


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 8, 2015  
**SUBJECT:** **BZA Case No. 19133** – 1772 Church Street NW

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**APPLICATION**

St. Thomas Episcopal Parish (the “Applicant”) requests a variance from the lot occupancy requirements to allow the construction of an addition for a church and a residential building consisting of 56 residential dwelling units in the DC/SP-1 District at premises 1772 Church Street NW (Square 156, Lot 369) (the “Site”).

**SUMMARY of DDOT REVIEW**

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;
- Vehicular access is proposed via a public alley on 18<sup>th</sup> Street NW between Church Street NW and P Street NW;
- The provision of 36 vehicular parking spaces and 23 long-term bicycle parking meets zoning regulations;
- All loading activities will be conducted on-site;
- The alleyway will be widened from 12’ to 18’ up to the parking garage, and 15’ along the remainder of the development, which will allow vehicles to pass each other in the portion of the alley adjacent to the site. DDOT finds this an appropriate measure;
- The Applicant proposes to install a TransitScreen (or similar) in the residential lobby; and
- The Applicant will provide the required amount of short-term bicycle parking spaces for the church and residence; which would total to at least 12 short-term spaces and is intended to further promote the use of non-auto travel options.

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Considering the provided bicycle storage, requested zoning relief not a variance from the parking requirements, and the proposed mitigations to address an increase in vehicular trips, DDOT has no objection to the approval of the requested special exception relief.

### **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; and
- Greater specificity of location will be desired for the short-term bicycle parking.

### **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, the Applicant provided 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) was 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*.

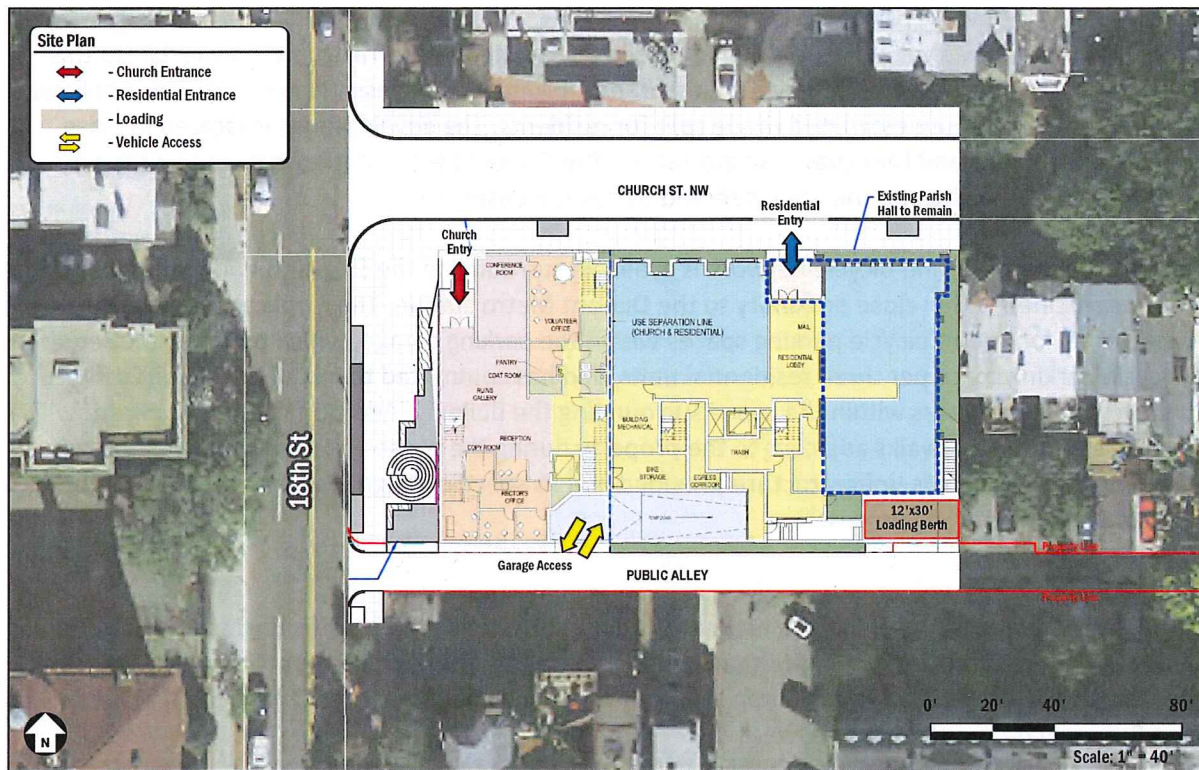


Figure 1. Proposed Site Plan (Source: Applicant)

### Site Access

This Site is located in the Dupont Circle neighborhood, surrounded largely by residential properties. Vehicular access to this property is proposed via an improved east-west running public alley located on 18<sup>th</sup> Street NW between Church Street NW and P Street NW extending to 17<sup>th</sup> Street NW, as shown in Figure 1. The 36 vehicular parking spaces provided in an underground garage, will be accessed from this alley. Long-term bicycle access will be available through the same entrance and short-term bicycle access has not been identified yet, but continued coordination will take place identifying potential locations.

