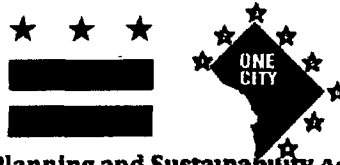


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



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 *sz*
District Department of Transportation

DATE: July 9, 2013

SUBJECT: **DDOT Review of BZA Case #18589**, Highland Dwellings, 400-408 Atlantic Street, SE & 401-407 Condon Terrace, SE

APPLICATION

Application of D.C. Housing Authority, pursuant to 11 DCMR § 3104.1, for a special exception to construct a new 24 unit multi-family residential development under section 353, in the R-5-A District at premises 400-408 Atlantic Street, S.E. and 401-407 Condon Terrace, S.E. (Square 6156, Lot 119).

RECOMMENDATIONS IN BRIEF

The purpose of DDOT's review is to assess the potential impacts of the project on the District's transportation network. After an extensive multi-administration review, DDOT finds:

- No net change in impact is expected on the District's transportation network as a result of the zoning action.
- The proposed curb cut on Condon Terrace to serve the trash room does not conform to DDOT's approach toward curb cuts.

DDOT has no objection to the special exception request. However, the Applicant will need to work through DDOT's public space permitting process to develop a satisfactory solution to handle the site's trash pick-up needs.

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 and take advantage of the District's multimodal transportation network.

Because of the nature of the zoning relief being requested and the nature of the development program, a limited transportation analysis was performed. The Applicant and DDOT agreed-upon a scope of analysis that focused on site access. An evaluation of the analysis follows.

District Department of Transportation | 55 M Street, SE, Suite 400, Washington, DC 20003 | 202.673.6813 | ddot.dc.gov

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18589

EXHIBIT NO. 29

Roadway Capacity and Operations

DDOT typically requires that the Applicant complete a roadway capacity and operations analysis to ascertain the proposed zoning action's impact on the transportation network. The development program includes a one-to-one replacement of 24 existing dwelling units and 24 parking spaces with social service/program space located on the ground floor, and no net change in impact on the District's transportation network is expected. Accordingly, DDOT did not require an analysis of roadway capacity and operations.

Trash Pick-Up & Public Space Concerns

The Applicant is proposing a curb cut and driveway on Condon Terrace to serve a trash room which would require a trash truck to pull into the site, load the trash, and then back across a sidewalk adjacent to a bus stop to exit the site. This type of access is inconsistent with DDOT requirements for head in and head out loading operations because it introduces an unnecessary pedestrian safety concerns that are exacerbated by the location of the bus stop near the proposed curb-cut. DDOT generally opposes such access in the public space permitting process.

The Applicant argues that several constraining factors are determining the location and operations of the trash room. First, the elevation drops by nearly 25 feet along the Atlantic Street frontage toward Condon Terrace. Additionally, building security issues necessitate separate access between the social service/program space on the ground floor from the residential floors above. As a result, the Applicant believes the trash room must be located on the ground floor with trash chutes from the residential floors above in order to meet the trash needs of the building while satisfying the building's security needs.

DDOT has proposed an alternative arrangement to meet the building's trash needs while complying with DDOT's approach to curb cuts. DDOT suggested a narrower cut in lieu of a full-sized curb cut. The narrower curb cut would be designed so that it is wide enough to roll the trash dumpster to the street for pick-up but narrow enough to prevent vehicles from utilizing the curb cut. The Applicant has opposed this solution citing fears that Condon Terrace is too steep for safe trash pick-up, and is planning to pursue the full-sized curb cut. DDOT suggests that the Applicant consider alternative design options for trash pick-up if the trash cannot safely be rolled to the street for pick-up.

It is important to note that public space elements, including the curb cut, will be addressed during DDOT's public space permitting process.

SZ|jr