

Government of the District of Columbia

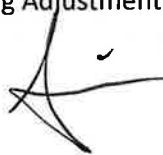
Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin
Neighborhood Planning Manager 

DATE: September 6, 2019

SUBJECT: BZA Case No. 20095 – 14 Florida Avenue NW

APPLICATION

Mi Casa, Inc. (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, for a special exception under the zone boundary line provisions of Subtitle A § 207.2, and pursuant to Subtitle X, Chapter 10, for variances from the loading requirements of Subtitle C § 901.1, and from the zone boundary line requirements of Subtitle A § 207.1, to raze the existing detached principal dwelling unit, subdivide eight lots, and to construct a mixed use building. The site is located in the MU-4 and RF-1 Zones at 14 Florida Avenue NW (Square 615, Lots 75, 148, 149, 150, 151, 152, 806, and 825).

The development program consists of:

- 24 affordable dwelling units;
- 6,385 SF ground floor retail;
- 2,895 SF office; and
- 11 vehicle 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 multi-modal transportation network.

Board of Zoning Adjustment
District of Columbia

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 seeking relief from the loading requirement of Subtitle C § 901.1 for one (1) 30-foot berth for the retail use. Instead, the Applicant is proposing to provide two (2) dedicated loading spaces at the rear of the building accessed via the public alley network. DDOT has no objection to this relief;
- Per zoning regulations 702.1, the project is eligible for a 50% parking reduction since most of the site is located in the MU-4 Zone and it is in close proximity to Priority Corridor Metrobus Routes 80 and X3 along North Capitol Street NW and Florida Avenue NW. The Applicant is required to provide four (4) parking spaces and will be exceeding this requirement by providing 11 parking spaces. DDOT encourages the Applicant to reduce parking and implement a baseline TDM plan; and
- The Applicant is proposing to exceed both short-term and long-term bicycle parking requirements. The Applicant is required to provide 10 long-term bicycle parking spaces and will be providing 13 spaces at ground level inside the building. The applicant is required to provide three (3) short-term parking spaces and will be providing eight (8) spaces.

RECOMMENDATION

DDOT has reviewed the application materials and has determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. In addition, the project may slightly reduce the amount of available on-street parking within the immediate area. Despite these minor impacts, DDOT has no objection to the approval of this application, however DDOT does require the Applicant to implement a baseline TDM plan to offset the proposed excess parking.

A TDM Plan is typically required in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. TDM strategies are also an integral part of the District's transportation options. The Applicant should meet the following conditions:

- Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, carsharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles;
- Provide an annual CaBi membership to each resident for the first year after the building opens; and
- Provide a bicycle repair station in each long-term bicycle parking storage room.

TRANSPORTATION ANALYSIS

Vehicle Parking

Per zoning regulations 702.1, the project may be for a 50% parking reduction since most of the site is located in the MU-4 Zone and it is in close proximity to Priority Corridor Metrobus Routes 80 and X3 along North Capitol Street NW and Florida Avenue NW. The Applicant is required to provide four (4) parking spaces and will be exceeding this requirement by providing 11 parking spaces. DDOT encourages the Applicant to reduce parking and implement a TDM plan.

Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations requires 10 long-term bicycle parking spaces and three (3) short-term bicycle parking spaces. The Applicant is proposing to exceed both short-term and long-term bicycle parking requirements. The Applicant is required to provide 10 long-term bicycle parking spaces and will be providing 13 spaces at ground level inside the building. The applicant is required to provide three (3) short-term parking spaces and will be providing eight (8) spaces

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 the alley network, to which this building is adjacent.

The Applicant is seeking relief from the loading requirement of Subtitle C § 901.1 for one (1) 30-foot berth for the retail use. Instead, the Applicant is proposing to provide two (2) dedicated loading spaces at the rear of the building accessed via the public alley network. DDOT has no objection to this relief.

PUBLIC SPACE

DDOT's lack of objection to this application should not be viewed as an approval of public space design. All elements of the project proposed in public space require the Applicant to pursue a public space permit through DDOT's permitting process. A permit application can be filed through the DDOT [Transportation Online Permitting System \(TOPS\)](#) website.

The Applicant will need to apply for the elements identified below and any other features proposed in public space:

- Doors –The Applicant has proposed doors along Q Street NW that swing into public space. Per DCMR 12-3202.11.4.1, doors may not swing outward into public space;
- Sidewalk and public parking - DDOT's Right-of-Way (ROW) card indicates that the public ROW along Florida Avenue NW include a 5-foot sidewalk and 7-foot public parking buffer. The Applicant is proposing to retain the existing sidewalk and public parking dimensions, which are a 6-foot and 4-inch sidewalk and 9-foot and 11-inch public parking area. DDOT would encourage the applicant to expand the width of the sidewalk along Florida Avenue NW, as the sidewalk is pinched to less than 5 feet with the existing Metrobus bus stop. The Applicant is encouraged to create an 8- foot sidewalk to allow for a minimum 5-foot pedestrian clear zone; and
- All elements of the project proposed in public space, such as bay windows, lead walks, and short- term bicycle parking, require the Applicant to pursue a public space permit through DDOT's permitting process.

DDOT expects the proposed public space design to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#) and the most recent versions of DDOT's [Design and Engineering Manual](#) and [Public Realm Design Manual](#) for public space regulations and design guidance.

AC:cl