

# Government of the District of Columbia

## Department of Transportation



### d. Planning and Sustainability Division

#### MEMORANDUM

**TO:** District of Columbia Board of Zoning Adjustment

**FROM:** Meredith Soniat  
Acting Associate Director *MS*

**DATE:** January 10, 2025

**SUBJECT:** BZA Case No. 21211 – 2826 28<sup>th</sup> Street SE

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#### APPLICATION

2853 28<sup>th</sup> Street SE LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests the Board of Zoning Adjustment (BZA) grant a Special Exception from the new residential development standards of Subtitle U § 421 to add 14 units to an existing five-unit apartment building. The site is in the RA-1 Zone at 2826 28<sup>th</sup> Street SE (Square 5729W, Lot 5) and is served by a 16-foot 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 passenger loading 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:

- During public space permitting, the Applicant will work with DDOT to determine a final location for the two (2) short-term bicycle parking spaces (one inverted U-rack) and provide a detailed long-term bike storage plan showing that at least 50% of spaces (minimum three) are located horizontally on the floor and that at least one (1) electrical outlet is provided for e-bikes and scooters.

#### 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

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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 three (3) off-street parking spaces. Per the Applicant's Architectural Plans, the Applicant is providing four (4) off-street parking spaces. The parking spaces are accessed from the 16-foot public alley along the site's northeastern boundary.

#### Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 2800 block of 28<sup>th</sup> Street SE, which is not currently in the DDOT and Department of Motor Vehicles (DMV) Residential Permit Parking (RPP) [database](#). As such, residents on site are not eligible to obtain Zone 8 parking permits from the DMV. However, 28<sup>th</sup> Street and nearby streets like Gainesville Street and Buena Vista Terrace are currently unrestricted on both sides.

#### Bicycle Parking

The project is required by Zoning to provide six (6) long- and two (2) short-term bicycle parking spaces. The Applicant is meeting these requirements by providing at least six (6) long- and two (2) short-term bicycle parking spaces. The long-term spaces are provided in a storage room on the cellar floor of the building. At least 50% of spaces (minimum three) must be located horizontally on the floor, as required by Zoning. Additionally, the Applicant must ensure that at least one (1) electrical outlet is provided for e-bikes and scooters.

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 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 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-ins and 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. 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. All elements of the project proposed within District-owned right-of-way or the building restriction area, such as the window wells, stairs, lead walk, and bike rack, require the Applicant to pursue a public space construction permit. The site has a 15-foot Building Restriction Line (BRL) along both the 28<sup>th</sup> Street and

Gainesville Street SE frontages. 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.

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 at least four (4) Special Trees either on-site or in the public parking or tree boxes along its frontage. DDOT expects the Applicant to coordinate with the Ward 8 Arborist regarding the preservation and protection of existing Special and small street trees, the confirmation of whether any of the existing Special Trees have reached Heritage Tree size, and the planting of new street trees in bioretention facilities or a typical expanded tree planting space, if proposed.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT’s Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. 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 (TPP) will be required.

MS:pj