

## TECHNICAL MEMORANDUM

To: Peter Armstrong c/o Georgetown 29K Acquisition LLC  
From: Drew Ackermann  
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Date: March 15, 2021  
Subject: West Heating Plant Transportation Statement

### Introduction

This Transportation Statement is for the proposed development located at 1051-1055 29<sup>th</sup> Street NW in Washington, DC. The site is bounded by 29<sup>th</sup> Street NW to the west, Rock Creek to the east, the Chesapeake & Ohio (C&O) Canal to the north, and K Street NW to the south. The proposed project consists of replacing the existing vacant, decommissioned coal power steam heat plant (West Heating Plant) with a multifamily residential project that will adaptively reuse the West Heating Plant. The proposed redevelopment will include approximately 72 dwelling units and a one-acre public park. Figure 1 identifies the site location within the region, Figure 2 identifies its location in relation to the local neighborhood, and Figure 3 shows an aerial view of the site.

The proposed project's parking facilities will include 95-105 vehicle parking spaces, located in a garage with one level above grade and one level below grade. The project will include 47 long-term bicycle parking spaces and eight (8) short-term bicycle parking spaces.

The proposed project will include off-street loading facilities but, due to unique site and historic approval constraints, the Applicant is requesting special exception relief from loading requirements in Subtitle C § 901.1 (11-C DCMR § 901.1). In addition, the Applicant will replace and enhance the excess parking mitigation requirements in Subtitle C § 707.3 (11-C DCMR § 707.3), so the Applicant is requesting special exception relief from Subtitle C § 707.3(a) (11-C DCMR § 707.3(a)).

This Transportation Statement concludes the following:

- The project's trip generation is below the threshold of 25 peak hour trips in the peak direction at which DDOT requires detailed vehicular capacity analysis;
- The project meets zoning requirements for vehicular and bicycle parking;
- The application seeks relief from zoning requirements for off-street loading facilities and excess parking mitigation; and
- The project proposes a Loading Management Plan and a Transportation Demand Management Plan to reduce vehicular impacts, including provisions required as mitigations for excess parking.

### Site Trip Generation

Trips generation calculations were based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 10<sup>th</sup> Edition. Trip generation for the site was calculated based on ITE land use 221, *Multifamily Housing (Mid-Rise)*.

Mode split assumptions were based on census data for residents that currently live near the site, WMATA ridership survey data, and the proposed parking supply. Due to the project's parking ratio and expected residential demographic, an automotive mode split of 90 percent was assumed. Table 1 presents a mode split and trip generation summary for the proposed development.

**Table 1: Trip Generation Summary for West Heating Plant Development**

Mode	Mode Split	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto (veh/hr)	90%	6	17	23	19	10	29
Transit (ppl/hr)	2%	0	1	1	0	1	1
Bike (ppl/hr)	3%	0	1	1	1	0	1
Walk (ppl/hr)	5%	0	2	2	1	1	2

The West Heating Plant development is expected to generate approximately 23 vehicular trips (6 inbound and 17 outbound) during the morning peak hour and 29 vehicular trips (19 inbound and 10 outbound) during the afternoon peak hour.

The level of trip generation is below the threshold of 25 peak hour trips in the peak direction at which DDOT requires detailed vehicular capacity analysis. As such, a vehicular capacity analysis is not included in this Transportation Statement.

## Project Design

This section provides an overview of the on-site transportation features of the proposed development, including an overview of site access by pedestrians, bicycles, private vehicles, and loading vehicles.

### Overview

The site is bounded by 29<sup>th</sup> Street NW to the west, Rock Creek to the east, the Chesapeake & Ohio (C&O) Canal to the north, and K Street NW to the south. The proposed project consists of replacing the existing vacant, decommissioned coal power steam heat plant (West Heating Plant) with a multifamily residential project that will adaptively reuse the West Heating Plant. The proposed redevelopment will include approximately 72 dwelling units and a one-acre public park.

