

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin
Neighborhood Planning Manager 

DATE: November 26, 2018

SUBJECT: **BZA Case No. 19862** – 3331 and 3333 11th Street NW, 1032 and 1034 Park Road NW

APPLICATION

Heights Holdings LLC (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests special exceptions under Subtitle C § 703.2 from the minimum parking requirements of Subtitle C § 701.5, and under Subtitle G §§ 409 and 1201 from the rear yard requirements of Subtitle G § 405.2, to construct a new 26-unit apartment dwelling. The site is located in the MU-4 Zone at 3331 & 3333 11th Street NW and 1032 & 1034 Park Road NW (Square 2841, Lots 95, 96, 98 and 99).

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:

- The Applicant is requesting relief from four (4) vehicle parking spaces;
- The existing alley access is too narrow for vehicle access;
- Zoning Regulations do not require on-site loading for a residential property with fewer than 50 units;

- A curb cuts off of 11th Street NW or Park Road NW would not meet the Design and Engineering Manual (DEM) requirements:
 - DDOT standard notes that a curb cut must be at least 60-ft from an intersection (DEM 31.5.5). A curb cut on Park Road would be too close to the intersection and would not meet the DDOT standard;
 - DDOT standard also has restrictions on where curb cuts are permitted based on the presence and size of street trees (DEM 31.5). There are two street trees on 11th Street NW that may interfere with a curb cut on 11th Street NW.
 - DDOT also notes that a curb cut would remove existing on-street vehicle parking.
- The proposed TDM is robust for the requested vehicle parking relief; and
- The Applicant is providing nine (9) long-term bicycle parking spaces and one (1) short-term bicycle parking space.

RECOMMENDATION

DDOT has reviewed the Applicant's request and determined that based on the information provided, this proposed project will have no adverse impacts on the travel conditions of the District's transportation network. The proposed project may lead to a minor increase in vehicular, transit, pedestrian, and bicycle trips. In addition, the project has the potential to generate minor impacts to on-street parking conditions in the area. Vehicle parking demand may increase slightly as a result of the project, inducing a higher level of parking utilization in the immediate area.

Despite these minor potential impacts, DDOT has no objection to the approval of the requested vehicle parking relief with the following condition:

- Implement the following Transportation Demand Management (TDM) plan, as proposed by the Applicant:
 - Distribute in new-tenant and new-resident packages, including site-specific transit-related information to all persons or entities signing leases;
 - The residential lobby will contain an electronic message board displaying relevant transportation information, such as transit estimated arrival times at nearby stops/stations and Capital Bikeshare availability at nearby stations;
 - Provide a one-year Capitol Bikeshare Membership or prepaid Metro card for each residential unit after initial occupancy with a minimum cost of \$2,200; and
 - Provide additional long-term bicycle parking if space permits.
- DDOT finds the TDM plan sufficient to off-set any impacts from granting vehicle parking relief and to meet the requirements of Subtitle C § 703.4.

ANALYSIS

Vehicle Parking

The Applicant is required to provide four (4) vehicle parking spaces and is seeking relief from four (4) parking spaces, noted in the Statement of the Applicant.

Subtitle C § 703.4 of the Zoning Regulations requires that any request for a reduction in the minimum number of required parking spaces include a Transportation Demand Management (TDM) plan that has been approved by DDOT. The Applicant has agreed to a TDM plan which includes the following elements:

- Distribute in new-tenant and new-resident packages, including site-specific transit-related information to all persons or entities signing leases;
- The residential lobby will contain an electronic message board displaying relevant transportation information, such as transit estimated arrival times at nearby stops/stations and Capital Bikeshare availability at nearby stations;
- Provide a one-year Capitol Bikeshare Membership or prepaid Metro card for each residential unit after initial occupancy with a minimum cost of \$2,200; and
- Provide additional long-term bicycle parking if space permits.

DDOT finds the proposed TDM plan to be sufficiently robust for the newly proposed development program

Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations requires nine (9) long-term bicycle parking spaces and one (1) short-term bicycle parking space. Both long-term and short-term bicycle parking spaces will be provided as required by the Zoning Regulations. The Applicant has proposed additional long-term bicycle parking spaces if space permits. Long-term bicycle storage is provided on the cellar level of the building.

Loading

Subtitle C § 901.1 of the Zoning Regulations does not require on-site loading for a residential property with fewer than 50 units. Move-in and move-out can take place in the alley or by applying for temporary “no parking” permits.

Trash storage will be located at the rear of the building and pick-up will take place off of the alley. Residents can wheel trash bins to the larger 15-ft alley for trash-pick up.

Public Space

DDOT’s lack of objection to the application should not be viewed as an approval of public space elements. Preliminary public space plans need to be revised to comply with public space regulations and standards. Any portion of the project with elements in the public space requiring approval, such as stoop and steps, leadwalks, bay windows, areaways, retaining walls, or lifts, the Applicant is required to pursue a public space permit through DDOT’s permitting process. Steps may project up to 10-ft into public space and bay windows may project up to 4-ft. Areways may project up to 6-ft 6-inches on 11th Street NW, but are not permitted in public space on Park Road NE given the narrow right-of-way. ADA

lifts are not permitted in public space and will need to be removed from public space. DDOT notes that there is existing retaining wall and grade in public space on both 11th Street NW and Park Road NW that should be maintained with construction. The proposed drawings show a cut in the grade to access the below grade dwelling on 11th Street NW. This is a change in grade and is not permitted. The Applicant will need to modify the below grade access on 11th Street NW during public space permitting so that it connect the main leadwalk entrance or is interior to the building.

The Applicant should refer to Titles 11, 12A and 24 of the DCMR, DDOT's Design and Engineering Manual, and DDOT's Public Realm Design Manual for public space regulations and guidance.

AC:kb