

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: June 11, 2015

SUBJECT: BZA Case No. 18994 – 254 15th Street, S.E. (Square 1073, Lot 22)
(Supplemental Report)

OVERVIEW

This memorandum responds to the Applicant's transportation report dated June 9, 2015.

SUMMARY OF DDOT REVIEW

After a review of the case materials submitted by the Applicant, DDOT finds:

- On-street parking utilization within the study area was at 75% of the existing on-street parking spaces occupied between 11:00 pm and 12:00 am, the peak-period for on-street parking utilization during the study period conducted on June 2, 2015;
- The Applicant proposes a robust Transportation Demand Program (TDM) program for the scale of the project and parking relief requested;
- Per Zoning Regulations, the Applicant is required to provide a minimum of two secure, long-term bicycle racks at a ratio of one space per every three dwelling units, which are not shown on the plans; and
- The proposed TDM measures and provision of required bicycle parking spaces will encourage the use of alternative travel modes.

RECOMMENDATIONS

The District Department of Transportation (DDOT) has reviewed the Applicant's request and determined, based on the information provided, the proposal will have no adverse impacts on the travel conditions of the District's transportation network. DDOT has no objection to the approval of the requested variance provided the Applicant installs a minimum of two long-term secure bicycle racks onsite.

TRANSPORTATION ANALYSIS

Transportation Report

The Applicant held a meeting with DDOT on May 21, 2015 in response to concerns raised by the community at the BZA hearing held on May 5, 2015 regarding the projected on-street parking impact of the project. DDOT provided guidance to the Applicant and agreed to the scope of a

