

# 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:** July 10, 2019

**SUBJECT:** BZA Case No. BZA 20074 - 2604-2610 Stanton Road SE

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#### APPLICATION

Stanton Rd SE LLC (the "Applicant"), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, seeks approval for a special exception under the new residential development requirements of Subtitle U § 421.1, to construct a new, three-story, 22-unit apartment building in the RA-1 zone. In addition, the Applicant is requesting relief from the landscaping and tree canopy requirements of C § 715.2-715.7 for the on-site surface parking lot. The site is located at 2604-2610 Stanton Road SE (Square 5869, Lot 84).

#### 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 multi-modal 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 development is located within ½ mile from the Anacostia Metrorail Station and less than (2) blocks from a Congress Heights-Union Station Circulator stop along Stanton Road SE;

- Per Zoning Regulations, the Applicant is required to provide three (3) vehicle parking spaces and will be exceeding this requirement by providing a total of 15 vehicle spaces, eight (8) standard spaces and seven (7) compact spaces;
- Per DDOT's 2019 *Guidance for Comprehensive Transportation Review (CTR)*, DDOT's Preferred Vehicle Parking Rates indicate that a maximum vehicle parking ratio of 0.40 space per unit, nine (9) total spaces, for this project is appropriate for the proposed development, given the proximity to both the Anacostia Metrorail Station and Circulator stops;
- If the Applicant provides more parking than calculated using the DDOT's Preferred Vehicle Parking Rates, a Transportation Demand Management (TDM) plan should be implemented to offset future traffic induced by the excess parking; and
- The Applicant has agreed on a TDM Plan with DDOT as mitigation for providing excess parking.

## RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. In addition, the project may slightly reduce the amount of available on-street parking within the immediate area.

Despite these minor impacts, DDOT has no objection to the approval of this application, on the condition that the Applicant 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 and report TDM activities to goDCgo once per year;
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan;
- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing [info@godcgo.com](mailto:info@godcgo.com);
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future;
- Provide a FREE SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride;
- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents;
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes; and

- Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.

## **TRANSPORTATION ANALYSIS**

### Vehicle Parking

Subtitle C § 702.1 of the Zoning Regulations requires the Applicant to provide three (3) vehicle parking spaces for the development, however the Applicant will be exceeding this requirement by providing a total of 15 vehicle parking spaces, eight (8) standard spaces and seven (7) compact spaces. The proposed parking supply is high for the site.

Per DDOT's 2019 *Guidance for Comprehensive Transportation Review (CTR)*, DDOT's Preferred Vehicle Parking Rates indicate that a maximum vehicle parking ratio of 0.40 space per unit (nine (9) total spaces) for this project is appropriate for the proposed development, given the proximity to both the Anacostia Metrorail Station and Circulator stops. If the Applicant provides more parking than calculated using the DDOT's Preferred Vehicle Parking Rates, a Transportation Demand Management (TDM) plan should be implemented to offset future traffic induced by the excess parking.

After discussions regarding the high parking ratio, the Applicant will continue provide 15 on-site vehicle parking spaces, per the request of the ANC, and has agreed on a TDM Plan with DDOT as mitigation for providing excess parking. The Applicant is actively working with DDOT to identify TDM measures sufficient to offset any impacts of vehicle parking relief.

### Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations requires seven (7) long-term bicycle parking spaces and two (2) short-term bicycle parking spaces. The Applicant proposes to exceed both the long-term and short-term bicycle parking spaces as required by the Zoning Regulations. The Applicant has proposed eight (8) long-term bicycle parking spaces and four (4) short-term spaces. The long-term bicycle parking spaces will be located in the cellar level of the building and short-term bicycle parking spaces will be located in public space.

## **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 require the Applicant to pursue a public space permit through DDOT's permitting process. A permit application can be filed through the DDOT [Transportation Online Permitting System \(TOPS\)](#) website.

The Applicant will need to apply for the elements identified below and any other features proposed in public space:

- Sidewalk – The proposed site plan illustrates a six (6) foot sidewalk along Stanton Road SE. DDOT’s Right of Way card indicates a seven (7) foot sidewalk along the street. DDOT expects the Applicant to rehabilitate the sidewalk to current DDOT standards with a seven (7) foot sidewalk. In addition, it is expected that all trees and tree boxes along the sidewalk be restored;
- Curb cut - The Applicant is proposing to construct a 20 foot commercial curb cut along Stanton Road SE for on-site parking access. Per DEM 31.5.2, the maximum width allowed for a commercial curb cut is 24 feet. If the amount of parking is reduced to below 15 spaces, the site would be required to reduce the curb cut to a maximum of 12 feet, per DEM 31.5.3;
- Landscape and screening – The Applicant should ensure the on-site parking along Stanton Road SE is screened. Per Subtitle C §714.1, screening shall be required for any external surface parking. DDOT requires landscaped buffers should be provided as DDOT prefers that surface parking not be visible from the sidewalk; and
- Short-term bicycle parking – Inverted U-racks will be installed in public space.

DDOT expects the proposed public space design to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the DCMR and the most recent versions of DDOT’s Design and Engineering Manual and Public Realm Design Manual for public space design guidance.

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