

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, PPSA *SZ*
District Department of Transportation

DATE: October 4, 2012

SUBJECT: BZA Case No. 18417 – 550 Penn Street, N.E. (Square 3594, Lot 2)

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APPLICATION

Pursuant to *DCMR Title 11 – Zoning, §§ §§3103.2*, the *Applicant* seeks a variance from the off street parking requirements under 2101.1, and a variance from the loading requirements under 2201.1, to allow the use of an existing building for light manufacturing/processing in the C-M-1 District at 550 Penn Street, N.E. (Square 3594, Lot 2)

RECOMMENDATION IN BRIEF

DDOT has reviewed the *Applicant's* request and determined that based on the information provided there is a negligible impact to the transportation system. DDOT has no objection to the variances and special exception sought by the *Applicant*.

SZ:lb

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18417
EXHIBIT NO. 31

DDOT ANALYSIS

BZA No. 18417

550 Penn Street, N.E.

OVERVIEW

The *Applicant* seeks to renovate an existing warehouse building and use the property as an off-site kitchen and distribution site to area restaurants. The facility is not expected to have the typical retail patrons as it is not a retail store however some portions will be open to the public to view food preparation operations. The proposed light manufacturing use is consistent with the previous use of the site.

Roadway Capacity and Operations

The property is located on the northwest corner of the intersection of 6th Street and Penn Street approximately 2 blocks southeast of New York Avenue, N.E. New York Avenue is one of the major travel corridors in the District and classified as a *Principal Arterial* in the DDOT Functional Classification System. Sixth Street is classified as a *Minor Arterial* and Penn Street is classified as a *Collector* road. The site is projected to generate 19 peak hour trips in the morning and 20 peak hour trips in the evening; a negligible increase to traffic volumes.

Bicycle and Pedestrian Facilities

The *Applicant* will install a sidewalk in front of the project and a new curb-ramp for the crosswalk on Penn Street, NE. Two bike racks will be installed at the western edge of the property in public space.

Site Access and Loading

The *Applicant* is seeking a variance to reduce the loading requirements of the site which require one (1) 55 ft. berth, one (1) 30 ft. berth, one (1) 200 sq. ft loading platform and one (1) 100 sq. ft. loading platform. The project will provide two (2) 25 ft. deep berths and two (2) 100 sq. ft. loading platforms. Given the unique design of the site, it would be difficult for a 55 ft. tractor trailer to access the site without maneuvering on Penn Street.

The project has three loading berths that will be retained and used for truck access for the individual tenant. The site will also seek to designate a curb-side space for loading. The facility will have five (5) separate tenant spaces with separate pedestrian entrances placed along Penn Street.

The prospective tenants would be served by cargo vans that measure 19.5 ft. in length generating 2 to 3 round-trip deliveries per day. In addition the site will be serviced by refrigerated box trucks that measure between 22 ft. and 24 ft. in length that would generate 1 to 2 deliveries per day. The proposed loading berths and platforms can adequately accommodate these vehicles.

Parking

The project seeks a variance from providing the required 26 accessory parking spaces. The *Applicant's* traffic consultant submitted a *Transportation Impact Statement (TIS)* to analyze the projected transportation impacts of the project including parking concerns.

The *TIS* determined that within the *Florida Avenue Market /Union Market Area*, on-street parking is the standard practice for patrons and visitors arriving by automobile. The area has approximately 500 public curbside spaces on a typical weekday and 600 spaces on the weekend when 6th Street changes from angled to parallel parking. The peak parking demand for the site is a total of 16 vehicles. Vehicle parking demand may increase slightly as a result of the project, inducing a higher level of parking utilization in the immediate area.

Streetscape/Public Realm

The public space in front of the site is currently all paved and used for the loading activities. The *Applicant* will improve the streetscape in front of the building with standard streetscape features including; installing a granite curb and brick gutter; providing a 6 ft. wide continuous tree box along the curb; planting four (4) new street trees; and installing two (2) bike racks. The proposed streetscape improvements will improve pedestrian safety and circulation.

SUMMARY

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

LB