

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy Planning and Sustainability Administration

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MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Sam Zimbabwe *82*
Associate Director

DATE: February 26, 2013

SUBJECT: BZA Case No. 18511 – Rear 1018 Irving Street N.W.

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18511
EXHIBIT NO. 32

APPLICATION

Allyoöp LLC, (the "Applicant") seeks a variance from the use provisions under subsection 330.4, a variance from the nonconforming structure provisions under subsection 2001.3, and a variance from the building on alley lot provisions under section 2507, to allow the use and alteration of an alley lot to construct an addition to an existing structure for a mixed-use office and five residential dwelling project in the R-4 District at premises rear 1018 Irving Street, N.W. (Square 2851, lot 837)

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. DDOT met with the Applicant and requested that a trash pick-up and alley signage plan be submitted along with a photometric study for our review. After a thorough review of the submitted materials by the Applicant, DDOT concludes that the project as proposed will not negatively impact the surrounding transportation network, as long as the Applicant implements the following agreed upon measures:

- Implement the proposed trash pick-up restriction plan;
- Install appropriate No Parking signs along its property;
- Install at least 3-5 secured long-term bicycle parking spaces within their proposed garage;
- Install DDOT approved pedestrian markings in the alley; and
- Upgrade the existing alley lighting to support the proposed uses.

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. The following analysis evaluates the Applicant's proposal to determine its accuracy and consistency with the District's vision and goals for its transportation network.

Changes in Land Use Context

The property was most recently used for automotive repair purposes and the Applicant proposes to convert the structure to a mixed-use office and multi-family residential three-story building. The proposed project would have ground floor office space and five residential units above with a total of six parking spaces.

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.

The Applicant has proposed to provide six parking spaces; two spaces for the proposed office-use and the other four spaces for residential uses. The project 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 approval of the requested variance.

Further, DDOT recommends the proposed "No Parking" signage plan submitted by the Applicant be implemented to discourage any illegal parking activity within the surrounding alley network. DDOT expects these sign to be affixed on their building and not in public space.

Site Access and Loading

Given the existing narrow alley network surrounding the site, trash trucks cannot navigate the alleys without having to back up onto public streets, which is an unacceptable condition. The Applicant has proposed a pick-up plan requiring the responsible company to wheel the trash bins from inside the property to the street during pick-up activities. The truck would park on either Irving Street or Columbia Road, while the trash is wheeled over. In addition, trash pick-up would not occur before 9:30 am, in order to reduce traffic impacts. This is a condition that DDOT supports.

Bicycle and Pedestrian Facilities

DDOT recommends that at least 3-5 secure long-term bicycle parking spaces be located within the garage. These secured bicycle parking spaces should be easily accessible and visible to users. In addition, the Applicant submitted a pavement marking plan for the alley to delineate a pedestrian path

to the building. DDOT support the concept and would require further design review coordination during our permitting process.

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.

The Applicant has proposed an enhanced lighting plan for the alley in order to support pedestrian activity and safety. DDOT supports this proposal although some lighting fixture details will need to be agreed upon and approved. All signage, lighting, and alley pavement markings will need to be permitted through DDOT's public space permitting process.

SZ/ac