

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: September 8, 2015

SUBJECT: BZA Case No. 19062 – 1112 Montello Avenue, NE

APPLICATION

1106 Montello LLC (the “Applicant”), pursuant to 11 DCMR § 3103.2, requests a variance from the size of vehicle parking space requirements under § 2115.1, to allow the construction of a ninth dwelling unit to a proposed four-story, eight-unit apartment building in the C-2-A District at premises 1112 Montello Avenue, NE (Square 4070, Lots 82-83). The Applicant proposes five vehicle parking spaces (three full size and two compact spaces).

SUMMARY OF DDOT REVIEW

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 or parking conditions of the District’s transportation network. DDOT has no objection to the approval of the requested variance with the following conditions:

- The Applicant shall install a minimum of three long-term secure bicycle parking spaces in a secure storage room or an equivalent, as required by District of Columbia Municipal Regulations; and
- 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.

Board of Zoning Adjustment
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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.

Off-Street and Curbside 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 five parking spaces for the proposed nine-unit apartment building. The Applicant requests relief from the size of two of the parking spaces. The proposed compact spaces would measure 8' by 19', which is a minimal difference of 1' from the standard size parking spaces of 9' by 19'. The lot's width is too narrow to accommodate the required five full size parking spaces, and an underground parking facility is similarly not feasible due to the required ramping and drive aisle width requirements. As the required number of on-site vehicle parking spaces would be provided, the on-street parking supply would not be impacted, thus the Applicant did not complete a parking occupancy study.

Bicycle Facilities

Chapter 18 of the District of Columbia Municipal Regulations § 1214 states that all residential buildings – existing, new, or rehabilitated – with eight or more units shall have at least one secure bicycle parking space for each three residential units in a secure bicycle parking storage room or an equivalent.

Providing the required long-term bicycle parking has the potential benefit of decreasing vehicular trips and parking demand. Additionally, DDOT's policy is to provide one short-term bicycle parking rack (two bicycle parking spaces) for each 20 dwelling units. The Applicant should 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 Public Realm

This review pertains only to zoning issues and does not consider potential impacts to District owned public space. DDOT's lack of objection to this zoning variance should not be viewed as an approval of public space elements. If any portion of the project has elements in the public space requiring approval, the Applicant is required to pursue a public space permit through DDOT's permitting process. The Applicant may refer to the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space. A summary can be found in DDOT's Public Realm Design Manual.