### Vehicle Parking

The proposed project's parking facilities will include 95-105 vehicle parking spaces, located in a parking garage with one level above grade and one level below grade. This exceeds the 23 vehicle spaces required by zoning for the project. This parking supply also exceeds the 69-parking space threshold, at which mitigation measures are triggered in the zoning requirements for overparking.

### Bicycle Parking

The project will include 47 long-term bicycle parking spaces in a bike room within the parking garage and eight (8) short-term bicycle parking spaces along the site's 29<sup>th</sup> Street NW frontage. This will meet the zoning requirements of 24 long-term and four (4) short-term bicycle parking spaces for the project, as well as the additional 23 long-term and four (4) short-term spaces required as mitigations for the project's excess parking supply.

### Loading

The proposed project will include an on-street loading zone in lieu of off-street loading facilities, as presented in Figure 4. The Applicant is requesting special exception relief from Subtitle C § 901.1 (11-C DCMR § 901.1) which would require one (1) 30-foot loading berth and one (1) 20-foot service/delivery space.

For the following reasons, the project satisfies the special exception requirements in Subtitle C § 909.2 and the general provisions of Subtitle X § 901.2. Firstly, the site does not have access to a public alley and is only publicly accessible from 29<sup>th</sup> Street. While a curb cut is proposed to access the site's parking area, a second curb cut large enough to accommodate trucks would be required to access the loading area. This second curb cut likely would violate 24 DCMR §§ 605.8 & 1110.1(a) because it would create an additional pedestrian conflict point for the same property on the same street frontage.

Secondly, a potential loading berth would need to be accessed from 29<sup>th</sup> Street NW, along which is an existing historic flood wall and metal beam supporting the building's historic façade. Any opening in this wall that would keep the historic structure and support beam intact would not be large enough to accommodate the vertical clearance of 14 feet for delivery vehicles and trucks. As such, an 8-foot wide and 8-foot tall opening in the historic wall is proposed, which would facilitate access between the on-street loading zone and the building's internal loading area. Additionally, given the site constraints, trucks would need to back up from or back out onto 29<sup>th</sup> Street, which violates DDOT's driveway design guidelines that require head-in and head-out maneuvers. Therefore, curbside loading is the most appropriate condition to meet the loading requirement for the building.

Finally, the requested loading relief will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps and will not tend to affect adversely the use of neighboring property. From the proposed on-street loading zone, the project will accommodate loading activities within an internal loading staging area in a manner that will not unduly interfere with traffic or public street operations. The project will also not adversely affect neighboring properties, as move-in/move-out and delivery activities will be limited with only 72 residential units included in the project. The residential units will also be condominiums, not rented apartments, which will result in less frequent move-ins/move-outs and less impact on neighboring properties.

## ***Site Access and Circulation***

### ***Pedestrian Access***

Pedestrian access to the project is proposed at a main entrance from the 29th Street NW side of the development, as well as a secondary entrance adjacent to the vehicle pick-up/drop-off zone, which is also accessed from 29th Street NW. Pedestrian access to the public park is proposed from three (3) exterior stairways from 29th Street NW, K Street NW, and the east side of the development. The east side stairway will be accessed via a future walking and cycling path proposed on the Property. All of these pedestrian elements are presented in Figure 4.

### ***Bicycle Access***

Bicycle access to the 47 long-term bicycle parking spaces in the garage is proposed via the parking ramp, which is accessed from 29th Street NW. The proposed eight (8) short-term bicycle parking spaces will be located on the 29th Street NW side of the development. A new bicycle/pedestrian path will also be constructed along the eastern side of the development. A bicycle circulation plan including expected bicycle routes is shown on Figure 4.

### ***Vehicle Access***

Vehicle access to the 95-105 parking spaces in the garage is provided via a proposed curb cut from 29<sup>th</sup> Street NW. The vehicle pick-up/drop-off area is also accessed via the same curb cut that serves the parking garage. A circulation plan including expected vehicle routes, as well as the proposed curb cut location, is shown on Figure 4.

