


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 14, 2018

SUBJECT: BZA Case No. 19722 – 925 5th Street NW

APPLICATION

Kline Operations (the “Applicant”), pursuant to Title 11 of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests special exceptions pursuant to Subtitle I § 205.5 from the rear yard requirements of Subtitle I § 205.1 and pursuant to Subtitle C § 1504.1 from the penthouse setback requirements of C § 1502.1(c)(4) and the penthouse use requirements to permit a restaurant or cocktail lounge of C § 1500.3. Additionally, pursuant to Subtitle X, Chapter 10, the Applicant also requests the following variances from the closed court dimensions of I § 207.1, the loading berth requirements of C § 909.1 and the Mount Vernon Triangle Principal Intersection Area Sub-Area floor-to ceiling clearance requirements of I § 612.4.

The site is located in the D-4-R zone at 925 5th Street NW (Square 516, Lots 827, 828, 829 and 833). The Applicant proposes to construct a 65,957 SF 11-story hotel consisting of the following development program:

- 152 guestrooms;
- 3,048 SF penthouse bar or restaurant with approximately 110-120 seats;
- Zero (0) vehicular parking spaces;
- 13 long-term and an unspecified number of short-term bicycle parking spaces; and
- One (1) 30-foot loading berth

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.

Board of Zoning Adjustment
District of Columbia
CASE NO. 19722

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 is neither required nor proposing to supply on-site vehicle parking;
- The Applicant proposes a valet parking service to accommodate individuals who wish to park;
- Based on the Applicant's cellar plans, it appears the Applicant proposes to exceed its zoning requirement of eight (8) long-term bicycle parking by proposing 13 spaces;
- Based on the Gross Floor Area (GFA) provided in the Applicant's Transportation Assessment Memorandum, the Applicant is required to provide two (2) showers and five (5) clothing lockers for bicycle commuters. These facilities are not clearly shown on the Applicant's plans;
- The Applicant is required to provide two (2) 30-foot loading berths per zoning and proposes to supply one (1) berth based on the needs of the site;
- The Applicant anticipates approximately six (6) truck deliveries per day and proposes to implement a loading management plan, which DDOT finds acceptable;
- The proposed loading may not meet the 12-foot drive aisle access requirement of Subtitle C § 904.5 due to property ownership constraints; DDOT defers to the Zoning Administrator regarding whether or not the zoning relief is necessary;
- The Applicant proposes a limited but acceptable Transportation Demand Management Plan that is commensurate with the impacts of the proposed development; and
- There are a number of public space elements that will require further coordination.

RECOMMENDATION

DDOT has no objection to the approval of the requested special exceptions and variances with the following conditions:

Implement the following loading management plan, as proposed by the Applicant in the March 1, 2018 Transportation Assessment Memorandum:

- Trucks shall be restricted from queuing and loading along 5th Street NW;
- Vendors and on-site tenants will be required to coordinate and schedule deliveries and a loading coordinator will be on duty during delivery hours;
- Trucks accessing the on-site loading space will be limited to be a maximum of 30 feet in length.
- No more than one 30-foot truck will be allowed in the loading area;
- Deliveries will be scheduled such that the loading space's capacity is not exceeded;
- In the event that an unscheduled delivery vehicle arrives while the loading space is full, that driver will be directed to return at a later time when the loading space will be available so as to not impede the alley that passes adjacent to the loading space;
- Inbound and outbound truck maneuvers will be monitored to ensure that trucks accessing the loading space do not block vehicular traffic;
- Trucks using the loading space will not be allowed to idle;
- Trucks must follow all District guidelines for heavy vehicle operation including, but not limited to:
 - DCMR Subtitle 20 Chapter 9, § 900 (Engine Idling);
 - the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document; and
 - the primary access routes listed in the DDOT Truck and Bus Route System
- Loading space operations will be limited to daytime hours, 7AM-7PM, with signage indicating these hours posted prominently at the loading space.

Implement the following Transportation Demand Management (TDM) plan, as proposed by the Applicant in the March 1, 2018 Transportation Assessment Memorandum:

- The Applicant will provide the bicycle parking spaces required by zoning;
- The Applicant will ensure adequate TDM marketing at each step in the booking and arrival process for guests;
- The Applicant will facilitate employee carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOCG); and
- The Applicant will install Transportation Information Centers (electronic screens) within the hotel's lobby, which will display information related to local transportation alternatives.

