

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: May 31, 2019

SUBJECT: Supplemental Report for BZA Case No. 20014 – 1803 Rhode Island Avenue NE

APPLICATION

This memorandum is intended to supplement the original District Department of Transportation (DDOT) report submitted to the Board of Zoning Adjustment (BZA) on May 3, 2019. Since the original DDOT report was released, the Applicant has completed a parking occupancy study, coordinated a Transportation Demand Management (TDM) plan with DDOT, and prepared a Loading Management Plan (LMP).

SUMMARY OF DDOT REVIEW

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 proposing to construct a two-story commercial building with a cellar level and penthouse;
- The Applicant is requesting relief from 13 vehicle parking spaces;
- When an Applicant requests relief from five (5) or greater vehicle parking spaces, DDOT requires an on-street parking occupancy study, which the Applicant has provided;

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EXHIBIT NO. 45

- DDOT finds the amount of available on-street parking within a two block walk is sufficient to meet the needs of the project;
- Per Subtitle C § 703.4, the Applicant is required to implement a TDM Plan sufficient enough to off-set any impacts from granting vehicle parking relief. DDOT finds the Applicant's proposed TDM plan sufficient for the proposed parking relief;
- The Applicant is requesting relief from one (1) 30-foot loading berth;
- The Applicant has provided a LMP which utilizes the Rhode Island Avenue NE curbside for loading activities. The Applicant will need to coordinate with DDOT's Parking and Ground Transportation Division (PGTD) during public space permitting to determine this is an appropriate location for curbside loading;
- Trash is stored on private property and will be rolled out onto Hamlin Street NE on pick-up days;
- The project is closing three (3) existing curb cuts off of Rhode Island Avenue NE and Hamlin Street NE, which will be replaced with additional on-street parking;
- The Applicant should coordinate with DDOT's PGTD during public space permitting to determine appropriate signage on Hamlin Street NE and Rhode Island Avenue NE;
- The Applicant is required to provide two (2) short-term bicycle parking spaces and is providing seven (7) spaces and three (3) additional long-term bicycle parking spaces; and
- It appears the balcony projections may not be compliant with public space regulations. When balconies are structurally connected to bay windows, the width of the balconies shall be included in the width of the bay windows and the combined width shall comply with the requirements for bay windows (DCMR 12A 3202.10.2.1). For a building 104-ft frontage on Rhode Island Avenue NE, multiple bay projections may be a maximum of 53 ft and for a 122-ft building face on Hamlin Street NE, multiple projections may not exceed 62-ft. The Applicant will need to meet the building code regulations.

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 and variances, on the condition:

- The Applicant implements the following Transportation Demand Management (TDM) plan with DDOT's modifications:
 - Identify Transportation Coordinator(s) for the planning, construction, and operations phases of development. The Transportation Coordinator(s) will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will develop, distribute, and market various transportation alternatives and options to the tenants and/or employees;
 - Post all TDM commitments on website (if provided by Applicant), publicize availability, and allow the public to see what commitments have been promised;

- Provide bicycle parking beyond what is required by ZR16: four (4) additional short-term and three (3) long-term bicycle parking spaces; and
- For the first five years that the building is open, the Applicant shall offer the choice of either an annual Capital Bikeshare or an annual car share membership to employees.
- Implement the Applicant's proposed Loading Management Plan (LMP):
 - All delivery vehicles will access the Site via Rhode Island Avenue. In accordance with DDOT's "Truck and Bus Through Routes and Restrictions" map, trucks will not be permitted to use 20th Street, NE.
 - Delivery trucks unload/load from Rhode Island Avenue, NE between 7:00 AM and 4:00 PM and between 6:30 PM and 7:00 PM on weekdays. Deliveries will not be permitted between 4:00 PM and 6:30 PM when rush hour restrictions are in place on weekdays.
 - On weekends, deliveries may occur between 7:00 AM and 7:00 PM.
 - Commercial deliveries will typically be made by trucks that are 20 to 30 feet.
 - Deliveries made from vehicles larger than 30 feet will need to be scheduled in advance.
 - Deliveries are anticipated between the hours of 7:00 AM to 4:00 PM.
 - Trucks will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (engine idling)
 - A trash room with dumpsters are located on the Hamlin Street side of the building.
 - All trash removal will occur on Hamlin Street.
 - It shall be the responsibility of building management to inform all building tenants of this LMP and its conditions.
 - The building manager will coordinate delivery schedules with tenants such that more than two deliveries do not occur at a time.
 - The Loading Management Plan may be updated by the property manager once the project is complete, as needed.

