

Government of the District of Columbia

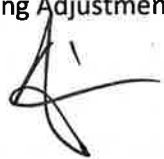
Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin
Neighborhood Planning Manager 

DATE: September 13, 2019

SUBJECT: BZA Case No. 20065 – 1818 Rhode Island Avenue NE

APPLICATION

Dilan Investments, LLC (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 § 703.2 from the minimum parking requirements of Subtitle C § 701.5, to raze the existing detached principal dwelling unit, and to construct a new ten-unit residential apartment building. The site is located in the MU-4 Zone at 1818 Rhode Island Avenue NE (Square 4208, Lot 7).

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. 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 seeking relief from two (2) required vehicle parking spaces;
- Subtitle C § 703.4 of the Zoning Regulations requires that any request for a reduction in the minimum required parking include a Transportation Demand Management (TDM) plan approved by DDOT;
- The Applicant and DDOT have agreed to a TDM plan to meet the requirement of § 703.4 (see Recommendation Section below);
- Four (4) long-term bicycle parking spaces are proposed on private property;

- There is existing grade in the “public parking” area that should not be altered with the proposed design. The public parking area, which will be required to be vegetated, should not have an altered grade (DCMR 24-104). The current design shows a cut out in the grade to enter through the lower level entrance. The Applicant will need to consider adding steps that follow the grade as currently exists; and
- The Applicant should continue coordination with DDOT through the permitting process on all public space items.

RECOMMENDATION

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. The proposed action will 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 these minor potential impacts, DDOT has no objection to the approval of the requested special exception, on the condition:

- The Applicant will implement the following TDM Plan:
 - Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement;
 - Will provide Transportation Coordinators’ contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year;
 - The Applicant will give every new resident a Residential Welcome Package which will include information about the abundance of nearby alternative transportation options available, including, but not limited to, ride-sharing services, car-sharing services, Metro, bike-sharing services such as Capital Bikeshare;
 - The Applicant will offer a preloaded \$30 SmarTrip card for each unit at the initial sale of units in the building. (This measure is for initial owners only, and not in perpetuity);
 - The Applicant shall install a TransitScreen or similar device displaying real-time transportation scheduled that show the availability and location of Bikeshare stations, local buses, commuter buses, Metrorail, carshare vehicles, and any other public transportation options located within 0.5 miles of the site; and
 - The Applicant will provide one (1) additional long-term bicycle parking spaces beyond the three (3) spaces per the Zoning Regulations for a total of four (4) spaces.

TRANSPORTATION ANALYSIS

Vehicular Parking

Subtitle C § 701.5 of the Zoning Regulations requires a total of two (2) vehicular parking spaces for 10 units. The Applicant is asking for relief from the required two (2) vehicular parking spaces. The current site does not have alley access and if the Applicant were to provide parking it is unlikely a curb cut would

be able to comply with the DDOT Design and Engineering Guidelines. Shared curb cuts should be at least 14-ft wide, 7-ft on each property (DEM 31.5). Additionally, the inclusion of a curb cut would have eliminated at least one (1) curb side parking space which DDOT does not support.

Subtitle C § 703.4 of the Zoning Regulations requires that any request for a reduction in the minimum required parking include a Transportation Demand Management (TDM) plan approved by DDOT. To meet this requirement, DDOT and the Applicant have agreed to a TDM plan (see Recommendations section above).

Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations require two (2) long-term and zero (0) short-term bicycle parking spaces for an 8 unit building. The Applicant will provide three (3) spaces in the lower level with one (1) additional space as part of the TDM requirement for a total of four (4) long-term bicycle parking spaces. The long-term bicycle enclosure must protect the bicycle from weather with protected floor-to-ceiling fencing, a roof, and a locked door.

PUBLIC SPACE

DDOT's lack of objection to the special exception should not be viewed as an approval of public space elements. If any portion of the project has elements in the public space requiring approval, such as areaways, stoop and steps, or a canopy, the Applicant is required to pursue a public space permit through DDOT's permitting process.

There is existing grade in the "public parking" area that should not be altered with the proposed design. The public parking area, which will be required to be vegetated, should not have an altered grade (DCMR 24-104). The current design shows a cut out in the grade to enter through the lower level entrance. The Applicant will need to consider adding steps that follow the grade as currently exists.

The site currently shares a curb cut with an adjacent property and the curb cut is significantly smaller than the 14-ft shared driveway prescribed in the DDOT Design and Engineering Manual (DEM). The Applicant would not be able to provide a compliant shared curb cut even if they proposed vehicle parking.

Retaining walls are permitted, but must not be taller than what is necessary to retain grade.

Any proposed utility vaults should be located in private space.

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