

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: March 31, 2015

SUBJECT: BZA Case No. 18915 – 1330-1336 Pennsylvania Avenue SE

APPLICATION

Aminta, L.L.C. (the “Applicant”) requests parking variance pursuant to the off-street parking space requirements as well as lot occupancy requirements to allow the construction of a four-story 10 unit mixed-use building with 2,600 sf of ground floor retail in the C-2-A District at premises 1330-1336 Pennsylvania Avenue SE (Square 1044, Lots 802 and 29) (the “Site”).

RECOMMENDATIONS

The purpose of DDOT’s review is to assess the impact of the proposed action on the District’s transportation network and, as necessary, propose appropriate mitigations. After review of the case materials submitted by the Applicant, DDOT finds:

- An appropriate network of pedestrian, bicycle, and transit infrastructure exists in close proximity to the proposed development;
- No vehicular parking is proposed onsite;
- The parking utilization study shows nearby parking availability on-street to accommodate expected vehicles from this Site;
- At least three long-term and an additional four short-term bicycle parking spots will be provided;
- Loading for the building will be conducted on-street in an existing loading zone on Pennsylvania Avenue; and
- The Applicant proposes an appropriate Transportation Demand Management (TDM) plan intended to further promote the use of non-auto travel options.

The Site’s access to transit, proximity to Capital Bikeshare stations, presence of pedestrian and bicycle infrastructure in the subject area, along with the commitment to a TDM program will lead to low levels of auto ownership and use. Considering the provided bicycle storage, nearby available vehicular parking,

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and the overall relatively minor increase in vehicular trips, DDOT does not object to the Applicant's request for variance.

CONTINUED COORDINATION

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

- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks and lead walks, and other features within the public rights of way, are expected to be designed and built or maintained to DDOT standards;
- Greater specificity as to the design of the long-term bicycle parking;
- All utility vaults are expected to be accommodated on private property; and
- Additional loading details, and potentially a curbside management plan, as needed as part of the public space permitting process, should be provided. DDOT expects all loading facilities to meet DDOT standards, which includes no back-in movements across public space.

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.

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. A Comprehensive Transportation Review (CTR) should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for transportation documentation that is consistent with the scale of this action. An outline of this project's impacts follows below. The proposed Site layout is shown in *Figure 1*.

