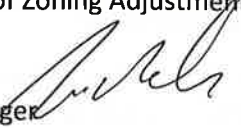


GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



**d.** Planning and Sustainability Division

**MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment  
**FROM:** Anna Chamberlin  
Development Review Manager   
**DATE:** March 30, 2018  
**SUBJECT:** **BZA Case No. 19726** – 101 Q Street NE

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**APPLICATION**

Amaro, 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 under the use permissions of Subtitle U § 802.1(c) and under Subtitle C § 1504 from the penthouse setback requirements of Subtitle C § 1502.1(d), to construct a 5-story 32,251 SF mixed use building containing emergency shelter and office uses in the PDR-2 Zone. The site is located at 101 Q Street NE (Square 3518, Lot 25).

**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 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 transportation 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:

- Approximately 25,000 SF of the building’s Gross Floor Area (GFA) will be dedicated to the new emergency shelter use to provide approximately 30 emergency residential units;
- Approximately 7,251 SF of the building’s GFA will function as office space;

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- Based on the proposed allocation, the Applicant is required to provide approximately eight (8) vehicle parking spaces and the Applicant proposes to provide 10 spaces in an adjacent surface lot accessed via First Street NE;
- The Applicant proposes to provide six (6) long-term bicycle parking spaces and four (4) short-term bicycle parking spaces, exceeding its requirement by one (1) short-term bicycle parking space. The short term bicycle parking spaces can be accommodated by providing two (2) inverted U-racks;
- The Applicant is not proposing a dedicated loading berth or service delivery space. Loading and trash collection activities will take place on private property at the rear of the site;
- DDOT notes that the Applicant may need to seek additional zoning relief from the following sections of Subtitle C. DDOT defers to the Zoning Administrator for an official determination:
  - Subtitle C § 715 requires that surface parking lots with at least 10 parking spaces must meet specific landscape requirements;
  - Subtitle C § 711.6 requires drive aisles for two-way traffic to be at least 20' wide. The proposed curb cut and drive aisle are 12-feet wide, but operate with controlled access;
  - Subtitle C § 805.9 requires 50 percent of all long-term bicycle parking spaces required by zoning to be placed horizontally on the floor. The Applicant's long-term bicycle parking is provided via vertical storage; and
  - Subtitle C § 902.3 requires the provision of at least one (1) berth when the sum of the gross floor area of the separate uses exceeds the minimum gross floor area requiring loading berths for any of the separate uses;
- There are a number of public space elements that will need to be addressed through the public space permitting process:
  - The Applicant should close the existing curb cut on Q Street NE that will no longer be functional and install a new street tree;
  - The proposed oriel projections on Q Street should comply with the District's public space standards, as shown on the plan;
  - The Applicant proposes a 12-foot wide curb cut on First Street NE to provide two-way controlled access to a secure parking lot, which will require permit approval; and
  - There are five (5) perpendicular parking spaces adjacent to the property on First Street NE within public space that should be removed and replaced with green space. Restoring parallel parking will result in a net loss of 2-3 spaces.

## **TRANSPORTATION ANALYSIS**

DDOT has reviewed the Applicant's request and determined that based on the information provided, this proposed action will have no adverse impacts on the travel conditions of the District's transportation network. DDOT has no objection to the approval of the requested special exception.

## **CONTINUED COORDINATION**

DDOT looks forward to coordinating with the Applicant further regarding the above mentioned public space design and zoning items.

## **TRANSPORTATION ANALYSIS**

### Vehicle Parking

The Applicant proposes to provide ten (10) vehicle parking spaces in a secure surface parking lot at the rear of the building. Due to the nature of the emergency shelter's security needs, the surface lot will employ a controlled access system. The system will also help manage entrances and exits into site's 12-foot driveway, which is proposed to accommodate both entrances and exits. The gates to the facility will swing inward into private property, leaving a gap in the event vehicles attempt to enter and exit the property simultaneously. While not ideal, the shape of the property limits the width of the driveway. DDOT does not object to the proposed driveway width as the site proposes to serve only ten (10) vehicle parking spaces, connects to a low-volume street, and will be access-controlled. Based on the proposed design, the Applicant may need to seek additional relief from the surface parking landscape requirements of § 715 and the drive-aisle width requirements of section § 711.6.

### Bicycle Parking

The Applicant proposes six (6) long-term bicycle parking spaces and four (4) short term bicycle parking spaces. The Applicant shows the long-term spaces in vertical racks in the storage room. As such, the Applicant may be required by the Zoning Administrator to seek relief from § 805.9, which requires at least 50 percent of long-term storage to be floor-level horizontal spaces. The Applicant does not show the location of the short-term spaces on its plan, but can meet its requirement by providing two (2) inverted U-racks in public space. As the Applicant is only required to provide three (3) short-term spaces, the supply of the inverted U-racks will cause the Applicant to exceed its bicycle parking requirement by one (1) short-term bicycle parking space.

### Loading & Trash Collection

The Applicant is not proposing a dedicated loading berth as it anticipates the loading needs for the emergency shelter and office uses will be minimal. DDOT concurs with this assessment, but notes that the Applicant may be required by the Zoning Administrator to seek zoning relief from § 902.3, which requires at least one (1) berth to be provided when the sum of the gross floor area of the separate uses exceeds the minimum gross floor area requiring loading berths for any of the separate uses.

The Applicant proposes to locate its trash containers outside the building adjacent to the surface parking lot. DDOT anticipates that trash collection vehicles will back into the First Street NE stub and continue backing into the driveway. After collection, vehicles will leave the site with a front-out approach to the intersection of First Street NE and Q Street NE.

### Public Space

The Applicant currently shows five (5) perpendicular parking spaces adjacent to its property on First Street NE within public space. The spaces are used by the existing facility. Per DCMR 24-104.1.6, no person shall pave or cover any portion of public space without the written authority of the Mayor. The Applicant should restore public space adjacent to its site by extending the curb and gutter adjacent to the five (5) spaces, re-grading the space to be flush with the sidewalk, and planting grass or other landscaping adjacent to the building. As on-street parallel parking will be restored, the action will result in a loss of only 2-3 vehicle parking spaces.

DDOT's lack of objection to the requested special exceptions should not be viewed as an approval of public space elements. All elements proposed in the public space, including the proposed curb cut, restored curb and gutter, plantings, oriel window projections and short-term bicycle racks, will require a public space permit through DDOT's permitting process. The Applicant may refer to Titles 11, 12A, and 24 of the DCMR and DDOT's recently released 2017 Design and Engineering Manual (DEM) for specific controls of public space. A summary can also be found in DDOT's Public Realm Design Manual.

AC:pr