


**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:** February 14, 2018

**SUBJECT:** BZA Case No. 19694 – 5104 MacArthur Boulevard NW

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**APPLICATION**

5104 MacArthur 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 § 703 from the minimum parking requirements of Subtitle C § 701.5 to convert the existing 2,812 square foot retail/commercial building into a child development center in the MU-3 zone. The child care center is anticipated to have a maximum of 11 staff members. The Applicant has indicated that it anticipates caring for roughly 25 students. The site is located at 5104 MacArthur Boulevard NW (Square 1418, Lot 43).

**SUMMARY OF DDOT REVIEW**

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:

- The Applicant requests zoning relief from two (2) required parking spaces;
- The proposed use will be located in a building that does not contain off-street vehicle parking spaces and cannot accommodate any new off-street parking spaces;
- An existing WMATA Metrobus stop inhibits pick-up and drop-off directly in front of the site;
- Residential Parking Permit (RPP) and meter parking restrictions limit employees' ability to park for extended durations near the site;

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- Per Zoning, the Applicant is required to submit a Transportation Demand Management (TDM) Plan when requesting relief from vehicle parking requirements and has proposed a "Commuter Benefits Savings Plan," of which details are not currently clear; and
- There are no existing short-term bicycle parking spaces near the Applicant's site to accommodate families who will use the proposed daycare.

## **RECOMMENDATION**

The District Department of Transportation (DDOT) has reviewed the Applicant's request and determined that the proposed project may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips. In addition, vehicle parking demand may increase slightly as a result of the use, particularly during morning drop-off and evening pick-up hours. Despite these minor potential impacts, DDOT has no objection to the approval of the requested special exception on the following three (3) conditions:

- The Applicant provide a pick-up and drop-off plan for DDOT's review and approval;
- The Applicant furnish and install one (1) inverted U-rack to accommodate families who bicycle to the site; and
- The Applicant offer employer-paid transit passes or reimbursements for bicycle commuters of no less than \$20 per employee per month.

## **CONTINUED COORDINATION**

The Applicant should coordinate further with DDOT to implement 15 minute parking, 6AM-9AM and 4PM-6PM, Monday through Friday, for the two (2) spaces fronting the commercial property along the north side of Dana Place NW. The proposal may be initiated through the City's 311 system and should be included in the Applicant's pick-up and drop-off plan.

## **TRANSPORTATION ANALYSIS**

### Vehicle Parking

Per Subtitle C § 701.5, the Applicant is required to provide two (2) off-street vehicle parking spaces for the 2,812 square foot facility as indicated on the Applicant's self-certification form. The Applicant requests a full reduction as no off-street spaces are available to serve the existing building.

Subtitle 704.3 requires the Applicant to submit a Transportation Demand Management (TDM) plan to DDOT for approval when parking relief is requested. The Applicant has proposed to initiate a "Commuter Benefits Savings Plan." DDOT recommends the Applicant offer employer-paid transit passes or reimbursements for bicycle commuters of no less than \$20 per employee per month.

### Pick-Up and Drop Off

A WMATA bus stop serving the D5 and D6 lines inhibits pick-ups and drop-offs directly in front of the site. One (1) hour metered parking is available on MacArthur Boulevard to the north of the

bus loading area during the site's anticipated operating hours, and families may also park for up to two (2) hours on local streets with RPP restrictions. DDOT anticipates that curb utilization will increase during pick-up and drop-off periods. The Applicant should coordinate further with DDOT to implement a 15 minute parking restriction on the north block of Dana Place during pick-up and drop-off periods in the two (2) currently unrestricted spaces adjacent to the commercial properties. DDOT anticipates that the dedicated pick-up and drop-off spaces will reduce the impacts to other local streets.

#### Bicycle Parking

Per Subtitle C §802.1, the Applicant is not required to supply short-term or long-term bicycle parking because the use is less than 10,000 square feet. However, there are currently no short term spaces available within the direct vicinity of the site. DDOT recommends that the Applicant should install one (1) inverted U-rack (two short-term spaces) as a component of its required TDM plan. The recommendation is consistent with the requested reduction of two (2) parking spaces and supports families who choose to bicycle to the site.

#### Public Space

This review only pertains to zoning issues and does not consider potential impacts to District owned public space. DDOT's lack of objection to the requested special exception should not be viewed as an approval of public space elements. If any portion of the use has elements in the public space requiring approval, the Applicant is required to pursue a public space permit through DDOT's permitting process. The recommended inverted-U bicycle rack will need to be located no less than 25 linear feet north of the bus pad to accommodate accessible bus loading. A pedestrian clear zone of no less than 6 feet in width must be maintained to accommodate pedestrian traffic. The Applicant may refer to Titles 11, 12A, and 24 of the DCMR and DDOT's recently released 2017 Design and Engineering Manual (DEM) for specific controls of public space. A summary can also be found in DDOT's Public Realm Design Manual.

AC:pr