Pedestrian access to the residence will be available on Church Street NW, while access to the church will be available on 18<sup>th</sup> Street NW.

### Vehicle Parking

The proposed project provides 36 parking spaces, of which 17 spaces will be reserved for the church and 19 spaces for the residences. Additionally, supplementary parking for Sunday worship services is provided on the south side of Church Street, where parking is permitted between 9 AM – 1 PM on Sundays only. The proposed development does not plan to change the availability of existing supplementary street parking made available on Sundays.

Zoning requires the provision of 19 parking spaces for the site; the Applicant proposes 36 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

Pedestrian, Bicycle, and Transit Facilities

The majority of residents will utilize the transit, walking, and bicycling infrastructure available to this development. The site is well served by a robust transit, biking, and pedestrian network. The Applicant anticipates a 70% non-auto estimated mode split for residents. The development is located in close proximity to Metrobus and Metrorail transportation. The Dupont Metro Station is located within a quarter mile from the Site and the area is served by several buses.

An adequate pedestrian and bicycle network is available surrounding the Site, and two Capital Bikeshare stations are located within close proximity to the Dupont Metro station. The Applicant is proposing provision of 23 long-term bicycle parking spaces within the parking garage, which provides the required one bicycle parking space per three residential units, and has committed to install the required short-term bicycle parking spaces within the space surrounding the building. Additionally, the Applicant will improve the existing sidewalks adjacent to the property during the construction of the development. Full accommodation details (infrastructure provided and its specific design) will be coordinated during the public space permitting process.

Trip Generation

The Applicant provided trip generation estimates utilizing the Institute of Traffic Engineers (ITE) Trip Generation Manual, studies from local organizations like the Washington Metropolitan Area Transit Authority (WMATA), and the Metropolitan Washington Council of Governments (MWCOCG) as well as US Census Bureau data.

The Applicant developed the following mode split assumptions informed by ITE, WMATA, and Census Bureau studies.

**Table 1: Summary of Travel Mode Split**

Land Use	Travel Mode			
	Drive	Transit	Bike	Walk
Residential Mode Split	30%	30%	10%	30%
Church Mode Split (Weekday, office uses)	55%	30%	5%	10%
Church Mode Split (Sunday, worship uses)	50%	15%	5%	30%

Based on the trip generation and mode split assumption discussed above, the Applicant predicted the following level of weekday and Sunday peak hour trip generation

**Table 2: Summary of Trip Generation by Site Component and Travel Mode**

Mode	Land Use	AM Peak Hour			PM Peak Hour			Sunday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Auto	Apartments	2 veh/hr	8 veh/hr	10 veh/hr	10 veh/hr	4 veh/hr	14 veh/hr	5 veh/hr	3 veh/hr	8 veh/hr
Auto	Church	4 veh/hr	2 veh/hr	6 veh/hr	4 veh/hr	3 veh/hr	7 veh/hr	26 veh/hr	26 veh/hr	52 veh/hr
Auto	<b>Total</b>	<b>6 veh/hr</b>	<b>10 veh/hr</b>	<b>16 veh/hr</b>	<b>14 veh/hr</b>	<b>7 veh/hr</b>	<b>21 veh/hr</b>	<b>31 veh/hr</b>	<b>29 veh/hr</b>	<b>60 veh/hr</b>
Transit	Apartments	2 ppl/hr	9 ppl/hr	11 ppl/hr	11 ppl/hr	5 ppl/hr	16 ppl/hr	8 ppl/hr	6 ppl/hr	14 ppl/hr
Transit	Church	2 ppl/hr	2 ppl/hr	4 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	17 ppl/hr	17 ppl/hr	34 ppl/hr
Transit	<b>Total</b>	<b>4 ppl/hr</b>	<b>11 ppl/hr</b>	<b>15 ppl/hr</b>	<b>13 ppl/hr</b>	<b>7 ppl/hr</b>	<b>20 ppl/hr</b>	<b>25 ppl/hr</b>	<b>23 ppl/hr</b>	<b>48 ppl/hr</b>
Bike	Apartments	1 ppl/hr	3 ppl/hr	4 ppl/hr	4 ppl/hr	1 ppl/hr	5 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr
Bike	Church	0 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	6 ppl/hr	5 ppl/hr	11 ppl/hr
Bike	<b>Total</b>	<b>1 ppl/hr</b>	<b>4 ppl/hr</b>	<b>5 ppl/hr</b>	<b>4 ppl/hr</b>	<b>2 ppl/hr</b>	<b>6 ppl/hr</b>	<b>9 ppl/hr</b>	<b>7 ppl/hr</b>	<b>16 ppl/hr</b>
Walk	Apartments	2 ppl/hr	9 ppl/hr	11 ppl/hr	11 ppl/hr	5 ppl/hr	16 ppl/hr	8 ppl/hr	6 ppl/hr	14 ppl/hr
Walk	Church	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	34 ppl/hr	35 ppl/hr	69 ppl/hr
Walk	<b>Total</b>	<b>3 ppl/hr</b>	<b>9 ppl/hr</b>	<b>12 ppl/hr</b>	<b>12 ppl/hr</b>	<b>5 ppl/hr</b>	<b>17 ppl/hr</b>	<b>42 ppl/hr</b>	<b>41 ppl/hr</b>	<b>83 ppl/hr</b>

