

**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 20, 2015

**SUBJECT:** BZA Case No. 19095 – 1100 15<sup>th</sup> Street NW

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**APPLICATION**

Carr Properties (the “Applicant”) requests special exception relief for the multiple roof structures with walls of uneven height requirements to construct an addition to an existing mixed-use building in the C-4 District at premises 1100 15<sup>th</sup> Street NW (Square 197, Lots 81, 812, 858, and 859) (the “Site”).

**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. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

**Site Design**

- Vehicular access is proposed via a public alley off L Street NW and a private alley off 15<sup>th</sup> Street NW;
- The Applicant worked with DDOT through the alley closing process to facilitate the closing of an alley stub to facilitate this project;
- Loading access is proposed via the same alleys, and zoning requirements for loading will be met.

- An existing curb cut on L Street NW will be closed; and
- Pedestrian access is provided from both L Street NW and 15<sup>th</sup> Street NW.

### **Travel Assumptions**

- Future site users may be likely to utilize transit, walking, and bicycling extensively due to the extensive surrounding networks.

### **Analysis**

- The Applicant has committed to providing, at a minimum, the number of required vehicle and bicycle parking spaces, and is providing the required number and size of loading berths, service delivery spaces, and loading platforms; and
- Existing pedestrian infrastructure and bicycle infrastructure in public space will be expected to be upgraded to serve the new users adequately, and will be addressed during the public space permitting process.

DDOT has no objection to the currently requested exceptions provided the Applicant continue to coordinate as outlined below.

### **Continued Coordination**

The Applicant is expected to continue to work with DDOT on the following matters:

- Design of the public realm, including utility vault location and treatment and bike rack locations, as part of the public space permitting process;
- Provide the minimum short-term bicycle parking spaces within public space and long-term bicycle parking spaces within the building as committed to;
- Provide a curbside management plan identifying metered parking spaces, passenger loading spaces, and proposed regulatory signage; and
- Coordination on the final design for the alley, loading, and parking areas.