ANALYSIS

Vehicle Parking

The Applicant is required to provide and is seeking relief from all 13 vehicle parking spaces. In situations where an Applicant is requesting relief from five (5) or greater vehicle parking spaces, DDOT requires an on-street parking occupancy study to understand the action's impact on neighborhood parking conditions. The Applicant worked with DDOT to scope an appropriate study area, as shown in Figure 1. Symmetra Design conducted an analysis of observed on-street vehicle parking conditions during weekday and weekend peak periods within a two to three block radius on the site. As seen in Figure 2, there is a significant amount of unrestricted parking in the vicinity of the site.

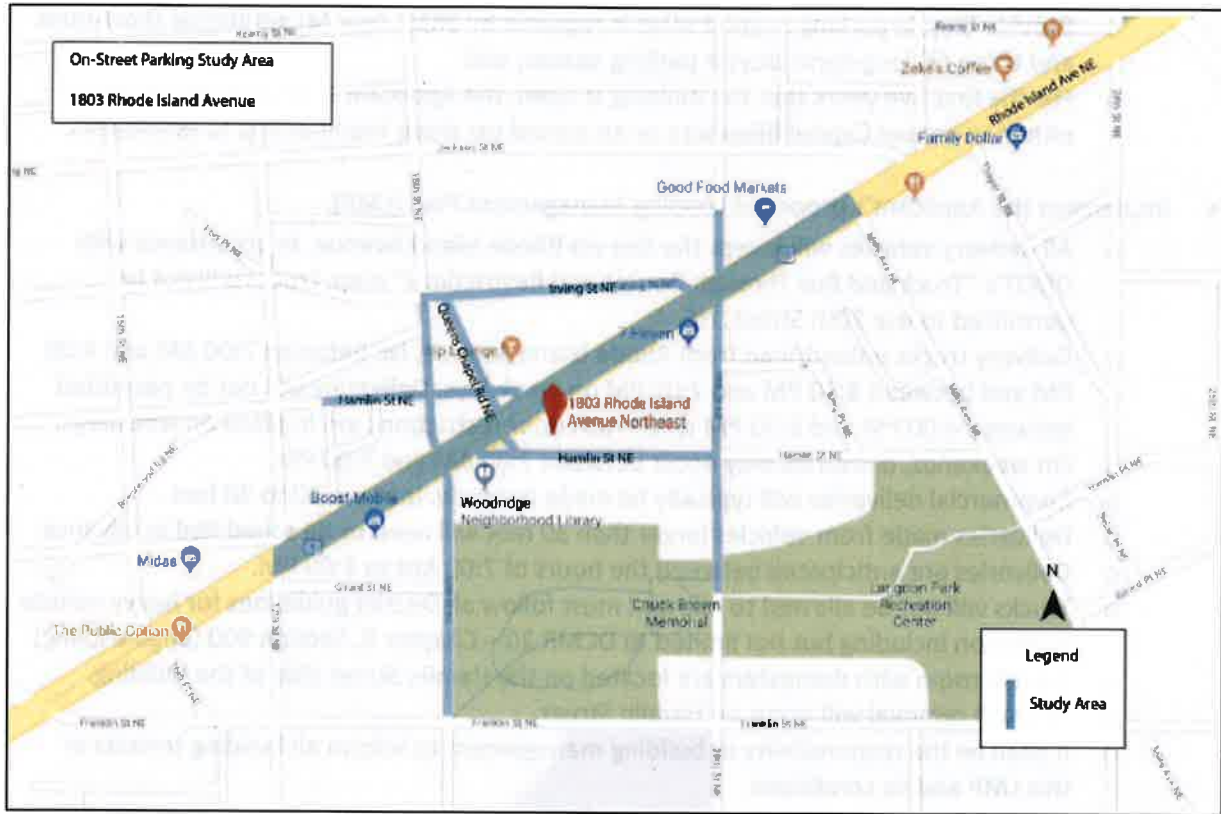


Figure 1. Parking Occupancy Study Area (Source: Symmetra Design, Transportation Study, Figure 3, 10/9/2019)

