

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

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d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: DC Board of Zoning Adjustment

FROM: Sam Zimbabwe
Associate Director

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18731

EXHIBIT NO. 28

DATE: March 11, 2014

SUBJECT: BZA Case No. 18731 - 3232-3242, 3310-3318 13th Street, S.E. and 1301-1305 Savannah Street, S E. (Square 5914, Lot 1 & Square 5915, Lots 1 & 2)

APPLICATION

Pursuant to Title 11 DCMR §§3103.2 and §§3104.1 Horizon Hill Ventures (the Applicant) seeks special exception under §353 to allow new residential development with variances from the parking requirements (§§2101.1), loading requirements (§§2201.1), aisle width requirements (§§2117.5) and nonconforming structure requirements (§§2001.3) to construct additions to two existing apartment buildings and renovation of a third building in the R-5-A District at premises 3232-3242, 3310-3318 13th Street, S.E. and 1301-1305 Savannah Street, S E. (Square 5914, Lot 1 and Square 5915, Lots 1 and 2)

SUMMARY AND RECOMMENDATION

The Applicant seeks approval to renovate an existing apartment complex and increase the number of dwelling units and parking spaces. The project contains three buildings on separate record lots; Parcel-1 will increase from 30 to 60 dwelling units and include a fourth floor addition; Parcel-2 will maintain the eight existing apartment units; and Parcel-3 will increase from 26 to 42 dwelling units with construction of a fourth floor addition.

The District Department of Transportation (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. Despite this minor potential impact, DDOT has no objection to the approval of the requested special exception and variances.

TRANSPORTATION ANALYSIS

The Applicant retained a transportation consultant to determine the project impacts on the transportation network with a focus on the parking and loading relief. DDOT agreed to the scoping of the analysis. The consultant submitted to DDOT a Transportation Impact Study (TIS) on February 25, 2014. The site is projected to generate a total of 11 AM peak hour vehicular trips and 14 PM peak hour trips. The projected new vehicular trips generated by the project will have a negligible impact on the transportation network. The site is one-block south of the Congress Heights Metrorail Station, approximately a 3-minute walk (at an assumed walking pace of 4 feet per second) and is well served by Metrobus routes that traverse the area including the W2, W3, W4, M8, M9, 92 and 93 routes.

PARKING

The project is required to provide one vehicular parking space per dwelling unit in an R-5 District. The Applicant seeks approval to provide only 32 parking spaces to serve the 60 dwelling units in Parcel-1. No parking is required for the eight dwelling units in Parcel-2 and Parcel-3 will contain 44 parking spaces to serve the proposed 42 dwelling units.

The transportation consultant conducted a parking survey count of the existing residents to determine that projected future parking demand of residents. The site currently has a total of 43 accessory parking spaces used exclusively by maintenance staff that are unavailable to residents. The Applicant estimates one-third of the existing residents have a vehicle and use on-street parking. After completion the project will contain a total of 76 vehicular parking spaces. Based on existing demand Parcel-1 is projected to have a demand for 20 accessory parking spaces and the entire project will have a future parking demand of 37 parking spaces. The Applicant will allow residents of Parcel-1 to utilize the parking spaces serving Parcel 3 to reduce the parking impact.

The drive aisle at the rear of Parcel-3 varies from 16 – 24 ft. instead of the required 20 ft. width per Zoning Regulations. The parking area at the rear of Parcel-2 and Parcel-3 is designed for one-way circulation with vehicles entering the site using an existing curb-cut on Savannah Street and exiting the site via an existing driveway curb-cut on 13th Street. The TIS provided car parking movement diagrams and the vehicles were able to maneuver into and out of the parking spaces without impacting adjacent stalls. DDOT finds the 16 ft. wide drive aisle is sufficient for one-way circulation only.

The project is required to provide a total of 37 bicycle parking spaces at a ratio of one bicycle parking space per every three dwelling units. The Applicant will exceed the requirement by providing a total of 68 bicycle parking spaces in the project including 44 long term secure covered spaces and 24 short-term spaces.

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 28, 2014 from 7:00 to 10:00 pm. Occupancy rates varied from a low of 44% at 4:00 pm to a peak occupancy rate of 59% at 10:00 pm demonstrating adequate on-street parking supply. In addition site-generated on-street parking utilization is expected to decrease as tenants will utilize the accessory parking spaces after project completion.

LOADING

Loading facilities are required for residential buildings that exceed 50 dwelling units and only Parcel 1 exceeds the loading threshold with 60 units. The Applicant proposes a 30 ft. loading berth instead of the required 55 ft. long berth to serve the building using an existing driveway curb-cut on Savannah Street for access. The Applicant submitted truck turning movement diagrams to show a 30 ft. truck can adequately maneuver into and out of the loading area with no reverse movements on public roads. Rental trucks typically used for residential move-ins for studio, one-bedroom and two-bedroom units range from 10 to 26 ft. in length. DDOT agrees that a 30 ft. berth can adequately accommodate residential move-ins at the project site. If necessary, a curb-side permit can be obtained for residential move-ins using a 55 ft. truck.

PUBLIC SPACE

DDOT's lack of objection to the zoning variances and special exception 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.

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