

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 20, 2019

SUBJECT: BZA Case No. 20158 – 3311-3329 14th Place SE

APPLICATION

SE Washington Development Associates II LLP (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests for a special exception under the new residential development requirements of Subtitle U § 421.1, to construct a new, three-story 56 to 68-unit affordable senior housing project. The site is located in the RA-1 Zone at premises 3311-3329 14th Place SE (Square 5917, Lots 40-41).

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:

- Per Subtitle C 701.1 the Applicant is eligible for 50% reduction in vehicle parking spaces due to the less than ½ mile proximity to the Congress Heights Metrorail Station and is required to provide six (6) vehicle parking spaces;
- The Applicant is providing the required six (6) parking spaces which will be accessed via the 16-foot public alley to the west of the site;

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- Per Subtitle C 901.1, the Applicant is required to one (1) loading berth and one (1) delivery space for the development and the Applicant is meeting this requirement by providing a loading berth, platform, and delivery space to be accessed via the 16-foot public alley;
- Per Subtitle C 801.2, the Applicant is required to provide four (4) short-term bicycle parking spaces and 11 long-term bicycle parking spaces;
- The Applicant is proposing to meet long-term bicycle parking requirements by providing 23 spaces within an indoor bicycle storage room. The Applicant is meeting short-term bicycle requirement by providing two (2) bicycle racks at the entrance along 14th Place SE and two (2) bicycle racks near the surface parking lot on the west side of the building;
- The location of short-term bicycle parking should be located within 150 feet of the front entrance along 14th Place SE, per Subtitle C804. The Applicant should revise their plans to relocate all short-term parking in accordance with this requirement; and
- In order to support non-automobile travel to and from the site, the Applicant should implement a TDM Plan (see Recommendation section below).

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 with the following condition:

- Implement a Transportation Demand Management (TDM) Plan, for the life of the project:
 - Identify Transportation Coordinators for 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 and annual commuter survey of employees on-site, and report TDM activities and data collection efforts 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 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; and
 - Transportation Coordinator will subscribe to goDCgo's residential newsletter.

TRANSPORTATION ANALYSIS

Vehicle Parking

Per Subtitle C 701.1 the Applicant is eligible for 50% reduction in vehicle parking spaces due to proximity to the Congress Heights Metrorail Station and is required to provide six (6) vehicle parking spaces. The Applicant is providing the required six (6) parking spaces that will be accessed via the 16-foot public alley to the west of the site.

Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations requires 23 long-term bicycle parking spaces and four (4) short-term bicycle parking spaces. The Applicant is proposing to meet long-term bicycle parking requirements by providing 23 spaces within an indoor bicycle storage room within the cellar of the building. The Applicant is meeting short-term bicycle requirement by providing two (2) bicycle racks at the entrance along 14th Place SE and two (2) bicycle racks near the surface parking lot on the east side of the building. Note that short bicycle parking is subject to Subtitle C 804, which dictates the location and placement of short term bicycle parking within 120 feet of a primary entrance to the building. The Applicant should revise their plans to relocate all short-term parking in accordance with this requirement.

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through the alley network, to which this building is adjacent.

Per Subtitle C 901.1, the Applicant is required to one (1) loading berth and one (1) delivery space for the development and the Applicant is meeting this requirement by providing a loading berth, platform, and delivery space to be accessed via the 16-foot public alley.

Transportation Demand Management (TDM)

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District's transportation network. The mitigations must sufficiently diminish the action's vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

In order to support non-automobile travel to and from the site, the Applicant should implement the following TDM Program:

- Identify Transportation Coordinators for 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;
- 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 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; and
- Transportation Coordinator will subscribe to goDCgo's residential newsletter.

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 or in the area between the 10-foot Building Restriction Line (BRL) and property line, such as lead walks, pathways, and trees, require the Applicant to pursue a public space permit through DDOT's permitting process. If there are any missing curb ramps in the vicinity of the site, DDOT will require the Applicant to install them. A permit application can be filed through the DDOT [Transportation Online Permitting System \(TOPS\)](#) website.

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 regulations and design guidance.

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