

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: March 22, 2016

SUBJECT: BZA Case No. 18511B – 1018 Irving Street, NW

APPLICATION

Allyoop, LLC (the “Applicant”), requests a variance from buildings on alley lot requirements under § 2507.3 to allow conversion of an automotive garage to mixed-use office and two dwelling units in the R-4 District at premises 1018 Irving Street, NW (Square 2851, Lot 0219). The Applicant was previously approved in BZA Order No. 18511 for variances from use provisions, non-conforming structure provisions, and buildings on alley lot provisions to construct an addition to an existing structure for mixed-use office and artist studios. This Application is a revision of BZA Order No. 18511 to change use from artist studios to residential dwelling units.

RECOMMENDATION

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. DDOT outlined several mitigations as recommendations for approval of BZA Order No. 18511, which were subsequently included in the order. After an extensive, multi-administration review of the case materials submitted by the Applicant, DDOT finds that this proposed project will have no adverse impacts on the travel conditions of the District’s transportation network, provided that the Applicant meets the following requirements, which were originally outlined in BZA Order No. 18511:

- Implement the proposed trash pick-up restriction plan;
- Install appropriate No Parking signs along its property;
- Install DDOT approved pedestrian markings in the alley to delineate a pedestrian path; and
- Upgrade the existing alley lighting to support the office and residential uses.

TRANSPORTATION ANALYSIS

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

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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 following analysis evaluated the Applicant's proposal to determine its accuracy and consistency with the District's vision and goals for its transportation network and largely reiterates previous analysis for BZA Order No. 18511.

Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price/supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, and proximity to transit.

DDOT recommends that the proposed "No Parking" signage plan that was submitted by the Applicant as part of BZA 18511 be implemented to discourage any illegal parking activity within the surrounding alley network. DDOT expects these signs to be affixed on their building and not in public space.

Site Access and Loading

Given the existing narrow alley network surrounding the site, trash, trucks cannot navigate the alleys without having to back up onto public streets, which is an unacceptable condition. The Applicant proposed a trash pick-up plan as part of BZA 18511 requiring the responsible company to wheel the trash bins from inside the property to the street during pick-up activities. The truck should park in either Irving Street or Columbia Road, while the trash is wheeled over. In addition, trash pick-up should not occur before 9:30am, in order to reduce traffic impacts.

Streetscape and the 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 part of BZA 18511, the Applicant proposed an enhanced lighting plan for the alley in order to support pedestrian activity and safety. DDOT supports this proposal although some lighting fixture details will need to be agreed upon and approved. All signage, lighting, and alley pavement markings will need to be permitted through DDOT's public space permitting process.

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. DDOT staff will be available to provide additional guidance during the public space permitting process