

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Policy Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Sam Zimbabwe
Associate Director

DATE: January 25, 2013

SUBJECT: BZA 18502 – Jemal's Gram – 655 New York Avenue N.W.

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18502
EXHIBIT NO. 24

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APPLICATION

Jemal's Gram, LLC, and other owners (the "Applicant") have requested a special exception to allow multiple roof structures not meeting the normal setback requirements and extend the regulations applicable to the DD/C-2-C District into the portion of the property zoned DD/C-3-A. The Applicant proposes to construct on the property an eleven-story mixed-use office, retail, and services building with frontage on New York Avenue, 7th Street, and L Street, N.W. This proposed construction will incorporate a number of rehabilitated historic buildings currently located on the property.

SUMMARY AND RECOMMENDATION

The purpose of DDOT's review is to assess the impact of the proposed project on the District's transportation network and, as necessary, propose appropriate mitigations. After a review of the Applicant submission and loading plan dated January 10th, 2012, DDOT concludes:

- The proposed loading plan accommodates reverse loading movements in private space and is supported by DDOT,
- At least 15 secured long-term bicycle parking spaces should be provided within the garage,
- At least 2 short-term inverted-U bicycle racks should be located at each retail and office building entrance, and
- The proposed three curb cuts on L Street are not consistent with DDOT policy and practice, but DDOT understands that the site contains historic elements and will work the Applicant through

the permitting process to accommodate the proposed vehicle access points with minor design adjustments as needed.

TRANSPORTATION ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, constructing safer streets, and providing outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure alternative modes of transportation are adequate to accommodate new travel demand while discouraging single occupancy vehicle trips.

Given the relief request to the Board of Zoning Adjustments not directly linked to a transportation condition, a Traffic Impact Study (TIS) was not requested at this time from the Applicant. However, during the permitting stage of the project, DDOT may ask for additional analysis depending on potential impacts from the site and the need to mitigate those impacts.

Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price/supply of parking spaces. However in urban areas, other factors contribute to the demand for parking such as the availability of nearby high-quality public transit. With the site in close proximity to such transit, DDOT expects a low need for on-site parking.

According to existing Zoning Regulations, the proposed development would require a total 212 off-street parking spaces. The Applicant has proposed a total of 309 parking spaces. DDOT recommends the Applicant reduce the amount of parking spaces being proposed in order to discourage vehicle use and its impacts to the surrounding transportation network.

While parking is not the focus of the BZA action, DDOT notes its concern with the provision of 50% more parking than required by zoning. This level of parking often leads to the over-generation of vehicle trips on the transportation network, which can result in impact to the transportation system. DDOT will work with the Applicant more closely during the permitting process to further evaluate travel demand.

Bicycle and Pedestrian Facilities

The Applicant proposes 11 secure long-term parking spaces in their garage. DDOT requires that at least 15 secure long-term bicycle parking spaces be provided in their garage. These secured bicycle parking spaces should be easily accessible and visible to users. In addition, DDOT recommends that a minimum of 2 inverted U-style bicycle racks be installed at each of their proposed retail and office entrances for short-term bicycle parking. Further coordination during our permitting process will be necessary to ensure designed pedestrian facilities within public space surrounding the site meet current DDOT standards.

Site Access and Loading

The Applicant proposes three curb cuts on L Street NW; one for loading and two for vehicular access to their proposed garage. The amount of curb cuts requested are not in keeping with DDOT policy, but given the historic façades being retained for the project, which retains two existing portals for a curb

cut, DDOT will work with the Applicant to ensure all safety standards are met. Per DDOT Design and Engineering standards, a commercial driveway entrance must be 12 to 24 feet in width with a 6 foot radius and at least thirty-two (32) feet from the nearest driveway. DDOT will work with the Applicant during the permitting process to address these issues.

Streetscape and Public Realm

In accordance with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

Further coordination and review will be necessary to ensure that the streetscape along New York Avenue meets the existing Mount Vernon Streetscape standard and that the other street faces meet existing standards. DDOT expects that all utility vaults will be located on private property and not within public space.

Transportation Demand Management (TDM)

TDM is a set of strategies, programs, services and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods.

The Applicant has proposed 11 bicycle spaces within garage. DDOT requires that a minimum of 15 secured long-term bicycle spaces be provided within their garage and a minimum of 2 short-term inverted-u racks be installed at each of the retail and office entrances for the development. During our permitting stage of the project, DDOT may ask for additional analysis to determine potential impacts from the site and require additional TDM measures such as a bikeshare station.

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