

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

FROM: Sam Zimbabwe *82*
Associate Director, PPSA
District Department of Transportation

DATE: July 23, 2013

SUBJECT: BZA Case No. 18596 – 2200-2202 14th Street, N.W.
(Square 202, Lots 33, 827 & 828)

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BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18596

EXHIBIT NO. 27

APPLICATION

Pursuant to Title 11 DCMR §§3103.2, the Applicant seeks a variance from the lot occupancy requirements listed under §772, a variance from the rear yard requirements under §§774, a variance from the off-street parking requirements listed under §§2101.1, and a variance from the parking space size requirements listed under §§2115.2 and §§2115.4, to allow the construction of a mixed-use development in the Arts/ C-3-A District at premises 2200-2202 14th Street, N.W. (Square 202, Lots 33, 827 and 828)

ANALYSIS

The Applicant is proposing to construct a four-story, 18-unit residential addition on top of an existing two-story commercial building located on the northwest corner of the intersection of 14th Street and W Street, N.W. The existing retail building is served by a surface parking lot at the rear accessed by a 10 ft. wide public alley that runs along the western edge of the property; a portion of the parking lot is in public space. The site is only 40 ft. wide and provides room for four parking spaces at the rear instead of the required nine parking spaces. In addition, the Applicant proposes to dedicate one space for handicapped vehicles adjacent to a 5 ft. wide

pedestrian path and seeks a variance to design the three remaining spaces for compact vehicles. Due to the narrowness of the site, providing the nine standard parking spaces would have a substantial impact on the project and require construction of a below-grade garage or removing a large portion of the existing building at a substantial cost. A secure bicycle parking area is located on the ground floor, however it is unclear how many spaces are provided. The bicycle storage room should provide a minimum of six bicycle parking spaces, one bicycle parking space for every three dwelling unit. The Applicant will be required to install bicycle racks in public space to serve the retail employees and patrons as part of the public space permitting process.

DDOT recommends the Applicant implement a Transportation Demand Management (TDM) program to encourage the use of non-auto modes for all tenants. The Applicant should select a member of the property management team to serve as a Transportation Management Coordinator (TMC). The TMC should prepare a package of information for retail and residential tenants on programs and incentives to encourage tenants to use alternative transportation modes. The packages should include information on the Capital Bikeshare Program, ZipCar, Commuter Connections Rideshare Program, Commuter Connections Guaranteed Ride Home, and Commuter Connection Pool Programs. The Applicant should provide each resident at the discretion of the tenant, either a complimentary annual membership to the Capital Bikeshare Program or a membership to a car-sharing program.

ACTION

DDOT has reviewed the Applicant's request and determined, based on the information provided, the proposal will have no adverse impacts on the travel conditions of the District's transportation network. 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, resulting in a higher level of parking utilization in the immediate area. Despite this minor potential impact, DDOT has no objection to the approval of the variance provided the Applicant implements the TDM measures listed above including providing annual membership to Capital Bikeshare Program or a car-sharing program.

This review pertains only to zoning issues and does not consider potential impacts to District owned public space. The project has elements in public space and the Applicant may be required to pursue a public space permit through DDOT's permitting process. Guidance on the treatment of public space can be found in DDOT's Public Realm Manual.