

# 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, AICP   
Associate Director

**DATE:** October 31, 2024

**SUBJECT:** BZA Case No 21191 – 1700 Q Street SE

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#### APPLICATION

The District of Columbia Department of General Services (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception to the daytime care uses requirements of Subtitle U § 203.1(h) and an Area Variance to the subdivision regulations of Subtitle C § 302.2 to construct a new two-story, detached senior wellness center. The site is in the R-3 Zone at 1700 Q Street SE (Square 5568, Lot 801) and is served by a 16-foot public alley connecting Fairlawn Avenue SE and P Street SE.

#### 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 result in increased pick-up and drop-off activity and slightly reduced availability of on-street parking within the immediate area. Despite these minor impacts, DDOT has no objection to the approval of this application.

#### TRANSPORTATION ANALYSIS

##### Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, demographic composition, and other characteristics.

The Applicant is required by Zoning to provide 52 vehicle parking spaces and is providing 90 off-street parking spaces via a surface parking lot accessed from P Street SE by expanding the existing curb cut. 45 of these spaces will be set aside for Kramer Middle School and the remaining 45 are for the proposed senior wellness center.

#### Bicycle Parking

The project is required by Zoning to provide two (2) long- and two (2) short-term bicycle parking spaces for a 15,000 square-foot daytime care facility. The short-term spaces are located outside the main building entrance on 18<sup>th</sup> Street SE. The project will provide four (4) long-term spaces inside the building. Long-term spaces should be provided in a storage room in a publicly accessible space. Zoning requires at least 50% of spaces to be located horizontally on the floor. As the storage room is designed, ensure that at least 5% of spaces (minimum 2) are 10 feet by 3 feet size (rather than 6 feet by 2 feet) to accommodate larger cargo bikes and at least 10% of spaces are served by electrical outlets for e-bikes and scooters.

#### Loading

DDOT's practice is to accommodate loading operations safely and efficiently, while prioritizing pedestrian and bicycle safety and limiting negative impacts 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. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT's standards for loading.

As the existing middle school contains a loading berth, the Applicant will not be providing a new loading berth for the new wellness center development. The loading berths are shown on the west side of the property. The existing loading berth will be accessed through a new curb cut on 18<sup>th</sup> Street SE. Trash operations will also take place via the new curb cut on 18<sup>th</sup> Street SE. Trash must be stored entirely on private property, out of the view of the sidewalk, and collected at the rear of the property.

### **STREETSCAPE AND PUBLIC REALM**

DDOT's lack of objection to this application should not be viewed as an approval of the public realm. All elements of the project proposed within District-owned right-of-way or the building restriction area, including the new proposed curb cuts and sidewalk, require the Applicant to pursue a public space construction permit. It is noted that the site has a 15-foot Building Restriction Line (BRL) along the P Street SE frontage. The area between the property line and BRL is the building restriction area, which is regulated like DDOT public space and should remain "park-like" with landscaping.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), the most recent version of DDOT's [Design and Engineering Manual](#), and the [Public Realm Design Manual](#) for public space regulations and design guidance. A permit application can be filed through the DDOT [Transportation Online Permitting System](#) (TOPS) website.

The Applicant has an approved public space permit for the new curb cut in TOPS # 420930.

### **HERITAGE AND SPECIAL TREES**

According to the District's [Tree Size Estimator map](#), there are nine (9) Special Trees and one (1) Heritage Tree located within the property line. DDOT expects the Applicant coordinate with the Ward 8 Arborist

regarding the preservation and protection of existing Special and Heritage Trees, as well as the planting of new street trees.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. Special Trees are between 44 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan (TPP) will be required.

AC:je