

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: January 6, 2015

SUBJECT: BZA Case No. 18898 - Ingleside Presbyterian Retirement Community – 3050 Military Road, N.W.

APPLICATION

Ingleside Presbyterian Retirement Community (the “Applicant”), pursuant to 11 DCMR §§ 3103.2 and 3104.1, for a variance from the minimum width requirements under § 401.3, and special exceptions from the community residence facility requirements under § 218, and the health care facility requirements under § 219, to allow an addition and increase in residents at an existing retirement community in the R-1-A District at premises 3050 Military Road, N.W. and 5314 29th Street, N.W. (Square 2287, Lots 802, 804, 809, 813, and Square 2290, Lot 30). The Applicant proposes to construct two additional senior living buildings with 104 residential units and add 150 parking spaces to the site.

SUMMARY OF DDOT REVIEW

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.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed zoning action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive, review of the case materials submitted by the Applicant, DDOT finds:

- The proposed expansion will not negatively impact the surrounding transportation network;
- Long-term bicycle parking is missing from the proposal; and
- All loading movements will occur on private space.

DDOT notes that the Applicant should provide at least 2 secure long-term bicycle parking spaces in their garage facilities to support staff arriving by bicycle.

DDOT has no objections to the requested action with the condition that long-term secure bicycle parking is provided for staff use.

TRANSPORTATION 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 and ultimately discourage single occupancy vehicle trips.

Accordingly, an Applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network and any proposed mitigations, along with the effects of the mitigations on other travel modes.

Site Access

No changes to site access are proposed.

Pedestrian and Bicycle Facilities

Automobile ownership is expected to be high, while transit, walking, and bicycling are not expected to be the predominant modes of transportation for this development. Based on the Applicant's field observations and inventory of pedestrian facilities (i.e., sidewalks, crosswalks, curb ramps), most sidewalks do not meet DDOT standards.

The Applicant has not proposed any secure long-term bicycle parking spaces on-site. The Applicant is expected to provide at least 2 bicycle parking spaces on the first floor of the building garage. Bicycle parking spaces should be easily accessible with minimal vehicle conflict near ramps and elevators.

Transit Services

DDOT and the Washington Metropolitan Area Transit Authority have partnered to provide extensive public transit service in the District. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes with minimal infrastructure investment.

The site is currently served by 4 bus routes (E1, E3, E4, and M4) and the nearest stops are located along Military Road along the site. There is no Metro Station within one mile from the site.

DDOT finds that the proposed development is not currently well served by transit, thus increasing demand for vehicle parking at the site. DDOT expects that as transit services increase in the area, vehicular dependency will decrease.

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price/supply of parking spaces. However in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the

development, composition of nearby land-uses, and the demographic composition of the potential residents/patrons.

The Applicant proposes to increase their parking supply from 217 to 367 parking spaces for use of residents, staff, and visitors. These parking ratios are high, but given the site location with minimal transit access, DDOT finds the proposed parking ratio acceptable.

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 modes 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 an alley network.

The project plans to keep their existing loading facilities and add one 55' loading berth as required per the DCMR Section 2201. All loading activities and maneuvers will take place on private property and the proposed loading is appropriate for the proposed site.

Streetscape and the Public Realm

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 special exception should not be viewed as an approval of public space elements. If any portion of the project has elements in 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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