

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

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18453
EXHIBIT NO. 28

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

DATE: November 29, 2012

SUBJECT: BZA Case No. 18453 – 1728 14th Street, N.W. (Square 207, Lot 120)

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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*; a variance from the loading berth, loading platform and service delivery loading space requirements under *§§2201.1*; and a special exception from the roof structure requirements of 770.6 and roof structure provisions of *§§411.5* and *§3104*, to allow the construction of a mixed-use retail/service/office building in the ARTS/C-3-A District at 1728 14th Street, N.W. (Square 207, Lot 120).

OVERVIEW

The *Applicant* seeks approval to construct a four-story, mixed-use project on the site with three alternative development scenarios that vary in the amount of include office, retail and service use provided. *Scheme - 1* totals 25,350 sq. ft of gross floor area with a general ground floor use and 18,760 sq. ft. of office use above and is required to provide a total of 39 parking spaces, 11 retail parking spaces and 28 spaces for the office use. *Scheme - 2* is a 28,776 sq. ft. proposal with a 6,506 sq. ft. ground floor restaurant and 22,766 sq. ft. of office

use above and is required to provide a total of 45 parking spaces, 11 parking spaces for the retail/service use and 34 spaces for the office. *Scheme - 3* will total 28,766 sq. ft. of gross floor area with the first and second floor designated for general service/retail use with 2 floors of office use above and is required to provide 34 retail/service parking spaces and 22 spaces for office use. A total of 10 bicycle spaces will be provided in a secure ground-floor storage area in all three scenarios.

A variance from the number of accessory parking spaces is required for each development scenario as the project is required to provide between 39 to 56 vehicular parking spaces and will allocate only four (4) surface parking spaces at the rear. The building will be served by a 30 ft. deep loading berth and a 100 sq. ft. loading platform that satisfies the requirements of *Scheme - 1* and *Scheme - 3*. A loading variance is required under the second development scenario as the building is required to provide two (2) 30 ft. deep loading berths, two (2) 100 sq. ft. loading platforms and one 20 ft. service/delivery space.

The *Applicant* submitted a *Transportation Assessment* prepared by a transportation consultant to determine the projected impacts the project would have on the transportation network with a focus on the requested parking variance. DDOT agreed to the scoping of the assessment. The site is located in a high density commercial area and is well served by alternative transit options including the *U Street/Cardozo Metro Station*, numerous Metrobus routes, car-sharing services and *Capital Bikeshare* stations located at 14th and U Street, 14th and R Street, and 15th and P Street, N.W. Over 85% of the existing on-street parking spaces are occupied between 7:00 and 10:00 pm, the peak occupancy period in the vicinity, and the addition of the projected 16 PM peak-hour parking spaces generated by the site would push occupancy to near 100% capacity. The additional parking demand may inconvenience residents and guests looking for on-street parking but will not be a significant impact.

The *Applicant* has committed to implementing a *Transportation Demand Management (TDM)* program that will include a *Transportation Management Coordinator* who will disseminate information to office and retail tenants, schedule deliveries and manage loading activities. DDOT recommends the applicant provide the following TDM measures to mediate the parking impact; provide each new office and retail employee a car sharing membership at a value of not less than \$50.00 or a *Capital Bike* share membership at a value of not less than \$75.00; and a *Smart Trip Card* at a value of not less than \$100.00.

ACTION

DDOT has reviewed the application and determined that based on the information provided, there is a negligible impact to the transportation system. DDOT has no objections to the variances and special exceptions sought provided the *Applicant* complies with the following; redesign the loading area so that no portion of the service vehicle extends into the public alley as shown on the submitted site plan; provide each new office and retail employee a car sharing membership at a value of not less than \$50.00 or a *Capital* Bike share membership at a value of not less than \$75.00; and a *Smart Trip Card* at a value of not less than \$100.00.

SZ:lb