


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



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe 
Associate Director

DATE: June 27, 2016

SUBJECT: ZC Case No. 15-32 – 1126 9th Street, NW

PROJECT SUMMARY

1126 9th Street, LLC (the “Applicant”) seeks approval of a Consolidated Planned Unit Development (“PUD”) and Zoning Map Amendment in order to construct a residential and office/retail building. The site is bounded by 9th Street NW and two commercial buildings to the east, M Street and rowhouses to the north, an alley and residential building to the west, and commercial buildings to the south (Square 369, Lot 880). The PUD includes:

- 33 residential units
- 3,723 square feet of ground floor office or retail
- 2 non-compliant off-street vehicle parking spaces
- 16 long-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, multi-administration review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- Two non-compliant off-street vehicle parking spaces and loading will be accessed from an existing alley meeting DDOT standards.

Travel Assumptions

- The mode split and trip generation assumptions proposed by the Applicant are reasonable;
- On-street vehicle parking supply is available to meet the project's parking demand; and
- The action is expected to generate a low number of new vehicle trips.

Analysis

- Six bus routes and a Metro station are either immediately adjacent to or within one-quarter mile of the site;
- The amount and location of long-term bicycle parking is appropriate; and
- The proposed Transportation Demand Management (TDM) plan is appropriate; however, the plan was not submitted on the record.

DDOT has no objection to the requested approval with the condition that the TDM plan as outlined in this report is submitted on the record to the Zoning Commission.

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 guidance suggests that a Comprehensive Transportation Review (CTR) be completed if various thresholds for added traffic are met, which could signify the potential for impacts to the surrounding street network. Based on this project's anticipated level of trip generation, a comprehensive vehicle traffic analysis is not required, as thresholds are not met and impacts to the surrounding vehicle network are expected to be minimal. However, the Applicant conducted a vehicle parking occupancy study and evaluated the bicycle, pedestrian, and transit network surrounding the site, which met DDOT's parameters and is consistent with the scale of the action.

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 public alley to the south of the site. Vehicular, loading, and bicycle access is proposed via this public alley.

