

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: March 24, 2023

SUBJECT: BZA Case No. 20861 – 3315 12th Street NE

APPLICATION

Caradoc Properties, LLC (the “Applicant”), pursuant to Title 11 of the District of Columbia Municipal Regulations (DCMR) (Zoning Regulations), requests a Special Exception from the minimum vehicle parking requirement to raze the existing structure and to construct a 12-unit apartment house. The building is required to provide one (1) vehicle parking space. The Applicant is requesting relief to provide zero (0) vehicle parking. The site is in the MU-3A Zone at 3315 12th Street NE (Square 3930, Lot 27) 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 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. Since the site is within ½ mile of the Brookland-CUA Metrorail station and the site does not have access to an alley, DDOT has no objection to the approval of the requested parking relief.

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.

The Applicant is required by Zoning to provide one (1) off-street parking space. The Applicant is requesting a Special Exception from the one (1) vehicle parking space to provide zero (0) parking. DDOT supports the requested relief due to the proximity to multiple transportation options within ½ mile including the Brookland-CUA Metrorail station and because the site does not have access to a public alley to provide the parking space. DDOT would not be supportive of a curb cut to 12th Street just to provide one (1) off-street parking space.

Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 3300 block of 12th Street NE, which is currently in the DDOT and Department of Motor Vehicles (DMV) Residential Permit Parking (RPP) [database](#). Accordingly, residents on site are eligible to obtain Zone 5 parking permits from the DMV.

Bicycle Parking

The project is required by Zoning to provide four (4) long- and one (1) short-term bicycle parking space. The Applicant is meeting these requirements by providing four (4) long- and two (2) short-term bicycle parking spaces (1 inverted U-rack). The long-term spaces are provided in a storage room on the first floor of the building. DDOT confirms that at least 50% of spaces are located horizontally on the floor, as required by Zoning.

The Applicant should work with DDOT during public space permitting to determine a final location for the short-term bike spaces, ideally in the ‘furniture zone’ of public space near the edge of the street. The Applicant should refer to the 2018 DDOT *Bike Parking Guide* for best practices on design of long- and short-term bicycle parking spaces.

Loading

DDOT’s practice is to accommodate loading operations safely and efficiently, while prioritizing pedestrian and bicycle safety and limiting negative impacts 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 obtain “emergency no parking” signs from DDOT to reserve an on-street parking space since there is no alley serving the site. Since the site has more than three (3) units, the Applicant must contract a private trash collection service. Trash must be stored entirely on private property and out of the view of the sidewalk.

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.