

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 6, 2024

SUBJECT: BZA Case No. 21058 – 2424 Pomeroy Road SE – DDOT Supplemental Report #2

This memorandum is intended to serve as a supplement to the District Department of Transportation's (DDOT) March 7, 2024, and April 26, 2024, reports ([Exhibit 23](#), [Exhibit 42](#)) to the Board of Zoning Adjustment (BZA) regarding the proposed 39-unit residential development along Pomeroy Road SE.

In our first two reports, DDOT was unable to make a recommendation based on the information provided. Due to the site's access limitations and proposed curb cut location, DDOT determined that the Applicant should seek and receive a conceptual approval of its proposed curb cut from the Public Space Committee (PSC) before DDOT's consideration of approval of the requested relief.

During the August 22, 2024, PSC hearing, the Applicant received unanimous conceptual approval of its proposed curb cut location (TOPS #443856) which is also shown in the updated architectural plans and elevations submitted to the record on August 16, 2024 ([Exhibit 54](#)). As such, the Applicant has satisfied all DDOT requests from both reports, and DDOT can complete its analysis of the application.

APPLICATION

Rupsha 2011, LLC (the "Applicant"), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the new residential development standards of Subtitle U § 421 to construct a three-story, 39-unit residential building on a currently vacant property. The site is in the RA-1 Zone at 2424 Pomeroy Road SE (Square 5873, Lots 856, 857, 104, 903, 932) and is not served by an alley.

RECOMMENDATION

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 passenger loading activity within the immediate area. Despite these minor impacts, DDOT has no objection to the approval of this application.

Board of Zoning Adjustment

District of Columbia

CASE NO.21058

EXHIBIT NO.60

STREETSCAPE AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as an approval of the public realm. All elements of the project proposed within District-owned right-of-way, such as the sidewalk, short-term bike rack, street trees, curb and gutter, and curb cut and driveway, require the Applicant to pursue a public space construction permit.

The Applicant has received unanimous conceptual approval of its proposed curb cut location (TOPS #443856), and DDOT's Planning and Sustainability Division (PSD) had the following conditions for its approval of that application:

- PSD's approval is for the conceptual curb cut only, and the proposed new curb cut should be included alongside all public space items on a future application;
- The driveway should use a Type B or C design per the most recent version of DDOT's [Design and Engineering Manual \(DEM\)](#) 31.5.3.b; and
- Parking must be restricted in any space necessary to facilitate head-in/head-out truck turning maneuvers.

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 the [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.

The Applicant is encouraged to participate in a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) to discuss the public space comments in this report.

HERITAGE AND SPECIAL TREES

According to the District's [Tree Size Estimator map](#), the property has several Heritage and Special Trees. DDOT's Urban Forestry Division (UFD) provided preliminary comments in the Applicant's conceptual curb cut application (TOPS #443856) regarding the preservation of a 46.2-inch-diameter Heritage American Linden tree on the west side of the property. The Applicant shall continue to work with the assigned UFD arborist on the preservation of this Heritage Tree and its Advanced Tree Preservation plan approved under Special Tree Permit TA91363 as well as the planning of new street trees per DDOT Green Infrastructure Standards.

Heritage Trees have a circumference of 100 inches or more and are protected by the Urban Forest Preservation Authority Amendment Act of 2022. Non-hazardous Heritage Trees cannot be cut down or damaged in any way, and therefore, must be preserved in place or relocated to a space approved by the Mayor and UFD. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. Special Trees are between 44 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan will be required.