

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. 18972** – 3605-3615 Minnesota Avenue SE

APPLICATION

Greenway Apartments L.P. (the “Applicant”) requests a loading variance and special exception review to allow the construction of a three-story 60 unit senior citizen apartment building in the R-5-A District at premises 3605-3615 Minnesota Avenue SE (Square 5410, Lot 800) (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:

- The number and size of proposed loading facilities are sufficient to accommodate the typical loading demand generated in this project;
- Loading and trash pickup for the building will be conducted within dedicated loading space accessed near the parking lot, with one 30’ loading berth and one 100 sf loading platform;
- 12 vehicular parking spaces are proposed onsite;
- Four short-term bicycle parking spots will be provided next to the parking lot;
- The Applicant proposes a Transportation Demand Management (TDM) plan intended to further promote the use of non-auto travel options.

DDOT has reviewed the Applicant’s request and determined that, based on the information provided, the requested variance from loading requirements to provide one 30-foot loading dock in lieu of the required 55-foot loading dock will have no adverse impacts on the travel conditions of the District’s transportation network. Thus, DDOT does not object to the Applicant’s request for variance.

Board of Zoning Adjustment
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CONTINUED COORDINATION

Given the proposed development and action, and 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 to DDOT standards;
- All utility vaults are expected to be accommodated on private property; and
- Additional loading operational details, as needed for 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 plan is shown in *Figure 1*.

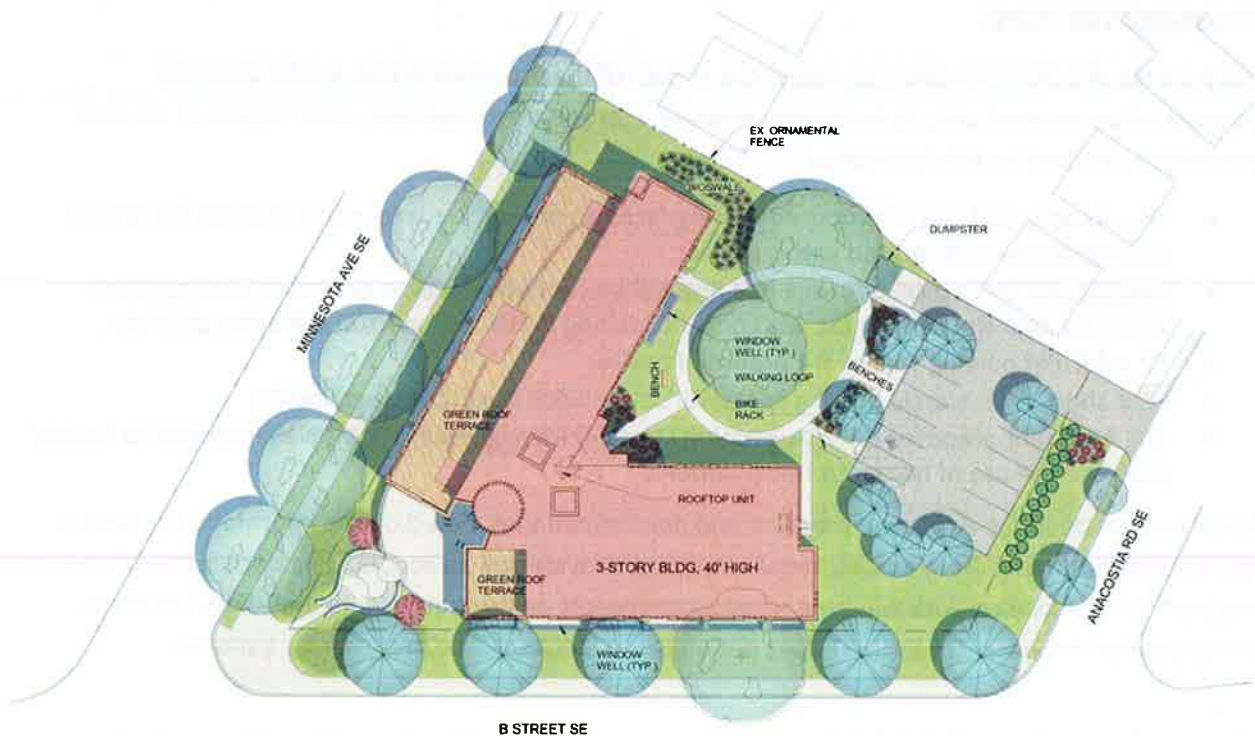


Figure 1. Proposed Site Plan (Source: Applicant)

Vehicle Parking

The proposed building is providing 12 vehicular parking spaces, two of which are handicapped spaces, the provision of which meets zoning regulation to provide one for every six residential units. These spaces will be provided in a surface parking lot accessed via a curb cut and driveway from Anacostia Road.

The projected trip generation for the Site expects six auto-based trips originating in the AM and seven in the PM peak hour, illustrating the relatively low amount driving anticipated on a day-to-day basis. The Applicant has also proposed 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 50% non-auto estimated mode split for building residents or retail customers. The development is served by Metrobus by way of routes 96-97, V9, X1-X3, X8-9, and B2. The Minnesota Avenue Metro station is located approximately 0.83 miles from the Site.

A pedestrian and bicycle network is available surrounding the Site, and one Capital Bikeshare station is located nearby. The Applicant is proposing provision of four short-term spaces for residents, staff, or visitors behind the building. Limited bicycle demand is expected as the development will house senior citizens.

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 Site does not have access to an alley.

Per District code, this apartment building requires a minimum of one 55' loading berth, one 200 sf loading platform, and one 20' delivery space. The project as proposed provides one 30' loading berth, one flush 100 sf loading platform, and no additional delivery space. As part of this zoning action, a workable loading concept was provided to support the action sought and to show this building can be later permitted as part of the public space permitting process. Access to the loading provided is via the same curb cut and driveway serving the parking lot. The Applicant provided truck turning diagrams showing that the proposed loading layout accommodates front-in/front-out movements, in keeping with DDOT's Design and Engineering Manual (31.2.3.2).

The Applicant has shared a loading plan, which will accommodate the most common service/delivery/moving trucks anticipated, and illustrating that the building's loading needs can be accommodated by the provided facilities. The plan as outlined by the Applicant will include:

- Delivery vehicle and trash removal operations on the Site premises;
- Parcel loading and other deliveries via the 30' loading berth; and
- Residential move-ins on an as-scheduled basis.

A 30-foot loading berth is sufficient to accommodate move-in/move-out truck activities associated with the proposed residential unit size mix. In the rare event that larger trucks must service the site, Emergency No Parking signs are available from DDOT to reserve a loading area along the curbside. Additionally, the requested loading relief is consistent with other loading-related relief requests throughout the District.

DDOT finds that the number and size of proposed loading facilities are sufficient to accommodate the typical loading demand generated by the number and unit composition of dwelling units included in this project. DDOT expects the Applicant to comply with DDOT's standards for loading, the 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:

- Offer a one-year Capital Bikeshare and car share membership for the initial term of lease for new residents;
- Post all TDM commitments on-line for a one-year period. The source will also include links to CommuterConnections.com, goDCgo.com, WMATA Metrobus routes, DC Bicycle maps, and other useful information in support of car-free urban living; and
- Identify the property manager as the project's TDM Leader to advertise and build awareness of programs to residents.

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

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