

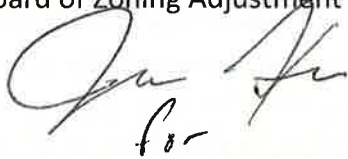
GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



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. 19076 – 1544 9th Street, NW

APPLICATION

Application of Kelly Gorsuch, pursuant to 11 DCMR § 3103.2, for a variance from the use requirements under § 330.5, to allow the conversion of a one-family dwelling into a restaurant in the R-4 District at premises 1544 9th Street, NW (Square 365, Lot 813). No off-street parking is required for the site due to its location within a historic district, and the Applicant proposes valet parking for patrons.

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 major 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 variance.

The Applicant has indicated the intention to provide valet parking by utilizing Shiloh Church's parking lot, located at 1500 9th Street, from 4:00 pm to 11:00 pm. Valet parking will partially mitigate parking demand on-street. DDOT has informed the Applicant that a Public Space permit is required for valet staging and operations.

Board of Zoning Adjustment
District of Columbia
CASE NO. 19076

While not considered zoning issues, through the process of review, DDOT found what appears to be parking in public space and an unpermitted curb cut. No parking is permitted on the public space between the property line and the curb. The photo submitted as part of the Office of Planning's Report to the BZA shows a car parked in public space in the area that is intended to be landscaped but is instead paved with brick. While the curb appears to have a cut on Q Street adjacent to the property, there is no evidence that the curb cut was permitted. A 9' by 19' parking space located on private property is one of the requirements to obtain a curb cut permit, but this size parking space is not currently feasible due to the fence at the property line prohibiting access and locating all trash and recyclables within the fenced rear yard.

Finally, the Applicant indicated that trash will be stored in private space within the backyard and will be collected three times per week; DDOT expects trash to be wheeled to the curb on Q Street only at the time of collection. At no time is trash permitted to be stored in public space.

DDOT's lack of objection to the 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, such as valet staging and a curb cut, 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.

SZ:ei