

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning, and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe *[Signature]*
Associate Director

DATE: July 8, 2014

SUBJECT: BZA Case No. 18794 – 1740 New Jersey Avenue, NW

APPLICATION

Newton St Development 3 LLC (the “Applicant”), pursuant to 11 DCMR § 3103.2, seeks a variance from the lot area requirements under subsection 401.3, a variance from the nonconforming structure provisions under subsection 2001.3, and a variance from the off-street parking requirements under subsection 2101.1, to allow the renovation and conversion of an existing vacant building into an eight (8) unit apartment building in the R-4 District at premises 1740 New Jersey Avenue, N.W. (Square 508, Lot 9). The Applicant proposes to provide zero parking spaces in lieu of the 3 required by zoning.

RECOMMENDATION

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 an insignificant increases in vehicular, transit, pedestrian, and bicycle trips.

The subject property is located on a Residential Permit Parking (RPP) block, and future residents would be eligible to apply for RPP permits. Accordingly, 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 parking variance.

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The existing circular driveway is located entirely in public space and is therefore not suitable for vehicle parking since parking is not permitted in public space (DCMR §24-101.5 and 607.5). DDOT expects the Applicant to close the circular driveway as part of the restoration of public space adjacent to the property. Because of the site's proximity to the New Jersey Avenue / Rhode Island Avenue / S Street NW intersection, new curb cuts leading to parking on private space would not be able to meet DDOT's standard requiring at least 60 feet between curb cuts and intersections (DDOT Design and Engineering Manual §31.2.3.1). Accordingly, new curb cuts are highly unlikely to be permitted.

DDOT's lack of objection to the zoning variance should not be viewed as an approval of public space elements. If any portion of the project has 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:jr