

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: June 23, 2015

SUBJECT: **BZA Case No. 19025** – 1827 Adams Mill Road, NW

APPLICATION

Application of Perseus 1827 Adams Mill Investments, LLC (the “Applicant”), pursuant to 11 DCMR § 3104.1, for a special exception from the prepared food shop requirements under §§ 712 and 721.3(t), to allow a prepared food shop with greater than 18 seats in the C-2-A District at premises 1827 Adams Mill Road, N.W. (a/k/a 1794 Lanier Place, N.W.) (Square 2580, Lot 521).

RECOMMENDATION

The Applicant previously sought zoning relief from the BZA for the number of required parking spaces, location requirements of parking spaces, and roof structure. Transportation impacts were evaluated as a part of that zoning relief in BZA Case No. 18533. However, additional zoning relief as part of this application results in the need for DDOT’s review 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:

- A robust network of pedestrian, bicycle, and transit infrastructure exists in close proximity to the proposed development;
- On-street parking utilization was not required. However, the proposed use is expected to generate minimal new vehicle trips;
- Patrons are likely to heavily utilize non-automobile modes of travel;
- Site plans show six short-term bicycle racks in public space. However, seven short-term bicycle racks were permitted by the Public Space Committee (Tracking No. 101396), which are insufficient;
- The proposed shop does not have interior access to the loading area; and
- As designed, loading and trash will be accessed by walking outside and around the building to the public alley.

DDOT has no objection to the special exception request with the following conditions:

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- Extend the service corridor so the prepared food shop has interior access to loading and the trash room in the rear; and
- Install at least three short-term inverted-U bicycle parking racks in the public space, for a total of nine short-term bicycle parking racks, near the entrance of the prepared food shop along Adams Mill Road. The exact location of the short-term bicycle parking rack will be determined during the public space permitting process.

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.

Pedestrian and Bicycle Facilities

Automobile usage is expected to be minimal, while transit, walking, and bicycling are expected to be the predominant modes of transportation for this use. Bicycles and bikeshare, in particular, are highly utilized in the vicinity. The Applicant proposed and was approved for seven short-term bicycle parking racks in the public space as a part of the public space permitting process (Tracking No. 101396).

However, the most recent site plan submitted by the Applicant, as a part of this application, shows only six short-term bicycle parking racks in public space. Due to the expected increased demand of bicycle facilities due to the proposed use, DDOT requests three additional bicycle parking racks, for a total of nine short-term bicycle parking racks, near the entrance of the prepared food shop along Adams Mill Road.

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 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 the alley network.

When BZA Case No. 18533 was evaluated, the site plans showed access to the loading facilities and trash room through a service corridor for a single retail use. Therefore, at that time, DDOT found that the loading plan was consistent with DDOT standards. A loading facility and trash room is intended to be accessed on-site by all site uses. However, with the subdivision of the retail space, the prepared food shop, as proposed, does not have interior access to the loading and trash facilities. The Applicant states that loading and trash will be accessed by walking trash and deliveries outside within the building restriction line (BRL) and the public alley in order to reach the on-site loading dock and trash room in the rear. DDOT evaluates the use and design of the streetscape within the BRL as if it is public space. Therefore, deliveries and employees of the prepared food shop will need to walk outside and around the building, approximately 70 feet from the door to the public alley, then another 20 feet in the public alley before reaching private property and the entrance of the loading birth. DDOT requires interior loading and trash access for any new buildings. Many historic buildings with multiple users have been retrofitted so that loading and trash is accessed through a common service corridor. The Applicant will

need to extend the service corridor so that the prepared food shop can access the loading and trash room from the interior of the building.

Streetscape and Public Realm

As previously noted, DDOT expects a minimum of nine short-term inverted-U bicycle parking racks in the public space for this site. Six short-term bicycle parking racks are shown, and the additional three short-term bicycle parking racks should be located near the entrance of the prepared food shop along Adams Mill Road. The exact location of the short-term bicycle parking rack will be determined during the public space permitting process.

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