

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: April 5, 2016

SUBJECT: Supplemental Report: BZA Case No. 19140 – 412 V Street, NE

APPLICATION

The Southwest Social Scene, Inc. (the “Applicant”) requests a full parking variance pursuant to the off-street parking space requirements to allow a public hall with an accessory restaurant, bar/cocktail lounge in the C-M-2 District at premises 412 V Street, NE (Square 3621, Lot 44). Zoning requires 12 parking spaces.

SUMMARY OF DDOT REVIEW

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 to meet the project’s parking demand;
- The Public Space Committee denied the Applicant’s permit to park in public space; and
- The public space should be restored to include a curb and gutter, street tree zone (which includes street trees, planting strip, streetlights, and short-term inverted-U shaped bike racks), sidewalk, and landscaping behind the sidewalk closest to the property line.

DDOT has no objection to the requested variances and expects the Applicant to restore the public space.

Board of Zoning Adjustment
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Continued Coordination

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

- The Applicant must apply for a public space permit for all changes to public space. Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, bike parking, and other features within the public rights of way, are expected to be designed and built to DDOT standards.

TRANSPORTATION ANALYSIS

DDOT guidance suggests that a Comprehensive Transportation Review (CTR) 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/patrons.

Zoning requires the provision of 12 parking spaces. The Applicant applied for a public space permit from DDOT to park in public space, and the application was denied. The existing site design, which is not intended to be altered, has no on-site parking spaces. Therefore, the Applicant requests full parking relief.

A parking occupancy study was conducted by the Applicant, which was coordinated with DDOT. Parking occupancy data was collected on Friday, February 12, 2016, Saturday, February 13, 2016, and Monday March 14, 2016 from 6:00 pm to 12:00 am. The study area consists of unrestricted spaces and Residential Parking Permit two-hour restricted spaces. However, the parking restriction does not apply to the business's proposed hours of operation. According to the Applicant, the members-only private club with accessory restaurant and bar will operate from 8:00 pm to 2:00 am Friday and Saturday initially but may extend operations to seven days per week with the same operating hours.

The analysis shows unused nearby on-street parking that would meet the proposed project's parking demand, with 39 spaces available during peak Friday demand in the study area (7:00 pm), 43 spaces available during peak Saturday demand (11:00 pm and 12:00 am), and 41 spaces available during peak weekday demand (7:00 pm) (see Figures 1 and 2). While no parking is permitted in front of the site on V Street due to the existing non-compliant curb cut, DDOT expects the Applicant to close this curb cut, which will result in additional on-street parking spaces.



Figure 1: Study Area (Source: DDOT)

2.12.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Total	98	104	93	92	97	98	100
Available	143	143	143	143	143	143	143
Usage	69%	73%	65%	64%	68%	69%	70%

2.13.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Total	74	75	84	95	95	100	100
Available	143	143	143	143	143	143	143
Usage	52%	52%	59%	66%	66%	70%	70%

3.14.2016	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Total	96	102	97	91	92	92	92
Available	143	143	143	143	143	143	143
Usage	67%	71%	68%	64%	64%	64%	64%

Figure 2: On-Street PM Weekday and Weekend Parking Utilization (Source: BD Contractor Services, LLC)

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.

DDOT expects the Applicant to design and build the streetscape surrounding the property to current DDOT standards. 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. Final design of the public space will be determined during DDOT's public space permitting process. DDOT notes the importance of maximizing the width of sidewalks along the perimeter of the site to accommodate pedestrian and bicycle activity.

DDOT notes the importance of adequate sidewalks along the perimeter of the site to accommodate pedestrian and bicycle activity. The proposed use as a public hall with a restaurant and bar/cocktail lounge is expected to have high pedestrian activity; therefore, a robust sidewalk network is necessary for safe, pedestrian access at this site, just as it is necessary throughout the District. The public space in front of the site should not have an extended curb cut and parking; instead, it should have a curb and gutter, street tree zone (which includes street trees, planting strip, streetlights, and short-term inverted-U shaped bike racks), sidewalk, and landscaping behind the sidewalk closest to the property line. On V Street, a curb and gutter should be installed, the sidewalk should be six feet in width, and the street tree zone should be four feet in width, which will match the streetscape in front of the Carlos Rosario Public Charter School to the east of the site. On 5th Street, the streetscape should match the property to the north of the site at the corner of 5th and W Street, which is also a six foot sidewalk with curb and gutter and four foot tree zone. The changes to public space will bring the site into compliance with public space regulations, which is required whenever there is a change in land use.

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