

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. 18463

EXHIBIT NO. 27

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

DATE: December 4, 2012

SUBJECT: BZA Case No. 18463 - 901 D Street, N.E. (Square 938, Lot 809)

APPLICATION

The *Applicant*, pursuant to DCMR Title 11 - Zoning, §§3104.1, seeks variances from the lot area (§401), rear yard (§404) and open court (§406) requirements to allow the conversion of and addition to an existing building into an apartment house in the R-4 District at premises 901 D Street, N.E. (Square 938, Lot 809).

ACTION

DDOT has reviewed the application and determined that based on the information provided, there is a negligible impact to the transportation system. The *Applicant* must provide a minimum of 10 bicycle parking spaces, or one (1) space per every three (3) dwelling units, either inside the building or in a secure, covered area in the rear yard as required in §§2910.1.

The area has a high demand for on-street parking spaces and future tenants may be eligible for the Residential Parking Permit (RPP) program. The additional site generated parking demand may increase on-street parking demand. DDOT recommends the *Applicant*

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encourage the use of non-auto modes of transportation by implementing a *Transportation Demand Management (TDM)* program. The TDM plan should include an information display kiosk in the lobby with information on alternative transit modes including WMATA, CommuterConnections.com, GoDCGo.com, the Capital Bikeshare Program and car-sharing programs. The *Applicant* should also provide each new resident, upon move-in, a car sharing membership at a value of not less than \$50.00 or a *Capital Bikeshare* membership at a value of not less than \$75.00; and a *Smart Trip Card* at a value of not less than \$100.00.

DDOT has no objection to the requested variances provided the *Applicant* complies with installing the required bicycle parking spaces and implements the recommended TDM measures.

SZ:lb