


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: Sam Zimbabwe 
Associate Director

DATE: March 10, 2015

SUBJECT: BZA Case No. 18946 - 1745 N Street, N.W. (Square 158, Lot 84)

APPLICATION

Pursuant to 11 DCMR §§3104.1 N Street Venture, LLC (the Applicant) seeks a special exception from the historic resource parking requirements under §§2120.6 to provide 13 parking spaces rather than the 15 parking spaces required for an addition to historic structures in the DC/SP-1 District at premises 1745 N Street, N.W. (Square 158, Lot 84) The Applicant proposed to construct a 39-unit addition at the rear of the existing historic building for a total of 70 dwelling units.

RECOMMENDATIONS IN BRIEF

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 an extensive, multi-administration review of the case materials submitted by the Applicant, DDOT finds:

- A robust network of pedestrian, bicycle, and transit infrastructure exists in close proximity to the proposed development;
- Residents are likely to heavily utilize non-automobile modes of travel, reducing the need for auto ownership;

- A robust on-street parking inventory was performed for the weekday peak periods. On-street parking in the vicinity appears sufficient to accommodate potential spillover parking; and
- The Applicant's proposed Transportation Demand Management (TDM) plan is a good basis for promoting non-auto travel.

The site's proximity to the Dupont Avenue Metro Station, extensive bus service, bicycle facilities, and quality pedestrian and bicycle infrastructure, along with the commitment to a strong TDM program and provision of adequate bicycle parking will lead to low levels of auto ownership and use. As such, DDOT has no objection to the requested special exception.

TRANSPORTATION ANALYSIS

DDOT requires applicants who request approval from the Zoning Commission complete a Comprehensive Transportation Review (CTR) in order to determine the project's impact on the overall 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 CTR should be performed according to DDOT direction.

The Applicant retained a transportation consultant to determine the projected impacts on the transportation network. DDOT agreed to a limited scoping analysis and the consultant submitted a Transportation Memorandum to DDOT on March 3, 2015. The proposed new building addition will not lead to a substantial increase of new vehicular trips during the peak periods and will have a negligible impact on the transportation network

TDM Program

The Applicant has committed to the following TDM measures;

- A member of the property management group will serve as the TDM Program Coordinator (TMC) responsible for coordinating and implementing the TDM provisions, preparing informational and promotional brochures to residents and visitors and coordinating trash and loading activities. The contact information will be provided to DDOT and Zoning Enforcement with annual contact updates;
- A TransitScreen will be installed in the residential lobby and the TMC will make printed transportation related materials available to residents upon request; and,
- Complimentary annual Capital Bikeshare memberships will be provided to the initial tenants upon move-in.

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, and the demographic composition and other characteristics of the potential residents.

The Applicant conducted a curbside parking utilization study in an area surrounding the site to determine the availability of parking. The inventory noted a total of 607 curbside parking spaces within walking distance of the site including 360 metered spaces, 192 RPP spaces, 93 unrestricted spaces and 47 other spaces used for loading, diplomatic, valet and other uses. The study determined the AM weekday peak parking period occurs between 9:00 – 10:00 AM with 92 % occupancy (280 vehicles in the 360 available spaces) and the PM parking peak occurs between 9:00 – 10:00 PM with a 86 % occupancy (518 vehicles in the 602 spaces). Residents will be eligible for the Residential Permit Parking (RPP) system however the available RPP are located primarily north of Massachusetts Avenue.

Car-Sharing Services

The District is served by three car sharing companies. Zipcar and Enterprise CarShare use reserved parking spaces to manage vehicle fleets and provide a total of 42 vehicles within a short walking distance of the project including 13 Enterprise spaces and 29 Zipcar spaces. Car-2-Go is an alternative self-service, car-sharing service in the District that allows on-demand access to vehicles with cars available to be picked up and returned to any authorized parking space in the service area.

Mass Transit

The site is well served by transit facilities and alternative commuting options. The site is located two and a half blocks (0.20 miles) from the Dupont Circle Metro Station and three and a half blocks (0.30 miles) from the of the Farragut North Metro Station on the Red Line. The area is served by numerous Metrobus routes that provide connections to Downtown, Anacostia, the Federal Triangle, Brookland, Barracks Row and Capitol Hill. The following

Metrobus routes have stops within one block of the project site; 37, 42-43, D1-D2, D3, D6, G2, H1, L1-L2, N2-N3-N4-N6) and S1-S2-S4-S9. In addition the site is served by the Dupont Circle – Georgetown - Rosslyn route of the DC Circulator

Pedestrian and Bicycle Facilities

The main building lobby is located on N Street and some units along the street will have individual lead walks. Adequate sidewalks have been installed on both sides of the streets in the area and all signalized intersections have marked crosswalks and pedestrian countdown signals.

The area is well served by bicycle facilities including dedicated bicycle lanes on M Street, L Street, Q Street, R Street, 15th Street and the Rock Creek Park Trail. Four Capital Bikeshare stations are located within three (3) blocks of the subject site at the following locations; southeast corner of 18th and M Street; northeast corner of 17th Street and Massachusetts Avenue; northwest corner of 17th Street and Rhode Island Avenue; and, the southeast corner of 18th Street and L Street. The project will contain a total of 23 bicycle spaces in a bicycle storage room on the first level of the project and provide four (4) short-term spaces in public space on N Street.

Loading

The site is not required to provide loading facilities and will use the alley and curbside loading spaces on N Street to serve the site. The transportation consultant expects three (3) to four (4) truck arrivals per day by FedEx, UPS and occasional residential move-ins and move-outs. The trash room is located at the rear of the building accessed by the public alley network. Trash and recycling bins will be rolled into the alley for collection by contractors. The TMC will coordinate trash and loading activities.

Public Space

The proposed building addition is located at the rear of the site with public space impacts limited to the installation of two bicycle racks and lead-walks and steps for some individual units on the ground floor. The existing streetscape on N Street is in good condition and the Applicant is expected to repair any infrastructure damaged during construction activity.

DDOT's lack of objection to the zoning variances should not be viewed as an approval of public space elements. For the portions of the project with elements in the public space requiring approval including the proposed lead walks and step projections, 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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