

# 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  
Neighborhood Planning Manager 

**DATE:** January 18, 2019

**SUBJECT:** BZA Case No. 19889 – 413 60<sup>th</sup> Street NE

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#### APPLICATION

AMM2 Investments LLC (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 the new residential development requirements of Subtitle U § 421.1 and under Subtitle C § 703.2 from the minimum parking requirements of Subtitle C § 701.5, to construct a new eight-unit apartment house. The site is located in the RA-1 Zone at 413 60th Street NE (Square 5261, Lot 803).

#### 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 one 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 is requesting relief from one (1) vehicle parking space;
- The existing alley in the rear is unimproved;
- There is an existing Heritage Tree in the front of the property which may require the Applicant to redesign the site in order to preserve the Heritage tree;

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- The Applicant is required to provide three (3) long-term bicycle parking spaces and is providing two (2) additional spaces as part of the TDM for a total of five (5) long-term spaces;
- The proposed Transportation Demand Management (TDM) plan is sufficient for the requested vehicle parking relief; and
- There is an existing curb cut on 60<sup>th</sup> Street NE that leads to a non-compliant parking space which the Applicant is removing.

## RECOMMENDATION

DDOT has reviewed the Applicant's request and determined that based on the information provided, this proposed project will have no adverse impacts on the travel conditions of the District's transportation network. The proposed project 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 vehicle parking relief with the following condition:

- Implement the following Transportation Demand Management (TDM) plan, as proposed by the Applicant:
  - Provide two (2) additional long-term bicycle parking spaces for a total of five (5) long-term spaces.

## ANALYSIS

### Vehicle Parking

The Applicant is required to provide one (1) vehicle parking space and is seeking relief from one (1) parking space, noted in the Memorandum from Matt LeGrant (Exhibit 41). The existing alley in the rear is unimproved.

Subtitle C § 703.4 of the Zoning Regulations requires that any request for a reduction in the minimum number of required parking spaces include a Transportation Demand Management (TDM) plan that has been approved by DDOT. The Applicant has agreed to a TDM plan which includes the following elements:

- Provide two (2) additional long-term bicycle parking spaces for a total of five (5) long-term bicycle parking spaces.

DDOT finds the proposed TDM plan to be sufficiently robust for the newly proposed development program.

### Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations require three (3) long-term bicycle parking spaces. Long-term bicycle parking spaces will be provided as required by the Zoning Regulations. The Applicant has proposed additional long-term bicycle parking spaces as part of the TDM plan. Long-term bicycle storage is provided on first level of the building.

#### Loading

Subtitle C § 901.1 of the Zoning Regulations does not require on-site loading for a residential property with fewer than 50 units. Move-in and move-out can take place in the alley or by applying for temporary “no parking” permits.

Trash pick-up will take place off of 60<sup>th</sup> Street NE.

#### Heritage Tree

It appears that there is a Heritage Tree on the site, and the Applicant should submit for a Special/Heritage Tree permit or hire an Arborist to confirm the tree size and assess the health of the tree. A Heritage Tree is defined as a tree with a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. Private property trees between 44 and 99.9-in circumference are considered Special Trees. With approval by the Mayor and Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan in order to preserve the Non-Hazardous Heritage Trees.

#### Public Space

DDOT’s lack of objection to the application should not be viewed as an approval of public space elements. Preliminary public space plans need to be revised to comply with public space regulations and standards. Any portion of the project with elements in the public space requiring approval, such as a curb cut, heritage trees, and leadwalks, requires the Applicant to pursue a public space permit through DDOT’s permitting process. DDOT notes that there is existing curb cut on 60<sup>th</sup> Street NE that leads to an illegal parking space which should be removed through the public space permitting process. The proposed drawings show an existing curb cut to a non-compliant parking space. Please work with UFD to address the health of the on-site Heritage Tree as this may result in a site redesign. The leadwalk should not be wider than 6 feet.

The Applicant should refer to Titles 11, 12A and 24 of the DCMR, DDOT’s Design and Engineering Manual, and DDOT’s Public Realm Design Manual for public space regulations and guidance.

AC:kb