

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

RECEIVED
D.C. OFFICE OF ZONING
2013 SEP 25 AM 8:51

MEMORANDUM

TO: District of Columbia, Board of Zoning Adjustment

FROM: Samuel Zimbabwe
Associate Director, PPSA
District Department of Transportation

DATE: September 24, 2013

SUBJECT: DDOT Report for BZA Case 18621, LiUNA

APPLICATION

The Laborer's International Union of North America (LiUNA), the Applicant, pursuant to 11 DCMR § 3104.1 and 3103.2, is seeking a variance and special exceptions to construct an addition to an existing office building in the SP-2 and C-4 Districts at premises 901 16th Street, N W (Square 199, Lots 61 and 824) The Applicant is seeking to construct a nine story addition to an existing office building and convert existing penthouse space to conference/event space The Applicant is seeking relief from height, FAR, and rear yard requirements In addition, the Applicant is seeking to modify a zone boundary line that runs through the property and is also seeking relief from roof structure requirements

RECOMMENDATIONS IN BRIEF

The purpose of DDOT's review is to assess the potential impacts of an action on the District's transportation network. The Applicant is requesting zoning relief to construct a 53,000 square foot addition to an existing 80,000 square foot office building. The addition will replace an existing surface lot on the Applicant's property. The Applicant proposes to remove the driveway entrance to the lot and expand the existing below-grade garage underneath it The proposed garage expansion will total 67 below-grade spaces under both the existing and expanded building, compared to the 52 parking spaces that currently serve the building (34 in the below-grade garage and 18 in the surface lot)

After a multi-administration review of the case material, DDOT finds:

- The project will generate minimal new vehicle trips.
- Travel delay will show only a negligible increase at the intersection of 16th and Eye Streets
- Change in vehicle queue lengths will be negligible
- The proposed loading bay off of the north-south alley offers a superior location for deliveries over loading on-street
- DDOT believes the proposed number of bike parking spaces to be inadequate in light of new and pending bike infrastructure, as well as the number of the expected employees that the new office building and addition will serve Accordingly, DDOT believes that 50 bike parking spaces

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. 18621

EXHIBIT NO. 28

Board of Zoning Adjustment
District of Columbia
CASE NO.18621
EXHIBIT NO.28

to be adequate for an office building at this location. These spaces, in conjunction with the proposed renovated gym/shower facilities, will help alleviate the transportation demand created by the additional office space.

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.

Methodology

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. The Applicant and DDOT agreed on a scope of work for the CTR. An evaluation of the basic elements and assumptions of the Applicant's CTR follows.

Site Access

The following figure shows proposed site access to the existing LIUNA office and planned addition for pedestrians, bicyclists, and vehicles, as well as loading and delivery trucks.