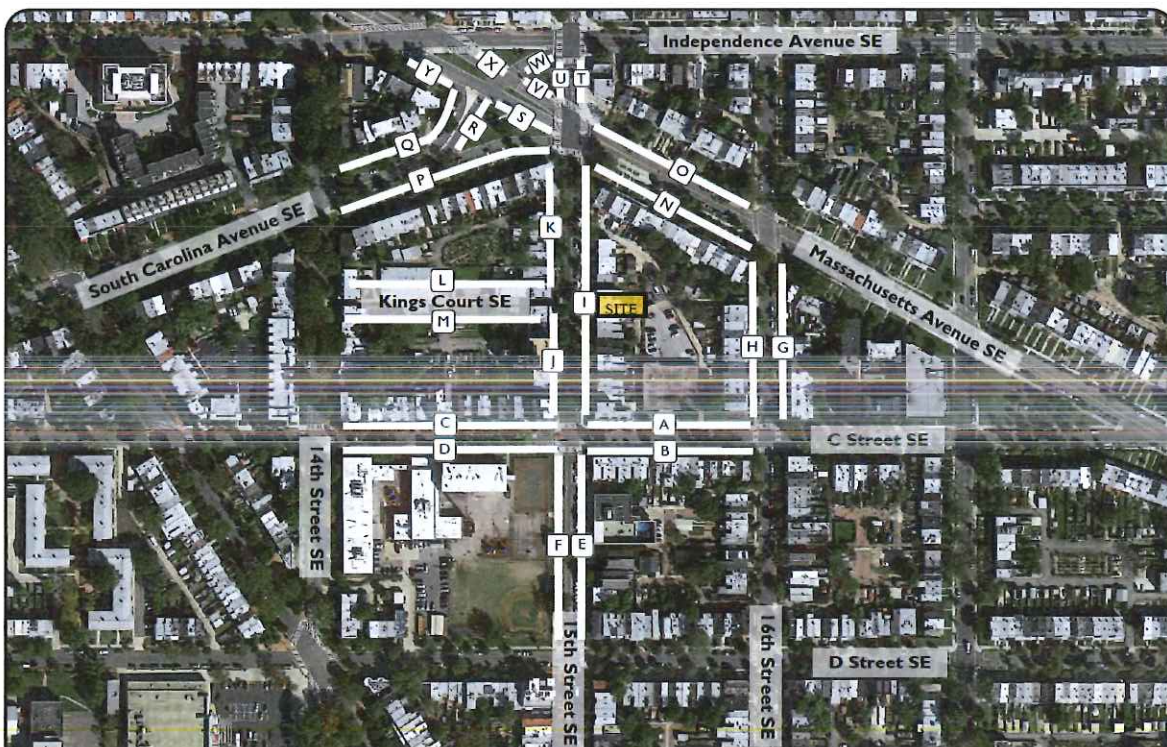


Figure 3
On-Street Parking Inventory - Road Segments

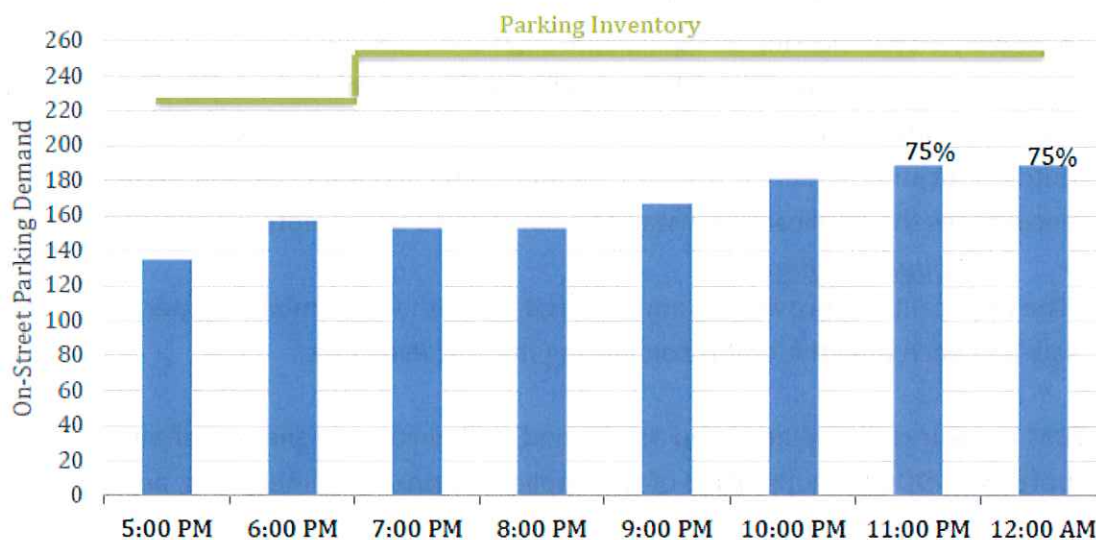


proposed parking inventory survey. The Applicant subsequently retained a transportation consultant to prepare a transportation report detailing existing on-street parking conditions, projected on-street parking impacts by the project and TDM recommendations. The transportation report was submitted to DDOT on June 9, 2015.

Vehicle Parking

The proposed five-unit apartment requires a minimum of two parking spaces at a ratio of one space per every two dwelling units. Due to site constraints including the narrow width of the lot (16.5 ft.) and lack of alley access, the Applicant is unable to provide the required parking.

Exhibit 1
Parking Occupancy per Hour



On-street parking utilization within the study area was at 75% of the existing on-street parking spaces occupied between 11:00 pm and 12:00 am, the peak-period for on-street parking utilization during the study period conducted on June 2, 2015. Given the available on-street parking, along with the proposed TDM measures, DDOT supports the lack of parking provision at this location.

Transportation Demand Management (TDM)

The Applicant proposes a TDM plan with the following elements;

- Transportation Information

New residents will be provided information on current transportation programs and services including the following;

- Capital Bikeshare
- Car-sharing services
- Ride-hailing services (Uber and Lyft)
- Commuter Connections Rideshare Program
- Commuter Connections Guaranteed Ride Home
- Commuter Connections Pool Program

- Bicycle Amenities

The Applicant proposes to install one bike rack at the rear of the site as a TDM measure. However, bicycle parking is required through Zoning Regulations at a ratio of one long-term, secure space per every three dwelling units or a minimum of two spaces to serve the five condo units. The bicycle racks should be located within the building or in an outdoor location screened from the elements and accessible to all tenants. DDOT encourages the Applicant to install additional racks to promote bicycle ownership.

- Capital Bikeshare

The Applicant will provide an annual Capital Bikeshare membership per unit at initial sale and each time the unit is sold during the first five years.

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.

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