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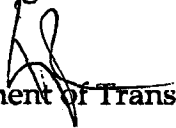
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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION★ ★ ★
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Transportation Policy and Planning Administration

Memorandum

TO: Jamison L. Weinbaum, Director
DC Office of Zoning

FROM: Karina Ricks 
District Department of Transportation

DATE: February 8, 2010

SUBJECT: ZC case # 09-15 (Application of G.D.K. 1412 Chapin Street, LLC, et al.)

APPLICATION

G.K.D. 1412 Chapin Street, LLC, et al. (the "Applicant") seeks approval of a consolidated PUD and related map amendment to rezone the subject property from the R-5-B Zone District to the C-2-B Zone District. The property that is the subject of this application consists of approximately 9,000 square feet of land area and is located at 1412 Chapin Street, N.W. (Square 2661, Lot 152). The subject property is zoned R-5-B. The Applicant proposes to construct a 48,258 square-foot building with five stories (57 feet in height), that will provide 44 units of workforce housing. The density of the building will be a 5.36 floor area ratio ("FAR") and the lot occupancy will be up to 100% on the ground floor. The project will provide 16 vehicle parking spaces, one loading/delivery space, and 41 bicycle parking spaces in an indoor garage. The Applicant proposes to rezone the subject property from the R-5-B Zone District to the C-2-B Zone District.

2000 14TH Street, N.W., 7th Floor, Washington, D.C. 20009
202 671-2730, Fax: 202 671-0617ZONING COMMISSION
District of ColumbiaCASE NO. 09-15
EXHIBIT NO. 28

ZC 09-15 - Application of G.D.K. 1412 Chapin Street, LLC, et al.

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) recommends conditional support of the Applicant's request for a PUD. DDOT believes the Applicant has provided some information for the proposed site to avoid adverse impacts. The Applicant has met with DDOT to understand the need for a custom tailored Transportation Demand Management (TDM) program for a development of this size. DDOT has reviewed the proposed project as a Transit Oriented Development (TOD) with proximity to a number of WMATA bus lines located less than ¼ of a mile away. The site is located approximately 1/2 mile to the south of the WMATA Columbia Heights rail station.

DDOT ANALYSIS

The Applicant has not submitted a transportation impact study evaluating the subject site. DDOT believes the minimal number of parking spaces in the subterranean garage will lead to less vehicle trips. DDOT commends the Applicant for proposing to provide a low number of parking spaces (16 parking spaces) and encourage the future residents to take advantage of the mass transit offered in the direct vicinity.

The Applicant has revised some of its transportation demand management strategies at the request of DDOT. The 1412 Chapin transportation management plan (TMP) is acceptable as mitigation considering the low number of vehicle parking spaces the Applicant is providing. However, the Zoning Commission should *not* view the TDM components as amenities as the Applicant has stated in its January 22, 2010 Supplemental Statement.

In response to DDOT comments, the Applicant made changes in their TMP, including:

- A one-time, complimentary \$50 WMATA SmartTrip fare card (\$50 in fare media shall be provided on the SmartTrip card).
- \$40 subsidy to be used on either a one-time membership fee to DC SmartBike *or* a one-time membership fee subsidy for participation in Zipcar for each residential unit upon move-in.
- 1412 Chapin will have 34 indoor bicycle parking spaces for residents to use.

DDOT fully expects the Applicant to install guest bicycle parking in the vicinity of the front entrance to the building upon final build out. The Applicant will need to work with DDOT staff in the preliminary design review meeting to resolve the guest bicycle parking location. There shall be a minimum of two (2) inverted 'U' bicycle racks for four (4) guest bicycle parking spaces.

The Applicant has heard from DDOT on a number of occasions about the existing sidewalk grates, along Chapin Street, in front of the building address. The grates house

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utility vaults that may be associated with the 1412 Chapin address. Since the sidewalk grates cause a negative effect on the pedestrian environment along Chapin Street, the Applicant has suggested it will move the utilities out of the sidewalk vaults and on to its private property. Thus, the sidewalk grates will be removed, creating an improved pedestrian environment. DDOT applauds the Applicant for taking this action of moving the utility transformer on to private property. DDOT anticipates the Applicant to close the existing utility vaults and the sidewalk will be restored to DDOT standards. DDOT continues to reserve the right to refuse all public space applications associated with this project.

