

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Meridith Moldenhauer
Chairperson
DC Office of Zoning

FROM: Sam Zimbabwe
Associate Director, PPSA
District Department of Transportation

DATE: November 28, 2011

SUBJECT: BZA Case No. 18277 - 624 Ninth Street, NW (Square 376, Lot 68).

2011 NOV 29 AM 10:30
OFFICE OF ZONING

The District Department of Transportation (DDOT) has reviewed the application and materials for the subject site. This memorandum addresses the transportation impacts.

APPLICATION

The applicant, *RP MRP 900 G LLC*, seeks approval from the Board of Zoning Adjustment (BZA) to allow for construction of a new mixed-use office building on the subject site located on the southwest corner of the intersection of Ninth Street and G Street, NW. The applicant seeks a special exception from the roof structure requirements under §777, §400.7, and §411.5; variances from the loading requirements under §2201.1, and §2203.2; and a variance from the open court requirements under §776.1 of the *Zoning Regulations (DCMR Title 11 - Zoning)*.

The existing office building will be razed and replaced it with a nine-story, mixed-use building with 101,500 sq. ft. of office space and 6,500 sq. ft. of ground-floor retail space. The project will include an underground parking garage with 57 spaces and two loading berths accessed by a public alley abutting the site to the south. The applicant is seeking

BOARD OF ZONING ADJUSTMENT

District of Columbia

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CASE NO.

18277

EXHIBIT NO.

27

Board of Zoning Adjustment

District of Columbia

CASE NO. 18277

EXHIBIT NO. 27

relief from providing one of two required 30 ft. long loading berths for the site and believes that one loading berth can adequately serve both the retail and office uses of the site. The applicant submitted a traffic impact study to DDOT to determine the transportation impacts of the project.

DDOT ANALYSIS

Site Access and Loading

The main pedestrian entrance will be located on Ninth Street, NW. An existing 20 ft. wide public alley provides vehicular access to the site. The study noted the current building does not provide any parking or loading facilities and loading operation are conducted in the alley. Loading operations are not expected to increase and property management will control service and loading activities during peak periods to mitigate impacts on the transportation network.

Roadway Capacity and Operations

The number of site generated trips will have a negligible impact on the transportation network. No impacts or issues of concern with the proposed development are expected.

Safety

No immediate safety issues of concern with the proposed development were identified.

Bicycle and Pedestrian Facilities

Applicant is providing 13 bicycle parking spaces in the first level of the parking garage which includes the buildings fitness facilities and showers. The site is located near several *Capital Bikeshare* station.

Transit Services

There is ample transit access to this location including the Gallery Place Metro Station located across Ninth Street, NW, *Metrobus* and *DC Circulator* routes. Ninth Street, NW has dedicated bus lanes along the curb adjacent to the property.

Parking

Applicant is providing 57 parking spaces. Current building provides no on-site parking.

Streetscape/Public Realm

No impacts or issues of concern with the proposed development are expected. DDOT will schedule a Preliminary Design Review Meeting with to determine streetscape improvements before the applicant submits for public space permits.

Transportation Demand Management (TDM)

The applicant has proposed several TDM measures including installing a transportation kiosk in the building lobby, providing secured bicycle parking in the first level of the garage and showers for tenant use. No additional TDM improvements are necessary by the Applicant.

RECOMMENDATION

DDOT staff have reviewed the Applicant's request and determined that based on the information provided there is no adverse impact to the transportation network. DDOT has no objection to the requested variances and special exception at this location.

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