


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. 19127 – 2800 Sherman Avenue, NW

APPLICATION

2800 Sherman, LLC (the "Applicant"), requests variances from the lot area requirements under § 401.3, the lot occupancy requirements under § 403.2, the rear yard requirements under § 404.1, the limitation on compact parking space requirements under 2115.2, and special exceptions from the height requirements under § 400.23, the lot width requirements under § 2604.3, and the accessory parking space location requirements under § 2116.5, to construct 11 flats in the R-4 District at premises 2800 Sherman Avenue N.W. (Square 2857, Lot 818)

RECOMMENDATION

The purpose of District Department of Transportation's (DDOT) 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, and which the Applicant will improve access to by improving existing pedestrian facilities adjacent to its proposed development;
- The provision of 15 vehicular parking spaces and 10 long term bicycle parking spaces is appropriate and meets zoning regulations.

Considering the provided bicycle storage and available parking, DDOT finds the Applicant's request for variances and special exceptions appropriate.

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. Careful attention should be paid to the pedestrian and bicycle connections along the Site's perimeter and adjacent infrastructure.

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.

Vehicle Parking

The project will exceed the minimum number of on-site parking spaces required by the Zoning Regulations, providing 15 spaces. All vehicular access to the site will be from the public alley, resulting in the closure of a curb cut on Sherman Ave.

Pedestrian, Bicycle, and Transit Facilities

The site is surrounded by convenient bicycle and pedestrian facilities. North-south bike lanes, sharrows, and signed routes are located near the site on 11th, 13th, and 14th Streets, and east-west signed routes are located on Harvard Street, Columbia Road, and Irving Street. Four Capital Bikeshare stations are located within .3 miles of the site, making access to the site highly convenient by bicycle. The applicant will also provide on-site bicycle parking for ten bicycles.

Loading

The site will not have commercial loading. Residential move-ins and move-outs will be undertaken on the street adjacent to the site, and will be minimal given the small size of the project. On-site parking will be accessed through a single curb cut from the adjacent public alley.

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 provide dimensions for all projections that show both how far they extend into public space and how far they are from the curb to verify these comments. Based on what the applicant

has provided, it appears that revisions to projections are needed to comply with how far projections can extend into public space.

All projections on Sherman Avenue exceed limits in the construction code and the building facades need to be redesigned. Sherman Avenue is 100' wide and all projections on are required to be a minimum of 15' from the curb (DCMR 12-3202.7.1.1).

The applicant's site plan on page 12 shows there is a total of 18' between the curb and the property line. This means any projection on Sherman Avenue can extend a maximum of 3' into public space. All proposed step, porch, and areaway projections are more than 3' and need to be reduced to meet this dimension. Bay windows are allowed on buildings with a minimum width of 16' (DCMR 12-32.10.3.1). Each lot facing Sherman Avenue is only 15' and bay window projections are not allowed on any of the building facades facing Sherman Avenue. The bay windows on the Girard Street elevation of the southernmost unit facing Sherman Avenue project 4' into public space and need to be reduced to 3' (DCMR 12-3202.10.3.3). All other projections on Girard Street appear to comply with limits in the construction code. Final design of the public space will be determined during DDOT's public space permitting process.

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