

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: DC Board of Zoning Adjustment

FROM: Sam Zimbabwe 
Associate Director

DATE: September 2, 2014

SUBJECT: BZA Case No. 18809 - 1931 11th Street, N.W. (Square 333, Lot 36)

APPLICATION

Pursuant to Title 11 DCMR §§3103.2 the Industrial Bank of Washington (the Applicant) seeks a variance from the use provisions (§§330.5) to allow an accessory parking lot in the Arts/R-4 District at premises 1931 11th Street, N.W. (Square 333, Lot 36)

SUMMARY

The Applicant seeks a variance from §§330.5 to allow a commercial parking lot in the Uptown Arts/R-4 District. The parking lot is used by commercial and retail patrons during daytime hours and is closed on nights and weekends. According to the information provided by the Applicant the previously vacant lot has been used for vehicle parking for the past 20 years. The Applicant has not requested a time limit for approval.

The area is improved with a large surface parking area located on two separate lots. Lot 36 is improved with four (4) parallel parking spaces adjacent to a commercial building. The plat submitted with the application is incorrect and identifies the existing conditions on Lot 807 immediately to the north of the subject site including nine (9) angled parking spaces. The Applicant is the property owner of both Lots. (Attachment)

DDOT conducted a site visit on September 2, 2014. The area is improved with a surface parking lot with 9 (nine) angled parking spaces on the northern edge and four (4) parallel parking spaces on the southern boundary of the site. The parking lots are accessed by an existing driveway curb-cut on 11th Street that connects to a 12 ft. wide public alley at the rear of the property to the east. There is no signage or striping to delineate the two parcels.

The parking areas were maintained and free of trash and debris. The parking spaces were striped, included wheel stops, lighting, signage listing the hours of operation and contact information. However the parking lot lacked directional signage and pavement markings to direct patrons on how to enter and exit the property. There is a fence at the location of the proposed exit gate along the alley that restricts vehicle from exiting.

A 20 ft. drive aisle is required for two-way circulation and the minimum one-way drive aisle width is 12 ft. Due to the narrow width of the site a



View of fence along the public alley

one-way circulation pattern must be provided to ensure adequate vehicle circulation on site with vehicles entering on 11th Street and exiting onto the public alley.

Parking lots are required to provide landscaping that will cover a minimum of 5% if the area dedicated to parking. The plat identifies 'green areas' that are potential locations to install landscaping or impervious materials. The asphalt paving surface was in fair condition however portions were damaged or cracked. DDOT will defer to the District Office of Planning (OP) to any specific conditions or improvements for the lot including landscaping improvements and the use of pervious surface materials to replace damaged paving.

RECOMMENDATION

DDOT has reviewed the Applicant's request and determined, based on the information provided, the continued use of the parking lot will have negligible impacts on the travel conditions of the District's transportation network. The area has a high demand for on-street parking spaces and the continued use of the parking lot will minimize on-street parking demand in the immediate vicinity.

DDOT has no objection to the approval of the requested variance provided the Applicant complies with the following conditions;

1. Submit an accurate site plan of the parking layout on Lots 36 and 807;
2. Replace the existing fence along the alley with an operable gate to allow a one-way circulation pattern with vehicles entering from 11th Street and exiting onto the public alley;
3. Install directional signage and pavement markings, and;
4. Install landscaping that will cover a minimum of 5% of the total area devoted to parking.

This review pertains only to zoning issues and does not consider potential impacts to District owned public space. DDOT's lack of objection to the zoning variance should not be viewed as approval of public space elements. If any portion of the project has elements in the public space, 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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