dispute resolution through Meridian Community Partnership
- Commitment to enforcement measures, including fines

## BOTH SPECIAL EXCEPTIONS ARE...

### ...In Harmony with the Purpose and Intent of the Zoning Regulations and Zoning Map

- RA-2 and RA-4 Zones allow condominium use as a matter of right
- Meridian use has co-existed in neighborhood since 1960
- Height and density concentrated in the high-density RA-4 zone
- Height and overall density below matter-of-right limits
- Balanced approach to manage traffic and parking needs

# BOTH SPECIAL EXCEPTIONS...

## ...Will Not Tend to Adversely Affect Neighboring Property

- Building Design Determined to be Compatible with Historic Landmarks and Historic District
- Proposed Massing Results in Less Impact than a Matter-of-Right Development
- Extensive Design Features and Operational Commitments to Manage Noise, Traffic, Parking, Number of People, and other Adverse Impacts





**2300 16TH STREET NW**  
WASHINGTON, DC

BZA PRESENTATION  
JUNE 13, 2018

**Perkins Eastman DC**  
16TH & CRESCENT STREET PERSPECTIVE

# QUESTIONS