

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:** November 3, 2015

**SUBJECT:** BZA Case No. 19079 – 2000-2002 11th St NW

**APPLICATION**

2002 11<sup>th</sup> Street LLC and Industrial Bank (together, the “Applicant”) requests special exception relief from roof structure requirements, a parking variance pursuant to the off-street parking space requirements, as well as variance for the rear yard requirements to allow the construction of a ten-story 33 unit multifamily residential building with ground floor retail in the CR District and ARTS Overlay District at premises 2000-2002 11th St NW (Square 304, Lots 27, 30 and 31) (the “Site”).

**RECOMMENDATIONS**

The purpose of DDOT’s review is to assess the impact of the proposed action on the District’s transportation network and, as necessary, propose appropriate mitigations. After review of the case materials submitted by the Applicant, DDOT finds:

- An appropriate network of pedestrian, bicycle, and transit infrastructure exists in close proximity to the proposed development;
- No vehicular parking is proposed onsite;
- The parking utilization study shows nearby parking on-street is generally not available to accommodate vehicles from this Site, and this block is listed as RPP eligible;
- At least 11 long-term bicycle parking spots (as required) will be provided;
- Loading for the building will be conducted from on-street due to lack of available loading area onsite; and
- The Applicant proposes an insufficient Transportation Demand Management (TDM) plan intended to further promote the use of non-auto travel options.

DDOT has no objection to the requested variances with the following condition:

- Inclusion of the following TDM plan additions:
  - Installation of at least four short-term bicycle parking racks;

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- Provision of a bicycle maintenance/repair facility;
- Provide a TransitScreen or similar device displaying real-time transportation schedules; and
- Offer annual Capital Bikeshare and carsharing memberships to each residential unit for five years.

### **CONTINUED COORDINATION**

Given the proposed development and action, and in following standard procedures and practice, the Applicant is expected to continue to work with DDOT on the following matters:

- 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 or maintained to DDOT standards;
- All utility vaults are expected to be accommodated on private property; and
- Loading management and curbside management plans, which should be provided as part of the public space permitting process.

### **ANALYSIS**

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.

Accordingly, an Applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network and any proposed mitigations, along with the effects of the mitigations on other travel modes. A Comprehensive Transportation Review (CTR) should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for transportation documentation that is consistent with the scale of this action. An outline of this project's impacts follows below. The proposed Site plan is shown in *Figure 1*.

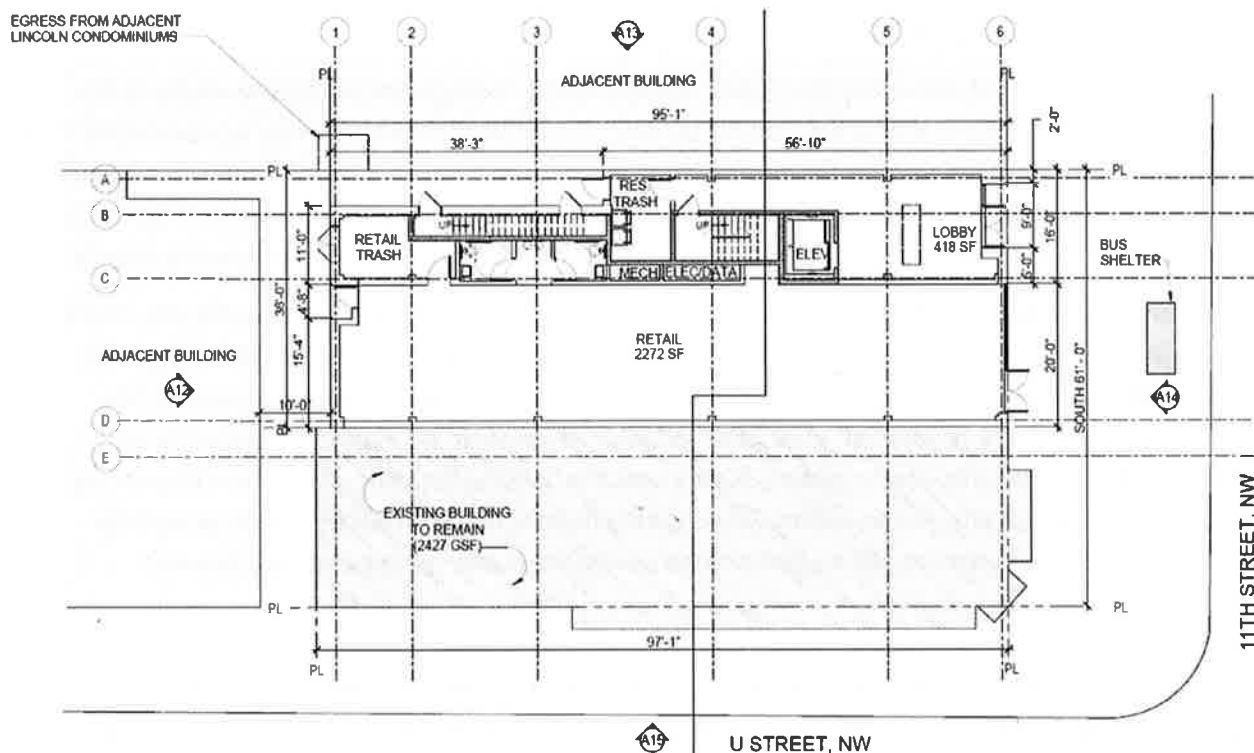


Figure 1. Proposed Site Plan (Source: Applicant)

**Vehicle Parking**

The proposed building is not providing vehicular parking spaces, however is required by zoning regulation to provide 17; one for every three residential units and six spaces for retail use.

