

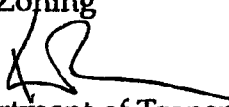
GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Memorandum

TO: Richard Nero, Acting Director
DC Office of Zoning

FROM: Karina Ricks 
District Department of Transportation

DATE: July 24, 2009

SUBJECT: ZC # 09-08 (Brookland Artspace Lofts, LLC)

APPLICATION

Brookland Artspace Lofts, LLC (the "Applicant") seeks a PUD-related map amendment to rezone the property from the C-M-1 Zone District to the C-2-B Zone District. The Applicant proposes the construction of 41 artist studios and apartments. It will also develop the southern portion of the property as a dance studio. The buildings will have a maximum height of 50 feet and the gross floor area of the project will be 67,840 square feet or 2.7 FAR. The project will have lot occupancy of 74%. The project requires flexibility from the rear yard, parking, and roof structure requirements of the Zoning Regulations.

SUMMARY

The District Department of Transportation (DDOT) recommends conditional support of the Applicant's request for a PUD-related map amendment. DDOT received the Applicant's traffic and parking summary that lightly addresses some transportation concerns. The Applicant will need to follow DDOT's policy for a Transportation Demand Management (TDM) program. DDOT wishes to address the curb cut across from Kearny Street, on-street parking for special events, trash removal and recycling services vehicle access, and bicycle parking.

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ZONING COMMISSION
District of Columbia

CASE NO.

EXHIBIT NO.

09-08
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DDOT ANALYSIS

It is obvious to DDOT staff that the Brookland Artspace Lofts project will not have a significant vehicular traffic burden on the community. DDOT commends the Applicant for the low number of parking spaces in the project. The Applicant is building 20 regulation size parking spaces and 3 compact size parking spaces. All of the parking spaces are associated with the artist studios and no additional parking will be built for the dance studio. The curb cut proposed for the 23 below grade parking spaces, located on the north side of the project, will minimize the pedestrian conflicts in the area of the proposed development. DDOT has some concerns with the retaining wall shown in some of the Applicant's exhibits. The retaining wall located just south of the point of access for the underground garage should be removed. The proposed design with the wall will lead to unsafe vehicle and pedestrian conflicts.

The Applicant has not provided enough information for the proposed curb cut located across from Kearny Street. It is unclear how often the curb cut will be used or the types of uses for it. Until more information is provided, DDOT can not approve the curb cut related to the performance plaza inside of the project. In addition, ongoing planning and construction of the Metropolitan Branch Trail (MBT) requires that space be reserved in the Kearny Street right-of-way in order for users to access the neighborhood, to serve as a connection to bicycle trails in the area, and to serve as an interim MBT route.

Based upon DDOT review of the Applicant's July 6, 2009 Supplemental Statement to the DC Zoning Commission, it is not clear how the Applicant will remove trash from the site upon completion and move-in. DDOT prefers to have trash removal and recycling pick-up performed by using roll-off dumpsters. Trash removal trucks have limited access to the site.

The dance studio will generate on-street parking in the neighborhood. The Applicant should continue to inform neighbors of its events. In an effort to provide outreach, the Applicant should appear in front of ANC 5C every six months to address community concerns especially related to parking.

DDOT notes on 'Sheet 05' of the Applicant's July 6 Statement, there is covered bicycle storage in the underground garage for 16 bicycles. The Applicant proposes building 41 artist studio/residences inside the project. The proposed amount of bicycle storage is not enough and more space for bicycles should be provided in the underground garage. The Applicant should provide space for up to 50 bicycles in the underground garage. The Applicant will be responsible for providing bicycle parking in public space. There will be no less than 40 inverted 'u' bicycle racks for the artist studio/residences and 25 inverted 'u' bicycle racks for the dance studio.

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TRANSPORTATION DEMAND MANAGEMENT

The Applicant has not suggested any TDM measures for the project. The Applicant will need to adhere to DDOT's policy for TDM upon completion of the project. DDOT prefers to see the following conditions included in the Zoning order, if the case is approved:

- The Applicant will act as the point of contact and Transportation Coordinator for the TDM program. The Applicant shall be responsible for implementing and managing TDM measures that are consistent with DDOT's recommended TDM strategy.
- **Car-sharing programs** - The Applicant will provide a one-time membership fee subsidy in Zipcar for each artist studio/residence. The Applicant will distribute information about Zipcar to the new residents upon build-out (as part of an initial welcome package). The closest Zipcar location is less than 1/3 of a mile to the northeast of the Applicant's proposed site and in very close walking distance to the subject property. Upon complete build-out, the Applicant should verify with Zipcar that there are enough Zipcar spaces within vicinity to satisfy the demand.
- **Transit incentives** -The Applicant will provide a one-time, complimentary \$50 SmartTrip fare card to the new residents upon move-in of the residential building to help encourage additional transit usage.
- **Bike facilities** - The Applicant will distribute bicycle route maps and safety information to all residents upon move-in. The project has a unique location in that it will be located adjacent to the MBT. The bicycle and pedestrian trail is an important transportation route providing direct access to seven of Metro's Red Line stations and connecting to the Washington area's trail network at the Capital Crescent Trail and the East Coast Greenway.