GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

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

From: Kenneth G. Laden

Date: October 7, 2003

Re: **BZA Application No. 17063** – Variances from Parking and Loading Requirements to Allow the Continued Use of an Office Building Located at 450 H Street, NW, Lot 103, Square 518 in a DD/C-2-C District

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. This memorandum addresses the transportation impacts of the project.

The subject site is located mid-block on H Street between 4th and 5th Street, NW on the eastern edge of the Central Business District near the Judiciary Square Metro Station. The subject site is bordered by the General Accounting Office (GAO) headquarters to the east, and to the west and south by St. Mary of God Church. The existing building was constructed in 1984 for mixed retail and residential use, however the interior spaces were not completed at the time. The current property owner purchased the building in 1999 and subsequently completed the interior spaces. In 2001, the applicant obtained a certificated of occupancy for office use and leased the building to the DC Youth Services Administration, which received a certificate of occupancy in 2002. A separate BZA case, Application No. 17064, will addresses the land use of the building and the certificate of occupancy for office use, recently revoked by the Building and Land Regulation Administration of the Department of Consumer and Regulatory Affairs.

The subject site is fully developed and occupied, thus any accommodations for accessory parking spaces and loading needs must be provided within the existing building design. A total of 17 parking spaces are required. The applicant is working on an agreement with GAO to share the use of the driveway that provides access to accessory parking. A one-level parking garage is provided below grade with approximately eight parking spaces, however some of the spaces are irregularly shaped and do not meet the standards parking space dimensions of 9' x 19', and access to three of the proposed parking spaces appeared to be somewhat obstructed by other vehicles. The parking spaces should be clearly striped and defined, and the use of any stacked parking spaces requires a parking

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attendant or management plan. Curbside metered parking and private parking garages in the vicinity can accommodate the overflow parking needs of the site.

When the building was constructed, no loading docks or service delivery areas were provided or required for the mixed-use building. With the change from residential to office use, a minimum of one 30' deep loading berth, one service delivery platform, and one service delivery space is required. There is no alley access to the site. The applicant should coordinate with the DDOT Curbside Management Division to determine the appropriate area to designate for curbside loading.

The subject property presents an exceptional condition in that the applicant cannot provide required parking and loading facilities within the existing structure, and redesigning the existing building would require substantial investment and undue hardship on the applicant. The proposed use will slightly impact on street parking supply in the immediate area, however it will not create dangerous or objectionable traffic conditions. Accordingly, DDOT has no objection to the application with a modified parking layout.

KL:lb