

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 
Associate Director, PP&SA
District Department of Transportation

DATE: October 3, 2012

SUBJECT: BZA Case No. 18415 - 1932 Ninth Street, N.W. (Square 361, Lot 134)

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APPLICATION

Pursuant to *DCMR Title 11 - Zoning, §§3104.1 and §§3103.2*, the *Applicant* seeks a variance from the lot occupancy requirements under *§§772.1*, a variance from the rear yard requirements under *§§774.7(b)*, and a special exception from the roof structure requirements under *§§411.3*, to allow the construction of a new mixed-use, nine (9) unit residential apartment house with commercial and retail services in the Arts/C-2-B District at 1932 9th Street, N.W. (Square 361, Lot 134)

RECOMMENDATION IN BRIEF

The site is currently used as a commercial surface parking lot. The conversion into a mixed-use apartment building has the potential to generate minor impacts to on-street parking conditions in the area. Vehicle parking demand may increase slightly as a result of the project, inducing a higher level of parking utilization in the immediate area. Despite this minor potential impact, DDOT has no objection to the requested variances and special exception sought by the *Applicant*.

DDOT ANALYSIS

BZA No. 18415

1932 Ninth Street, N.W.

Square 361, Lot 134

Roadway Capacity and Operations

The site is located on the western side of Ninth Street, NW just south of its intersection with U Street, NW. Both streets carry heavy volumes of vehicular traffic with U Street classified as a *major arterial* and Ninth Street a *minor arterial* according to the *DDOT Functional Classification Map*.

The elimination of the commercial parking spaces may create a slight increase in travel demand in the area as the parking lot patrons seek alternative commercial lots. Vehicle parking demand may increase slightly as a result of the project, inducing a higher level of parking utilization in the immediate area.

Safety

An existing curb-cut will be closed and eliminate potential pedestrian conflicts with vehicles crossing the sidewalk space.

Bicycle and Pedestrian Facilities

The building will provide secure bicycle storage space next to the surface parking lot. The main residential entrance is on Ninth Street with a second entrance for retail use. The proposed community room/art space will have an entrance on 9 ½ Street, NW.

Transit Services

The site is located less than 0.5 miles from the U Street/Cardozo Metro Station and the Shaw/Howard University Metro Station on the Metro Green Line. The area is well served by Metrobus service including the 63 route that runs along Ninth Street and several major cross-town routes that traverse U Street including the X3, 90, 92 and 93.

Site Access and Loading

A surface parking lot and service delivery area are located at the rear of the building accessed by a public alley network with entrances alley aprons on U Street and 9½ Street, NW.

Parking

A total of four (4) parking spaces will be provided for residents located on a secure, surface parking lot at the rear of the site meeting the Zoning Requirements of providing one (1) parking space for every three (3) dwelling units.

The site is currently used as a commercial surface parking lot. The conversion into an apartment house will reduce the parking supply in the area and is expected to increase on-street parking demand. The curb space in front of the site has metered parking spaces and is not eligible for *Residential Parking Program (RPP)* designation. The closed curb-cut will allow the addition of one (1) curbside metered parking space.

Streetscape/Public Realm

The applicant will close an existing curb-cut and replace it with standard streetscape features including a granite curb, brick gutter and concrete sidewalk paving.

SUMMARY

DDOT has reviewed the *Applicant's* request and determined that based on the information provided there will be an impact to the off-street parking supply in the area. However, the proposal will not create unsafe or objectionable traffic conditions.

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