


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin
Project Review Manager 

DATE: October 4, 2017

SUBJECT: BZA Case No. 13991A – 522 ½ K Street NE

APPLICATION

Curt Hansen (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle Y § 704, requests a modification of significance to revise BZA Order No. 13991, to permit the addition of an accessory “fast food” establishment to an existing retail grocery store, to expand the retail use to the basement, to change the Monday through Saturday operating hours from 8:00 AM-8:00 PM to 8:00 AM-9:00 PM, to increase the number of employees on-site at any one time from two (2) to seven (7), and to increase the number of seats from zero (0) to 18. There are currently no vehicle parking spaces provided on-site and none are proposed with this application. The site is located in the RF-1 zone at 522 ½ K Street NE (Square 830, Lot 56).

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and 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:

- The site already operates the “fast-food” accessory use (i.e., serves hot food over counter), therefore, the addition of chairs and tables will likely not have an impact on the amount of trips added to the transportation network;
- The addition of five (5) extra employees will not have an impact on the transportation network;

Board of Zoning Adjustment
District of Columbia
CASE NO. 13991A
EXHIBIT NO. 27

- This store is neighborhood oriented and DDOT anticipates most trips to the site (customers and employees) likely would be pedestrians or bicyclists;
- The expansion of operating hours by one hour in the evening, closing at 9:00 PM rather than 8:00 PM, is after the commuter peak hours and likely would not impact the transportation network;
- The short-term bicycle requirement can be met by installing one (1) inverted U-rack in public space within the “furniture zone” or on private property;
- There is currently a 49-foot commercial loading zone immediately to the east of the site. Loading and trash-pick up operations will not be impacted as the site is already in use for accessory “fast-food” services; and
- Future outdoor seating will require the Applicant to pursue a public space occupancy permit.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the Applicant’s request and determined that based on the information provided, this proposed action will have no adverse impacts on the travel conditions of the District’s transportation network. The proposed action 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 these minor potential impacts, DDOT has no objection to the approval of the requested modification of significance with the following condition:

- One short-term bicycle rack in public space in the “furniture zone” or on private property.

TRANSPORTATION ANALYSIS

Bicycle Parking

Per Subtitle C § 802.1, one (1) short-term bicycle parking space is required for retail. This requirement can be met by installing one (1) inverted u-rack in public space within the “furniture zone” or on private property. The Applicant stated they currently have a short-term bicycle rack, but it is unclear from the site plans. If not rack exists, DDOT requires one (1) short-term u-rack be installed. The Applicant also provides informal, long-term bicycle parking in a room in the back of the building. Additionally, there is an existing 19-dock Capital Bikeshare Station directly across the street on 6th Street NE.

Loading

This site is served by a 49-foot commercial loading zone just in front of the property on 6th Street NE. The Applicant is not required by zoning to provide a loading berth because it does not exceed 5,000 SF. The commercial loading zone is used for any truck deliveries which cannot come before 9:00 AM or after 5:00 PM. Trash is collected on-site twice a week from a small walking alley accessible via 6th Street NE. The Applicant’s proposal to add chairs, increase the number of staff, and expand hours will not impact loading or trash operations as the site is already currently in use as an accessory “fast-food” service.

Public Space

DDOT’s lack of objection to the modification of significance should not be viewed as an approval of public space elements. All elements of the project in the public space, for example future outdoor patio

seating or bicycle racks, require the Applicant to pursue a public space permit through DDOT's permitting process. The Applicant may refer to Titles 11, 12A, and 24 of the DCMR and DDOT's recently released 2017 version of the Design and Engineering Manual (DEM) for specific controls of public space. A summary can also be found in DDOT's Public Realm Design Manual.

AC:kb