

Government of the District of Columbia

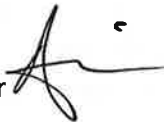
Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin
Project Review Manager 

DATE: February 15, 2019

SUBJECT: BZA Case No. 19897 – 71 Kennedy Street NW

APPLICATION

Coloma River Capital (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 G § 1200 from the closed court requirements of Subtitle G § 202.1 and under Subtitle G § 1201 from the rear yard requirements of Subtitle G § 405.2 to construct a new 44-unit apartment building with 3,923 square feet of ground floor retail. The site is located in the MU-4 Zone at 71 Kennedy Street NW and 5505 1st Street NW (Square 3389, Lot 817 and 822).

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.

After reviewing the case materials submitted by the Applicant, DDOT finds:

- Vehicular access to the property is proposed via an alley connection to Kennedy Street NW meeting DDOT standards, and will extend along the eastern side of the property. It is currently an unbuilt "paper alley" and will be 15 feet wide when constructed;
- Upgrading the alley will require a curb cut from Kennedy Street. The new alley will connect to the existing alley network to the northeast of the property;

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- The garage entry on the public alley will be located approximately 31 feet from the curb on Kennedy Street NW;
- The project will include 22 underground vehicle parking spaces and 18 long-term bicycle parking spaces. The Applicant should provide the required amount of short-term bicycle parking when they develop their public space plans;
- The project has less than 5,000 square feet of retail space and fewer than 50 dwelling units, and thus per ZR16 will not include a loading berth; and
- The Applicant should continue to work with DDOT to grade and pave the alley, and to resolve significant public space issues, which are noted below.

RECOMMENDATION

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.

PUBLIC SPACE

DDOT's lack of objection to the special exception should not be viewed as an approval of public space design. All elements of the project proposed in public space or extending beyond the 15-foot Building Restriction Lines (BRL) on 1st Street and Kennedy Street require the Applicant to pursue a public space permit through DDOT's permitting process.

DDOT notes the following public space issues, several of which may impact the design of the building:

- Move the underground basement entry out of public space on 1st Street NW;
- Move all stairs and ramps out of public space on 1st Street. Building entrances should be at grade. If stairs and ramps are necessary to access the first floor, then they should be constructed internal to the building;
- Minimize and reduce paving in public space by narrowing the leadwalk to six feet; and
- The alley cannot change elevation through public space on Kennedy Street NW.

Additionally, the Applicant should schedule a Preliminary Design Review Meeting (PDRM) to discuss public space design with DDOT and OP.

The Applicant may refer to Titles 11, 12A, and 24 of the DCMR and DDOT's Design and Engineering Manual (January 2019 edition) for specific controls of public space. A summary can also be found in DDOT's Public Realm Design Manual.

AC:tvh