

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning, and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe
Associate Director

DATE: June 16, 2015

SUBJECT: BZA Case No. 19024 – 1012 Harvard Street, NW

APPLICATION

1012 Harvard Street, LLC (the “Applicant”), requests a variance from the off-street parking requirements under Section 2101.1 for the construction of an addition to an existing four unit apartment building and conversion to ten dwelling units. The site is located in the C-2-A District at premises 1012 Harvard Street, NW (Square 2857, Lot 0814).

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) has reviewed the Applicant’s request and determined that based on the information provided, this proposed project will have no adverse impacts on the travel conditions of the District’s transportation network. DDOT has no objection to the approval of the requested variance with the following condition, as required by zoning:

- The Applicant shall install a minimum of four long-term secure bicycle parking spaces

Off-Street and Curbside Parking

Zoning requires one parking space for every two dwelling units at this site, or a total of five parking spaces for the proposed building. The Applicant requests relief from two of the parking spaces. The proposed site will contain three off-street parking spaces. This variance request does not meet DDOT’s threshold for a parking occupancy study. While the proposed building may generate a minor increase of vehicle parking demand, the potential increased demand is considered insignificant.

Bicycle Facilities

Chapter 18 of the District of Columbia Municipal Regulations § 1214 states that all residential buildings – existing, new, or rehabilitated – with eight or more units shall have at least one secure bicycle parking

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space for each three residential units. The proposed site plans do not show a secure bicycle parking storage room or an equivalent. Providing the required long-term bicycle parking has the potential benefit of decreasing vehicular trips and parking demand.

Streetscape and Public Realm

This review pertains only to zoning issues and does not consider potential impacts to District owned public space. DDOT's lack of objection to this zoning variance should not be viewed as an approval of public space elements. If any portion of the project has elements in the public space requiring approval, the Applicant is required to pursue a public space permit through DDOT's permitting process. The Applicant may refer to the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space. A summary can be found in DDOT's Public Realm Design Manual.

SZ:ei