

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 *MS*
Acting Associate Director

DATE: June 6, 2025

SUBJECT: BZA Case No. 21302 - 4921 1st Street NW

APPLICATION

Tyler Mott (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the new residential development standards of Subtitle U § 421.1 to construct two additional dwelling units in a currently unfinished basement of an existing, semi-detached, two-story with basement, four-unit apartment building. The intended use is to convert the unfinished basement into two separate additional apartment units. This intended use does not include any changes to the exterior envelope or height of the building. The site is in the RA-1 Zone at 4921 1st Street NW (Square 3401, Lot 14) 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 this application.

TRANSPORTATION ANALYSIS

Vehicle Parking

Per Title 11 of the *DCMR*, Subtitle C § 704.1, if the project were expanding or enlarging the gross floor area of the existing use by 25% or more, off-street vehicle parking space requirements would be triggered. The Applicant is proposing 0 spaces and does not request parking relief.

Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 4900 block of 1st St NW, 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 4 parking permits from the DMV. However, It is noted that 5000 block of 1st St NW and nearby streets of Emerson St NW is currently unrestricted on both sides.

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 loading to occur in private space, and no back-up maneuvers can 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

It is noted that the site has a 15-foot Building Restriction Line (BRL) along the 1st St 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. The project's proposed egress wells are within the building restriction area; therefore, the Applicant is required 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 has one (1) Special Tree. DDOT expects the Applicant to coordinate with the Ward 4 Arborist regarding the preservation and protection of existing Special 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.