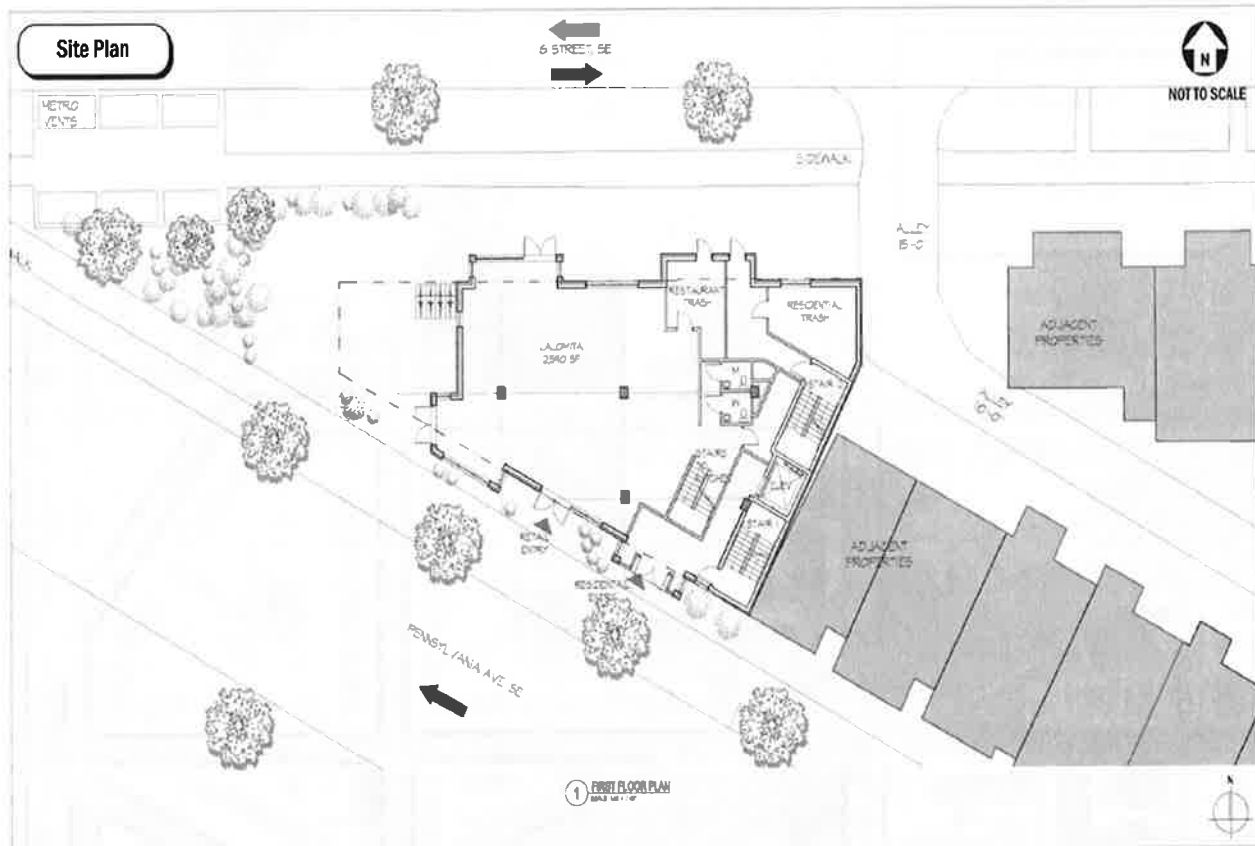


Figure 1. Proposed Site Layout (Source: Applicant)

Vehicle Parking

The proposed building is not providing vehicular parking spaces, however is required by zoning regulation to provide five; one for every two residential units.

The projected trip generation for the Site expects three auto-based trips originating in the AM and twelve in the PM peak hour, illustrating the relatively low amount of parking turnover anticipated on a day-to-day basis. Existing parking utilization information for an appropriate parking study area was provided, and this analysis shows unused nearby street parking, with at least 128 spaces available. Most of these have parking restrictions, but there were five unrestricted spaces available in the AM, and 12 in the PM. Additionally, four carsharing locations can be found nearby. The parking study area and existing block restrictions are shown in *Figure 2*.

