

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, AICP 
Associate Director

DATE: May 13, 2022

SUBJECT: BZA Case No. 20710 – 2340 Ainger Place SE

APPLICATION

TMT Services, LLC (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), requests special exceptions from the subdivision regulations of Subtitle C § 302.1, the matter-of-right uses of Subtitle U § 401, and parking screening requirements of Subtitle C § 714.2(a), and an area variance from the vehicular ingress and egress requirements of Subtitle C § 305.3(b), to raze an existing building and construct a new two-story, 13-unit apartment house and a new detached three-story 8-unit apartment. The site is in the RA-1 Zone at 2340 Ainger Place SE (Square 5740, Lot 349) and it is not serviced by a public alley. The site will provide 21 vehicle parking space that will be accessed by a curb cut to Ainger Place SE.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed project 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.

DDOT has no objection to the requested relief from the 24-foot ingress/egress requirement (Subtitle C § 305.3(b)) since DDOT’s Design and Engineering Manual minimum curb cut requirement is less than than 24 feet based on type of curb cut (the exact curb cut dimensions for this project will be determined during public space permitting). However, DDOT objects to the request for parking lot screening relief (Subtitle C § 714.2(a)). A fence or landscaping should be installed along the Ainger Place SE property line immediately adjacent to the row of parking to minimize the view of pavement and vehicles from the public sidewalk.

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Regarding the new land use proposed in the RA-1 zone (Subtitle U § 401 and § 421), DDOT expects development projects to minimize their potential impact on the transportation network by reducing their automotive travel demand. This can be accomplished by implementing a Transportation Demand Management (TDM) plan. DDOT requests Applicants seeking BZA relief commit to a TDM Plan when a proposed residential project has 20 or more units and the relief requested is directly related to an increase in density or vehicle activity on-site or a new land use is introduced. In this case, the Applicant is proposing to introduce a new denser land use (2 apartment buildings totaling 21 units) and the proposed 21 vehicle parking spaces would create additional traffic on the transportation network. DDOT has no objection to the Subtitle U § 401 and § 421 relief with the following conditions included in the BZA Order:

- For the life of the project, the Applicant will implement the following Transportation Demand Management (TDM) Plan for the entire building:
 - Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile;
 - Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo;
 - Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to tenants, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications;
 - Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
 - Transportation Coordinator will subscribe to goDCgo’s residential newsletter and receive TDM training from goDCgo to learn about available options for implementing the TDM Plan; and
 - Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT’s goDCgo program by emailing info@godcgo.com.

TRANSPORTATION ANALYSIS

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of

transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, and the demographic composition and other characteristics of the potential residents. The Applicant is required to provide six (6) off-street parking space. Per the Applicant's Architectural Plans, the Applicant is providing twenty-one (21) off-street parking spaces, which is more than what is required under zoning. The proposed vehicle parking spaces would create additional traffic on the transportation network, therefore DDOT is requesting a condition that a TDM Plan be implemented to help mitigate this concern, as well as the additional density on site.

Residential Permit Parking (RPP)

The site is located on the 2300 Ainger Place SE, which currently is not participating in DDOT's Residential Permit Parking (RPP) program restriction. Residents of the future building will not be eligible to obtain a RPP pass from the Department of Motor Vehicles (DMV). However, curbside parking along Ainger Place SE adjacent to the site is currently unrestricted during all times.

Bicycle Parking

DDOT estimates the Applicant is required by zoning to provide six (6) long-term bicycle parking spaces and two (2) short-term bicycle space. Per the Applicants Architectural Plans, the Applicant is providing one (1) short-term and no long-term bicycle parking spaces. The Applicant is providing one (1) short-term bicycle parking spaces (one (1) inverted U-rack) in private space on the side of the building. DDOT requests the Applicant to provide at the required bicycle parking spaces to provide residents with alternative transportation methods.

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. 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.

Per Subtitle C § 901.1 of the Zoning Regulations, buildings with fewer than 50 units are not required to provide a loading berth. As such, future residents should use the internal drive aisle or a parking space on private property for move-in/move-outs. Residents may also obtain "emergency no parking" signs from DDOT to reserve an on-street parking space. Since the site has more than three (3) units, the Applicant must contract a private trash collection service. Trash should be stored entirely on private property, out of the view of the sidewalk, and the trash should be collected on private property with no backing of trucks in and out of the Ainger Place curb cut.

STREETSCAPE AND PUBLIC REALM

DDOT's review to this application should not be viewed as an approval of the public realm design. If any portion of this or future projects at the property propose elements within District owned right-of-way, the Applicant is required to pursue a public space permit through DDOT's permitting process.

DDOT notes that the existing curb cut to Ainger Place does not meet modern DDOT design standards and cannot be re-used as currently built. Since the use and density of the site are changing, the Applicant will need to apply for a new curb cut permit and update the design. Additionally, the project must also ensure there is a sidewalk of at least 6-feet wide and treebox area of at least 4-feet wide along the Ainger Place frontage.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), the most recent version of DDOT's [Design and Engineering Manual \(DEM\)](#), and the [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:sm