

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 
Associate Director

DATE: December 30, 2022

SUBJECT: BZA Case No. 20841 – 1322-1326 18th Street NW

APPLICATION

Inmobiliara, LLC (the “Applicant”), pursuant to Title 11 of the District of Columbia Municipal Regulations (DCMR) (Zoning Regulations), requests a special exception from the rear yard requirements of Subtitle G § 605.1 and the matter-of-right uses of Subtitle U § 502 to construct a fifth story and rear addition, and convert an approximately 21,000 SF commercial building to a hotel with 62 rooms. The site is in the MU-15 Zone at 1322-1326 18th Street NW (Square 137, Lots 33 & 824) and is not served by an alley.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed change in land use to hotel will yield approximately the same amount of vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. However, 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 the requested relief.

TRANSPORTATION ANALYSIS

Trip Generation Comparison

DDOT estimated the amount of person- and vehicle-trips that would be generated by the existing use and proposed conversion to a hotel. To determine the number of trips generated by each scenario, DDOT utilized the trip generation rates published in the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual, 11th Edition* webtool for land use categories 310-Hotel and 710-General Office. Since the site is located within 1/8 mile of the Dupont Circle Metrorail Station, a modesplit of 20% automobile and 80% non-auto was used in the trip generation analysis. Table 1 below presents a summary of DDOT’s estimate of vehicle trips for each development scenario.

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Figure 1 | Trip Generation Comparison

Development Scenario	Development Program	AM Peak Person Trips	PM Peak Person Trips	AM Peak Vehicle Trips	PM Peak Vehicle Trips
Existing	21,000 SF office	30	30	6	6
Proposed	62 hotel rooms	29	26	6	5
Net Change	+62 hotel rooms -21,000 SF office	-1	-4	0	-1

As shown above, with the building addition and conversion of the use to hotel, the site will generate approximately the same amount of person and vehicle trips. Thus there are no anticipated impacts to the transportation network.

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 not required to provide off-street parking space. Per the Applicant's Architectural Plans, the project is not providing off-street parking spaces. Providing little or no parking is consistent with DDOT's approach to encouraging transit usage, allowing for non-automobile ownership lifestyles, and minimizing traffic congestion in the District, especially for sites in proximity to a Metrorail station.

Bicycle Parking

Per Subtitle C § 802.6 of the Zoning Regulations, the Applicant is not required to provide any long- or short-term bicycle parking since the addition does not increase the size of the building by more than 25%. However, the Applicant is proposing to provide three (3) long-term bicycle parking spaces in a storage room on the first floor, which is consistent with zoning requirements for 1 space per 10,000 SF lodging that would apply to a new building.

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 § 901.7 of the Zoning Regulations, only building additions increasing the size of the building by 50% or more trigger the loading berth and platform requirements. As such, no loading facilities are required as part of this project.

STREETScape AND PUBLIC REALM

DDOT's lack of objection 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 construction permit.

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