

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy Planning and Sustainability Administration

MEMORANDUM

TO: Lloyd Jordan, Chairperson
DC Board of Zoning Adjustment

FROM: Samuel Zimbabwe *82*
District Department of Transportation

DATE: June 19, 2012

SUBJECT: BZA case 18365
(Application of CAS Riegler Real Estate Development; 1250 9th Street, NW, Washington, D.C. 20001)

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APPLICATION

CAS Riegler Real Estate Development (the 'Applicant') pursuant to 11 DCMR § 3103.2, is requesting a variance from the height requirements under subsection 770.1, a variance from the floor area ratio requirements under subsection 2604.1, a variance from the lot occupancy requirements under subsection 2604.2, and a variance from the off-street parking requirements under subsection 2101.1, for an addition to an existing building for a mixed-use residential building with ground floor retail and the construction of a separate row dwelling in the C-2-A District at premises 1250 9th Street, N.W. and 902 N Street, N.W. (Square 368, Lots 912 and 891).

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18365

EXHIBIT NO. 29

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) recommends approval of the Applicant's request for the variances to construct a new 66 unit mixed use building at 1250 9th Street, N.W. and 902 N Street, N.W., subject to two conditions including a loading management plan and transportation demand management (TDM). The proposal shows vehicle access to and from the site will occur via an existing curb cut on N Street. DDOT has not met with the Applicant to comprehensively discuss any of the site plans or vehicle circulation. There may be safety improvements the Applicant will need to install as part of the proposed project.

Roadway Capacity and Operations

The Applicant's proposal does not result in any noticeable increase in intersection delays at the area intersections.

Safety

The vehicles exiting through the curb cut, onto two-way N Street, may pose danger to those pedestrians and bicyclists on N Street. The Applicant will need to work with DDOT on the installation of any safety improvements to make drivers aware of the more vulnerable transportation users on N Street. The improvements will include, but not limited to, signs and pavement markings on the private property where it intersects with N Street.

Bicycle and Pedestrian Facilities

DDOT applauds the Applicant for installing the number of residential bicycle parking spaces inside of the N Street residential building upon final build out. The Applicant will need to factor installation of visitor bicycle parking along N Street and 9th Street. With the planned number of retailers along 9th Street, the site will attract bicyclists and parking will be at a premium. DDOT suggests a minimum of fifteen (15) guest bicycle parking spaces on each of the noted sides (9th and N Streets). The Applicant will be responsible for installing DDOT approved guest bicycle racks on the street and will need to factor the installation of the bicycle racks along with the

width of the sidewalks. With the amount of ground floor retail being proposed, it will be useful to have more guest bicycle parking. DDOT staff has informed the Applicant that showers for the retail employees should be considered as part of the project. Encouraging the retail employees to bicycle and offering showers and changing rooms will support those using sustainable transportation. Some employees will not consider biking to work without the assurance that they can shower when they arrive.

Transit Services

There is ample transit access to this location including access to the Convention Center Metro station located at 700 M Street, N.W., approximately 1/5th of a mile from 902 N Street, N.W.. Additionally, the G series WMATA buses serve as another transit option. The Route 79 WMATA MetroExtra buses use 9th Street in the southbound direction. It's a limited stop service that does not stop at each block. Lastly, the 7th Street corridor, located just 2 blocks to the east, hosts a number of WMATA bus lines including the 70 series buses, some of the most heavily used bus lines in Washington, D.C.

Site Access and Loading

DDOT has received very little information on how the proposed retail and residences will load into the site.

By word of mouth, the Applicant has informed DDOT that it plans to load for all of the proposed land uses via curbside loading. Curbside loading in the Convention Center neighborhood could cause significant impacts, especially along 9th Street where up to five (5) retailers are planned for this site. The Applicant is encouraged to submit a loading management plan into the Office of Zoning BZA case record so DDOT may have an opportunity to review and provide necessary feedback. Without any written management plan for the proposed number of retailers, there will be transportation impacts that will need to be addressed.

Parking

The Applicant has proposed a total of 33 new parking spaces will be provided on site. All of the spaces are proposed for location under the multi-family building facing N Street, N.W. The

parking access will be via a single existing curb cut located on N Street, N.W. The Applicant will need to apply to the Public Space Committee to continue using the existing curb cut. The Applicant is not proposing any reduction in parking for the multi-family building facing N Street. For the building(s) along 9th Street, the Applicant is seeking a reduction by one parking space. DDOT fully supports the request for an off street parking reduction. Finally, the Applicant has informed DDOT is plans to close a curb cut located on 9th Street towards the south portion of the site. This action should be applauded and DDOT recognizes the Applicant will improve the pedestrian right of way by closing the curb cut.

Streetscape/Public Realm

The Applicant is aware that *all* building associated utilities will need to be located inside of the building property line. There will be no utility grates located in the pedestrian path, adjacent to the subject address. Utility grates in public space, especially along pedestrian paths, lead to an uninviting and hazardous pedestrian environment. Additionally, the Applicant will responsible to restore the N Street and 9th Street streetscape to DDOT standards. This includes the appropriate width for a sidewalk, tree boxes and factoring in the pedestrian clear path that DDOT suggests during the preliminary design review meeting (PDRM).

Transportation Demand Management (TDM)

DDOT has received *no* information the Applicant has planned for any TDM measures for the transit oriented development (TOD). TDM will inform the residents and retailers about the number of transportation options in the neighborhood. DDOT prefers to see the Applicant offer the following as part of its transportation management plan (TMP):

- A one-time, complimentary \$100 WMATA SmartTrip fare card (\$100 in fare media shall be provided on the SmartTrip card).
- A one-time annual membership and registration fee subsidy for participation in carsharing for each residential unit upon move-in, *or* a one-time annual membership to Capital Bikeshare for each residential unit.

In addition, the Applicant should consider a low cost electronic information display to the residential lobby of the new building, to place emphasis on the TMP. The electronic information display should provide real time information related to local transportation alternatives (e.g. Metro bus arrival, transportation legend showing area transit stops, Capital Bikeshare locations, etc). The electronic information display will have internet access via wired or wireless means in the building lobby.

SUMMARY AND RECCOMENDATION

DDOT recommends approval of the Applicant's request for the special exceptions and variances at 1250 9th Street, N.W., subject to two conditions. The Applicant should employ a loading management plan to ensure the impacts are lessened on the existing surrounding neighborhood. Finally, DDOT suggests that the Applicant follow the provided TDM options and employ some form of performance monitoring to ensure a continuous and appropriate response to traffic management.

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