

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: October 13, 2015

SUBJECT: **BZA Case No. 19082** – 37-39 Missouri Avenue, NW

APPLICATION

Application of Chichest, LLC (the “Applicant”), pursuant to 11 DCMR § 3104.1, for a special exception under § 353 for the construction of a new 16-unit apartment house on vacant lots in the R-5-A District at premises 37-39 Missouri Avenue, NW (Square 3393, Lots 39 and 40).

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 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 special exception with the following condition:

- The Applicant provides the District of Columbia Municipal Regulations requirement of six long-term bicycle parking spaces.

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.

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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. Due to the zoning relief sought and the minimal number of peak vehicle trips generated, a CTR was not required for this project.

Vehicle Parking

Zoning requires the provision of 16 parking spaces for the site; the Applicant proposes 16 parking spaces. Since the requested zoning relief is not a variance from the parking requirements, the proposed action does not meet DDOT's threshold for a parking occupancy study. While the proposed action may generate a minor increase of vehicle parking demand, the potential increased demand is considered insignificant.

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. These secure long-term bicycle parking spaces are intended to be inside a building and protected from weather elements. Providing the required long-term bicycle parking has the potential benefit of decreasing vehicular trips and parking demand. The Applicant is required to provide six long-term bicycle parking spaces. 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.

Loading and Trash Collection

Zoning does not require a project of this size to provide on-site loading facilities. Residents will be able to load from the street through the use of Emergency No Parking permits obtained from DDOT, which is consistent with DDOT's approach to accommodate the site's loading needs. DDOT will not permit trash collection in the public space from the front of the building; DDOT expects trash to be stored and collected on private property and loaded from the rear of the property through the alley network.

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.