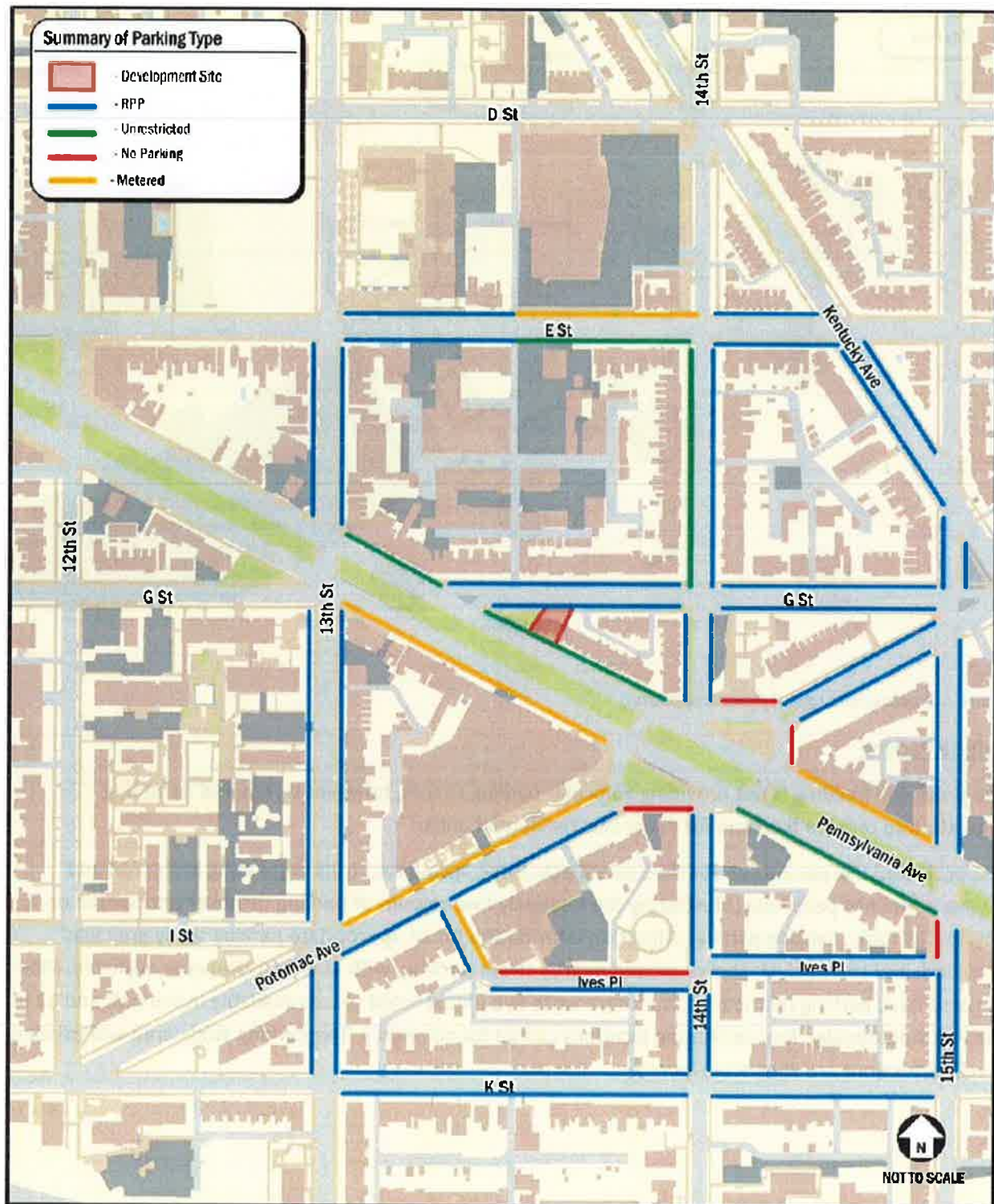


Figure 2. Parking Study Area and Parking Type (Source: Applicant)

Generally, DDOT has no objection to reduced parking provision if documentation as to where parking could occur is made and if the overall available transportation network supports an appropriate split between vehicular, transit, pedestrian, and bicycle trips. Thus, DDOT finds appropriate the lack of parking provision in this area due to the close proximity to transit, provided bicycle storage, nearby

available parking, and the overall relatively minor increase in vehicular trips. Further, the Applicant has proposed appropriate TDM measures, which will further alleviate parking needs.

Pedestrian, Bicycle, and Transit Facilities

Residents without autos will utilize the transit, walking, and bicycling infrastructure available to this development. As agreed to during the scoping process, the Applicant anticipates an approximately 65% non-auto estimated mode split for building residents and 80% for retail customers. The development is located fronting Metrobus routes and only one block from the Potomac Avenue Metro station. Per the Applicant, the Site is well served by Metrobus by way of routes 30N, 30S; 32, 34, 36; 39; B2; Circulator; M6; and V7, V8, V9.

As aforementioned, an adequate pedestrian and bicycle network is available surrounding the Site, and two Capital Bikeshare stations are located nearby. The Applicant is proposing provision of at least three long-term bicycle parking spaces within the building for residents, which provides the necessary one bicycle parking space per three residential units, and an additional four short-term bicycle parking spaces in front of the building. Full accommodation details (infrastructure provided and its design) for bicycles as well as pedestrians will be coordinated during the public space permitting process.

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 standards require 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 or an approved loading location.

Here, however, the alley adjacent to the Site does not allow through movement due to its narrow width and the building footprint would not allow onsite loading without back-in maneuvers. While not part of this zoning action, a workable loading concept was discussed to show this building can be later permitted as part of the public space permitting process. The Applicant proposes that loading continue to occur from Pennsylvania Avenue via the existing designated loading area in front of the site, which will accommodate most common service/delivery/moving trucks anticipated. Trash pickup will occur from G Street, and will be wheeled from the Site to G Street on pickup days.

This concept is appropriate for the building, considering the Site and alley constraints. A curbside management plan showing the signing at this loading area and around the building, as well as additional loading or trash operational details, may be required. DDOT expects the Applicant to comply with DDOT's standards for loading, the full details of which will be addressed further, as necessary, as part of the permitting process for this property.

Transportation Demand Management (TDM)

The Applicant proposes the following elements amongst their TDM measures:

- Resident Permit Parking (RPP) Restrictions in the form of a provision in the condominium declaration and bylaws that 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 Visitor Parking Pass (VPP) at the building for the life of the project;

- Offer transportation incentives to residents in the form of either a \$200 SmartTrip card or their choice of a Capital Bikeshare or carshare annual membership for a period of up to five years for initial residents within the first five years of building occupancy;
- Marketing program, which consists of a multi-modal access guide that provides comprehensive transportation information. This information will be compiled in a brochure for distribution. The marketing program will also utilize and provide website links to CommuterConnections.com and goDCgo.com, which provide transportation information and options for getting around the District. to promote walking, cycling, and transit;
- Install a Transit Screen in the residential lobby to keep residents and visitors informed regarding available transportation choices and provide real-time transportation updates; and
- Ride-matching/Ridesharing program, which will provide detailed carpooling information to residents who wish to do so.

These TDM measures, if implemented as planned, will encourage the use of alternative modes of transportation. 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.

Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the Site.

The Applicant must work closely with DDOT and the Office of Planning to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with the District of Columbia Municipal Regulations, DDOT's *Design and Engineering Manual* will serve as the main public realm references for the Applicant. As such, all public space shall be designed and constructed to DDOT standards.

DDOT's lack of objection or discussion of other public space elements as part of the zoning variance should not be viewed as an approval of public space elements. Final design of the public space will be determined during DDOT's public space permitting process.

SZ:rw