

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: December 1, 2015

SUBJECT: **BZA Case No. 19112** – 307 Taylor Street, NW

APPLICATION

Application of 307 Taylor St NW LLC (the “Applicant”), pursuant to 11 DCMR § 3104.1, for a special exception from the conversion to apartment house requirements pursuant to § 336, to permit the conversion of a pre-1958 single-family residential building into a three-unit apartment house in the R-4 District at premises 307 Taylor Street, NW (Square 3312, Lot 44).

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 variances and special exception.

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. 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 one parking space for the site; the Applicant proposes two 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.

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.

Specifically, the Applicant will be required to apply for Public Space permits for the building projections in public space, including the window well, stairs, and front porch. The window well projection, also known as an areaway, and the stairs leading to the areaway cannot project greater than 6 feet into public space. Such projections will not be supported by DDOT and require a public space permit. Stairs leading to the main floor cannot project greater than 10 feet into public space.