

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 2, 2016

SUBJECT: BZA Case No. 19175 – 2 I Street SE

APPLICATION

Crescent Communities LLC and RCP Development Company (the “Applicant”) pursuant to 11 DCMR §§ 3103.2 and 3104.1, seeks variances from the side yard requirements under § 775.1 and the loading requirements under § 2201.1, and special exceptions from the rear yard requirements under § 774.1 and the roof structure requirements under §§ 411.3 and 411.5, to construct a new mixed-use building in the C-3-C District at premises 2 I Street S.E. (Square 695W, Lot 21). The development program includes 558 dwelling units, 2,999 square feet of retail, and 263 parking spaces. The Applicant seeks to provide two 30-foot loading berths and a 20-foot service delivery space in lieu of the required one 55-foot loading berth and 20-foot service delivery space.

RECOMMENDATION

The purpose of DDOT’s review is to assess the impact of the proposed action on the District’s transportation network and, as necessary, propose appropriate mitigations. After an extensive, multi-administration review of the case materials submitted by the Applicant, DDOT finds:

- The two proposed 30-foot loading berths are likely sufficient to accommodate move-in/move-out truck activities associated with the proposed residential unit size mix;
- Loading for the retail space, which is not directly connected to the on-site loading facilities, would need to occur from the driveway on private space and will not be allowed from either I Street or South Capitol Street adjacent to the site because curbside parking is not permitted; and

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- The Applicant received concept approval for the curb cut with final design will be determined in the future through a separate public space permit. Full-movement operations of the curb cut are highly unlikely to be permitted. Specifically, left-in movements are the most problematic due to potential queuing into the South Capitol Street & I Street intersection.

DDOT has no objection to the requested relief.

Continued Coordination

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

- Final design and operations of the curb cut, which will be determined through the public space permitting process. The Applicant will be required to provide additional analysis to inform operations of the curb cut and develop a curb cut design and signage plan to reinforce the ultimate operations of the driveway; and
- Design of the public realm, including utility vault location and treatment.

TRANSPORTATION ANALYSIS

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 and ultimately discourage single occupancy vehicle trips.

Accordingly, an Applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network and any proposed mitigations, along with the effects of the mitigations on other travel modes. A Comprehensive Transportation Review (CTR) should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action.

Loading

Based on the information provided the requested variance from loading requirements to provide two 30-foot loading dock in lieu of the required one 55-foot loading dock will have no adverse impacts on the travel conditions of the District's transportation network. The 30-foot loading berths are likely sufficient to accommodate move-in/move-out truck activities associated with the proposed residential unit size mix. The requested loading relief is consistent with other loading-related relief requests throughout the District. In the rare event that larger trucks must service the site, Emergency No Parking signs are available from DDOT to reserve a loading area along the curbside on I Street. Of note, the temporary loading area would need to occupy legal parking spaces, and therefore cannot be located directly adjacent to the site on I Street or South Capitol Street because parking is not allowed. The closest eligible temporary loading area is the approximately 80-foot long curbside parking area located on the north side of I Street about 30 feet east of the site.

Loading for the retail space, which is not directly connected to the on-site loading facilities, would need to occur from the driveway on private space and will not be allowed from either I Street or South Capitol Street adjacent to the site.

