

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Meredith Soniat
Acting Associate Director *MS*

DATE: December 6, 2024

SUBJECT: BZA Case No. 21208 – 2033 11th Street NW

APPLICATION

Beacon Communities, LLC and Christian Tabernacle Church of God, Inc. (jointly the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests an Area Variance from the access requirements of Subtitle C § 711.8 and Special Exceptions from:

- The loading requirements of Subtitle C § 901.1;
- The setback requirements of Subtitle C § 1504.1(d);
- The lot occupancy requirements of Subtitle K § 804.1;
- The court requirements of Subtitle K § 807.1; and
- The minimum vehicle parking requirements of Subtitle C § 701.5

to construct a new seven-story mixed-use building with below-grade parking, for use as an apartment house with approximately 65 dwelling units and a ground-floor child development center. The site is in the ARTS-2 Zone at 2033 11th Street NW (Square 332, Lot 807) and is not served by a public alley.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. 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 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:

Board of Zoning Adjustment
District of Columbia

- The property currently has three (3) curb cuts from V and 10th Streets NW that provides vehicle access to 10 surface parking spaces and a trash collection area located predominately in the DDOT-regulated public space comprising excessive paving and an over height chain-link fence;
- The Applicant proposes to close the three existing curb cuts and rebuild the sidewalk around building's 10th and V Street frontages with a new 18-foot curb cut, replacing excess paving with green space, consistent with DDOT standards;
- Zoning requires 20 off-street vehicle parking spaces. The Applicant is proposing 16 vehicle parking spaces in the underground garage, seeking relief from four (4) off-street parking spaces required by Zoning;
- The site is within ¼ mile of the U Street/African-American Civil War Memorial Memorial/Cardozo Metrorail station and within ¼ mile of two (2) Metrobus Priority Corridor Network routes, the 79 and 92, on Georgia Avenue and U Street, respectively;
- Due to the site's proximity to the U Street/African-American Civil War Memorial Memorial/Cardozo Metrorail station, two (2) high-frequency Metrobus routes, carsharing facilities, and Capital Bikeshare stations, DDOT has no objection to the Applicant's request for relief from off-street parking spaces;
- Zoning requires one (1) loading berth and associated platform. The Applicant is proposing no loading berth and platform and is seeking relief from loading berths and platforms required by Zoning;
- The Applicant has committed to a Loading Management Plan (LMP). As such, DDOT has no objection to the Applicant's request for relief from loading requirements;
- The Applicant is proposing a slope of 20% on a segment of the ramp to the underground parking garage and is seeking relief from access requirements required by Zoning;
- The Applicant is proposing a ramp slope of 5% at the property line transition with public space on 10th Street NW. As such, DDOT has no objection to the Applicant's request for relief from the access requirements;
- DDOT requires the Applicant commit to a Transportation Demand Management (TDM) Plan if the proposed building has 20 or more residential units and the requested relief results in an increase in density or trips or a change in use. In this case, the Applicant is proposing to increase the number of residential units to approximately 65 dwellings;
- The Applicant and DDOT collaborated on a TDM Plan (see Recommendation section below) to support non-automotive travel to and from the site. It includes additional long-term and short-term bike parking, a SmarTrip card with \$50 and one (1) complimentary Capital Bikeshare coupon good for a free ride to the first occupant of each unit, and appointing a transportation coordinator for the building; and
- Given the site's accessibility to transit, the walkability of the neighborhood (i.e., grocery stores, services, and entertainment within several blocks' walk), and the agreed upon TDM Plan, the impacts on the transportation network are expected to be minimal.

RECOMMENDATION

DDOT has no objection to the approval of the requested relief with the following conditions:

- The Applicant shall close the existing curb cuts to V and 10th Streets and improve the streetscape as illustrated in the architectural plans, subject to DDOT approval;