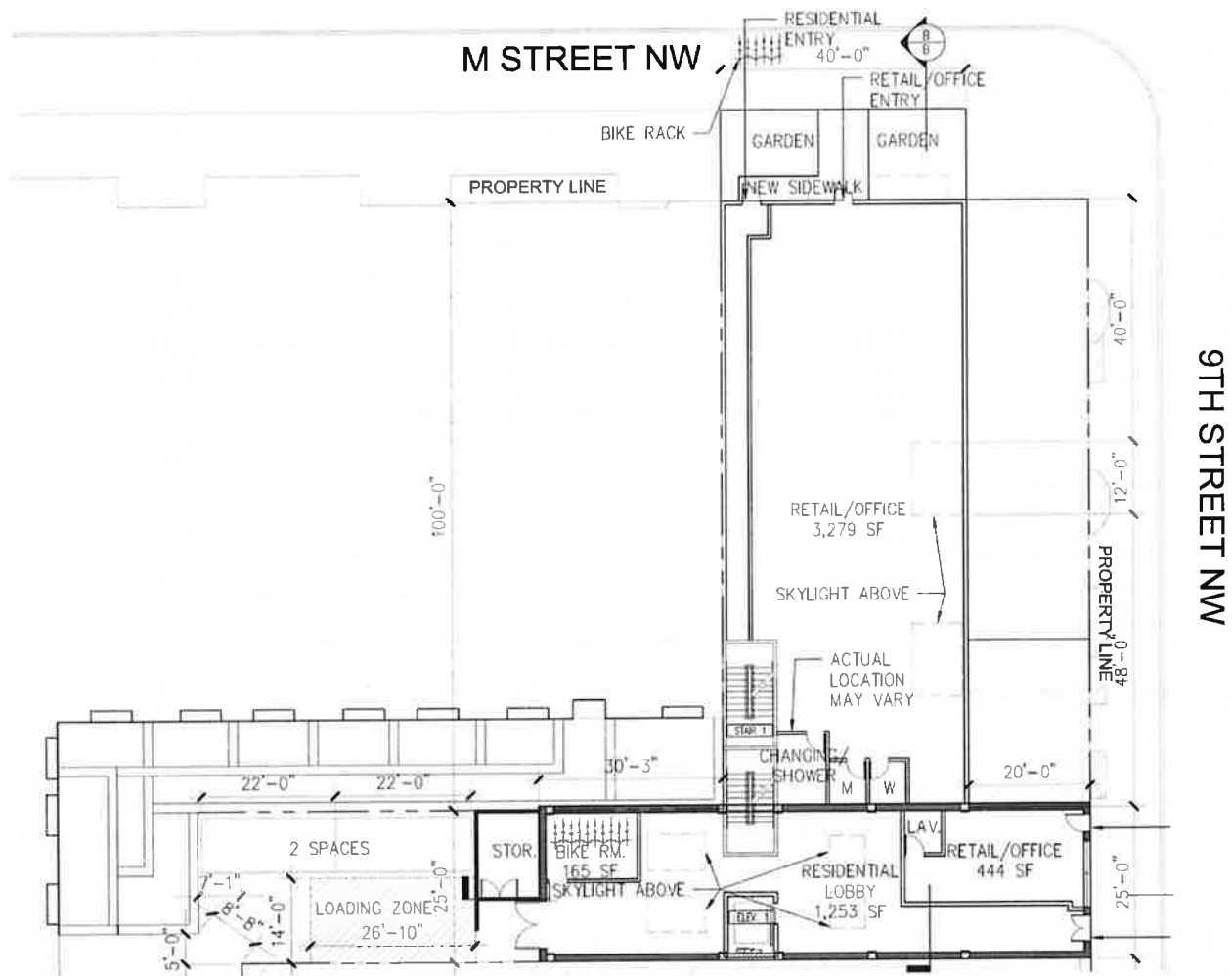


Figure 1: Site Design and Access (Source: Wells and Associates)

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 does not require any loading facilities for this project. However, the Applicant proposed one 26-foot service and delivery space, which can accommodate small trucks, delivery vans, and trash service.

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. Trucks larger than 26-feet are not anticipated for use at this site due to the size of the residential units. If larger loading vehicles are needed for use at the site, 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.

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.

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 9 off-street vehicle parking spaces (8 for residential and 1 for office). The Applicant proposes two non-compliant vehicle parking spaces. Ninth Street between L and M Streets is not currently in the District's Residential Permit Parking (RPP) system. Curbside parking in the vicinity is either metered or signed as RPP parking (see Figure 2). Additionally, the Applicant has committed to prohibit residents from applying for RPP. DDOT notes that it is unlikely that this restriction is enforceable by relevant District agencies, and therefore the restriction may not realize its intended outcome.

The Applicant conducted a parking occupancy study. Parking data was collected on Wednesday, June 17, 2015, while Congress and DC Public Schools were in session, from 5:00 pm to 1:00 am. Peak parking occupancy occurred between 8:00 pm and 9:00 pm. The study area consists of 603 vehicle parking spaces (see Figure 2). The analysis shows unused nearby on-street parking that would meet the proposed project's parking demand (see Figure 3), with 53 spaces available during the evening peak weekday demand.



