

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
Project Review Manager

DATE: November 17, 2017

SUBJECT: **BZA Case No. 19583** – 601 K Street NW

APPLICATION

Jamal's East 451 LLC (the "Applicant"), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests a special exception under Subtitle C § 1500.3(c) from the penthouse regulations of Subtitle C § 1500 and Subtitle Y § 900 to authorize a bar, lounge, restaurant, or nightclub use of the penthouse area of a proposed by-right 105,115 SF, 231-room hotel in the D-4-R zone. The Applicant is not required to provide on-site vehicle parking since it is located in the downtown "D" zone. Three (3) loading berths to meet zoning will be provided off of the adjacent alley network to the west. The site is located at 601 K Street N.W. (Square 451, Lot 23, 24, 25, 823, 822).

It is District Department of Transportation's (DDOT) understanding that the Applicant is no longer pursuing special exceptions under Subtitle I § 203.3 from the front build-to line requirements of Subtitle I § 203.1, under Subtitle I § 205.5 from the rear yard requirements of Subtitle I § 205, and pursuant to Subtitle X, Chapter 10, for area variances from the loading requirements Subtitle C § 901.1, and from the court requirements of Subtitle I § 207.1.

SUMMARY OF DDOT REVIEW

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 a 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 multimodal transportation network.

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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:

- There are numerous public space elements that need revisions and will require public space permits
 - It is unclear from the drawings if the proposed lay-by is a result of a curb extension on K Street NW or if the Applicant is proposing cutting into the curb line. DDOT does not support changes to the curb line on K Street NW;
 - Short-term bicycle racks should be parallel to the curb and meet the required distance from the curb and other street furniture;
 - The Applicant is showing bay windows on 6th Street NW, which may only project 4 feet, and awnings on K Street NW, which may only project 5 feet into public space;
 - The proposed curb cut closures will need to go through permitting; and
 - The streetscape should be updated to meet DDOT standards with regard to the NoMa Streetscape Guidelines. Additional street trees on K Street NW and on 6th Street NW are necessary.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the Applicant's request and determined that based on the information provided, this proposed action will have no adverse impacts on the travel conditions of the District's transportation network. The proposed action may lead to a minor increase in vehicular, transit, pedestrian, and bicycle trips. In addition, the project has the potential to generate minor impacts to on-street parking conditions in the area. Vehicle parking demand may increase slightly as a result of the project, inducing a higher level of parking utilization in the immediate area. Despite these minor potential impacts, DDOT has no objection to the approval of the requested special exception.

Continued Coordination

DDOT looks forward to working with the Applicant through continued coordination with the above mentioned public space items.

Public Space

DDOT's lack of objection to the special exception should not be viewed as an approval of public space elements. All elements of the project in public space such as short-term bicycle racks, curb cut closures, and a lay-by, require the Applicant to pursue a public space permit through DDOT's permitting process. It is unclear from the drawings if the proposed lay-by is a result of a curb extension on K Street NW or if the Applicant is proposing cutting into the curb line. DDOT does not support changes to the curb line on K Street NW. Short-term bicycle racks should be parallel to the curb and meet the required distance from the curb and other street furniture. The Applicant is showing bay windows on 6th Street NW, which may only project 4 feet, and awnings on K Street NW, which may only project 5 feet into public space. Additionally, DDOT recommends that the Applicant provide an additional street tree on the K Street NW side of the property, and street trees should also be installed on the 6th Street NW side of the site.



Figure 1. Site Plan – Proposed Conditions (Source: Fillat Architecture, 11/6/17, A007)

AC:kb