

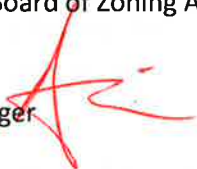
GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin
Project Review Manager 

DATE: February 22, 2018

SUBJECT: BZA Case No. 19705 – 2122 14th Street NW

APPLICATION

Madison Investments LLC (the "Applicant"), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests special exceptions from the use permission under Subtitle K § 813, from the height requirements of Subtitle K, § 803.3, and from the lot occupancy requirements of Subtitle K § 804 to construct a mixed use development in the ARTS-3 zone. The site is located at 2122 14th Street NW (Square 203, Lots 96, 809, 10, and 1) and proposes the following development program:

- 242 multifamily residential units;
- 5,591 sf of office space;
- 24,639 sf of retail space;
- 4,000 sf of entertainment space;
- 73 long-term and 23 short-term bicycle parking spaces; and
- Approximately 80 vehicle parking spaces

SUMMARY OF DDOT REVIEW

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 to goods and services. As a 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. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The Applicant proposes to meet ZR16 bicycle parking and loading requirements;
- The Applicant proposes to exceed ZR16 vehicle parking requirement by 13-18 spaces;
- The Applicant proposes to close a total of two (2) existing curb cuts on W Street NW and 14th Street NW currently used by an existing gas station;
- The Applicant originally proposed to provide parking garage access in the alley in its original plan and burden of proof submissions to the record, both dated December 29, 2017. As documented in their February 14, 2018 plan submission, the Applicant now proposes to construct a new curb cut on W Street NW, which will serve the site's parking garage;
- The proposed curb cut on W Street does not meet DDOT standards because all access should occur from the alley and the proposed curb cut would be less than 24 feet away from the nearest curb cut. As such, DDOT does not support the current location of the parking garage entrance; and
- If the curb cut on W Street NW is denied by the Public Space Committee (PSC), the Applicant may need to return to the BZA to amend its plans.

RECOMMENDATION

DDOT has reviewed the Applicant's request and determined that based on the information provided, DDOT has no objection to the approval of the special exception requested through this BZA application. However, DDOT strongly objects to the location of the curb cut on W Street NW and will not support its approval during the project's public space permitting process. DDOT looks forward to working with the Applicant to move its parking garage entrance back into its originally proposed location in the alley.

TRANSPORTATION ANALYSIS

Vehicle Parking

Per subtitle C § 701.5, the Applicant is required to provide 62 vehicle parking spaces accounting for the 50 percent reduction (ZR16 702.1) due to the site's proximity to the U Street/Cardozo Metrorail Station and proposes to provide between 75 and 80 vehicle parking spaces, which exceeds its vehicle parking requirement by 13 to 18 spaces.

Bicycle Parking

Per subtitle C § 802.1, the Applicant is required to provide 73 long-term and 23 short-term bicycle parking spaces. The Applicant proposes to provide the 73 long-term and 23 short-term bicycle parking spaces. Based on the size of the proposed retail, the Applicant is also providing two (2) required showers and two (2) required lockers for employees.

Loading

Per Subtitle C § 901.1, the Applicant is required to provide two (2) loading berths and (1) delivery space. The Applicant proposes to supply the required loading and delivery spaces in two separate locations in the rear public alley.

Public Space

DDOT's lack of objection to the requested special exceptions should not be viewed as an approval of public space elements. DDOT notes that the Applicant recently changed the proposal for the garage access from the adjacent alley to W Street. DDOT's 2017 Design and Engineering Manual (DEM) requires that all parking and loading access be located occur within alleys when they are available (DEM 31.5.1). The proposed curb cut also does not meet the District's existing standards as it is less than 24 feet from the nearest curb cut (DEM 31.5.2). As such, DDOT strongly objects to the current curb cut location on W Street NW and urges the Applicant to return the parking garage entrance to the alley where it was originally proposed.

The Applicant has noted its desire to activate the 15 foot public alley and has proposed non-standard hardscape treatments. If approved during permitting, any alternative hardscape will require the establishment of maintenance agreement and approval through the public space permitting process.

The Applicant will be required to pursue a public space permit for the new curb cut, alternative materials, short-term bicycle racks, and other project elements shown within public space. The Applicant may refer to Titles 11, 12A, and 24 of the DCMR and DDOT's recently released DEM for specific controls of public space. A summary can also be found in DDOT's Public Realm Design Manual.

AC:pr