Figure 2: On-Street Vehicle Parking Inventory (Source: Wells and Associates)

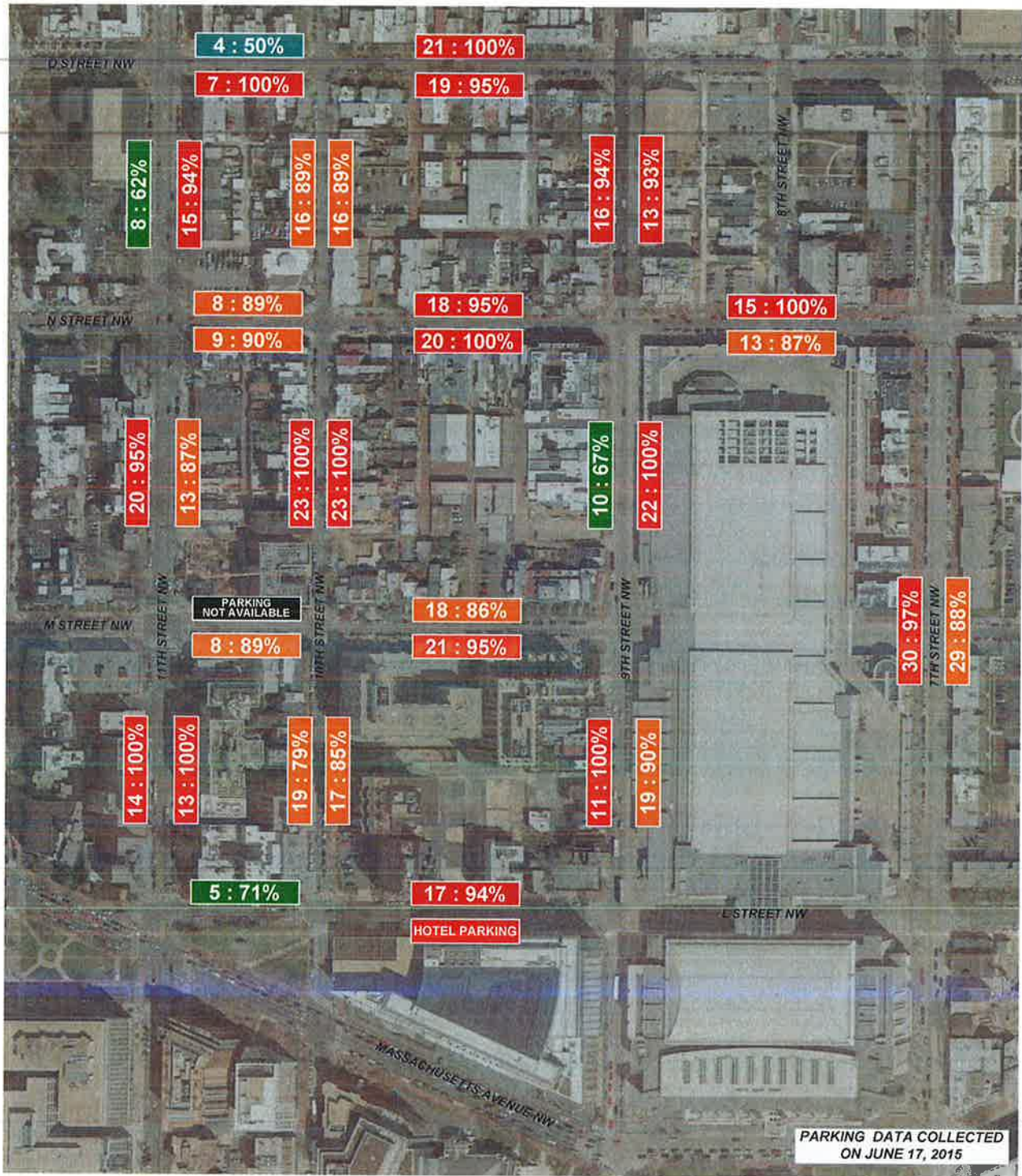


Figure 3: On-Street Peak Weekday Vehicle Parking Utilization (Source: Wells and Associates)

Trip Generation

The Applicant provided trip generation estimates utilizing the following Institute of Traffic Engineers (ITE) Trip Generation Manual land use codes in their trip generation estimation: Residential (Code 230) and 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 assumed a 30% auto mode split for residential use and 25% auto mode split for office use based on the number of parking spaces provided by the development, proximity to transit and bicycle facilities, WMATA's 2005 Development-Related Ridership Survey and the US Census data. The auto mode split is appropriate considering the amount of on-site vehicle parking for the site.