CONTINUED COORDINATION

There are numerous public space elements that will need to be addressed. The Applicant is expected to continue to work with DDOT outside of the BZA process. DDOT looks forward to continued coordination with the Applicant on the following matters:

- The Applicant proposes curbside valet service on 5th Street NW in front of the site, which will require a valet parking permit;
- The Applicant should provide a curbside management plan for the eastern side of 5th Street showing proposed parking restrictions and the valet spaces;
- An existing gate within public space in the southern portion of the public alley's hammerhead will need to be removed for trucks to be able to make the necessary turning movement. The Applicant will need to report the violation to DDOT's Public Space Regulation Division;
- Zoning requires the applicant to provide three (3) short-term bicycle parking spaces, which can be accommodated by installing two (2) inverted U-racks in the "furniture zone" in public space; and
- There is an existing gap where street trees should be furnished adjacent to the site, which will be addressed through the public space permitting process.

TRANSPORTATION ANALYSIS

Vehicle Parking

The site is located in the D-4-R and is not required to provide vehicle parking. The Applicant proposes to meet the needs of guests who wish to drive to the site by offering off-site valet service. As proposed, guests will drop their cars in a valet zone fronting the building on 5th Street, and an attendee will park the car at a garage within the vicinity of the site. DDOT notes that the proposed valet will require a valet parking permit. The Applicant has secured letters of intent from two (2) nearby parking facility operators to supply no less than 29 vehicle parking spaces, yielding a parking ratio of approximately 0.2 vehicle spaces per room. The Applicant supplied a Transportation Assessment Memorandum, prepared by Gorove/Slade and Associates, that demonstrates there are approximately 1,129 existing publicly available 24-hour parking spaces within a half mile for guests who wish to self-park.

Bicycle Parking

It is DDOT's understanding that subtitle C § 802.10 requires two (2) uses on the same lot to be assessed separately under the bicycle parking requirements of subtitle C § 802.1. As such, the Zoning Administrator may require the Applicant to provide seven (7) long-term and one (2) short-term bicycle parking spaces for the hotel and one (1) long-term and one (1) short term space for the restaurant/bar use. In total the Applicant

should supply eight (8) long-term and three (3) short-term bicycle parking spaces. Based on the plans submitted with the Applicant's pre-hearing package submitted on March 7, 2018, it appears that Applicant is exceeding its long-term requirement by providing a total of 13 long-term bicycle parking spaces. The Applicant does not show the location of the required short-term bicycle parking spaces, which should be provided on 5th Street within 120 feet of the building's entryway. The short-term bicycle parking requirement can be accommodated by installing two (2) inverted U-racks in the "furniture zone" on 5th Street NW.

Subtitle C § 806.3 and § 806.4 requires the Applicant to provide clothing lockers and showers to support bicycle commuters. The Applicant does not clearly show the location of these facilities on its plans.

Loading

The Applicant is required to supply two (2) loading berths per zoning. Based on site constraints, the Applicant requests relief from one (1) loading berth and proposes to supply a single 30-foot berth off of the rear public alley to serve approximately six (6) deliveries per day.

Figure 1 demonstrates that the site's alley access is constrained by existing walls on adjacent properties, limiting the entry aisle of the alley to be 11.5-foot wide. As such, the Applicant may need to request additional zoning relief from subtitle C § 904.5. DDOT defers to the Zoning Administrator for an official determination on the need for additional relief. DDOT notes that trucks will need to back into the proposed angled space, which will require the removal of an existing fence at the alley's hammerhead, as shown below. The backing movement may require the assistance of a freight laborer or loading manager. While the movement is not ideal, the Applicant has proposed to mitigate the site's constraints through the provision of a loading management plan. The plan will dictate how vehicles should enter and exit safely, list a designated loading manager, and address how circulation conflicts will be avoided in the alley.

