

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: April 29, 2020

SUBJECT: BZA Case No. 20274 – 1313 L Street NW

APPLICATION

MQMF 1313 L Street LLC (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests a special exception under Subtitle I §205.5 to modify the rear yard requirements of Subtitle I §205, and pursuant to Subtitle X, Chapter 10, requests an area variance from the court requirements of Subtitle I §207.1, to redevelop an existing office building and convert it to a 10-story residential building with 222 dwelling units. The site is in the D-4-R Zone at 1313 L Street NW (Square 247, Lot 94) and served by 15-foot and 30-foot public alleys.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. In addition, the project may result in increased pick-up and drop-off activity and slightly reduced availability of on-street parking within the immediate area. Despite these minor impacts, DDOT has no objection to the approval of this application.

TRANSPORTATION ANALYSIS

Vehicle Parking

The Applicant is proposing to provide 73 vehicle parking spaces within a below-grade parking garage (61 zoning-compliant and 12 non-compliant) with access provided via the 15-foot public side alley. The 2016 Zoning Regulations require a minimum of zero (0) off-street vehicle parking spaces because the site is in a Downtown zone (D-4-R). The proposed 0.33 spaces/unit parking ratio is slightly higher than the

Board of Zoning Adjustment
District of Columbia
CASE NO. 20274
ddot.dc.gov
EXHIBIT NO. 16

preferred maximum parking ratio of 0.30 in DDOT's *Guidance for Comprehensive Transportation Review* for sites within a ¼-mile of a Metrorail station. DDOT recommends the Applicant remove the 12 non-compliant spaces because they are located within DDOT's L Street NW right-of-way. If the Applicant is reusing the existing underground garage, DDOT recommends repurposing the space where these 12 spaces are located as additional bicycle parking.

Bicycle Parking

Subtitle C §802.1 of the 2016 Zoning Regulations requires 11 long-term bicycle parking spaces and 74 short-term bicycle parking spaces. The Applicant is proposing to meet the required number of long- and short-term bicycle parking spaces. The long-term bicycle parking spaces will be located on the first-floor level, while the location of the short-term parking spaces was not identified on the site plan. The short-term spaces should be accommodated with inverted U-racks and located in the furniture zone of the right-of-way near the building entrances.

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle mode areas and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through the alley network, to which this building is adjacent. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT's standards for loading.

This site is served by a network of 15- and 30-foot public alleys. Loading and unloading, deliveries, and trash pick-up are anticipated to occur at the rear of the building via the public alley. The Applicant is providing the zoning-required 30-foot loading berth and 20-foot loading space.

PUBLIC SPACE

DDOT's lack of objection to this application should not be viewed as an approval of public space design. If any portion of this or future projects at the property propose elements within District owned public space, such as the short-term bicycle racks and bay projections, the Applicant is required to pursue a public space permit through DDOT's permitting process.

It is noted that there are Pepco vaults and vehicle parking spaces shown in public space underneath L Street NW. The Pepco vaults should be moved onto private property or in the alley network if space on private property is not available.

DDOT expects the adjacent public space to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), and the most recent version of DDOT's [Design and Engineering Manual](#), and DDOT's [Public Realm Design Manual](#) for public space regulations and design guidance. A permit application can be filed through the DDOT [Transportation Online Permitting System](#) (TOPS) website.

AC:kv