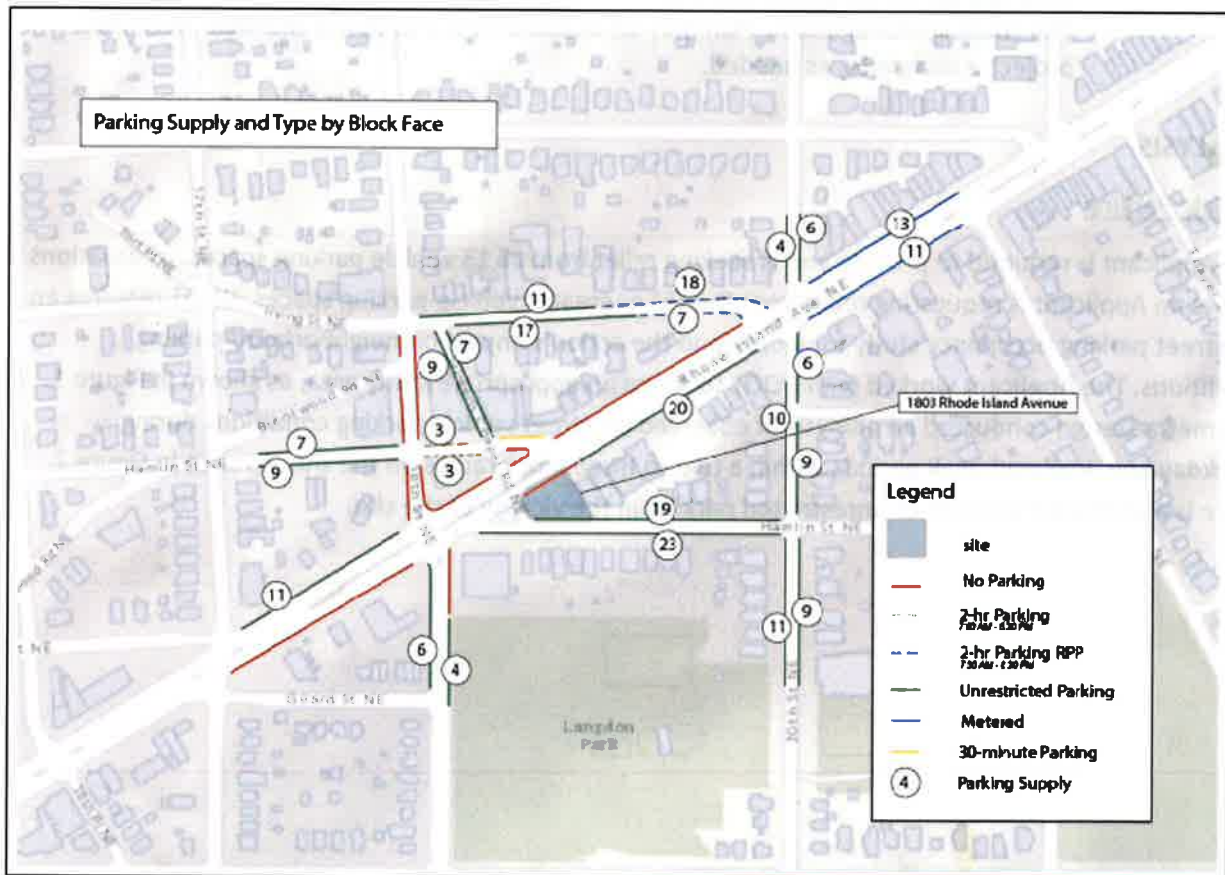


Figure 2. Parking Type and Supply (Source: Symmetra Design, Transportation Study, Figure 4, 10/9/2019)

Time	12:00pm	1:00pm	2:00pm	3:00pm
Occupancy	174	162	164	158
Available Spaces	84	96	94	100
Supply	258			
% Occupancy	67%	63%	64%	61%

Figure 3. Total Parking Occupancy and Available Spaces by Hour Saturday May 4, 2019 (Source: Symmetra Design, Transportation Study, Table 2, 10/9/2019)

Time	4:00pm	5:00pm	6:00pm
Occupancy	131	155	148
Available Spaces	127	103	110
Supply	258		
% Occupancy	49%	60%	57%

Figure 4. Total Parking Occupancy and Available Spaces by Hour Tuesday May 7, 2019 (Source: Symmetra Design, Transportation Study, Table 4, 10/9/2019)

As shown in Figure 3, the highest parking demand observed on Saturday between 12:00PM to 4:00 PM was the 12:00 hour , in which 67% of overall spaces were occupied, leaving 84 spaces available with either unregulated, metered, 30-min parking, or 2-hr parking restrictions. On Tuesday, the highest parking demand observed between 4:00PM to 6:00PM was the 5:00PM hour, in which 60% of overall spaces were occupied, leaving 103 spaces remaining.

