

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 *Jonathan Rogers for*
Associate Director

DATE: November 5, 2021

SUBJECT: BZA Case No. 20568 – 1801-1805 Maryland Avenue NE

APPLICATION

1801 MD Ave, 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 matter-of-right uses of Subtitle U § 515; pursuant to Subtitle A § 207.2 and Subtitle X § 902.1; and the court requirements of Subtitle G § 202.1; pursuant to Subtitle G § 1200 and Subtitle X § 902.1 to extend the portion of the less restrictive use zone thirty-five feet, and construct a new, semi-detached, five-story with penthouse, 28-unit, residential apartment building. The site is located in the MU-7 and RA-2 Zones at 1801-1805 Maryland Avenue NE (Square 4488, Lots 36 and 37) and is served by a 20-foot rear 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:

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- Per Subtitle C § 802.1 of the Zoning Regulations, the Applicant will need to provide a minimum of one (1) short-term and nine (9) long bicycle parking space to meet the requirements for a 28-unit building.

Board of Zoning Adjustment
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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 four (4) vehicle parking spaces after taking the allowable 50% reduction for being locating within ¼ mile of the H Street/Benning Road Priority Corridor Network Metrobus Routes and several other transit options. Per the Applicant's submitted plans, three (3) vehicle parking spaces are provided with one (1) space as a carsharing space located in the rear of the building and accessed through the public alley. The car share space is allowed to count as a three (3) space credit per Subtitle C § 708.2

Residential Permit Parking (RPP)

The site is located on 1800 block of Maryland Avenue NE, which is currently subject to the Residential Permit Parking (RPP) program, which means current and future residents are eligible to obtain Zone 5 parking permits.

Bicycle Parking

The Applicant is required to provide one (1) short-term and nine (9) long-term bicycle parking spaces for a 28 unit development. The site plans do not show the locations of the long- or short-term bicycle parking spaces. The long-term bicycle parking should meet the design guidelines of ZR16 and the DDOT Bike Parking Design Guide. The short-term bicycle parking space should be accommodated with an inverted-U rack in public space near a building entrance. Since these items were not shown on the BZA plans, DDOT requests that the Applicant confirm that they are meeting the requirements for both short- and long-term bicycle parking.

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 a parking space at 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 plan does 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, and at the rear of the property off the 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. All elements of the project proposed within District owned right-of-way, such as the areaway, balconies, stairs, and lead walk require the Applicant to pursue a public space permit through DDOT's permitting process. It is noted that the site has a 20-foot Building Restriction Line (BRL) along Maryland Avenue NE. The area between the property line and BRL is regulated as if it is DDOT public space and should remain park-like in nature.

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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