

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



dd. Policy, Planning, and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe
Associate Director 

DATE: September 22, 2015

SUBJECT: Supplemental Report - BZA Case No. 19053 – Ridge Lofts – 446-452 Ridge St. NW

APPLICATION

Application of Ridge Lofts, LLC, pursuant to 11 DCMR § 3103.2, for a variance from the off-street parking requirements under § 2101.1, to allow the construction of four flats (i.e., eight dwelling units) on four vacant lots in the R-4 District at premises 446, 448, 450, and 452 Ridge Street N.W. (Square 513, Lots 825-828). The Applicant is required to provide four off-street parking spaces and proposes zero spaces.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (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.

The purpose of DDOT's review is to assess the potential safety and capacity impacts of the proposed action on the District's transportation network and, as necessary, propose mitigations that are commensurate with the action. DDOT finds:

- On-Street vehicle parking supply is available to meet the project's parking demand; and
- DDOT does not support any curb cuts for vehicle parking at this location because such curb cuts will result in unnecessary vehicular conflicts with pedestrians, bicycles, and other vehicles, removal of several on-street public parking spaces, removal of several street trees, and would not keep with the character of the block, as this block face does not have any curb cuts.

DDOT has no objection to the requested variance.

Board of Zoning Adjustment
District of Columbia
CASE NO. 19053

Continued Coordination

The Applicant is expected to continue to work with DDOT on the following matter:

- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards. All on-site and off-site streetscape improvements will be reviewed as part of the public space permitting process and may be subject to Public Space Committee approval.

TRANSPORTATION ANALYSIS

DDOT guidance suggests that a comprehensive vehicular traffic analysis be completed if various thresholds for added traffic are met, which could signify the potential for impacts to the surrounding street network. Based on this project's anticipated level of trip generation, a comprehensive vehicle traffic analysis is not required, as thresholds are not met and impacts to the surrounding vehicle network are expected to be minimal. However, the Applicant conducted a vehicle parking occupancy study, which met DDOT's parameters and is consistent with the scale of the action.

Off Street Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and 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 and patrons.

Zoning requires the provision of four parking spaces for the proposed eight dwelling units located on four lots. The Applicant requests full parking relief. While this variance request does not meet DDOT's threshold for a vehicle parking occupancy study, a study was conducted by the Applicant. Parking occupancy data was collected on Saturday, September 12, 2015 and Tuesday, September, 15, 2015 from 7:00 am to 9:00 pm on each day. Street sweeping was not scheduled for either day. This analysis shows unused nearby on-street parking that would meet the proposed project's parking demand (see Figures 1, 2, 3, 4, and 5), with 80 spaces available during peak weekday demand in the study area (9:00 pm to 10:00 pm) and 47 spaces available during peak Saturday demand in the study area (8:00 pm to 9:00 pm). Additionally, Figures 4 and 5 show that on the 400 block of Ridge Street, where the proposed development is planned, parking utilization is between 50% and 75% on the north-side of the street and greater than 75% on the south-side of the street during peak weekday demand and greater than 75% on both sides of the street during peak Saturday demand. DDOT finds that the available parking spaces will accommodate the expected peak hour site generated vehicular trips and parking demand.

	7AM	8AM	9AM	10AM	11AM	12PM	1PM
Occupancy	319	275	262	258	271	268	267
Total Spaces	414	414	414	414	414	414	414
Utilization	77%	66%	63%	62%	65%	65%	64%

	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM
Occupancy	266	258	258	263	270	324	327	334
Total Spaces	414	414	414	414	414	414	414	414
Utilization	64%	62%	62%	64%	65%	78%	79%	81%

Figure 1: On-Street Weekday Parking Occupancy and Utilization (Source: Grove/Slade)

	7AM	8AM	9AM	10AM	11AM	12PM	1PM
Occupancy	323	331	334	346	353	338	333
Total Spaces	414	414	414	414	414	414	414
Utilization	78%	80%	81%	84%	85%	82%	80%