### ***Loading Access***

Due to the project's lack of access to a public alley, bodies of water on two sides, and the structural constraints of the existing building, the Applicant is requesting special exception relief from off-street loading requirements.

In lieu of traditional alley accessible off-street loading facilities, the Applicant proposes to provide an on-street loading zone along the site's 29<sup>th</sup> Street NW frontage. From the proposed on-street loading zone, the project will accommodate loading activities, including trash, recycling, deliveries, and move-in/move-out activities, within an internal loading staging area accessed via an opening in the historic wall of the site. This loading zone is proposed to operate similarly to other on-street loading zones in the District, which allow commercial vehicles only, require a permit or meter payment for use, have a 2-hour limit, and operate as on-street parking during evening and weekend periods. A circulation plan showing expected loading vehicle routes and the location of the proposed on-street loading area is shown on Figure 4.

## Loading Management Plan

The proposed project will include an on-street loading zone in lieu of off-street loading facilities. The Applicant is requesting special exception relief from Subtitle C § 901.1 (11-C DCMR § 901.1) which would require one (1) 30-foot loading berth and one (1) 20-foot service/delivery space with a minimum of a fourteen (14) foot clear opening to access the berth and space.

A Loading Management Plan is proposed as part of the project. The goals of this plan are to maintain a safe environment for all users of the site, loading area, streets, and nearby intersections; minimize undesirable impacts to pedestrians and to building residents; reduce conflicts between truck traffic using the loading facilities and other users; and ensure smooth operation of the loading facilities through appropriate levels of management and schedule operations. The components of the loading management plan that will be implemented for the life of the project are as follows:

- The property management company will designate a staff member to serve as an on-site loading zone manager during delivery hours. The property manager or loading zone manager will be responsible for coordinating with residents to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise.
- A purchase agreement provision will require all residents to coordinate certain deliveries and move-in and move-out activities with the property manager.
- All residents will be required to schedule deliveries that utilize the loading zone for any loading operation conducted using a truck 18 feet in length or larger.
- Service vehicle/truck traffic interfacing with 29<sup>th</sup> Street NW will be monitored during peak periods and management measures will be taken, if necessary, to reduce conflicts between truck and vehicular movements.
- Residential trash pickup will occur at the loading area accessible from the loading zone. Property management personnel will bring the trash receptacles out to the trash vehicle and return them to the trash room after the trash has been picked up.
- The loading zone manager will schedule deliveries using the loading zone such that the loading zone's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the area is full, that driver will be directed to return at a later time so as to not compromise safety or impede street functionality.
- Trucks using the loading zone 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 goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map ([godcgo.com/freight](http://godcgo.com/freight)).
- The loading zone manager will be responsible for disseminating suggested truck routing maps to the building's residents and to drivers from delivery services that frequently utilize the loading zone, as well as notifying all drivers of any access or egress restrictions. The loading zone manager will also distribute flyer materials, such as the MWCOC Turn Your Engine Off brochure, to drivers as needed to encourage compliance with idling laws.

## Mitigation Requirements for Zoning associated with Proposed Parking

The project will replace and enhance the mitigation requirements outlined in Subtitle C § 707.3 (11-C DCMR § 707.3). As such, the Applicant requests special exception relief from Subtitle C § 707.3(a) (11-C DCMR § 707.3(a)) and proposes the following measures to comply with the zoning requirement mitigations for the proposed parking supply of 95-105 spaces, which exceeds the 23 spaces required by zoning. The mitigation requirement is based on the difference between 105 spaces and 2 times the 23 spaces above the required 23 spaces. Therefore, the mitigation requirement is projected to be between **26 – 36 spaces** ( $95 - (23 \times 2) + 23 = 26$ ;  $105 - (23 \times 2) + 23 = 36$ ), depending on the final parking supply for the project.