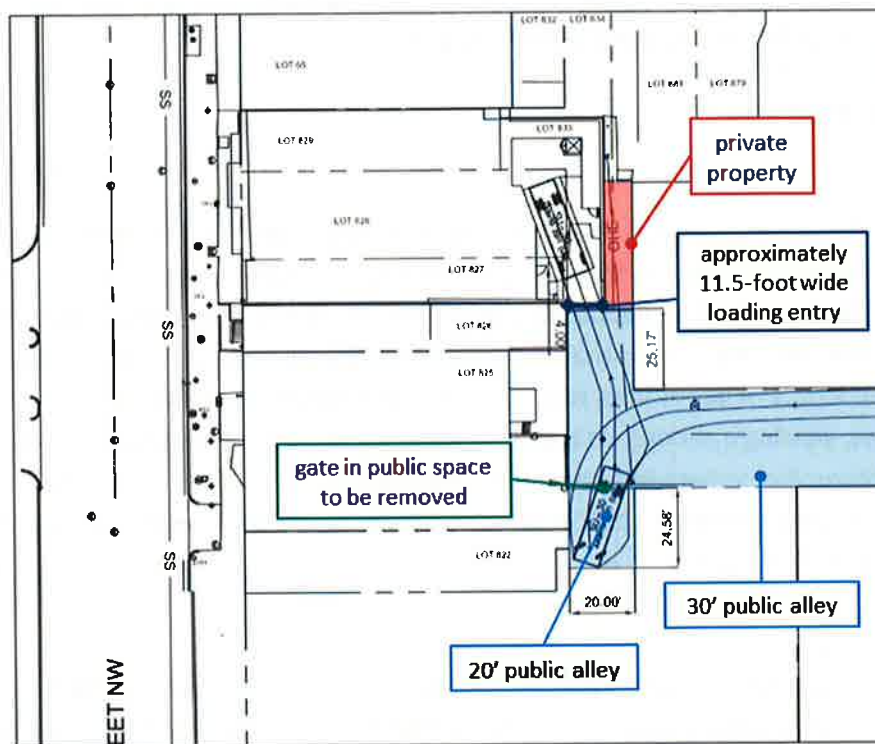


Figure 1 – Loading Movements and Alley Access (Source: Dewberry, Exhibit 9A1, provided by the Applicant on 1.29.18)

The Applicant has proposed a loading management plan, which includes the following provisions:

- Trucks shall be restricted from queuing and loading along 5th Street NW;
- Vendors and on-site tenants will be required to coordinate and schedule deliveries and a loading coordinator will be on duty during delivery hours;
- Trucks accessing the on-site loading space will be limited to be a maximum of 30 feet in length.
- No more than one 30-foot truck will be allowed in the loading area;
- Deliveries will be scheduled such that the loading space's capacity is not exceeded;
- In the event that an unscheduled delivery vehicle arrives while the loading space is full, that driver will be directed to return at a later time when the loading space will be available so as to not impede the alley that passes adjacent to the loading space;
- Inbound and outbound truck maneuvers will be monitored to ensure that trucks accessing the loading space do not block vehicular traffic;
- Trucks using the loading space will not be allowed to idle;
- Trucks must follow all District guidelines for heavy vehicle operation including, but not limited to:
 - DCMR Subtitle 20 Chapter 9, § 900 (Engine Idling);
 - the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document; and
 - the primary access routes listed in the DDOT Truck and Bus Route System
- Loading space operations will be limited to daytime hours, 7AM-7PM, with signage indicating these hours posted prominently at the loading space.

If implemented as described, DDOT finds the Applicant's proposed loading management plan sufficient to meet the needs of the site.

Transportation Demand Management

The Applicant proposes a limited Transportation Demand Management (TDM) Plan, which includes:

- The provision of bicycle parking spaces required by zoning;
- TDM marketing at each step in the booking and arrival process for guests;
- Employee referrals to carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOCG); and
- The installation of Transportation Information Centers (electronic screens) within the hotel's lobby, which will display information related to local transportation alternatives.

While DDOT finds the proposal's employee-oriented strategies limited, DDOT notes that the lack of parking on-site will limit vehicle trips. DDOT finds the Applicant's proposal to sufficiently address the needs of guests.

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. DDOT notes that the Applicant will need to secure public space permits for the short-term bicycle parking spaces required by zoning. Street trees should be installed in the existing gap on 5th Street that currently fronts the property. The proposed valet on 5th Street will require a valet parking permit. The Applicant should also supply a curbside management plan for the eastern side of 5th Street showing proposed parking restrictions and the valet spaces.

The Applicant is required to pursue a public space permit for these and other items proposed within public space through DDOT's permitting process. 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