

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 20, 2024

SUBJECT: BZA Case No. 21101 - 245 Peabody Street, NW

APPLICATION

Mendomas, LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception to construct a second addition to convert an existing, detached, one-story building to a Childcare facility serving 80 children and 20 adult staff members. The site is in the R-1B Zone at 245 Peabody Street, NW (Square 3388, Lot 811) and is served by a 15-foot public alley.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The site is approximately (1) one mile from both the Takoma Metrorail station and the Fort Totten Metrorail Station. Additionally, and within ½ mile of one (1) Metrobus Priority Corridor Network route (79);
- The property currently has public alley access on Peabody Street NW;
- DDOT concurs with the Applicant that school drop off and pick up operations will occur on Peabody Street and not on the alley;
- Short term school parking signage will be installed on Peabody Street NW with a 7:00 a.m. to 6:00 p.m. 15-minute parking limit;
- The Applicant is providing five (5) staff vehicle parking spaces on private property and accessed via the rear public alley;

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- The Applicant and DDOT collaborated on a TDM Plan (see Recommendation section below) to support non-automotive travel to and from the site; and
- Given the site's access to transit and bicycle facilities, walkability of the neighborhood, and TDM Plan, DDOT expects the impacts on the transportation network will be moderate to minor.

RECOMMENDATION

DDOT has no objection to the approval of this application with the following conditions:

- The Applicant implement the TDM plan in the June 7, 2024 Transportation Statement ([Exhibit 25A](#)), for the life of the project, unless otherwise noted; and
- The Applicant construct the four (4) short-term bike parking spaces, the equivalent to two (2) inverted U-style racks located as shown on Sheet 2 of the Applicant's September 11, 2024 Updated Architectural Plans ([Exhibit 24A](#)).
- The Applicant construct the one (1) long-term bike parking space required by zoning.

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, demographic composition, and other characteristics.

The Applicant is required by Zoning to provide five (5) off-street parking spaces. Per the Applicant's Architectural Plans, the Applicant is providing five (5) parking spaces accessed from the rear public alley.

Bicycle Parking

The project is required by Zoning to provide one (1) long- and one (1) short-term bicycle parking spaces. The Applicant's plans do not demonstrate they are meeting the long-term bike parking requirements but is exceeding these requirements by providing four (4) short-term bicycle parking spaces (2 inverted U-racks) on the property, accessible from the public alley. The long-term bicycle storage room should be designed in accordance with DDOT's [Bike Parking Guide](#), which calls for 5% be designed for larger cargo bikes (10 feet by 3 feet in size), 10% be served by electrical outlets for e-bikes and scooters, and at least 50% be located either horizontally on the floor or easily accessible on the bottom level of a two-tier rack system, as required by zoning. Since plans submitted for EISF review do not include the design of the long-term bicycle storage rooms or short-term bicycle racks, DDOT requests the Department of Buildings (DOB) confirm the Applicant is meeting the Zoning requirements for all bike parking.

The Applicant should work with DDOT during public space permitting to determine any additional locations 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 most recent DDOT *Bike Parking Guide* for best practices on design of 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 Title 11 of the *DCMR*, Subtitle C § 901.1, commercial buildings with fewer than 30,000 square feet are not required to provide a loading berth. Trash must be stored entirely on private property, out of the view of the sidewalk, and collected 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. If any portion of this or future projects at the property propose elements within District-owned right-of-way or the building restriction area, the Applicant is required to pursue a public space construction permit. It is noted that the site has a 15-foot Building Restriction Line (BRL) along the Peabody Street NW frontage. The area between the property line and BRL is the building restriction area, which is regulated like DDOT public space and should remain "park-like" with landscaping.

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](#), 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.

HERITAGE AND SPECIAL TREES

According to the District's [Tree Size Estimator map](#), the property has one (1) Special Tree within its project area. DDOT expects that the Applicant coordinate with the Ward 4 Arborist regarding the preservation and protection of existing Special 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 DDOT's Urban Forestry Division, a Tree Protection Plan (TPP) will be required.

AC:CP