

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 *[Signature]*

DATE: September 8, 2015

SUBJECT: **BZA Case No. 19061** – 1140 Florida Avenue, NE

APPLICATION

1106 Montello LLC (the “Applicant”), pursuant to 11 DCMR §§ 3103.2 and 3104.1, requests variances from the floor area ratio requirements under § 771.2, the lot occupancy requirements under § 772.1, and the off-street parking requirements under § 2101.1, and a special exception from the green area ratio requirements under § 3405.1, to convert an existing two-story masonry building into a four-story, seven-unit apartment house with ground floor retail in the C-2-A District at premises 1140 Florida Avenue N.E. (Square 4070, Lot 84). The Applicant proposes full parking relief.

SUMMARY OF DDOT REVIEW

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.

DDOT has no objection to the requested variance with the following conditions:

Board of Zoning Adjustment
District of Columbia

- The Applicant should install a minimum of three long-term bicycle parking spaces in a secure storage room or an equivalent;
- The Applicant should install a minimum of one short-term bicycle parking rack (two bicycle parking spaces), the location of which will be determined during the Public Space permitting process.

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, is expected to be designed and built to DDOT standards. All 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 Transportation Review (CTR) 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/patrons.

Zoning requires the provision of three parking spaces for the proposed seven-unit apartment building. 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, which was coordinated with DDOT. Parking occupancy data was collected on Thursday, August 27, 2015 at 8:00 pm. The Applicant and DDOT believed Thursdays at 8:00 pm, while District Public Schools are in session, are when parking demand is at its peak as a result of residential parking and parking by patrons of nearby H Street restaurants and bars. The analysis shows unused nearby on-street parking that would meet the proposed project's parking demand, with 55 spaces available during peak weekday demand in the study area (see Figures 1, 2, and 3). While both sides of the 1100 block of Montello Avenue are zoned as Residential Parking Permit (RPP), no parking is permitted immediately in front of the site on Montello Avenue due the presence of a fire hydrant and bus loading zone. Parking is permitted in front of the site on Florida Avenue during non-rush hours.

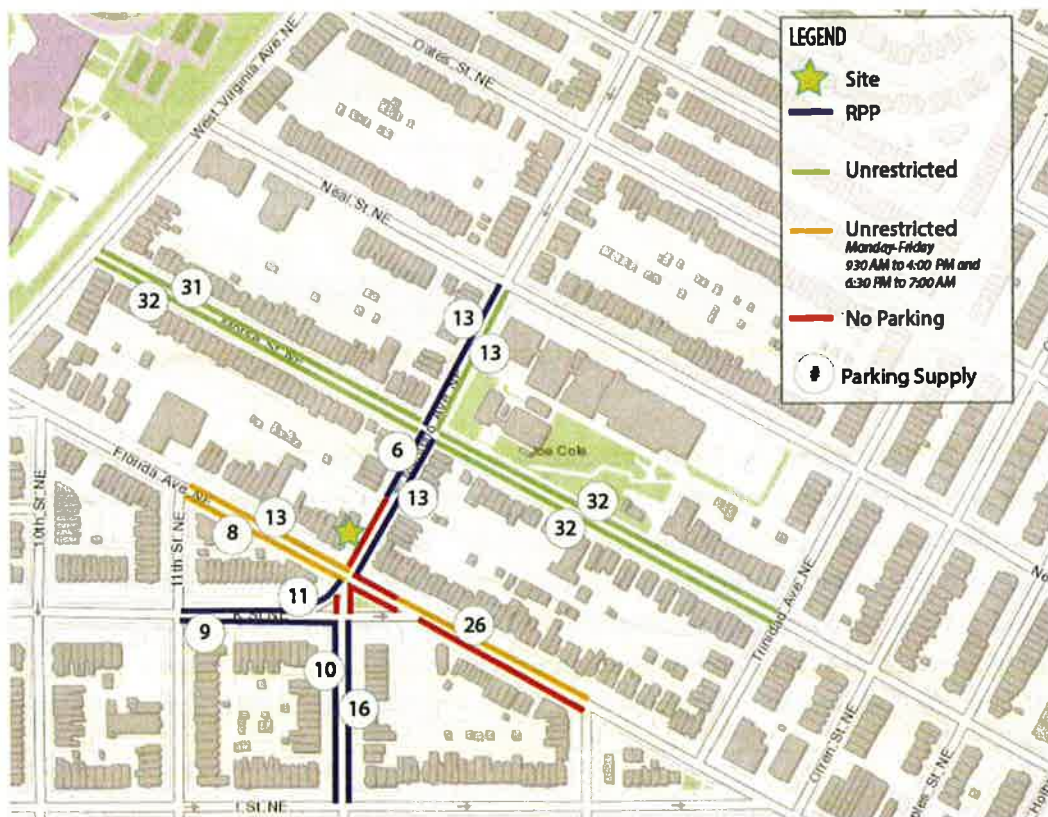


Figure 1: On-Street PM Weekday Parking Type and Supply (Source: Symmetra Design)