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

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Weekday ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	
PROPOSED USES:										
Residential	230	33	DU							
Total Trips ¹				4	17	21	16	8	24	245
TDM Reduction ²		70%		3	12	15	11	6	17	172
Vehicle Trips (Total Trips - TDM Reduction)				1	5	6	5	2	7	73
Office	710	3,723	SF							
Total Trips ¹				5	1	6	1	5	6	41
TDM Reduction ²		75%		4	1	5	1	4	5	31
Vehicle Trips (Total Trips - TDM Reduction)				1	-	1	-	1	1	10
Total Proposed Development										
Total Trips ¹				9	18	27	17	13	30	286
TDM Reduction ³				7	13	20	12	10	22	203
Vehicle Trips (Total Trips - TDM Reduction)				2	5	7	5	3	8	83

Notes:

¹ Trips generated using Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition.

² Non-Auto Mode Splits/TDM is based on no on-site parking proximity to Metrorail, numerous Metrobus stops, Capital Bikeshare stations, and car-sharing services, and the urban nature of the area.

Figure 4: Weekday Peak Hour Vehicle Trip Generation (Source: Wells and Associates)

The proposed action is expected to generate a low number of vehicular trips. This project is projected to generate a total of 7 vehicle trips during the AM peak hour and 8 vehicle trips in the PM peak hour. DDOT requires a capacity analysis when a development's projected number of peak hour vehicle trips in

the peak direction equals or surpasses 25 vehicle trips. This project does not surpass DDOT's threshold; therefore, a capacity analysis was not required.

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.

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 one-block 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 six to 40 minutes. Bus routes include: 63, 64, 68, 70, 79, and DC Circulator, Dupont Circle-Georgetown-Rosslyn Line. A residential building located in such a transit rich area of the District should achieve high transit ridership.

