

# 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:** November 29, 2021

**SUBJECT:** BZA Case No. 20548 – 1400 9<sup>th</sup> Street NW

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#### APPLICATION

1400 9th St NW, LLC (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 lot occupancy restrictions of Subtitle G § 404.1; pursuant to Subtitle G § 409.1 and Subtitle X § 901.2, the rear yard requirements of Subtitle G § 405.2; pursuant to Subtitle G § 1201 and Subtitle X § 901.2, and the minimum parking requirements of Subtitle C § 701.5; pursuant to Subtitle C § 703.2 and Subtitle X § 901.2 to construct a four-story and rear addition to an existing two-story, semi-detached, mixed use building with six (6) units and first floor retail. The site is located in the MU-4 Zone at 1400 9<sup>th</sup> Street NW (Square 0366, Lot 800) and is not served by a 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 with the following condition to meet the TDM requirement of Subtitle C § 703.4:

- The Applicant will fund and install one (1) short-term bicycle parking rack near the building entrance.

#### TRANSPORTATION ANALYSIS

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### 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 one (1) vehicle parking space for a residential building with six (6) dwelling units. DDOT is supportive of the requested relief from this requirement as the site is in close proximity to several transit options. Per Subtitle C § 703.4, the Applicant is required to provide a TDM Plan approved by DDOT. Given the small number of units with the project, DDOT requests the Applicant install one (1) short-term bicycle parking rack in lieu of the TDM Plan to meet this requirement.

### Residential Permit Parking (RPP)

The site is located on the 1400 block of 9<sup>th</sup> Street NW and 900 block of O Street NW, which are both currently in the DDOT Residential Permit Parking (RPP) program database. Regardless of which street address is chosen for the project, current and future residents are eligible to obtain Zone 2 parking permits from the Department of Motor Vehicles (DMV).

### Bicycle Parking

The Applicant is not required to provide any short- or long-term bicycle parking since the building has fewer than eight (8) units. However, to meet the TDM Plan zoning requirement, the Applicant should install one (1) short-term bicycle parking rack in the adjacent public space to encourage non-automotive travel.

### 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 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 site plans do not show the location of trash and recycling facilities. Trash and recycling should be stored entirely on private property, out of the view of the sidewalk, at the rear of the property.

## **STREETScape AND PUBLIC REALM**

DDOT's lack of objection to this application should not be viewed as an approval of the public realm design. All elements of the project proposed elements within District owned right-of-way, such as the

areaway and bay windows, require the Applicant to pursue a public space permit through DDOT's permitting process. Any future café patios will require a public space occupancy 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.

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