The Applicant submitted as part of their proposal a plan to provide parking for 34 bicycles in the garage. DDOT credits the Applicant for providing a significant number of bicycle parking spaces. After careful review, DDOT has determined the spacing between bicycle parking facilities to be inadequate for the proposed number of users. DDOT's guidelines for bicycle parking request 2.5' to 3' between each parked bicycle to allow for easy storage and locking. The Applicant should review alternative ways to store the 34 bicycles. An example includes the bicycle storage at the Bikestation Washington, D.C. located at Union Station.

DDOT notes some reservation of the building design adjacent to the public alley. While the Applicant has received written approval from DC Fire and EMS about the cantilever design, the most east and north projection of the building may continue to present a problem for overheight vehicles entering and exiting the alley. As part of its public testimony, DDOT has submitted portions of Chapter 32A of DC Building Code which states:

DC Building Code 3202.10.1.1 Prohibition on alley location. *No balcony, bay or oriel window, or tower shall project over alley spaces.*

DDOT ANALYSIS

Although the Applicant has not provided DDOT a transportation impact study associated with the proposed development, the low quantity of parking spaces allows DDOT to make a determination of potential effects to the surrounding vehicular right of way.

SUMMARY AND RECOMMENDATION

DDOT supports the Applicant's proposal with the conditions as previously stated. Those conditions include:

- Adherence of the building design to the DC Building Code

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- The improvement of the adjacent sidewalk, to DDOT standards, by installing the utility transformer on the Applicant's private property.
- Guest bicycle parking spaces in the vicinity of the front property entrance.
- Improved bicycle parking in the garage allowing for ample and convenient storage space.

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District of Columbia Building Code Supplement of 2003

CHAPTER 32A ENCROACHMENTS INTO THE PUBLIC RIGHT-OF-WAY

SECTION 3201A GENERAL

Maintain this Section without deletion

SECTION 3202A ENCROACHMENTS

Delete Sections 3202.1 through 3202.4 in their entirety and substitute the following:

3202.1 Character of encroachments. Encroachments (hereinafter referred to in this Section as "projections" are a privilege. They cannot be claimed as a right, and require a permit issued by the code official. The provisions of Section 3202 establish the limitations on projections that may be granted, but proposed projections may be further restricted or refused if the code official considers such action best for the public interest.

3202.2 Removal of projections. All permits for projections shall be issued with the understanding and agreement by the applicant that any and all such projections shall be promptly removed upon notice by the code official.

3202.3 Projections not requiring individual approval. Footing projections approved in connection with building permits, bases, sills, water tables, cornices, belt courses, and roof overhangs conforming with requirements hereafter defined, shall not require approval as projections.

3202.4 Modification of projection requirements. The code official is authorized to grant modifications of requirements on projections when either Section 3202.4.1 or 3202.4.2 applies.

3202.4.1 Modifications in the general public interest. Modifications requested to embellish the building, when the primary object of the modification is not the occupation of additional public space or changing of interior arrangements, and in the opinion of the code official such modification will not interfere with adjacent buildings nor with the general public interest.

3202.4.2 Foregone construction. When the owner will permanently forego construction on, or the use of, a projection portion of his or her lot, in conformity with a plan previously approved by the National Capital Planning Commission for improvement of any street or thoroughfare, and the code official determines that the public interest will thereby be better served, the code official is authorized to grant a modification to authorize projections which shall equitably compensate such owner. Such projections and arrangements shall comply with the limitations and conditions of Sections 3202.4.2.1 through 3202.4.2.5.

District of Columbia Building Code Supplement of 2003

2. If construction or alteration of a vault requires the removal or relocation of utilities, and if by agreement a public utility or District utility arranges to alter its facilities, the owner of abutting property shall notify the appropriate company or office concerned as to when he or she has been issued a permit and is ready to start construction or alteration work.