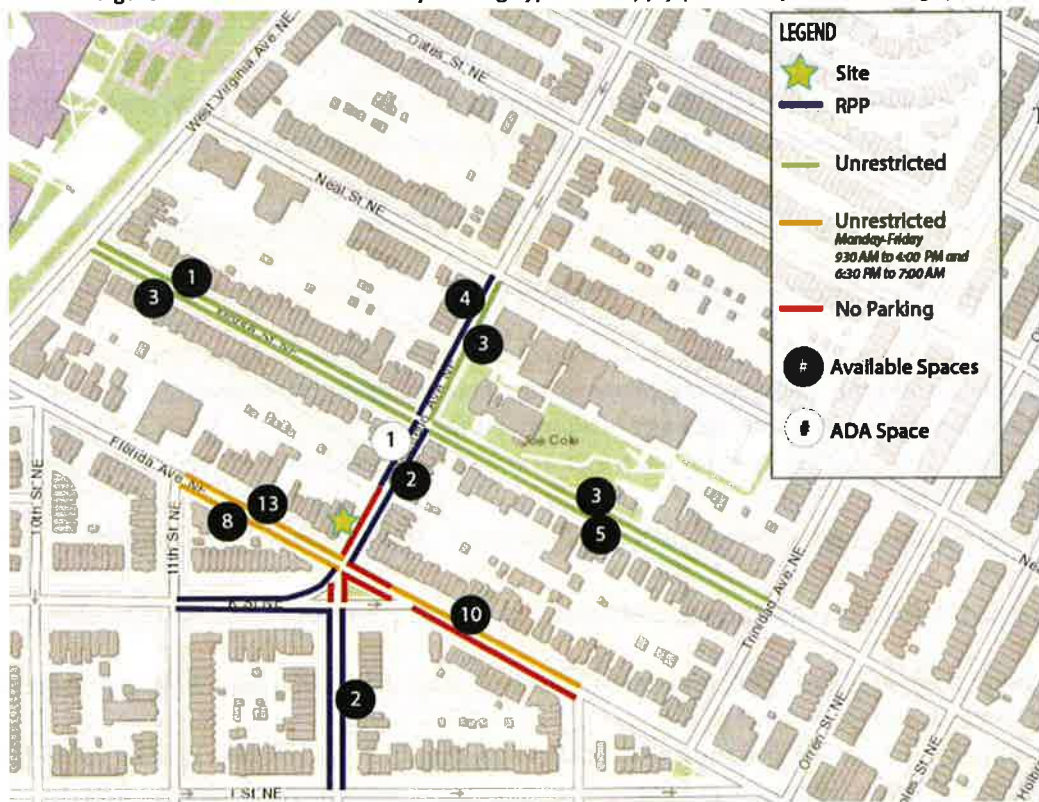


Figure 2: On-Street PM Weekday Parking Type and Available Parking Spaces (Source: Symmetra Design)

Space Type	Parking Supply	8:00 PM		
		Occupancy	Utilization	Available
RPP	77	69	90%	8
Unrestricted	138	123	89%	15
Unrestricted (outside of peak rush hour periods)	47	16	34%	31
ADA	3	2	67%	1
Total	265	210	79%	55

Figure 3: On-Street PM Weekday Parking Occupancy and Utilization (Source: Symmetra Design)

Furthermore, 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 this corner lot. 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. There is no curbside location associated with this site that would meet DDOT's standards for distance from an intersection for location of a curb cut. Introducing curb cuts will result in unnecessary vehicular conflicts with pedestrians, bicycles, and other vehicles, removal of several public parking spaces, and removal of a street tree.

Transportation Demand Management (TDM)

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive Transportation Demand Management (TDM) plan. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods.

DDOT and the Applicant have agreed on the following:

- Provide, as a one-time incentive, each initial purchaser or lessee a bicycle helmet;
- Provide a one-time, one-year bikeshare or car share membership as part of a move-in package for the first lessee or owner of each residential unit;
- Provide a \$10 SmarTrip card for each unit at the initial sale of units or lease signing in the building; and
- A marketing program highlighting transportation alternatives and TDM measures.

DDOT requests the following additional TDM measures in order to create a robust TDM plan:

- Provide a minimum of three long-term bicycle parking spaces in a secure storage room or an equivalent; and
- Provide a minimum of one short-term bicycle parking rack (two bicycle parking spaces), the location of which will be determined during the Public Space permitting process.

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.

SZ:ei