

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

RECEIVED
D.C. OFFICE OF ZONING
2014 MAR -5 AM 8:07

MEMORANDUM

TO: DC Board of Zoning Adjustment

FROM: Sam Zimbabwe
Associate Director

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18724

EXHIBIT NO. 26

DATE: March 4, 2014

SUBJECT: BZA Case No. 18724 – 819 D Street, N.E (Square 916, Lots 74, 811 & 818)

APPLICATION

Pursuant to Title 11 DCMR §§3103.2 819 D, LLC (the Applicant) seeks variances from the minimum lot dimensions, (§§401.1 and §§401.3), open court (§406) provisions to allow the renovation and conversion of a vacant church and two adjacent townhouses into 30 residential units in the R-4 District at premises 819 D Street, N.E. (Square 916, Lots 74, 811 & 818)

RECOMMENDATION IN BRIEF

DDOT has reviewed the Applicant's request and determined that based on the information provided, this proposed project will have no adverse impacts on the travel conditions of the District's transportation network. The proposed project may lead to a minor increase in vehicular, transit, pedestrian, and bicycle trips. In addition, 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, inducing a higher level of parking utilization in the immediate area. Should the parking utilization need to be addressed, DDOT may employ policy tools to mitigate the impact. Despite this minor potential impact, DDOT has no objection to the approval of the requested variances.

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 and ultimately discourage single occupancy vehicle trips. As part of a transportation analysis 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.

The *Applicant* retained a transportation consultant to determine the projected impacts the project would have on the transportation network with a focus on curb-side parking. DDOT agreed to the scoping of the analysis. The consultant submitted to DDOT a Preliminary Parking Assessment on February 3, 2014 and a slightly revised version on February 18, 2014. The site is projected to generate a total of 8 AM peak hour vehicular trips and 9 PM peak hour trips. DDOT agrees with the assessment that the projected new vehicular trips generated by the project will have a negligible impact on the transportation network.

The site is designated as a historic resource and no loading facilities are required. Trash and recycling collection is located at the rear of the site accessible by the public alley network. The church is credited with three existing vehicular accessory parking spaces at the rear and no additional parking is required as the gross floor area of the historic resource is less than 50%. However the Applicant has committed to provide a total of 6 parking spaces at the rear accessible by the public alley network.

ON-STREET PARKING

The transportation consultant conducted an on-street parking inventory within a two block radius of the site to determine the existing parking demand. The inventory was gathered during the evening of Thursday, January 9, 2014 from 5:00 to 11:00 pm. The occupancy rates varied from a low of 71% at 5:00 pm to a peak occupancy rate of 90% between at 11:00 pm. The Applicant will request the existing unrestricted parking spaces along the church frontage be converted to RPP restrictions to increase the on-street parking supply for area residents by 10 to 12 spaces.

TRANSPORTATION DEMAND MANAGEMENT

As part of all major development review cases, DDOT requires applicants to produce a comprehensive Transportation Demand Management (TDM) plan. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of public transit, bicycle, and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods.

The Applicant has committed to provide the following as the part of the Transportation Demand Management (TDM) program;

- Information packages will be provided to new residents to include information on Capital Bikeshare, Car-sharing services and Commuter Connections programs;
- Information boards will be located in a common area with information on public transportation options including Metrorail Stations, Metrobus stops, car-sharing locations, Capital Bikeshare locations, WMATA and car sharing smartphone applications,
- The Applicant will provide each new resident at the time of initial sale either a complimentary one-year membership to Capital Bikeshare or registration fee for the Car2Go program;
- Limit the number of residents in the project who could get RPP stickers to a maximum of six; and
- Provide convenient and covered bicycle storage in the cellar of the church to accommodate a minimum of 12 bicycles with an additional four bicycle spaces provided in the townhouse units for a total of 16 bicycle parking spaces.

DDOT supports the proposed TDM program with the exception of the commitment to limit the number of residents who can receive RPP stickers as this cap may not be enforceable. DDOT recommends the Applicant provide information on the GoDCGo program in the information packages for new residents and on the information boards as part of the proposed TDM Program.

PUBLIC SPACE IMPACTS

DDOT's lack of objection to the zoning variances should not be viewed as an approval of public space elements. The Applicant is expected to upgrade the public space abutting the project site to the current DDOT standards. For the portions of the project with elements in the public space requiring approval, the Applicant is required to pursue a public space permit through DDOT's permitting process. The Applicant may refer to the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space. A summary can be found in DDOT's Public Realm Design Manual.

SZ lb