

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
Associate Director 

DATE: December 9, 2014

SUBJECT: BZA Case No. 18881 – 2631 Connecticut Avenue NW

APPLICATION

Nando's of Woodley Park, LLC (the "Applicant") requests a variance from various requirements regarding fast food presence in the overlay district and screening elements around the proposed restaurant to allow the conversion of an existing retail space into a Nando's restaurant in the WP/C-2-B District at premises 2631 Connecticut Avenue NW (Square 2204, Lot 161) (the "Site").

RECOMMENDATION

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. Additionally, loading activity in the rear alley may also increase due to the restaurant activity. Loading is discussed in the analysis section below. Despite these minor potential impacts, DDOT has no objection to the approval of the requested variance.

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 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.

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.

This project's loading operations are discussed below.

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle mode areas and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through the alley network, to which this building is adjacent.

Access to this building for loading and unloading, delivery, and trash pickup is an important consideration, and DDOT expects the Applicant to comply with DDOT's standards for loading. The Applicant has stated that deliveries and trash collection are proposed to occur off the alley at the rear of the building, which DDOT supports due to anticipated higher the restaurant usage.

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