

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: February 14, 2025

SUBJECT: BZA Case No. 21233 – 1220 Mount Olivet Road NE

APPLICATION

Bristlecone, LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests the Board of Zoning Adjustment (BZA) grant the following relief:

- Special Exception from the penthouse uses requirements of Subtitle C § 1501.1(d);
- Special Exception from the rear yard regulations of Subtitle J § 207.2; and
- Special Exception from the eating and drinking establishments with a live performance, night club or dance venue requirements of Subtitle U § 802.1(c).

The Applicant requests this relief to construct a new mixed-use building. The site is in the PDR-1 Zone at 1220 Mount Olivet Road NE (Parcels 141/63 and 141/74) and is served by a curb cut to Mount Olivet Road NE.

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 this application.

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 existing site’s public space is entirely paved over and includes a curb cut that spans almost the entire street frontage.

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

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- Loading operations – in December 2024, DDOT met with the Applicant to discuss loading operations at the site. DDOT standards for new developments require that either all loading operations be accommodated with head-in and head-out truck movements or the developer complete a Loading Management Plan (LMP) to ensure safe and efficient loading operations. As the site cannot accommodate head-in and head-out loading operations, DDOT expects an LMP to be included with the Applicant's public space application that details the loading maneuvers to be performed at the site, outlines the hours during which loading may occur, and ensures that flaggers are present whenever back-in and back-out operations occur.
- Curb cut – the existing curb cut at the site is 60 feet wide, significantly above DDOT's standard maximum width of 24 feet for commercial curb cuts. The Applicant should reduce the width of this curb cut to 24 feet or less.
- Paving in public space – the Applicant should significantly reduce the amount of paving in public space and maximize the landscaped area.

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 does not have any Heritage or Special Trees on site. DDOT expects the Applicant to coordinate with the Ward 5 Arborist regarding the planting of new street trees.

MS:nh