

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: Samuel Zimbabwe *SZ*
Associate Director, PPSA
District Department of Transportation

DATE: October 15, 2013

SUBJECT: DDOT Report for BZA Case #18636, 33 N Street, NE

RECEIVED
OCT 15 2013
PM 4:31

APPLICATION

JBG/33 N Street, LLC (the "Applicant"), pursuant to 11 DCMR §3104.1 and 3103.2, is seeking a variance from the loading requirements under section 2201.1 for a 55' loading berth, and a special exception from the roof structure requirements under sections 411 and 770.6 to permit the development of a residential building with ground floor retail in the C-3-C District at 33 N Street, NE (Square 671, Lot 254). The proposed mixed-use development will be comprised of 342 residential units, primarily studios and one-bedroom units, 5,000 square feet of ground floor retail, 210 vehicular parking space, and 115 bicycle parking spaces

RECOMMENDATIONS IN BRIEF

The purpose of DDOT's review is to assess the potential safety and capacity impacts of the proposed action on the District's transportation network. The action relevant to the transportation network is the loading variance. DDOT evaluated the potential impacts of the action and based on a multi-administration review, DDOT finds:

- The proposed loading facilities will adequately serve the needs of residents.
- On-street loading of 55' trucks through the use of Emergency No Parking signs is acceptable.
- Access to loading facilities requires no backing maneuvers in public space.
- Consolidating loading and parking access into a single shared curb cut at the western-most portion of the property reduces vehicular and pedestrian conflicts and enhances the streetscape.

DDOT has no objection to the requested variance for loading. In addition to evaluating the potential impact from the zoning action, the Applicant has been working with DDOT and OP to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape. All three parties are working closely together to realize a consistent,

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

1

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO.

18636

EXHIBIT NO.

27

Board of Zoning Adjustment
District of Columbia
CASE NO.18636
EXHIBIT NO.27

functional, and aesthetically pleasing design. The Applicant should continue to work with DDOT and OP through the public space permitting process.

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 proposed action. 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 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 coordinated on an agreed-upon scope for the CTR that focused on loading. An evaluation of the Applicant's Loading Plan follows.

Loading and Curbside Management

DDOT's goal is to ensure that the site's loading is done in a safe manner. DDOT's preference is for loading to be accommodated on private property, and DDOT's Design and Engineering Manual requires that loading maneuvers occur on private property so that no backing movements occur in public space. The proposed development provides loading and accommodates turning movements on private property; loading access is through front-in and front-out movements and no backing maneuvers occur in public space. While DDOT prefers vehicular and loading access through alleys, this site has no alley access. As such, the Applicant's access is appropriate. Consolidating loading and parking access into a single shared curb cut at the western-most portion of the property reduces vehicular and pedestrian conflicts and enhances the streetscape.

The Applicant has estimated approximately 3-4 deliveries per day to the site, primarily FedEx and UPS deliveries. Based on the size of residential units being limited to primarily studio and one-bedroom dwellings and the small number of projected deliveries, DDOT finds that provision of a 30' loading berth, 20' service delivery space, and 100 sq. ft. loading platform would serve the needs of the proposed development.

DDOT concurs with the Applicant's claim that N Street has insufficient right-of-way to support turning maneuvers for a 55' truck to access the site. As shown in the Applicant's turn template, 55' trucks entering and exiting the site sweep a very wide path that includes mounting the sidewalk. Access by a 55' truck at this site will impede safety and traffic operations. For the times when a 55' truck is necessary, DDOT finds that Emergency No Parking signs used for on-street loading are acceptable at this site.

Based on a multi-administration review, DDOT has no objection to the requested loading variance. DDOT finds the Applicant's plan for loading will not negatively impact the transportation 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 and gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant owns a large portion of the property fronting N Street between North Capitol Street and First Street. As such, the Applicant has been working closely with DDOT and OP to ensure that the design of the public realm meets current standards, substantially upgrades the appearance and functionality of the streetscape for public users needing to access the property or circulate around it, and is cohesive for the entirety of N Street from North Capitol Street and First Street.

SZ|ei