The projected trip generation for the Site expects six auto-based trips originating in the AM and 12 in the PM peak hour, illustrating the relatively low amount of parking turnover anticipated on a day-to-day basis. However, existing parking utilization information for an appropriate parking study area was provided, and this analysis shows nearby street parking is nearly fully occupied at peak times, with 96% of spaces occupied. This block of 11<sup>th</sup> Street NW is currently listed as eligible for Residential Permit Parking (RPP), and so it is expected some residents will pursue RPP. With such high occupancy, it is anticipated that vehicular parking demands will be present. The Applicant notes they are in discussions with the operators of two nearby parking facilities to provide additional parking to the Site residents or visitors if necessary. The locations of the parking facilities are:

- 1805 7th Street NW (Progression Place)
- 2007 11th St NW (Industrial Bank Parking)

Generally, DDOT has no objection to reduced parking provision if documentation as to where parking could occur is made and if the overall available transportation network supports an appropriate split between vehicular, transit, pedestrian, and bicycle trips. DDOT finds appropriate the lack of parking in this building due to the close proximity to transit, provided bicycle storage, nearby parking potentially made available, and the overall relatively minor increase in vehicular trips. Further, the Applicant will be asked to commit to appropriate TDM measures, which will further alleviate parking needs.

### Pedestrian, Bicycle, and Transit Facilities

Residents without autos will utilize the transit, walking, and bicycling infrastructure available to this development. As agreed to during the scoping process, the Applicant anticipates an approximately 75% non-auto estimated mode split for building residents or retail customers. The development is located near numerous Metrobus routes. Additionally, the Site is located within one block of the U St/African-American Civil War Memorial/Cardozo Metro Station, which provides Green and Yellow line service.

As aforementioned, a robust pedestrian and bicycle network is available surrounding the Site, and five Capital Bikeshare stations are located nearby. The Applicant is proposing provision of 11 long-term bicycle parking spaces within the building for residents, which provides the necessary one bicycle parking space per three residential units. DDOT additionally expects the Applicant to provide an additional four short-term bicycle parking spaces near the building in public space and a bicycle repair facility within the building. Full accommodation details (infrastructure provided and its design) for bicycles as well as pedestrians will be coordinated during the public space permitting process.

### Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle mode areas and limiting any hindrance to traffic operations. For new developments, DDOT standards require that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through an alley network or an approved loading location. Here, however, the Site does not have access to an alley suitable for loading. Therefore, it will be necessary for loading activity for the site to take place nearby on-street.

While not part of this zoning action, a workable loading concept was provided to show this building can be later permitted as part of the public space permitting process. The Applicant estimates that the building will see up to four van-sized deliveries, one 30-foot truck, and two trash pickups per day. These activities will occur curbside on 11<sup>th</sup> Street for residential deliveries, but will mostly utilize U Street for retail deliveries, residential move-ins, and trash pickup. Loading activity on 11<sup>th</sup> Street will be required to avoid the existing bus stop in front of the building. Loading on U Street will utilize the narrow (eight-foot) alley for moving items by hand to service entrances at the rear of the building. No loading zones currently exist at these locations.

DDOT expects the Applicant to comply with DDOT's standards for loading, the details of which will be addressed further, as necessary, as part of the permitting process for this property. The Applicant will be expected to prepare a robust loading management plan at that time.

### Transportation Demand Management (TDM)

The Applicant proposes the following elements amongst their TDM measures:

- Provision of a Transportation Management Coordinator;
- Establishment of a TDM marketing program;
- Provide, to the first occupant of each residential unit, a one-time annual carsharing membership and application fee, a \$100 Smartrip card, or a one-time annual Capital Bikeshare membership;
- Provide the long-term bicycle parking accommodations on-site; and

- Provide detailed carpooling information to residents and retail employees.

DDOT considers these measures insufficient, and some should not be considered TDM measures. Specifically, the bicycle parking required by zoning is not a TDM measure. DDOT thus finds the TDM plan to be inadequate to encourage non-auto travel and support the non-auto mode split assumed in the analysis. DDOT expects the following added TDM measures as a condition for the project proceeding:

- Installation of at least four short-term bicycle parking racks;
- Provision of a bicycle maintenance/repair facility;
- Provide a TransitScreen or similar device displaying real-time transportation schedules; and
- Offer annual Capital Bikeshare and carsharing memberships to each residential unit for five years.

These TDM measures, if implemented as planned, will encourage the use of alternative modes of transportation.

#### Streetscape and 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 gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the Site.

The Applicant must work closely with DDOT and the Office of Planning 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 circulate around it. In conjunction with the District of Columbia Municipal Regulations, DDOT's *Design and Engineering Manual* will serve as the main public realm references for the Applicant. DDOT's preference is for electrical vaults to be located on private space. As such, all public space shall be designed and constructed to DDOT standards.

DDOT's lack of objection or discussion of other public space elements as part of the zoning variance should not be viewed as an approval of public space elements. Final design of the public space will be determined during DDOT's public space permitting process.

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