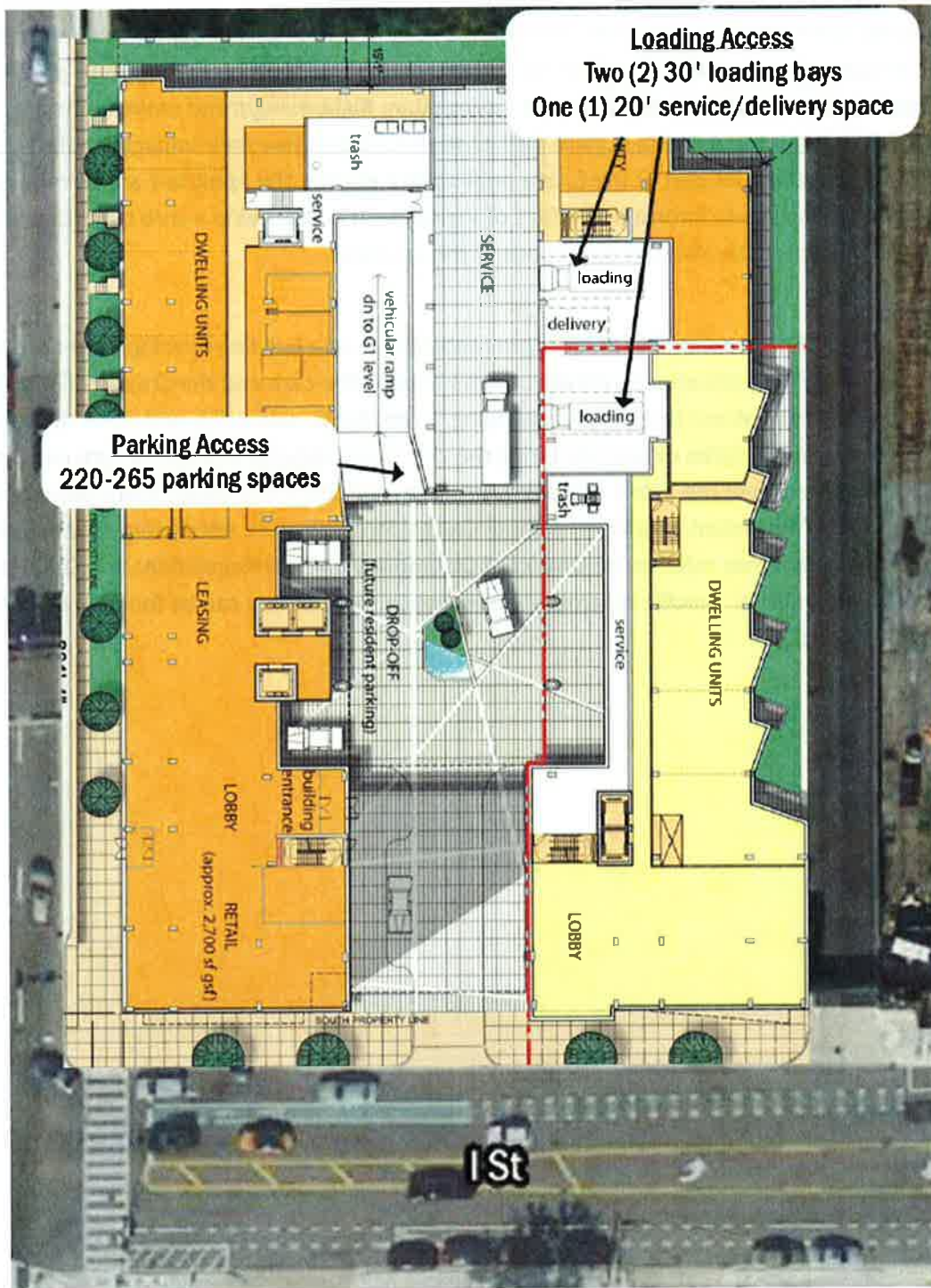


Figure 1 Site Plan (Source: Gorove/Slade)

Site Access

Site access for vehicle parking and loading is proposed to be from a single curb cut on I Street. The Applicant received concept approval for the curb cut at the Public Space Committee's January 28, 2016 hearing. Although concept approval was granted, final design will be determined in the future through a separate public space permit. DDOT notes that full-movement operations of the curb cut are highly unlikely to be permitted. Specifically, left-in movements are the most problematic due to potential queuing into the South Capitol Street & I Street intersection. Right-in/right-out movements are acceptable, and left-out movements require further study to determine their impacts on the surrounding intersections. As part of the future public space permit, the Applicant will be required to provide additional analysis to inform operations of the curb cut and develop a curb cut design and signage plan to reinforce the ultimate operations of the driveway.

Public Space

In accordance 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 all existing curb cuts on I Street to be closed. Final design of the public space will be addressed during the public space permitting process and must be consistent with DDOT's South Capitol Street Project, which abuts the subject property. The Applicant may refer to the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space. A summary can be found in DDOT's Public Realm Design Manual.

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