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. To meet this requirement, the Applicant has stated that they will provide the following TDM measures:

- Identify Transportation Coordinator(s) for the planning, construction, and operations phases of development. The Transportation Coordinator(s) will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will develop, distribute, and market various transportation alternatives and options to the tenants and/or employees;
- Post all TDM commitments on website (if provided by Applicant), publicize availability, and allow the public to see what commitments have been promised;
- Meet ZR16 short- and long-term bicycle parking requirements; and
- For the first five years that the building is open, the Applicant shall offer the choice of either an annual Capital Bikeshare or an annual car share membership to employees.

In addition, the Applicant should modify the language of the third bullet to the following:

- Provide bicycle parking beyond what is required by ZR16: four (4) additional short-term and three (3) long-term bicycle parking spaces.

DDOT finds the amount of available on-street parking within a two block radius sufficient to meet the needs of the project in conjunction with the proposed TDM incorporating DDOT modifications.

Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations require zero (0) long-term bicycle parking spaces and two (2) short-term bicycle parking spaces. The Applicant is proposing to exceed the bicycle parking requirement by providing seven (7) short-term spaces (4 U-racks) and three (3) long-term bicycle parking spaces.

Loading

Subtitle C § 901.1 of the Zoning Regulations requires one (1) loading berth for a retail property between 5,000 and 20,000 SF. The Applicant is requesting relief from the one (1) berth and is proposing loading take place on Hamlin Street NE.

A Loading Management Plan (LMP) will be required to ensure deliveries are scheduled outside of rush hour and in a way that does not impede vehicle traffic flow. The Applicant has provided a LMP which utilizes the Rhode Island Avenue NE curbside for loading activities. The Applicant will need to coordinate with DDOT's Parking and Ground Transportation Division (PGTD) to determine Rhode Island Avenue NE is an appropriate location for loading. The Applicant proposed a LMP in the Transportation Study (Exhibit 38):

- All delivery vehicles will access the Site via Rhode Island Avenue. In accordance with DDOT's "Truck and Bus Through Routes and Restrictions" map, trucks will not be permitted to use 20th Street, NE;
- Delivery trucks unload/load from Rhode Island Avenue, NE between 7:00 AM and 4:00 PM and between 6:30 PM and 7:00 PM on weekdays. Deliveries will not be permitted between 4:00 PM and 6:30 PM when rush hour restrictions are in place on weekdays;
- On weekends, deliveries may occur between 7:00 AM and 7:00 PM;
- Commercial deliveries will typically be made by trucks that are 20 to 30 feet;
- Deliveries made from vehicles larger than 30 feet will need to be scheduled in advance;
- Deliveries are anticipated between the hours of 7:00 AM to 4:00 PM;
- Trucks will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (engine idling);
- A trash room with dumpsters are located on the Hamlin Street side of the building;
- All trash removal will occur on Hamlin Street;

- It shall be the responsibility of building management to inform all building tenants of this LMP and its conditions;
- The building manager will coordinate delivery schedules with tenants such that more than two deliveries do not occur at a time; and
- The Loading Management Plan may be updated by the property manager once the project is complete, as needed.

Trash pick-up will take place off of Hamlin Street NE. Exhibit 10 on the record shows a trash room on the first floor where trash can be stored on private property and rolled out to Hamlin Street NE for pick-up.

Public Space

DDOT's approval to the application should not be viewed as an approval of public space elements. If any portion of the project with elements in the public space requiring approval, such as curb cut closures, bay windows, balconies, sidewalk cafes, or bike racks, the Applicant is required to pursue a public space permit through DDOT's permitting process.

It is unclear if the balcony projections are compliant with public space regulations. When balconies are structurally connected to bay windows, the width of the balconies shall be included in the width of the bay windows and the combined width shall comply with the requirements for bay windows (DCMR 12A 3202.10.2.1). For a building 104-ft frontage on Rhode Island Avenue NE, multiple bay projections may be a maximum of 53 ft and for a 122-ft building face on Hamlin Street NE, multiple projections may not exceed 62-ft. The Applicant will need to meet the building code regulations.

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.

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