

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 24, 2025

SUBJECT: BZA Case No. 21218 – 3319 12th Street NE

APPLICATION

BORS Properties, LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the minimum vehicle parking requirement (one space) to raze an existing detached single-family home and construct a 9-unit apartment building. The site is in the MU-3A Zone at 3319 12th Street NE (Square 3930, Lot 29).

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 a review of the case materials submitted by the Applicant, DDOT finds:

- Zoning requires one (1) off-street vehicle parking space. The Applicant is seeking relief from one (1) space;
- The site is located within ½ mile of the Brookland-CUA Metrorail Station and within ¼ mile of WMATA Metrobus Priority Corridor Network Routes G8 and 80 along Monroe Street NE;
- Title 11 of the *DCMR*, Subtitle C § 703.4 only requires the Applicant implement a Transportation Demand Management (TDM) plan if requesting relief from more than four (4) parking spaces. DDOT also requires a TDM plan for parking relief cases if the total number of residential units is 20 or more. Therefore, a TDM Plan is not required in this case; and
- DDOT supports the requested relief given the site’s proximity to transit, the walkability of the neighborhood, the site’s lack of alley access, and that it would prevent the creation of a curb cut

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and loss of on-street parking space. The impact on the transportation network is expected to be minimal.

RECOMMENDATION

DDOT has no objection to the approval of this application.

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. Per the Applicant's Architectural Plans, the Applicant is providing no off-street parking spaces and is requesting relief from one (1) space. Title 11 of the DCMR, Subtitle C § 703.4 requires that any request for a reduction in the minimum number of parking spaces over four (4) spaces include a TDM plan be approved by DDOT. Since the relief requested is fewer than four (4) spaces, a TDM Plan is not required by Zoning, and since the total number of residential units is fewer than 20, DDOT does not request a TDM plan as a condition of approval.

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 three (3) long- and zero (0) short-term bicycle parking spaces. The Applicant is exceeding the long-term requirement by providing four (4) long-term spaces in a cellar-level bicycle storage room. The Applicant is not proposing any short-term bicycle parking on site but is encouraged to provide one (1) inverted-U bicycle rack, which provides two (2) bicycle parking spaces, within the streetscape area at the location of the curb cut to be closed.

The Applicant should work with DDOT during public space permitting to determine a final location and orientation for a short-term bike rack, ideally in the 'furniture zone' of public space near the edge of the street. The Applicant should refer to DDOT's [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-in/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, such as the curb cut closure and short-term bicycle parking, require the Applicant 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*](#), 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 does not have any Special or Heritage trees within the site’s boundaries. However, a Special Tree is located on the adjacent property to the north whose roots may be affected by construction at the subject site. DDOT expects the Applicant to coordinate with the Ward 5 Arborist regarding the preservation and protection of this Special Tree and existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

MS:nh