- In addition to the 24 long-term and four (4) short-term bicycle parking spaces required by Subtitle C § 802.1, the Applicant will provide an additional 27 bicycle parking spaces. In keeping with the ratio of long- and short-term spaces required in Subtitle C § 802.1, the additional 27 bicycle parking spaces will be allocated as 23 long-term spaces and four (4) short-term spaces, resulting in a total of 47 long-term bicycle parking spaces and eight (8) short-term bicycle parking spaces.
- The Applicant will provide four (4) trees to be planted within public space in the Ward in which the site is located (Ward 2), at a location to be determined by the Urban Forestry Division of the District Department of Transportation, and of a species and size consistent with industry standards for street trees.
- The Applicant will provide two (2) publicly accessible electric car charging stations on 29<sup>th</sup> Street, in coordination with DDOT.
- The Applicant will provide two (2) publicly accessible car-share spaces on 29<sup>th</sup> Street since the garage is a valet parking garage, in coordination with DDOT.
- The GAR required for the project by Subtitle C, Chapter 6 will be increased by 0.018. The Applicant will ensure the project's GAR meets this increase in GAR.

## Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM elements typically focus on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The TDM plan for the proposed project is based on DDOT expectations for TDM programs for developments of this type and size, as outlined in the *DDOT Comprehensive Transportation Review Guidance, June 2019*. As such, the applicant proposes the following TDM measures given that the size of the project consists of only 72 residential units and is mitigating the 36 additional spaces:

### Baseline TDM Measures

- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Will provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.

- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing [info@godcgo.com](mailto:info@godcgo.com).
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOCG) or other comparable service if MWCOCG does not offer this in the future.
- Transportation Coordinator will subscribe to goDCgo's residential newsletter. Development team will post all TDM commitments on the project website which is publicly available.
- Offer a FREE SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride.

#### **Enhanced TDM Measures (for Projects Overparked by 20%)**

- Developer will work with property manager to share transit information, if feasible, via the property's resident smartphone application.
- Provide a bicycle repair station in each long-term bicycle parking storage room.
- Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of two (2) for the 72-unit project, to encourage residents to walk to the grocery shopping and run errands.
- Current design includes a conference room with internet connectivity for exclusive resident use for business meetings and other work-from-home related activities.
- Offer an annual membership to Bikeshare to each employee for 2 year(s) after the building opens.
- Offer SmarTrip cards pre-loaded with \$75 for all new residents for two year(s) after the building opens.
- Fund a total of two (2) expansion plates for the Capital Bikeshare (CaBi) stations located nearby
- Property will provide up to \$500 per year for two years to either ANC 2-E or the Georgetown Business Improvement District to subsidize public events related to walking tours, local transportation meetings, public art, bicycling seminars, multi-modal transportation events, and any other transit related public events in the neighborhood.

## **Public Space Design Elements**

In accordance with DDOT's review of case materials submitted by the Applicant, which are outlined in a DDOT report dated September 3, 2019, the Applicant agrees to coordinate with DDOT on the following items:

- The Applicant will ensure sidewalks along the project's 29<sup>th</sup> Street NW frontage are at least six (6) feet wide where possible;
- The Applicant will use commercially reasonable efforts to reuse the electric vaults that serve the existing structure;
- The Applicant will install street trees along the project's 29<sup>th</sup> Street NW frontage;
- The Applicant will use commercially reasonable efforts to ensure the proposed curb cut for parking loading meets DDOT's Design and Engineering Manual (DEM) standards;

- The Applicant will upgrade existing parking meters along the project's 29<sup>th</sup> Street NW frontage to multi-space meters;  
and,
- The Applicant will coordinate with DDOT's Urban Forestry Department (UFD) on construction work that may potentially impact existing trees in public space.
- Applicant will install a mountable curb opposite the proposed loading entrance.