*Note: Sunday Peak Hour of apartments and church are based on ITE rates and may not occur in the same hour*

The projected weekday trip generation for the Site expects 16 auto-based trips originating in the AM and 21 in the PM peak hour. The projected trip generation for the Sunday peak hour estimates a total of 60 vehicle trips.

### 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. The Site has a loading berth, which is accessed via a public alleyway entrance, as shown in *Figure 1*.

The Applicant, through providing truck turning movement diagrams, has shown the alley and loading area will accommodate a 24' length truck, which will not inhibit the type of loading or moving operations expected at the site. Therefore, most loading can be accommodated on-site. Loading via larger trucks will require an emergency no parking permit for on-street loading and unloading should that ever be necessary. Additionally, due to the improved width from the alley entrance to the parking garage; two way traffic movements could occur. This would improve the existing conditions and also mitigate the expected increased vehicle traffic in this section of the alley

The Applicant developed a loading management plan outlining how the loading operations will occur. The goal of this plan is to minimize undesirable impacts to the surrounding streets, neighboring homes, and to building residents, while reducing conflicts between alley traffic and truck traffic using the loading facilities. The components of the plan are intended to ensure smooth operation of the loading facilities through a combination of management and scheduling of loading operations.

The Applicant proposes the following:

- A loading dock manager will be designated by the building management. The dock manager will coordinate with tenants and church officials to schedule deliveries and residential moves;
- All loading activity will take place in private space and not in public right-of-way. Residential and church tenants will be made aware of these requirements;
- Residential and church tenants will be limited to using trucks 24' in length or less within the loading berth located off the public alley to the south of the site. Tenants who wish to use

longer trucks must apply for a public space permit from DDOT allowing them to conduct loading operations within public space;

- All loading, delivery, and trash collection activity will be required to utilize the building's internal corridors to access the loading berth, remaining on private property;
- Collected trash and recycling must be stored within the building unless there is a scheduled collection time within 24 hours, at which point it may be moved outside for collection but must remain out of the public right-of-way. Trash and recycling must also remain clear of the strip of private space along the north side of the alley that will be paved to widen the alley's effective width adjacent to the site;
- All residential move ins/move outs will be required to be scheduled in a manner that coordinates with scheduled church deliveries. For the purposes of this plan, deliveries are assumed to include any scheduled activity that uses the loading dock, including but not limited to catering operations;
- The dock manager will schedule deliveries such that the loading dock capacity are not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver will be directed to return at a later time so as to not impede traffic flow within the alley or on any adjacent street, as prescribed in condition (2), above;
- Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System;
- The dock manager will be responsible for disseminating DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT's truck routes. The dock manager will also post these documents in a prominent location within the service area; and
- A representative of the building management will be on call during scheduled deliveries to address compliance issues.

DDOT expects the Applicant to comply with DDOT's standards for loading, the detailed design of which will be addressed as necessary as part of the permitting process for this property.

#### Transportation Demand Management (TDM)

The Applicant proposes the following TDM measures:

- The Applicant will exceed existing zoning requirements to provide bicycle parking/storage facilities at the level of the more stringent Zoning Regulations that will be implemented in the near future. This includes the requirements to provide secure parking located in the garage for residents and church employees;
- The Applicant will unbundle the cost of residential parking from the cost of lease or purchase;
- The Applicant will identify TDM Leaders (for planning, construction, and operations) at the residential and church components. The TDM Leaders will work with residents and church employees to distribute and market various transportation alternatives and options;
- The Applicant will place an electronic message board in the residential lobby that provides real-time information on nearby transit services, carshare vehicles, and Bikeshare stations; and
- Building management will provide new residents with an informational package containing details on nearby transit, carshare, and Bikeshare services as well as information on loading dock policies and restrictions, particularly the prohibition on conducting loading operations within public right-of-way without a valid public space permit.

These TDM measures, if implemented as planned, will encourage the use of alternative modes of transportation. The proposed TDM elements match the scope of impacts at this development. DDOT is supportive of the Applicant's proposed measures, and believes these elements will be adequate.

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. As noted, the Applicant proposes to do so with the sidewalk at this 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. 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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