

**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:** February 16, 2016

**SUBJECT:** BZA Case No. 19088 – 3701 14<sup>th</sup> Street, NW

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**APPLICATION**

Jose Ayala and ERB Properties, LLC (the “Applicant”), pursuant to 11 DCMR § 3103.2, for variances from the rear yard requirements under § 774.1, and the off-street parking requirements under § 2101.1, to allow the construction of six residential units with ground floor retail without any off-street vehicle parking spaces in the C-2-A District at premises 3701 14<sup>th</sup> Street, NW (Square 2826, Lot 96).

**SUMMARY OF DDOT REVIEW**

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

- On-Street vehicle parking supply is available within the vicinity to meet the project’s parking demand; and
- The proposed Transportation Demand Management (TDM) plan that is expected to support a car-free or car-light lifestyle if the SmarTrip card incentive is extended to lessees, in addition to the proposed initial sale of units.

DDOT has no objection to the approval of the requested relief as long as the SmarTrip card incentive is extended to lessees.

Board of Zoning Adjustment  
District of Columbia  
CASE NO. 19088

## Continued Coordination

The Applicant is expected to continue to work with DDOT on the following matter:

- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards. All on-site and off-site streetscape improvements will be reviewed as part of the public space permitting process and may be subject to Public Space Committee approval.

## TRANSPORTATION ANALYSIS

DDOT guidance suggests that a comprehensive vehicular traffic analysis be completed if various thresholds for added traffic are met, which could signify the potential for impacts to the surrounding street network. Based on this project's anticipated level of trip generation, a comprehensive vehicle traffic analysis is not required, as thresholds are not met and impacts to the surrounding vehicle network are expected to be minimal. However, the Applicant conducted a vehicle parking occupancy study, which met DDOT's parameters and is consistent with the scale of the action.

### Off Street Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and 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, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, composition of nearby land-uses, and the demographic composition of the potential residents and patrons.

Zoning requires the provision of three parking spaces for the proposed six dwelling units, and the Applicant requests full parking relief. While this small variance request does not meet DDOT's threshold for a vehicle parking occupancy study, a study was conducted by the Applicant due to the perceived high demand for parking in the vicinity of the site. Parking occupancy data was collected on Thursday, January 7, 2016 from 7:00 pm to 10:00 pm. Street sweeping was not scheduled for this or the following day. The analysis found unused nearby on-street parking that would meet the proposed project's parking demand, with 38 spaces available during peak weekday demand in the study area from 9:00 pm to 10:00 pm (see Figures 1 and 2). DDOT finds that the available parking spaces within the vicinity of the site will accommodate the expected peak hour site generated parking demand.

| Survey Time       | 7:00 PM-8:00 PM | 8:00 PM-9:00 PM | 9:00 PM-10:00 PM |
|-------------------|-----------------|-----------------|------------------|
| Supply            | 307             |                 |                  |
| Occupancy         | 253             | 266             | 269              |
| Unoccupied Spaces | 54              | 41              | 38               |
| % Utilization     | 82%             | 87%             | 88%              |

Figure 1: PM On-Street Weekday Parking Occupancy and Utilization (Source: Symmetra Design)



Figure 2: Parking Restrictions and Supply (Source: Symmetra Design)

### Transportation Demand Management (TDM)

As part of all development review cases, DDOT requires the Applicant to produce a comprehensive Transportation Demand Management (TDM) plan. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods.

The Applicant proffered the following:

- Provide a one-time, one-year bikeshare or car share membership as part of a move-in package for the first lessee or owner of each residential unit; and
- Provide a \$60 SmarTrip card for each unit at the initial sale of units.

DDOT finds that the TDM plan is not adequate for the requested variance if the dwelling units are leased instead of for sale and requests the following minor modification:

- Provide a \$60 SmarTrip card for each unit at the initial sale of units or lease signing in the building.

### 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 gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site. As part of this process, the Applicant must work closely with DDOT 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 circulating around it. The Applicant may refer to the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space.

The site plans show a 17.9' by 11.9' planting beds, as well as outdoor seating and a bay window projection. All of these items require a public space permit. Of note, the planting bed is shown too deep and obstructs the required 6' clear pedestrian pathway in the sidewalk. The depth of the planting bed will need to be reduced.

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