

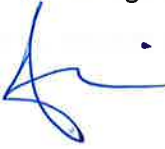
GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



d. Planning and Sustainability Division

MEMORANDUM

**TO:** District of Columbia Board of Zoning Adjustment

**FROM:** Anna Chamberlin  
Project Review Manager 

**DATE:** March 8, 2018

**SUBJECT:** **BZA Case No. 19706** – 1005 Bunker Hill Road NE (Mary House)

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APPLICATION

Mary House Inc. (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests special exceptions under Subtitle U § 421 for a new residential development and under Subtitle C § 710.3 from the parking location restrictions of Subtitle C § 710 to construct a new 12-unit apartment house and two (2) surface parking spaces in the RA-1 zone. The site is located at 1005 Bunker Hill Road NE (Square 3863, Lot 843).

SUMMARY OF DDOT REVIEW

The District Department of Transportation (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.

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 proposes to relocate an existing curb cut on 10th Street NE north to provide access to a proposed surface parking area providing two (2) vehicle parking spaces. The existing curb cut is less than 60 feet from the intersection of Otis Street NE and 10th Street NE and provides access to a gravel lot with (9) vehicle parking spaces;
- The Applicant is proposing to meet the ZR16 requirements for four (4) long-term and two (2) short-term bicycle parking spaces;

- The proposed 2-space surface parking lot degrades the pedestrian realm and should be screened with bushes or shrubbery no more than 42 inches in height; and
- A number of the pedestrian curb ramps in public space that provide access to the site do not meet DDOT and ADA standards.

## **RECOMMENDATION**

DDOT has no objection to the approval of the requested special exceptions with the following condition:

- The Applicant should install bushes or shrubbery along 10th Street NE between the sidewalk and the proposed surface lot, not to exceed 42 inches in height.

## **CONTINUED COORDINATION**

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

## **TRANSPORTATION ANALYSIS**

### Vehicle Parking

The Applicant is required to provide two (2) vehicle parking spaces on site and proposes to meet this requirement by providing two (2) spaces in a surface lot fronting 10th Street NE. DDOT functions as a steward of public space and prefers development patterns that create visually pleasing streetscapes for pedestrians. While on private property, the proposed surface parking location degrades the pedestrian realm. Through coordination, the Applicant has demonstrated that alternative site layouts with rear parking add significant impervious surface cover to the site and reduce the play space on site for residents' children. Because of the constraints associated with the site, DDOT has no objection to the Applicant's request for relief from the District's parking location requirements and recommends the Applicant screen the surface parking with bushes or shrubbery not to exceed 42 inches in height.

### Bicycle Parking

The Applicant proposes to meet its bicycle parking zoning requirements and will provide four (4) long-term spaces and one (1) short-term space. The long-term bicycle parking spaces will be provided in an internal storage room. This short-term bicycle parking space can be accommodated by installing one (1) inverted U-rack. The location of the short-term parking has yet to be identified and may be provided in public space within 120 feet from the main building's entrance.

### Pedestrian Circulation

DDOT anticipates that many of the site's users will walk to the site. A number of the pedestrian curb ramps facilitating access to the site do not meet DDOT and ADA standards. DDOT will coordinate further with the Applicant through the public space permitting process to address the following issues:

- 10th Street NE and Otis Street NE:
  - the existing curb ramps lack detectable warning strips; and
  - a curb ramp is missing at the southeast intersection corner.

- 10th Street NE and Bunker Hill Road NE:
  - the existing curb ramps lack detectable warning strips;
  - a curb ramp is missing on the southern corner of the northeast intersection leg; and
  - the existing curb ramp on the northern corner of the northeast intersection leg orients pedestrians into the center of the intersection's travel lanes.

DDOT notes that it is in the initial planning stages for stormwater upgrades within the vicinity of 10th Street NE and Bunker Hill Road NE. Future stormwater projects may address some of the pedestrian facility issues noted above.

#### Public Space

DDOT's lack of objection to the requested special exceptions should not be viewed as an approval of public space elements. All elements of the project proposed in public space, including the relocated curb cut, the short-term bicycle parking spaces, and any screening for the surface lot falling within public space, require the Applicant to pursue a public space permit through DDOT's permitting process.

The relocated curb cut improves safety by increasing the distance between the intersection of Otis Street NE and 10th Street NE. However, the proposed location is not ideal as vehicles turning left from the proposed surface lot may have difficulty determining whether southbound traffic will turn right onto Bunker Hill Road NE or continue on 10th Street NE. This condition exists today and is largely a consequence of the intersection geometry. As the Applicant is reducing the number of vehicle parking spaces accessible by the curb cut from nine (9) to two (2), DDOT anticipates that the project will result in fewer ingress and egress movements. During the public space permitting process, DDOT may request the Applicant study extending the northern corner of the existing median to inhibit left turns from entering Bunker Hill Road or adding pavement markings or signage to discourage left turns onto Bunker Hill Road.

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

