

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:** Sam Zimbabwe *8-2*  
Associate Director, PPSA  
District Department of Transportation

**DATE:** July 17, 2012

**SUBJECT:** BZA Case No. 18380 – 641 S Street, NW (Square 441, Lot 848)

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BOARD OF ZONING ADJUSTMENT  
District of Columbia

CASE NO. 18380  
EXHIBIT NO. 29

APPLICATION

Pursuant to *DCMR Title 11 – Zoning, §3104.1* and *§3103.2*, the applicant seeks a special exception from the roof structure requirements under *§§770.6*, a variance from the rear yard requirements under *§774*, and a variance from the off-street parking requirements under *§§2101.1*, to allow for alterations and additions to an existing historic landmark building in the ARTS/C-2-B District at premises 641 S Street, N.W. (Square 441, Lot 848)

OVERVIEW

The applicant proposes to renovate and redevelop the existing historic building on the site, the White Cross Bakery, also known as the Wonder Bread Factory, for commercial and retail use. The project site is located just east of the Shaw-Howard University Metrorail Station located at the northwest corner of the intersection of S Street and Seventh Street, NW and is bounded by S Street to the south, a 15 ft. wide public alley to the west, Wiltberger Street, NW to the east, and a 16 ft. wide public alley to the north. The building

was recently designated an individual historic landmark for inclusion in the *District of Columbia Inventory of Historic Sites* and the project design must comply with the District's historic preservation laws; and is subject to review and approval by the *District of Columbia Historic Preservation Review Board (HPRB)*. The Applicant request relief from the rear yard requirements, roof structure requirements and parking requirements, however this memorandum focuses on the transportation impacts of the request.

The project will total approximately 77,730 sq. ft. of commercial/retail space and is required to provide a minimum of 42 off-street parking spaces. The Applicant originally planned to provide none of the 42 required accessory parking spaces as described in the preliminary statement and sought a variance from all of the parking requirements. The project design has been modified in response to community concerns and will now include a total of 27 spaces in a one-level parking garage placed at the northwest corner of the site. The modification will reduce the impact to the on-street parking supply compared to the preliminary design proposal.

#### **RECOMMENDATION IN BRIEF**

DDOT recommends the applicant incorporate Transportation Demand Measures (TDM) to offset the reduction in required parking spaces and encourage non-automobile transit options to the site. The TDM measures should include, at a minimum, the following; install a Transportation Information Center Display (kiosk) with printed materials related to local transportation alternatives in the building lobby; provide website links to [CommuterConnections.com](http://CommuterConnections.com) and [goDCgo.com](http://goDCgo.com) on developer and property management websites; and commit to work with DDOT's goDCgo team to organize a transportation mobility fair within 6 months after project opening.

DDOT has reviewed the Applicant's request and determined, based on the information provided, the proposed relief will not create dangerous traffic conditions. DDOT has no objection to the special exception and variances sought by the applicant.

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## **TRANSPORTATION ANALYSIS**

### **Roadway Capacity and Operations**

Seventh Street/Georgia Avenue, NW is designated as a *principal arterial* on the District's street classification system and part of the District's Federal Highway network. The road serves as a major north-south commuter route connecting Downtown with Silver Spring, MD.

### **Safety**

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

### **Bicycle and Pedestrian Facilities**

The project includes a bicycle storage room with 16 spaces on the ground floor adjacent to a shower room. The bicycle spaces are placed in a secure area of the building that accesses both the main lobby and service area to the rear.

### **Transit Services**

The site is located within one half block of Shaw/Howard University Metrorail Station on the Green/Yellow Line located at the intersection of Seventh Street and S Street, NW. The area is well served by major Metro bus lines that run along Florida Avenue and Seventh Street/Georgia Avenue, NW.

### **Site Access and Loading**

The main retail entrances are placed along S Street, SW with vehicular access provided by the alley network in the Square. The loading berths are accessed by the 15 ft. wide alley that runs along the western edge of the site. The loading berths are designed to allow the vehicles to reverse into the berths using the alley and head-out when exiting the site.

## **Parking**

The applicant is seeking approval to reduce the required off-street parking spaces from 42 to 27 spaces. The parking garage entrance ramp is placed in the northwest corner of the building and is accessed by the public alley network.

## **Streetscape/Public Realm**

The applicant is providing a 6 ft. wide setback from the property line along Florida Avenue to widen the usable space from 8 to 16 ft. providing enough room to install the standard streetscape treatment of a 6 ft. wide continuous tree space and a 10 ft. wide sidewalk. The proposed new Pepco vaults are placed in a landscaped area near the driveway entrance.

## **Transportation Demand Management (TDM)**

The applicant should incorporate TDM measures to offset the variance to allow a reduction in accessory parking spaces. The site is located less than one-half block from the Shaw-Howard University Metro Station and high Metro usage is expected for employees. TDM measures should include providing a Transportation Information Center Display (kiosk) with printed materials related to local transportation alternatives in the building lobby; provide website links to [CommuterConnections.com](http://CommuterConnections.com) and [goDCgo.com](http://goDCgo.com) on developer and property management websites; and scheduling a transportation mobility fair within 6 months after project opening in coordination with DDOT's goDCgo team. The fair would educate employees on non-auto options for their specific commuting needs.

## **SUMMARY**

The project will have a negligible impact on the transportation network.

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