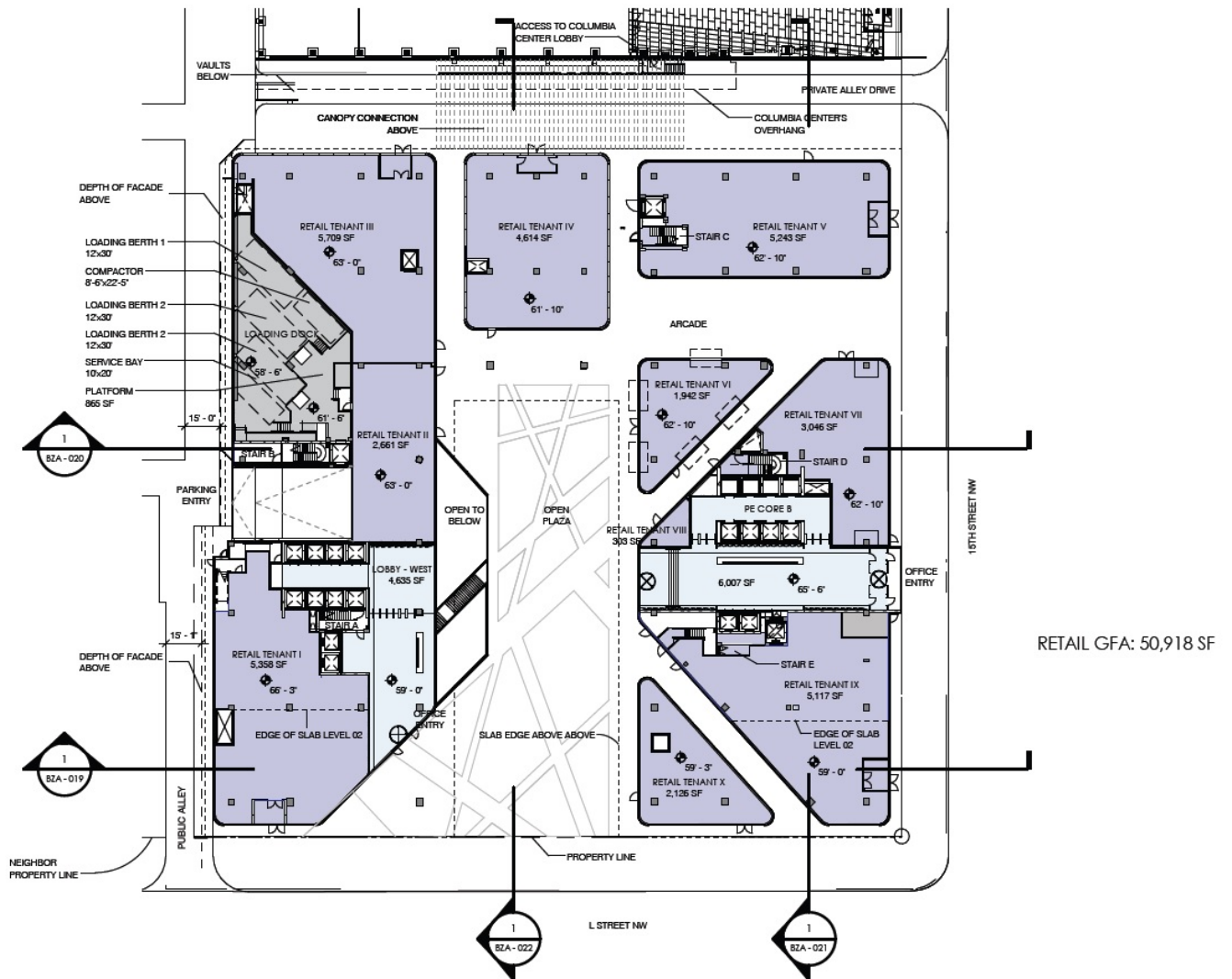
## **TRANSPORTATION ANALYSIS**

DDOT requests applicants evaluate potential impacts of the action consistent with the scale of the action. The action being pursued is not generally related to travel demand, and as such, much of this review pertains to future permitting elements. The review below is based on DDOT's review of the case files.

This review is divided into two categories: site design and analysis. The following review provided by DDOT evaluates the action's consistency with the District's vision for a cohesive, sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

### **Site Design**

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly,



### Site Access

This Site is located at the northwest corner of the intersection of 15th Street NW and L Street NW. The Site currently contains the existing Washington Post office and some retail, which will be replaced by a new mixed-use building intended for use by Fannie Mae and retail elements. Vehicular access will occur via alleys from 7<sup>th</sup> Street and from Jackson Street. Loading access will also occur via these alleys. An additional existing curb cut will be removed. The proposed Site access is consistent with DDOT's approach to site access, which seeks alley access and that the number of curb cuts be minimized. This proposed access meets DDOT standards and will improve the Site conditions.

Primary pedestrian access points are located along 15<sup>th</sup> and L Streets. Pedestrians will be able to access the project via multiple points from the proposed pedestrian network. Bicyclists will access the buildings either via the alleys or sidewalk entrances.

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 modes and limiting any hindrance to traffic operations. For new developments, DDOT desires 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.

The Applicant proposes to provide three 30-foot loading berths, a 20-foot service delivery space, and three loading platforms, which meets the zoning requirements. These loading areas are located along the alley from L Street NW. Trash will also be picked up at the rear of the building in the alleys.

With the onsite loading accommodations accessed from the alley, and given the proposed land uses, the loading proposed is appropriate. A loading management plan will be required as part of the public space permitting to document how loading will occur and to ensure all elements meet DDOT standards.

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 requirement is for electrical vaults to be located on private space. DDOT staff will be available to provide additional guidance during the public space permitting process.

**Analysis**

To determine the action's impacts on the transportation network, an extensive multi-modal analysis of the existing baseline conditions, future conditions without the proposed action, and future conditions with the proposed development can be conducted. The following elements were evaluated.

Pedestrian Facilities

The District is committed to enhance pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development.

The Site has good existing pedestrian access to nearby destinations and transit. The Applicant will be expected to work with DDOT as part of the public space permitting process to ensure that all elements of the surrounding pedestrian network are upgraded to meet current DDOT standards.

#### Bicycle Facilities

The District is committed to enhance bicycle access by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips.

To serve bicycling needs, the Applicant will be expected to provide the zoning required short-term bicycle parking spaces and long-term bicycle parking spaces to accommodate bicyclists using the new development. The exact location of short-term bicycle facilities will be determined during the public space permitting process.

#### Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The Site is located downtown with access to all modes of the transit network. Extensive bus service is provided in close proximity to the Site. And the Site is located within walking distance of the Farragut North and Farragut West Metro stations serving the Red, Blue, Orange, and Silver Metrorail lines. Thus, transit access from this location is excellent.

#### Vehicle Parking

Per the Applicant's initial filing, the proposed development requires a total of 433 vehicular parking spaces per zoning code. Information on the existing number of parking spaces is not available. The Applicant proposes to provide 511 zoning compliant parking spaces, with an additional 68 tandem spaces, for a total of 579 spaces. The Applicant notes that the total number of parking spaces provided may change as the design of the development progresses, but they commit to meeting the zoning minimum.

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