

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



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe *sz*
Associate Director, PPSA
District Department of Transportation

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18325

EXHIBIT NO. 28

DATE: March 12, 2012

SUBJECT: BZA Case#18325 (Application of Renaissance Centro Third Street, LLC)
704 3rd Street, N.W.

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APPLICATION

Renaissance Centro Third Street, LLC (the "Applicant"), pursuant to DCMR § 3104 1 and 3103 2, is seeking a Variance from requirements in Title 11 DCMR Section 772 1 (lot occupancy), 774 1 (rear yard requirements), 2101 1 (off-street parking) and a Special Exception to allow a roof structure with walls of unequal heights under subsection 411 11 to allow for an addition to an existing building in the DD/C-2-C District at premises 704 3rd Street N W (Square 529, Lots 802, 803, 845 and 847)

RECOMMENDATION

DDOT's following comments pertain solely to the variance related to the request for off-street parking reduction. The Applicant is proposing a 124k SF GFA hotel/residential building for the referenced site Pursuant to 11 DCMR S2101 1, the Applicant is required to install 58 off-street parking spaces for the project However, per the completed filing, the Applicant is requesting a variance to install 21 spaces Given that the proposed residential/hotel building is located less than 1/3rd of a mile from two Metro Stations, in addition to several nearby bus routes, it is reasonable to expect that the majority of trips generated by the site will be non-vehicle Therefore, DDOT recommends approval of the Applicant's request for variance from the stated off-street parking requirement However, to mitigate the reduction in on-site parking, the Applicant should provide pre-loaded SmartTrip cards to new residents and/or hotel visitors and encourage the use of nearby public transportation options.

TRANSPORTATION ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, constructing safer streets and providing outstanding access to goods and services. Central to this vision is improving energy efficiency and modern mobility by providing next generation alternatives to single occupancy driving in the city.

Site Access and Loading

DDOT strives to accommodate vehicle loading in a reasonable and safe manner while at the same time preserving traffic flow and safety. DDOT's preference is to locate site access to the site frontage with the lowest potential conflict with pedestrians. The completed filing shows site access and loading via a public alley on the north side of the site. Accordingly, DDOT believes the proposed site access location from the public alley is appropriate. DDOT will not support alternative site access and/or loading programs.

In addition, the filing shows that all turn-around movements for delivery/loading vehicles will be made in the Applicant's private space. DDOT believes this loading arrangement is appropriate, as it minimizes potential for conflicts in the public right of way.

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 & gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and OP 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. The *DDOT Public Realm Design Manual* will serve as the main public realm references for the Applicant. DDOT staff can provide additional guidance, as needed.

Though no vaults are specifically noted in the zoning application nor are approvals requested, DDOT would like to take the opportunity to note its policy on vaults in public space. DDOT will not allow vaults in public space, particularly in an area that is expected to see significant pedestrian activity.

Parking

The overall parking demand created by a development is primarily a function of land use, development square footage and price/supply of parking spaces. The Applicant's request for variance for reduced parking is reasonable and supported by DDOT, given the close proximity to alternative transportation modes, including two Metro stations and multiple nearby bus routes.

Transportation Demand Management (TDM)

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 order to facilitate the need for only 21 off-street spaces, DDOT

encourages the Applicant to promote the available of nearby transit services to visitors and residents To mitigate the reduction in on-site parking, the Applicant should provide pre-loaded SmartTrip cards to new residents and/or hotel visitors and encourage the use of nearby public transportation options

SUMMARY AND RECOMMENDATIONS

Given that the Applicant's site is situated near two Metro Stations, in addition to several nearby bus routes, it is reasonable to expect that the majority of trips will be non-vehicle Therefore, DDOT recommends approval of the Applicant's request for variance from the stated off-street parking requirement

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