

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 29, 2015

SUBJECT: **BZA Case No. 19068** – 727 Hobart Place, NW

APPLICATION

Application of The Old Pentecost Church Temple of Truth, pursuant to 11 DCMR § 3103.2, for variances from the lot area requirements under § 401.3, and the off-street parking requirements under § 2101.1, to allow the construction of four new flats without any off-street vehicle parking spaces on four new record lots in the R-4 District at premises 727 Hobart Place, NW (Square 2888, Lot 202). Two lots front onto the 700 block of Columbia Road, and two lots front onto the 700 block of Hobart Place. 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 within the vicinity to meet the project's parking demand. However, it may be necessary to park on an adjacent block because parking demand is high and supply is low on the two blocks fronting the site; and
- The Applicant proposes a Transportation Demand Management (TDM) plan that is not expected to support a long-term car-free or car-light lifestyle.

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DDOT finds that an acceptable approach to mitigate the proposed plan and requested variance would require the following changes to the TDM plan:

- Provide a one-year bikeshare membership to all lessees on a yearly basis for a total of 10 years or a three-year membership at the initial sale of units;
- Provide a one-year carshare membership to all lessees on a yearly basis for a total of 10 years or a three-year membership at the initial sale of units; and
- Provide one bicycle helmet to each unit at the initial sale of units or to new lessees for 10 years.

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 four flats, and the Applicant requests full parking relief. While this small 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 Thursday, September 17, 2015 from 7:00 pm to 10:00 pm. Street sweeping was not scheduled for this or the following day. The analysis found unused nearby on-street parking that would meet the proposed project's parking demand within a couple of blocks of the site, with 89 spaces available during peak weekday demand in the study area from 9:00 pm to 10:00 pm (see Figures 1, 2, and 3). While 17 spaces are available on the 700 block of Columbia Road, no parking is permitted in these spaces from 7:00 am to 6:30 pm on Monday through Friday. No parking spaces are available during peak weekday demand on the 700 block of Hobart Street. DDOT finds that the available parking spaces within the vicinity of the site will accommodate the expected peak hour site generated parking

Survey Time	7:00 PM-8:00 PM	8:00 PM-9:00 PM	9:00 PM-10:00 PM
Supply	290		
Occupancy	192	196	201
Unoccupied Spaces	98	94	89
% Utilization	66%	67%	69%

LEGEND

- Site
- RPP
- Unrestricted
- Unrestricted Monday-Friday 6:30 PM to 7:00 AM
- No Parking
- Metered
- Parking Supply

As part of all 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.

The Applicant proffered the following:

- 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; and
- Provide a \$60 SmarTrip card for each unit at the initial sale of units or lease signing in the building.

DDOT finds that the TDM plan is not adequate for the requested variance and due to the limited supply and high demand of vehicle parking spaces on the two blocks the proposed project fronts. DDOT requests the following:

- Provide a one-year bikeshare membership to all lessees on a yearly basis for a total of 10 years or a three-year membership at the initial sale of units;
- Provide a one-year carshare membership to all lessees on a yearly basis for a total of 10 years or a three-year membership at the initial sale of units; and
- Provide one bicycle helmet to each unit at the initial sale of units or to new lessees for 10 years.

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