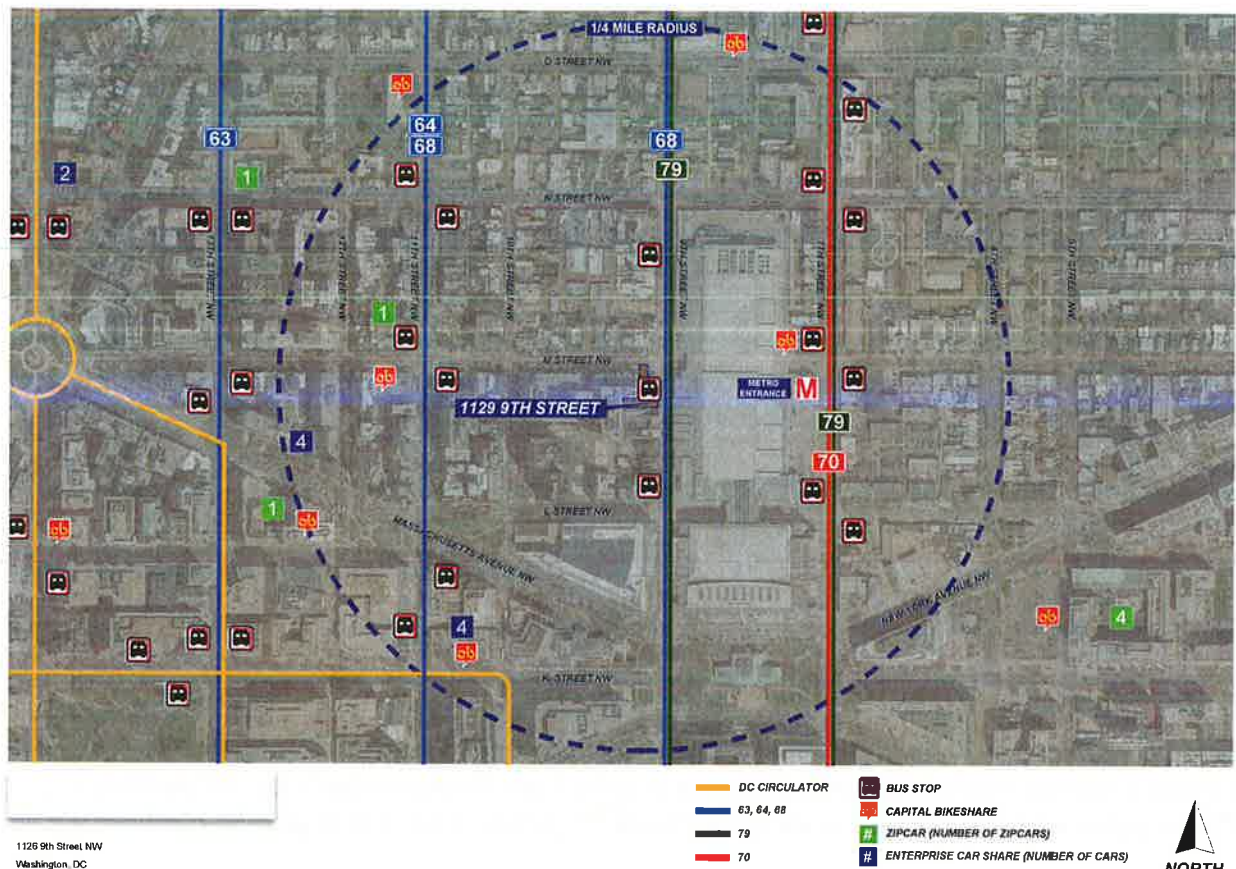


Figure 5: Existing Transit Service (Source: Wells and Associates)

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 and noted any substandard conditions. The existing pedestrian facilities within one-quarter mile of the site meet DDOT standards with the exception of a portion of 9th Street. The existing sidewalk along 9th Street NW between M Street and L Street does not meet DDOT standards for a minimum 6-foot clear sidewalk width because of existing tree pits and projections from historic buildings into the public space narrow the sidewalk clear space. However, the site adjacent to a portion of the non-standard sidewalk to the south of this project is redeveloping, and the sidewalk will be upgraded as part of that project. As part of the redevelopment of any site, applicants are required to upgrade all pedestrian facilities within the right-of-way to DDOT standards. When DDOT standards cannot be met, applicants work with DDOT to find an appropriate design alternative. For 9th Street, flexipave will be used to cover a portion of the tree boxes to enable pedestrian clearance.

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.

Several bicycle facilities are located near the site, including dedicated bicycle lanes along 11th Street, 12th Street, 7th Street, and New York Avenue. There are five Capital Bikeshare stations located within one-quarter mile of the site supplying a total of 94 bicycle docks. The nearest stations are located at the northwest corner of M Street and 7th Street and at the southwest corner of M Street and 11th Street.

The Applicant proposes 16 long-term bicycle parking spaces, which is appropriate for the size of the development and supports the proposed mode split. The Applicant proposes additional short-term bicycle parking spaces; the number and 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 proposed the following TDM strategies to DDOT, but they have not been submitted on the record:

- Provide an annual Capital Bikeshare membership, or car sharing membership and usage credit of approximate equivalent value to the Bikeshare membership, for each residential unit (rental or for purchase) for a period of two years from the opening of the development;
- Provide bike helmets to residents at initial purchase or upon initial lease;
- Provide \$25 SmarTrip cards to new condo owners or residential tenants upon initial lease, for a period of 5 years from the opening of the development;
- Provide a bicycle repair station;
- Provide a public transit information screen, showing real-time information on nearby transit services within the building lobby;
- Provide a shower facility for the commercial uses; and
- Provide one or two car-share parking spaces on site, if demand from a car share company exists.

DDOT finds these TDM measures appropriate to address the impacts expected from the project and requests they are submitted on the record as a condition of approval.

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