3202.9.3 Coal chutes. In Residential and SP Districts, coal chutes with circular cast iron covers shall be allowable to be located within the space allowed for areaways, provided however, that no coal chute shall be located within the sidewalk space. In C, C-M, and M Districts, the location of coal chutes shall conform to the requirements for vaults.

3202.10 Balconies, windows, towers and structural trim. Balconies, windows, towers and structural trim shall conform to the provisions to Sections 3202.10.1 through 3202.10.9.

3202.10.1 General restrictions. The restrictions of Sections 3202.10.1.1 and 3202.10.1.2 shall apply to projections as specified therein.

3202.10.1.1 Prohibition on alley location. No balcony, bay or oriel window, or tower shall project over alley spaces.

3202.10.1.2 Restrictions based on zoning districts. No bay or oriel window, or tower projecting over public space shall be allowed on buildings to be built in C, C-M, or M Districts, as defined in the current Zoning Regulations. No show windows projecting over public space shall be allowed on buildings to be built in Residential or SP Districts, as defined in the current Zoning Regulations. Where such projections are on existing buildings in such districts, and the buildings are structurally altered, the projections shall be removed. Bay or oriel windows, or towers are permitted on buildings in Residential or SP Districts, including one or more street fronts of such buildings.

3202.10.2 Balconies. Balconies shall comply with the following width, height, and projection requirements:

3202.10.2.1 Width. Balcony width is unlimited except for 8-inch separation from party or lot lines extended. Where balconies are built in conjunction with bay windows, they shall comply in width with the requirements for bay windows and be included in their width.

3202.10.2.2 Height. Height of railings shall be limited to 3 feet 6 inches (1067 mm) above the floor of the balcony.

3202.10.2.3 Projection. The balcony projection shall be limited to 3 feet (914 mm) from the building line on streets more than 60 feet (18 288 mm) and less than 70 feet (21 336 mm) wide, and to 4 feet (1219 mm) from the building line on streets 70 feet (21 336 mm) or more in width.

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3202.10.3 Bay windows. Stairways shall not be permitted in the bay windows. Doors, not swinging beyond the projection, shall be permitted.

3202.10.3.1 Width. The width of bay windows shall be limited as follows:

1. A single projection of 9 feet (2743 mm) in width shall be allowed for all buildings having a width of 16 feet (4877 mm) or more at the building line; the allowable width of a single projection shall increase 6 inches (152 mm) for every foot (305 mm) of increase in the width of the buildings 24 feet (7315 mm) wide at the building line. For buildings over 24 feet (7315 mm) in width the allowable width of a single projection shall increase 2 inches (51 mm) for every foot (305 mm) of increase in width of the building over 24 feet (7315 mm).
2. Double projections (two separate projections) shall not be allowed on buildings less than 24 feet (7315 mm) wide at the building line. On buildings 24 feet (7315 mm) wide a double projection shall be allowed, the total width of both projections not to exceed 13 feet (3962 mm). The allowable width of double or multiple projections on buildings exceeding 24 feet (7315 mm) wide at the building line shall be increased 6 inches (152 mm) for each foot (305 mm) of increased building width over 24 feet (7315 mm).
3. The width of all projections shall be measured at a distance of one foot from the building line.
4. Bay window projections of buildings on interior lots shall not extend beyond party lines extended. Bay windows at the corner of two streets are permitted to be continued around the corner. The portion of the bay window beyond building lines extended shall not be counted in the width of projections on either front.

3202.10.3.2 Height. The height of bay windows is not limited.

3202.10.3.3 Projection. The projection shall be limited as follows:

1. Three (3) feet (914 mm) on streets 60 feet (18 288 mm) to 70 feet (21 336 mm) wide.
2. Four (4) feet (1219 mm) on streets more than 70 feet (21 336 mm) wide.

3202.10.4 Oriel and show windows. Oriel and show windows shall conform with all the requirements governing bay windows.