

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: July 14, 2015

SUBJECT: **BZA Case No. 19035** – Buchanan School, 1325 D St. SE

APPLICATION

Application of 1325 D Street, LLC, pursuant to 11 DCMR §§ 3103.2 and 3104.1, for variances from the lot occupancy requirements under § 403.2, the lot width requirements under § 2604.3, and the limitation on the number of principal buildings allowed on a single record lot requirements under § 3202.3, and a special exception from the lot width requirements under § 2604.3, to construct 34 dwelling units – 22 one-family townhouses and six flats – in the R-4 District at premises 1325 D Street S.E. (Square 1042, Lot 827).

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the Applicant's request and determined that based on the information provided, this proposed project will have no adverse impacts on the travel conditions of the District's transportation network. The proposed project may lead to a minor increase in vehicular, transit, pedestrian, and bicycle trips. In addition, the project has the potential to generate minor impacts to on-street parking conditions in the area. Vehicle parking demand may increase slightly as a result of the project, inducing a higher level of parking utilization in the immediate area. Despite this minor potential impact, DDOT has no objection to the approval of the requested variances and special exception.

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.

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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. Due to the zoning relief sought and the minimal number of peak vehicle trips generated, a CTR was not required for this project.

Vehicle 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, composition of nearby land-uses, and the demographic composition of the potential residents/patrons.

Zoning requires the provision of 32 parking spaces for the site; the Applicant proposes 32 parking spaces. Since the requested zoning relief is not a variance from the parking requirements, the proposed action does not meet DDOT's threshold for a parking occupancy study. While the proposed action may generate a minor increase of vehicle parking demand, the potential increased demand is considered insignificant. Additionally, DDOT finds that the available parking spaces will accommodate the expected peak hour site generated vehicular trips and parking demand.

Loading

Zoning does not require that the proposed project provide on-site loading facilities. Residents will be able to load from the street through the use of Emergency No Parking permits obtained from DDOT, which is consistent with DDOT's approach to accommodate the site's loading needs.

Streetscape and the 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 gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site. As part of this process, the Applicant must work closely with DDOT 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 circulating around it. The Applicant may refer to the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space.