


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
Neighborhood Planning Manager 

DATE: November 30, 2018

SUBJECT: **BZA Case No. 19888** – 1509-1519 North Capitol Street NE

APPLICATION

SOME, Inc (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests a special exception under Subtitle C § 909.2 from the loading requirements of Subtitle C § 901.1, to construct 139 affordable housing units in a new 14-story building. The site is located in the D-5 Zone at 1509-1519 North Capitol Street NE (Square 668, Lots 41, 67, 810, and 809). The development consists of the following:

- 14-story building containing approximately 139 affordable furnished units;
- Zero (0) vehicle parking;
- Zero (0) loading berths and zero (0) delivery spaces; and
- 46 long-term bicycle parking spaces and eight (8) short-term bicycle 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 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. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The Applicant is requesting loading relief from one (1) 30-ft loading berth and one (1) 20-ft delivery space;
- The commercial loading zone adjacent to the site can be used for deliveries and trash pick-up. Any resident move-ins and move-outs can take place curbside by applying for temporary “emergency no parking” permits;
- The site has no alley access and trash pick-up currently occurs from North Capitol Street NE. The Applicant is proposing to continue this practice by utilizing the commercial loading zone just south of the site;
- The Applicant’s Loading Management Plan (LMP), as proposed in the November 12, 2018 memo will coordinate resident move-ins and move-outs, as well as trash and curbside loading activities;
- The plan set should be updated, per DDOT’s coordination with the Applicant, to show trash facilities and doors to North Capitol Street NE on the southern side of the building for easier access to the commercial loading zone;
- Trash must be stored on private property at all times except when bins are being rolled to the curb and returned to the building after pick-up;
- ZR16 does not require vehicle parking in D zones and the Applicant is not proposing vehicle parking; and
- The Applicant is proposing to meet the ZR16 long- and short-term bicycle parking requirements by providing 46 long-term spaces and eight (8) short-term spaces. DDOT notes that the long-term bicycle parking spaces are not currently shown on the submitted plans. The Applicant should confirm the location and update the final plan set.

RECOMMENDATION

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 an increase in vehicular, transit, pedestrian, and bicycle trips. Vehicle parking demand may increase slightly as a result of the project, inducing a higher level of parking utilization in the immediate area.

Despite these minor potential impacts, DDOT has no objection to the approval of the requested loading relief with the following conditions:

- Update the plan set to show the quantity and location of the 46 long-term bicycle parking spaces required by zoning and revise the site layout with trash facilities and doors to North Capitol Street NE on the southern side of the building;
- Implement the following Loading Management Plan (LMP), as proposed by the Applicant in the November 12, 2018 memo:
 - A loading manager will be designated by the building management. The manager will coordinate with residents to schedule deliveries, direct residents to apply for parking restriction signage, and will be on duty during delivery hours.
 - Residents will be required to schedule move-in and move-outs with the loading manager through leasing regulations.

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- No move-ins or move-outs will occur during peak hour restricted time periods since emergency 'no parking' signs for on-street spaces are not allowed to be used during these hours.
- The loading manager will coordinate with trash pick-up to minimize the time trash trucks need to use the curbside loading area. Trash will be collected curbside during off peak times when parking is allowed on North Capitol Street.
- Trash collections will utilize the existing curbside parking along the site frontage on North Capitol Street. If this space is occupied by parked vehicles, trash operations will take place in the existing loading zone along North Capitol Street just south of the site. Both the on-street parking and curbside loading zone are restricted during morning and afternoon commuting hours. This will be accomplished with the utilization of rolling dumpsters to transfer waste from the trash room to the waste collection truck.
- Trucks using the curbside loading zone will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
- The loading manager will be responsible for disseminating DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT's truck routes. The loading manager will also post these documents in a prominent location.

TRANSPORTATION ANALYSIS

Vehicle Parking

Subtitle C § 701.5 of the Zoning Regulations does not require vehicle parking in D Zones. The Applicant is not proposing vehicle parking with this application.

Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations requires 46 long-term bicycle parking spaces and seven (7) short-term bicycle parking spaces. Both long-term and short-term bicycle parking spaces will be provided as required by the Zoning Regulations. The Applicant has proposed four 46 long-term bicycle parking spaces and eight (8) short-term spaces. DDOT notes that the long-term bicycle parking spaces are not currently shown on the submitted plans. The Applicant should confirm the locations and update the final plans.

Loading

Subtitle C § 901.1 of the Zoning Regulations requires one (1) 30-ft loading berth and one (1) 20-ft delivery space for which the Applicant is requesting loading relief. The site has no alley access and has proposed a Loading Management Plan (LMP) to coordinate resident move-ins and move-outs as well as trash and curbside loading needs.

Trash pick-up is currently accessed from North Capitol Street NE and is proposed to continue on North Capitol Street NE with this Application. DDOT has requested the trash room for the building be moved to the southern side of the building so that trash can be rolled out to the existing on-street commercial loading zone for pick-up. All trash must be stored on private property at all times except when bins are being rolled to the curb and returned to the building after pick-up. The commercial loading zone is immediately to the south of the site on North Capitol Street NE and can be used for deliveries and trash pick-up. All resident move-ins and move-outs can take place curbside by applying for temporary "emergency no parking" permits.

Public Space

DDOT's lack of objection to this application should not be viewed as an approval of public space design. All elements of the project proposed in public space, such as bay windows, vaults, installation of short-term bicycle parking, lead walks, and any other building projections, require the Applicant to pursue a public space permit through DDOT's permitting process. The Applicant met with DDOT and the Office of Planning for a PDRM on 7/31/2018 to discuss the proposed public space design. DDOT noted vaults are not permitted in public space, but if they cannot be located on private property, they should be pushed as close to the building face as possible and have a minimum of a 3-ft vegetated buffer from the sidewalk. The Applicant should refer to Titles 11, 12A and 24 of the DCMR, DDOT's Design and Engineering Manual, and DDOT's Public Realm Design Manual for public space regulations and guidance.

AC:kb