

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

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MEMORANDUM

TO: District of Columbia, Board of Zoning Adjustment

FROM: Samuel Zimbabwe
Associate Director, PPSA *[Signature]*
District Department of Transportation

DATE: June 18, 2013

SUBJECT: DDOT Report for BZA Case 18576, Fort Lincoln Banneker Townhouses, LLC

APPLICATION

Fort Lincoln Banneker Townhouses, LLC, the Applicant, pursuant to 11 DCMR §§ 3104.1 and 3103.2, is seeking a special exception to construct more than one building on a record lot under section 2516, and is also seeking a variance from side yard and front yard requirements under subsection 2516.5, to allow the construction of forty-two townhouses in the R-5-D and C-2-B Districts along Fort Lincoln Drive, NE and Banneker Drive, NE (Square 4325, Lots 29, 31, 813 and 814).

RECOMMENDATIONS IN BRIEF

The purpose of DDOT's review is to assess the potential impacts of the action on the District's transportation network. The Applicant is requesting a variance from side yard and front yard requirements; accordingly, several lots that front Fort Lincoln Drive, NE would have front-walk steps located in the public space. Based on the existing and surrounding land use, DDOT does not object to this condition for this specific site.

A review of the proposed impacts shows that vehicle traffic will be minimal and manageable within the existing roadway network, due to the relatively small size of the development program. Further, DDOT agrees with the Applicant's incorporation of short-term bike parking spaces on-site.

Finally, the Applicant's proposed plans show a proposed crosswalk and bus stop located near the southern driveway. DDOT will review these elements during the public space permitting process. A preliminary design review meeting, as well as coordination with WMATA, is encouraged.

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18576
EXHIBIT NO. 26

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 that impacts from new developments are manageable within, and take advantage of, the District's multimodal transportation network.

As part of the transportation impact assessment, DDOT requests that applicants evaluate the impacts to the pedestrian, transit, and roadway system resulting from the development. Accordingly, an applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A Comprehensive Transportation Review (CTR) should be performed according to DDOT direction. The evaluation should consider guidance from relevant documents, including guidance on the public realm, the pedestrian system, the bicycle system, as well as neighborhood-based studies. Due to the relatively small size of the Project, the Applicant and DDOT agreed on a reduced scope for the CTR. An evaluation of the basic elements and assumptions of the Applicant's CTR follows.

Site Access

Vehicle access is proposed via two right-in/right-out driveways from Fort Lincoln Drive. Pedestrian and short term bike access to the development is provided via sidewalk.

Roadway Capacity and Operations

Through the scoping process, the Applicant and DDOT agreed on the parameters of a transportation study to analyze the impacts to the surrounding transportation network. Based on the size of the Project, the existing capacity of the adjacent roadways, the Applicant's project will have minimal impact on the District's roadway network.

Streetscape and the Public Realm

In line 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 & gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights-of-way bordering the site. As part of this process, the Applicant must work closely with DDOT and the Office of Planning to ensure that the design of the public realm meets current standards. At the southern access point, the Applicant is proposing a new bus stop and an uncontrolled crosswalk across both directions of Fort Lincoln Drive. The Applicant provided pedestrian and vehicle traffic data in support of a new crossing. DDOT has reviewed these data and will make a recommendation via the public space permitting process. The Applicant is encouraged to continue coordination with DDOT and pursue a preliminary design review meeting (PDRM) prior to filing for a public space permit. Regarding the proposed bus stop, coordination with WMATA is also encouraged.

Finally, the Applicant is requesting a variance from front yard requirements such that several lots that front Fort Lincoln Drive, NE would have front-walk steps located in the public space. Based on the existing and surrounding land use, DDOT does not object to this condition for this specific site.

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