

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 20, 2016

SUBJECT: **BZA Case No. 19195** – 4924 Nash St, NE

APPLICATION

Application of Nash Street Investors, LLC (the “Applicant”), pursuant to 11 DCMR §§ 3103.2 and 3104.1, for a full variance from the off-street parking requirements under § 2101, and a special exception from the rooftop structure requirements under §§ 411.11 and 400.7, to expand an existing apartment house from 14 dwelling units to 16 dwelling units in the R-5-A District at premises 4924 Nash Street, NE (Square 5172, Lot 59).

RECOMMENDATIONS IN BRIEF

The District Department of Transportation (DDOT) has reviewed the Applicant’s request and determined that based on the information provided, this proposed project will have no adverse impacts on the travel conditions of the District’s transportation network. The proposed project may lead to a minor increase in vehicular, transit, pedestrian, and bicycle trips. In addition, the project has the potential to generate minor impacts to on-street parking conditions in the area. Vehicle parking demand may increase slightly as a result of the project, inducing a higher level of parking utilization in the immediate area. Despite this minor potential impact, DDOT has no objection to the approval of the requested special exception with the following condition:

- Provide the District of Columbia Municipal Regulations requirement of six long-term bicycle parking spaces in a secure location, projected from weather elements, in a location that is easily accessible from the street level; and
- Provide a minimum of one short-term bicycle parking rack (two bicycle parking spaces), the location of which will be determined during the Public Space permitting process.

Board of Zoning Adjustment
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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.

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. Due to the zoning relief sought and the minimal number of peak vehicle trips generated, a CTR was not required for this project.

Vehicle Parking

Zoning requires the provision of 16 parking spaces for the proposed 16 dwelling units, and the Applicant seeks full relief from the zoning requirements. The existing 14 dwelling unit apartment building was constructed in 1943 without any parking spaces. While 14 parking spaces are currently required by zoning for a 14 dwelling unit residential building in the R-5-A District, the building has 14 parking credits since it is proposed to expand, not redevelop. DDOT's analysis is based on the delta between the existing conditions and proposed use. Therefore, DDOT finds that an increase in two dwelling units, or an increase from the zoning requirement of 14 parking spaces (that do not exist) to 16 parking space variance is a marginal increase of two parking spaces and does not meet DDOT's threshold for a parking occupancy study. While the proposed action may generate a minor increase of vehicle parking demand, the potential increased demand is considered insignificant compared to existing conditions.

Bicycle Facilities

Chapter 18 of the District of Columbia Municipal Regulations § 1214 states that all residential buildings – existing, new, or rehabilitated – with eight or more units shall have at least one secure bicycle parking space for each three residential units in a secure bicycle parking storage room or an equivalent. These secure long-term bicycle parking spaces are intended to be inside a building and protected from weather elements in a location that is easily accessible from the street level. Providing the required long-term bicycle parking has the potential benefit of decreasing vehicular trips and parking demand. The Applicant is required to provide six long-term bicycle parking spaces. Additionally, DDOT's policy is to provide one short-term bicycle parking rack (two bicycle parking spaces) for each 20 dwelling units. The Applicant should provide a minimum of one short-term bicycle parking rack (two bicycle parking spaces), the location of which will be determined during the Public Space permitting process.

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.