

# 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:** September 29, 2021

**SUBJECT:** BZA Case No. 20521 – 2240 Ontario Road NW

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#### APPLICATION

Nathan Ackerman (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests special exception from the occupancy restrictions of Subtitle F § 304.1, and the parking space dimensional requirements of Subtitle C § 712.3, Subtitle C § 712.11, Subtitle F § 5201 and Subtitle X § 901.2 to construct a three-story with cellar and penthouse addition to an existing two-story with cellar, attached, principal dwelling unit, and convert the building to an 8-unit apartment house. The site is located in the RA-2 Zone at 2240 Ontario Road NW (Square 2562, Lot 85) and served by a rear 10-foot public alley.

#### 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.

DDOT’s recommendation includes the requested relief from the parking space size requirements to provide two (2) compact spaces rather than 50% full-size spaces. DDOT understands there were recent revisions to Subtitle C § 702 in Text Amendment ZC 21-04 to potentially make this relief matter-of-right but it may not have gone into effect yet. Either way, DDOT has no objection to the inclusion of two (2) compact parking spaces given they are located at the rear of the property, accessed from a public alley, and adjacent to a turnaround area at the end of the alley.

## **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.

Subtitle C § 701.5 and § 702.1a of the 2016 Zoning Regulations (ZR16) requires two (2) vehicle parking spaces after taking the allowable 50% reduction for being locating within ¼ mile of the Sixteenth Street Priority Corridor Network Metrobus Route. Per the submitted Architectural Plans, the Applicant is providing two (2) compact vehicle parking spaces. The two (2) surface parking spaces are located at the rear of the building and accessed through the public alley. The Applicant is seeking relief from the requirements of Subtitle C § 702.3 and § 702.11 that 50% of the parking spaces be full size. It is noted that a recent Text Amendment to ZR16 (ZC 21-04) revised the language of these sections to allow both spaces to be compact size as a matter-of-right. DDOT defers to the Office of Planning (OP) and Office of the Attorney General (OAG) on whether this text amendment has gone into effect and if it applies in this case. Either way, DDOT does not object to the request for two (2) compact sized parking spaces.

### Residential Permit Parking (RPP)

The site is located on the 2200 block of Ontario Road NW, which is currently subject to the Residential Permit Parking (RPP) program restrictions. Since this block has RPP restrictions, current and future residents are eligible to obtain Zone 1 parking permits from the Department of Motor Vehicles (DMV).

### Bicycle Parking

The Applicant is required to provide zero (0) short-term and three (3) long-term bicycle parking spaces for the eight (8) unit development. The submitted site plans show a bike storage room in the cellar level of the building. The long-term bicycle parking should meet the design guidelines of ZR16 and the DDOT Bike Parking Design Guide.

### 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. In this case, loading should occur through the alley. 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 rear of the property for move-in/move-outs or 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. The submitted plans do not show the location of the trash and recycling. Trash should be stored entirely on private property, out of the view of the sidewalk, and collected at the rear via the public alley.

## **STREETSCAPE AND PUBLIC REALM**

DDOT's lack of objection to this application should not be viewed as an approval of the public realm design. Any elements of the project proposed within District-owned right-of-way require the Applicant to pursue a public space permit through DDOT's permitting process. Doors to the garage should roll up or open inward rather than swinging into the alley as to not impede access.

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.

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