

**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
**DEPARTMENT OF TRANSPORTATION**



**d. Policy, Planning, and Sustainability Administration**

**MEMORANDUM**

**TO:** Lloyd Jordan, Chairperson  
District of Columbia Board of Zoning Adjustment

**FROM:** Samuel Zimbabwe   
Associate Director

**DATE:** January 29, 2015

**SUBJECT:** **Supplemental Report - BZA Case No. 18891** – Florida Ave. and H Street NE

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**OVERVIEW**

This memorandum responds to the Applicant's Comprehensive Transportation Review (CTR) report dated January 29, 2015 and provides updates subsequent to the prior hearing on January 6, 2015. This memo comments on changes and updates to loading accommodations, the transportation demand management elements proposed, considers the parking variance in light of the new transportation review, and highlights areas for continued coordination.

**DDOT FINDINGS IN BRIEF**

After a high level of coordination between the Applicant and DDOT that has occurred following the prior hearing, DDOT finds:

- Sufficient on-street parking availability to accommodate vehicles from this site;
- At least 21 long-term bicycle parking spots (11 more than required) and 20 short-term bicycle parking spaces will be provided;
- A robust Transportation Demand Management (TDM) plan to further promote the use of non-auto travel options is proposed; and
- Although not part of this zoning action, the Applicant has engaged DDOT in dialogue towards addressing loading needs. At this juncture, there is commitment towards continuing to work towards a solution during the public space permitting process.

**RECOMMENDATIONS**

Based on this recent dialogue and the updated report, and with the future dialogue committed to by the Applicant, adverse impacts on the travel conditions of the District's transportation network are not anticipated. As such, DDOT has no objection to the approval of the requested variance.

Board of Zoning Adjustment  
District of Columbia

## CONTINUED COORDINATION

Given the proposed development and action, the Applicant is expected to continue to work with DDOT on the following matters:

- A loading concept with preliminary design, which meets DDOT standards, and a corollary loading management plan;
- A curbside management plan, including the assignment of the loading zone and metered spaces, depending on the proposed loading solution;
- Public space, including potential café layout, curb and gutter, street trees and landscaping, street lights, sidewalks, bike parking, and other features within the public rights of way, are expected to be designed and built or maintained to DDOT standards;
- All utility vaults are expected to be accommodated on private property;
- Greater specificity as to the design of the long-term bicycle parking; and
- Streetcar is soon to open in this corridor, which could impact building operations and other development elements. Construction and Maintenance of Traffic (MOT) should be closely coordinated with DDOT.

## ANALYSIS

### Vehicle Parking

The proposed building requires 21 parking spaces. Due to the triangular Site, the development as designed requested a waiver from the requirement for onsite vehicular parking. The Applicant has agreed to terms intended to restrict access to the District's Residential Parking Permit (RPP) program. Therefore, the only available parking spaces will be unrestricted on-street spaces, metered spots, or nearby within parking garages/lots.

While there could be available spaces in nearby garages, specifically at 1350 Maryland Avenue, they will likely be unneeded as an adequate supply of on-street spaces is present. The Applicant completed an extensive parking utilization study as part of their CTR, which shows over 60 available on-street spaces in close proximity to the Site within the parking study area. These spaces should accommodate the expected peak 20 generated trips (PM weekday).

Generally, DDOT has no objection to reduced parking provision if documentation as to where parking could occur is made and if the close proximity to transit, provided bicycle parking/storage, and the overall available transportation network suggests an appropriate split between vehicular, transit, pedestrian, and bicycle trips. Given the RPP restrictions and the available on-street parking, along with the proposed TDM measures, DDOT supports the lack of parking provision at this location.

### Loading

As previously reported, the Site is bound by the street network, none of which are appropriate for loading for reasons as follows. Both 14<sup>th</sup> Street and Florida Avenue currently have lanes of vehicular travel immediately adjacent to the property. And while H Street has a parking lane, streetcar service at this location does not allow for loading activities to occur. Therefore, it will be necessary for loading activity for this Site to take place nearby on a street.

Based on the anticipated restaurant or retail use as well as the residential component of this project, loading is important for this building's function. As such, DDOT desires to see a loading concept that

could be permitted, ensuring the project could move forward through the public space permitting process.

During recent dialogue, the Applicant and DDOT have worked towards a solution to create loading lane/zone to be constructed by the Applicant along Florida Avenue adjacent to their property. While the design details for this accommodation are still being determined, DDOT would be supportive of loading accommodation in this area.

DDOT is committed to working with the Applicant during the public space permitting process to arrive at an amenable final design. At that time, DDOT will need an updated design that accommodates an appropriate loading area that meets current standards. Additionally, loading management and curbside management plans will be needed to facilitate this approval.

### Transportation Demand Management (TDM)

The Applicant proposes an updated TDM plan with the following elements amongst their TDM measures:

- *“Resident Permit Parking (RPP) Restrictions*  
Unit owners and tenants of the development will be prohibited from obtaining RPP or Visitor Parking Pass (VPP) permits from the District Department of Motor Vehicles (DMV). This will be included in a provision in the condominium declaration and bylaws and will include consent and authorization to the Condominium Board to police and enforce this prohibition for the life of the project. This will also be recorded as a covenant against the Property among the Land Records of the District of Columbia prohibiting any lessee or owner of the Property from obtaining an RPP or VPP at the building for the life of the project.
- *Transportation Incentives*  
To help encourage non-auto transportation uses, the Applicant will provide the occupants of each residential unit with a \$200 SmartTrip card, a Capital Bikeshare membership, or a car sharing membership for a period of five (5) years from opening to further alleviate the reliance on personal vehicles. These incentives will be included in a move-in transportation package that includes brochures for transit facilities as well as bicycle and car sharing services for the first lessee of each residential unit.
- *Bicycle Amenities*  
The Applicant will encourage all alternative transportation modes including bicycling to residents and retail employees. Bicycling will be promoted with the provision of on-site bicycle parking spaces as described [within the CTR] which provides more than the required number of bicycle parking spaces in a secure space in the cellar of the building as well as short-term spaces along the Florida Avenue frontage of the building. A bicycle repair facility will also be included in the secure bicycle room.
- *Marketing Program*  
A TDM marketing program will be established that provides detailed transportation information and promotes walking, cycling, and transit. An effective marketing strategy should consist of a multi-modal access guide that provides comprehensive transportation information. This information can be compiled in a brochure for distribution. The marketing program should also utilize and provide website links to CommuterConnections.com and goDCgo.com, which provide transportation information and options for getting around the District.

- On-Site Transportation Information

A TransitScreen will be installed in the residential lobby to keep residents and visitors informed on all available transportation choices and provide real-time transportation updates. In addition, printed materials related to local transportation alternatives will be made available to residents and retail employees upon request and at move-in for new tenants. Instructions will also be made available to residents and retail employees describing the numerous available sources of real-time transportation updates and how to access transportation updates via multiple mediums.

- Ride-matching/Ridesharing Program

Residents who wish to carpool will be provided detailed carpooling information as part of the marketing effort, and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments.”

These TDM measures, if implemented as planned, will encourage the use of alternative modes of transportation, and several could be considered best practices. However, DDOT observes the Applicant is proposing a Residential Permit Parking (RPP) restriction, which is not a strictly enforceable condition by the District and therefore the restriction may not realize its intended outcome. DDOT is supportive of the Applicant’s proposed measures, and believes these elements will be effective.

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