- The Applicant shall implement the following Transportation Demand Management (TDM) Plan, for the life of the project, unless otherwise noted:
 - 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 and will provide their contact information to goDCgo.
 - Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to residents and employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
 - Transportation Coordinator will subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation 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, Capital Bikeshare 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.
 - Provide residents and employees 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 copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
 - Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
 - Offer a SmarTrip card with \$50.00 value and one (1) complimentary Capital Bikeshare coupon good for a free ride to the first occupant of each unit.
 - Provide at least 10 short- and 24 long-term bicycle parking spaces.
 - Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum 5% of spaces (minimum 2) designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of 10% of spaces designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 50% of spaces will be placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
 - Install a minimum of one (1) electric vehicle (EV) ready space.
 - If the child development center employs 20 or more employees, it must comply with the District's parking cashout law (2020) and Commuter Benefits law (2014).
 - Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
 - Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter

is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

- The Applicant shall implement the following Loading Management Plan (LMP), for the life of the project:
 - A loading manager will be designated by the building management who will be on duty during delivery hours. The loading manager will be responsible for coordinating with vendors and tenants to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise.
 - The loading manager will be on site when residential loading activities occur.
 - The loading manager will be responsible for providing suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently service the building as well as notifying all drivers of any access or egress restrictions.
 - Residents utilizing moving trucks greater than 20 feet in length shall be required to obtain "Emergency, No Parking" signs for the duration of the move. The fees for this service will be paid by the resident.
 - Short term and "No Parking" signs will be used to demarcate the pick-up/drop-off zone. The exact restrictions and placards will be determined by DDOT's Curbside Management Division (CMD) during public space permitting.
 - The pick-up/drop-off zone along V Street NW will be approximately 40 feet in length. The exact dimensions will be determined by CMD during public space permitting.
 - The residential loading managers will call 311 to request DPW enforcement of the parking restriction in the pick-up/drop-off zone as needed.
 - The Applicant will provide a curbside management and signage plan, as well as a copy of this LMP, in the public space construction permit 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 20 off-street parking spaces. Per the Applicant's Architectural Plans, the Applicant is providing 16 off-street parking spaces. The parking spaces are accessed from a curb cut proposed on 10th Street NW.

Residential Permit Parking (RPP) Pass Eligibility

The site is located on at the corner of 10th Street and V Streets, NW, which is in the DDOT and Department of Motor Vehicles (DMV) Residential Permit Parking (RPP) [database](#). Accordingly, residents on site are eligible to obtain Zone 1 parking permits from the DMV.

Bicycle Parking

The project is required by Zoning to provide 22 long- and four (4) short-term bicycle parking spaces. The Applicant is meeting these requirements by providing 24 long- and 10 short-term bicycle parking spaces (5 inverted U-racks). The long-term spaces are provided in a bicycle storage room on the parking garage

level of the building. As the storage room is designed, ensure that at least 50% of spaces are located horizontally on the floor, at least 5% of spaces (minimum 2) are 10 feet by 3 feet size (rather than 6 feet by 2 feet) to accommodate cargo and larger bikes and at least 10% of spaces are served by electrical outlets for e-bikes and scooters.

The Applicant should work with DDOT during public space permitting to determine a final location for the short-term bike spaces, ideally in the “furniture zone” of public space near the edge of the street. The Applicant should refer to the most recent DDOT *Bike Parking Guide* for best practices on design of long- and short-term bicycle parking spaces.

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.

Per Title 11 of the *DCMR*, Subtitle C § 901.1, the project is required to provide one (1) 30-foot berth with a platform and one (1) 20-foot delivery space. The Applicant is requesting relief from these requirements since the site does not have alley access and the building footprint is small. DDOT supports the requested relief on the condition that a Loading Management Plan (LMP) be implemented outlining procedures for move-ins and move-outs, trash collection, and truck deliveries. Since the site has more than three (3) units, the Applicant must contract a private trash collection service. Trash must be stored entirely on private property and out of the view of the sidewalk.

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, such as closing the existing curb cuts on 10th and V Streets NW, constructing a new curb cut on 10th Street NW, reconstructing the sidewalk along the site’s 10th and V Street NW frontages to meet DDOT standards, installing short-term bike racks, and striping the curbside for revised parking and pick-up and drop-off will require the Applicant to pursue a public space construction permit.

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 is encouraged to participate in a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning to discuss the public space comments in this report.

HERITAGE AND SPECIAL TREES

According to the District’s [Tree Size Estimator map](#), the property has three (3) Special Trees in the surrounding streetscape on V Street and 11th Street. DDOT expects the Applicant to coordinate with the Ward 1 Arborist regarding the preservation and protection of existing Special and small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

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 DDOT's Urban Forestry Division (UFD), a Tree Protection Plan (TPP) will be required.

AC:eo