

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 *MS for*
Associate Director

DATE: October 25, 2024

SUBJECT: DDOT Report - BZA Case No. 7096A-7097A – 4400 Connecticut Ave NW & 3415 Yuma Street NW

APPLICATION

Van Ness LP (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests the Board of Zoning Adjustment (BZA) grant a Modification of Significance to reduce the number of required parking spaces to an existing hotel and parking garage from 78 spaces to 41 spaces. The site consists of two properties in Square 1971 (Lots 2, 26, 835,836). 4400 Connecticut Avenue NW is in the MU-7B zone, and 3415 Yuma Street NW is in the R-1B Zone. Both properties are served by a 20-foot public alley between the two.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action will not have adverse impacts on the District’s transportation network. DDOT has no objection to the approval of this application.

The applicant is seeking to reduce their existing 78 vehicle parking spaces to 41 vehicle parking spaces by vacating the site’s garage parking. The site is located within ½ mile of the UDC-Van Ness Metrorail Station. The applicant proposes to raze the parking garage at 3415 Yuma Street NW in the R1-B zone and consolidate all existing parking on the hotel premises at 4400 Connecticut Avenue NW (See [Exhibit 3](#) in case record).

DDOT has no objection to the parking reduction on the condition that the Applicant shall implement a baseline Transportation Demand Management (TDM) Plan for a hotel use, to include the following elements:

- Identify a Transportation Coordinator. The Transportation Coordinator will act as point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo;

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- Front office and customer-facing staff will be provided training by goDCgo (either in-person or webinar) to learn of the non-automotive options for traveling to the property;
- Provide welcome packets to all new hotel guests that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Metrobus), and the most recent DC Bike Map;
- Provide guests with goDCgo's Get Around Guide by making it available on the property website and in printed format for front office or customer-facing staff;
- Transportation Coordinator will subscribe to goDCgo's hospitality newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan;
- Post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for guests and employees discouraging use of on-street parking in Residential Permit Parking (RPP) zones; and
- Provide comprehensive transportation information and directions on hotel website, including promoting the use of non-automotive modes of transportation and links to website for goDCgo, Capital Bikeshare, DC Circulator, and the Washington Metropolitan Area Transit Authority (WMATA).

STREETScape AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as an approval of the public realm. If any portion of this or future projects at the property propose elements within District-owned right-of-way or building restriction area, like the closure or continued operation of the curb cuts on Yuma Street, the maintenance and rehabilitation of public parking after new construction, and landscaping, the Applicant is required to pursue a public space construction permit. It is noted that the site has a 15-foot Building Restriction Line (BRL) along the Yuma Street NW 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 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 on the event of new construction.