	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM
Occupancy	330	321	308	324	325	345	367	366
Total Spaces	414	414	414	414	414	414	414	414
Utilization	80%	78%	74%	78%	79%	83%	89%	88%

Figure 2: On-Street Saturday Parking Occupancy and Utilization (Source: Grove/Slade)



Figure 3: Parking Restrictions (Source: Grove/Slade)

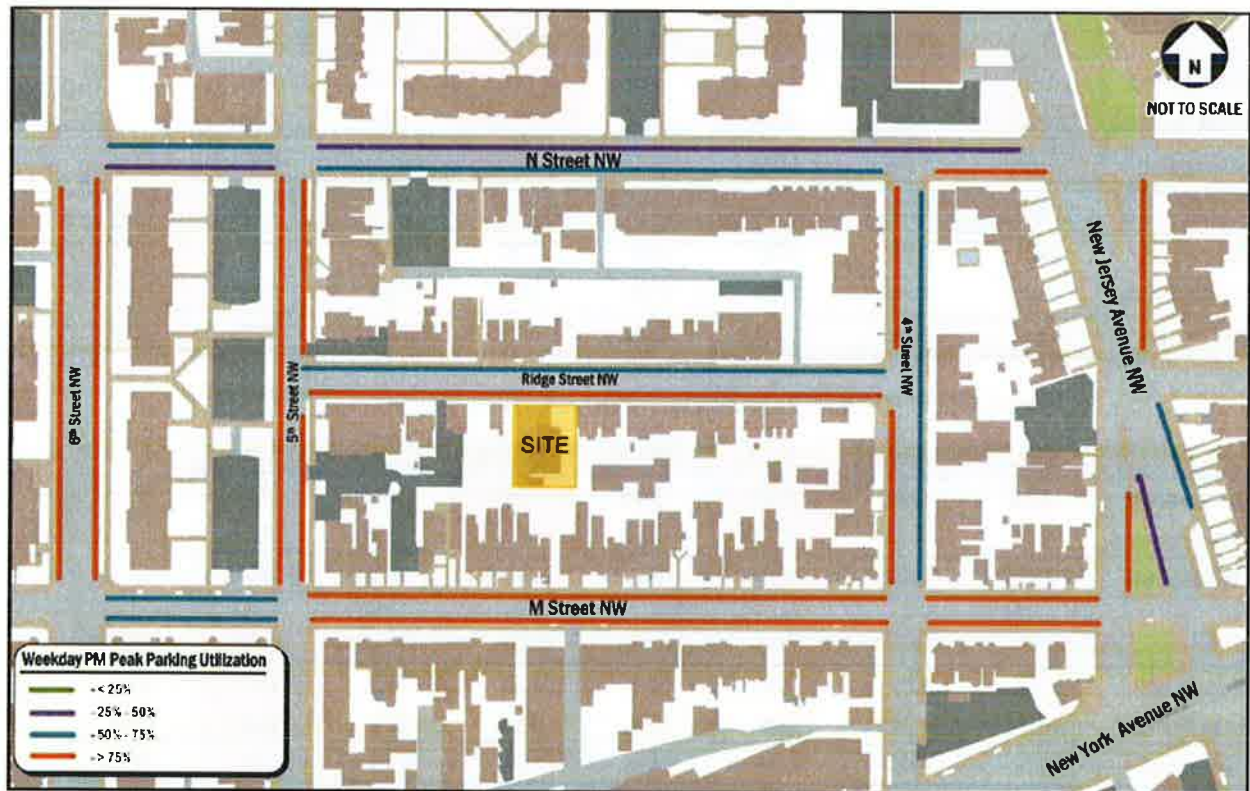


Figure 4: Weekday Peak (PM) Parking Occupancy (Source: Grove/Slade)

