

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy Planning and Sustainability Administration

MEMORANDUM

TO: Meridith Moldenhauer
Chairperson
DC Board of Zoning Adjustment

FROM: Samuel Zimbabwe 
District Department of Transportation

DATE: January 23, 2012

SUBJECT: BZA case #18308 (Application of Bozzuto Development Company)
(460 New York Avenue, NW, Washington, DC 20532)

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APPLICATION

Bozzuto Development Company (the "Applicant"), pursuant to 11 DCMR § 3104.1 and 11 DCMR § 411.11, seeks special exception relief from the roof structure setback requirement of 11 DCMR § 770.6(b). The Applicant also seeks modification to two previously approved variances, BZA No. 17723 and BZA No. 17723-A, which granted relief pursuant to 11 DCMR § 3103.2 from the loading (§ 2201.1), parking (§ 2101.1), and lot occupancy (§§772.1, 2001.3) requirements of the Zoning Regulations. The Applicant seeks to renovate, convert, and expand an existing warehouse building for residential use. The property, located at 460 New York Avenue, NW (Square 515N, Lot 828), is currently zoned DD/C-2-C.

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO.

18308

EXHIBIT NO.

24

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) has no objection to the requested special exception relief from the roof structure setback requirement or to the modifications to the previously granted loading, parking, and lot occupancy relief at this property.

TRANSPORTATION ANALYSIS

Site Access & Loading

The Applicant originally obtained relief from the *11 DCMR § 2201.1* loading requirements in a previous BZA Order. Due to the granted relief, there will be no loading facilities offered on the property. As this plan will not be changed as a part of the current modification request, DDOT has no objection to the relief from the loading requirement.

Parking

The Applicant has modified the previous on-site parking plan. Instead of an excavated parking garage containing 72 parking spaces along with the use of vault space, the Applicant plans to provide 36 parking spaces in a stacked mechanical vault space. As the number of residential units will also decrease from 84 units to 63 units, the parking ratio will decrease as a whole.

DDOT supports this reduction of parking and the elimination of vault parking. It is DDOT preference to see parking occur on-site, rather than within a vault in public space. Although there is a reduction in the availability of on-site parking, there are a number of mass transit options available to the future residents of the property. These include nearby Metrobus lines, and the Mount Vernon Square Metro Station. Therefore, DDOT does not foresee any significant impact on traffic conditions as a result of this project.

SUMMARY AND CONCLUSION

DDOT has reviewed the Applicant's request and has determined that based on the information provided there is no potential adverse impact on the transportation system. The proposal actually reduces the amount of residents and parking associated with the site, and removes any plan for a parking vault. Accordingly, DDOT has no objection to this application.

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