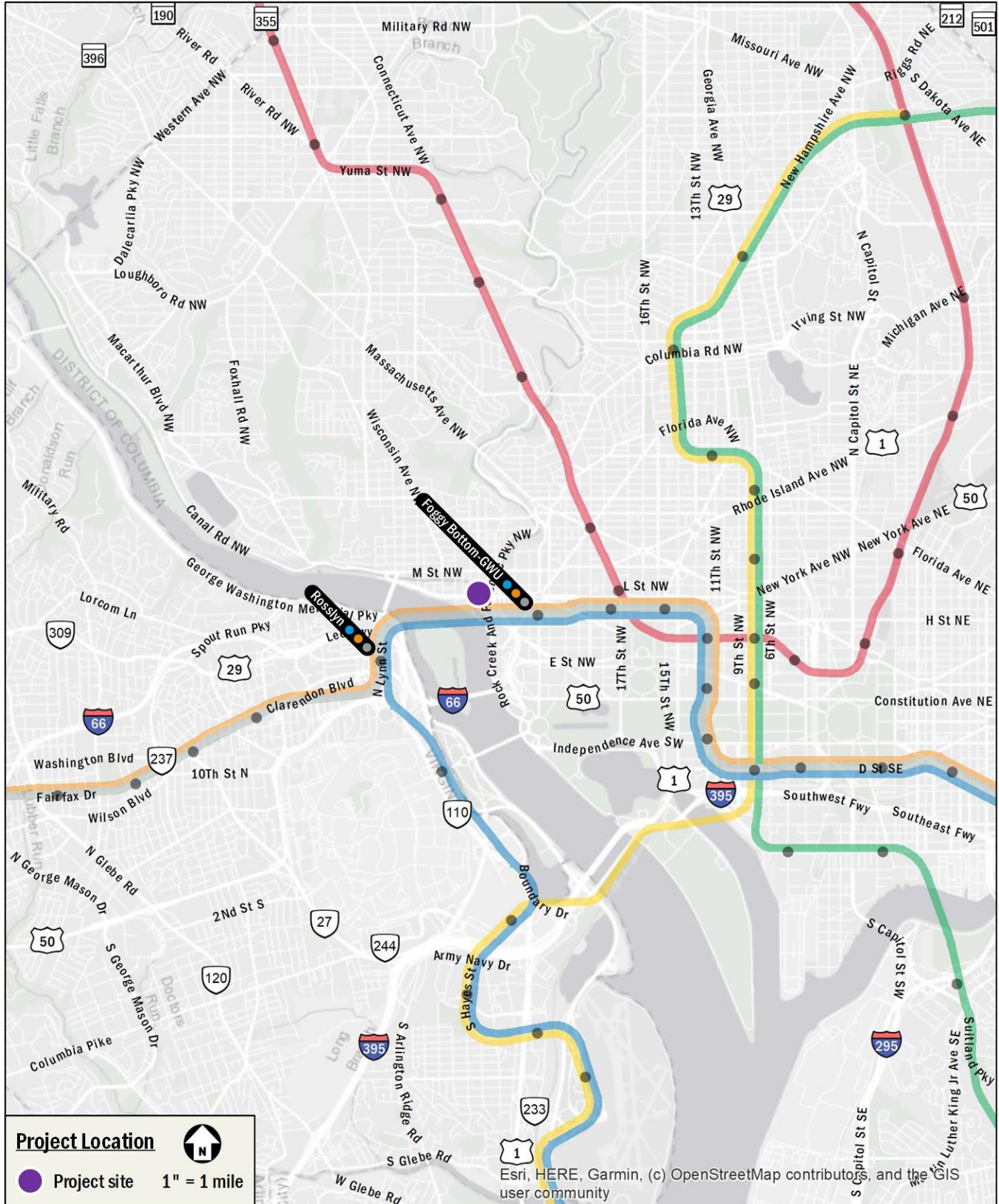


Figure 1: Project Location and Regional Transportation Facilities





