GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

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MEMORANDUM

TO: Jerrily R. Kress, FAIA
Director
Office of Zoning

FROM: Kenneth Laden
Associate Director for Transportation Planning

DATE: May 13, 2003

SUBJECT: **BZA Application No. 17012** – Request for Variances from Building Height Restriction, Floor Area Ratio, Residential Recreation Space, and Rear Yard Requirements to Allow for the Renovation and Expansion of an Existing Structure Located at 1301-1309 9th Street, NW, Square 399, Lots 62, 63, 800, 801, and 804 in a C-2-A District

The District Department of Transportation (DDOT) has reviewed the subject application and material for the above site. This memorandum addresses the transportation aspects of the proposal.

The subject site consists of five row buildings located at the northeast corner of 9th and N Street, NW across the street from the newly completed Washington Convention Center. The site is bounded by N Street, NW to the south, 9th Street, NW to the west, a public alley to the east and a gas station to the north. The site is located several blocks away from the Mount Vernon Square – Convention Center Metro Rail Station on the Green and Yellow Lines and several Metro bus routes traverse near the site. The existing structures on site are vacant and severely deteriorating with portions of the roofs and walls collapsed.

The applicant proposes to renovate the existing vacant structures with the construction of a five-story addition to the rear. The renovated building will provide retail uses on the ground floor, office space on the second and third floors, and six residential units on the fourth and fifth floors. The variances requested by the applicant pertain to the height of the proposed additions, FAR, and required residential recreation and rear lot space requirements.

BZA
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Board of Zoning Adjustment
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CASE NO. 17012
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The subject site is within the Shaw Historic District and, as listed in §2100.5, no additional parking spaces or loading facilities are required for a building located in a Historic District that is a contributing character of the District. However, the applicant seeks a variance from the rear yard standards provided in §774. A minimum rear yard distance of 15' is required in a C-2-A District for all structures. The applicant proposes to construct additions on the existing 33' rear yard setback at the subject site, and proposes no rear yard on site. As listed in §774.5, the building plan shall include provisions for adequate off-street service functions including parking and loading areas and access points.

The building plans provided show the proposed additions to the rear of the site constructed to the edge of the public alley, with an egress doorway opening into the public right-of-way. Site plans should be revised so that the egress doorway is placed in a setback or vestibule so that when opened, it does not occupy public space. The information submitted does not provide any information on proposed parking, service delivery and loading activities for the site. The applicant did not provide to DDOT a final Statement of the Applicant.

Parking supply is in high demand in the area. The recently completed Convention Center does not provide any accessory parking for patrons or visitors and on-street parking supply will be in high demand in the vicinity as residents, businesses, and conventioneers compete for a limited number of parking spaces. Several commercial parking lots are in the area as well as metered and non-metered parking spaces including spaces with Ward 2 Residential Parking Program designation. In regards to loading, the applicant stated in a phone conversation that a curbside loading area on N Street, NW or 9th Street, NW would be requested with the assistance and direction of the DDOT Curbside Management Division.

The proposed renovation and new construction of the site is a positive step in changing the dilapidated look of the area and is one of the first mixed-use projects to be proposed adjacent to the recently opened Convention Center. The subsequent increase of activities on site will have an impact on on-street parking supply and the transportation network on neighboring streets. DDOT recommends the applicant contact the DDOT Curbside Management Division to coordinate the proposed installation of a loading zone for the site, and revise site plans to show a redesigned egress doorway adjacent to the public alley. DDOT also requests the Board make a determination if the proposed new structure is required to provide accessory parking under §2100.6, or if the structure is exempt based on historic significance as listed in §2100.5. Accordingly, DDOT does not support the application as currently proposed.

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