

# 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:** October 11, 2024

**SUBJECT:** BZA Case No. 21169 – 3500 New Hampshire Avenue NW

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#### APPLICATION

Benjamin J Levy (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the rear yard requirements of Subtitle E § 207.1, side yard requirements of Subtitle E § 208, and lot occupancy requirements of Subtitle E § 210.1 to construct a third story and side yard addition with cellar to an existing, detached, two-story building. The site is in the RF-1 Zone at 3500 New Hampshire Avenue NW (Square 2831, 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 will not have adverse impacts on the District’s transportation network. DDOT has no objection to the approval of the requested 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, demographic composition, and other characteristics.

Per Title 11 of the *DCMR*, Subtitle C § 702.4a the Applicant is not required to provide off-street parking spaces. Per the Applicant’s Architectural Plans, the Applicant is providing zero (0) off-street parking spaces.

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### Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 3500 block of New Hampshire Avenue NW, 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 1 parking permits from the DMV.

### Bicycle Parking

The project is not required by Zoning to provide long- and short-term bicycle parking spaces. The Applicant is encouraged to provide two (2) short-term bicycle parking spaces (1 inverted U-rack) in the public space.

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 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, 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 and move-outs or obtain “emergency no parking” signs from DDOT to reserve an on-street parking space. Trash must be stored entirely on private property, 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. All elements of the project proposed within District-owned right-of-way require the Applicant to pursue a public space construction permit.

The following items existing or proposed in public space will need to be resolved by the Applicant during permitting:

- Areaway projections – Areaway projections are currently shown (in [Exhibit 17](#)) extending 7 feet into public space. On this street, areaway projections may project no more than 6.5 feet per Title 12 of the *DCMR* § 3202.9.1.3, as the public parking is less than 20 feet in width.
- Paving in public space – Excessive paving is not permitted within the public parking area and existing paving in the public parking area on New Hampshire Avenue should be significantly reduced.
- Sightlines – Evergreen trees in public space on New Hampshire Avenue could be pruned on the lower limbs to improve sightlines at the corner around Monroe Street or replaced with a shade tree.

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.

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](#), there is one (1) Special Tree in the adjacent ROW on Monroe Street NW. DDOT expects that the Applicant coordinate with the Ward 1 Arborist regarding the preservation and protection of existing Special Trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

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:eo