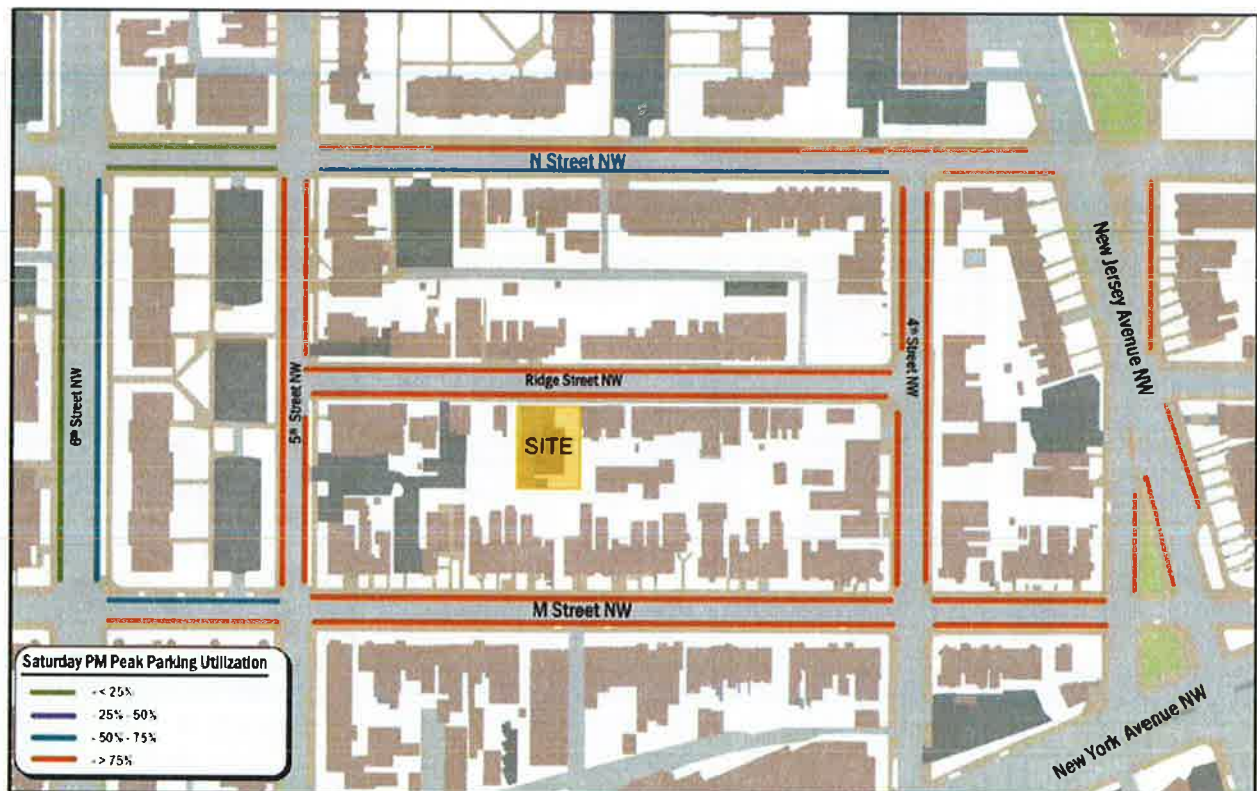


Figure 5: Saturday Peak (PM) Parking Occupancy (Source: Grove/Slade)

Introducing curb cuts will result in unnecessary vehicular conflicts with pedestrians, bicycles, and other vehicles, removal of several on-street public parking spaces, removal of several street trees, and would not keep with the character of the block, as this block face does not have any curb cuts. Therefore, DDOT does not support any curb cuts for vehicle parking at this location. DDOT policy is that vehicular access to private property shall be provided from an alley, when feasible; however, there is no alley access to any of the lots on this block. When alley access is not feasible, DDOT policy is to minimize the impact of the curb cuts and driveways on public space, pedestrian circulation, and safety.

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.

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