Figure 2: Project Location



Figure 3: Site Aerial



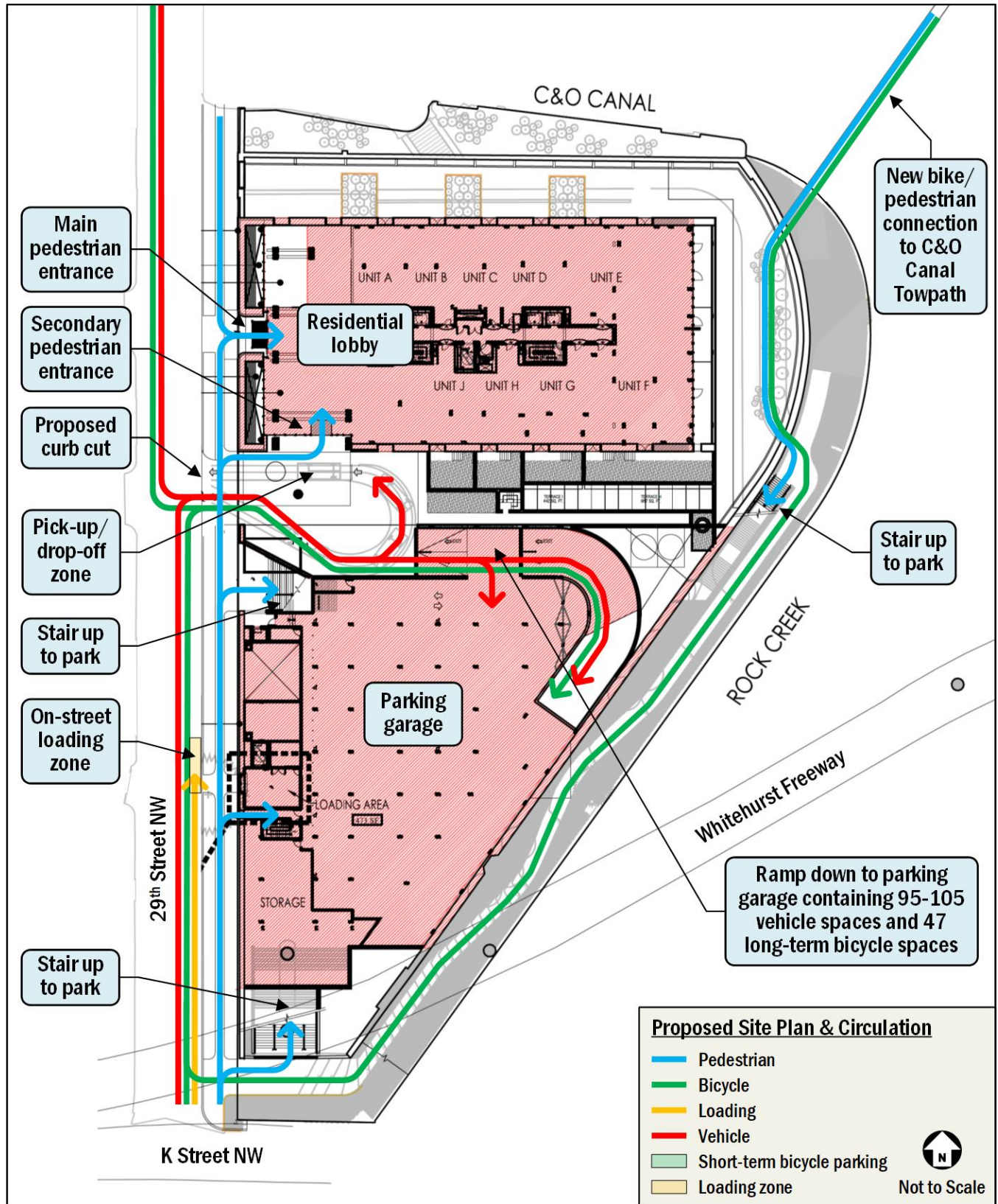


Figure 4: Site Plan and Circulation