

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
Associate Director *MS*

DATE: November 26, 2025

SUBJECT: BZA Case No. 21385 - 1415 Tuckerman Street NW

APPLICATION

1415 Tuckerman St NW, LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the new residential development requirements of Subtitle U § 421 to construct an additional seven (7) dwelling units, to an existing, detached, three-story plus basement, 66-unit apartment house. The site is in the RA-1 and R1-B Zones at 1415 Tuckerman Street NW (Square PAR 88, Lot 334) and is not served by a public alley.

RECOMMENDATION

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.

The Applicant is required by Zoning to provide 12 off-street parking space. Per the Applicant’s Architectural Plans, they are proposing 23 off-street parking spaces. The parking spaces are accessed from the driveway entrance on Tuckerman Street NW.

Board of Zoning Adjustment
District of Columbia

CASE NO. 21385
EXHIBIT NO. 21

Residential Permit Parking (RPP) Pass Eligibility

The site is located in the 1400 block of Tuckerman Street 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 4 parking permits from the DMV.

Bicycle Parking

The project is not expanding the gross floor area by over 25%, so the Applicant is not required by Zoning to provide long- and short-term bicycle parking spaces. The Applicant is proposing long-term parking in an existing storage room and short-term bicycle parking spaces (inverted U-racks). As the storage room is designed, the Applicant should ensure that at least 50% of spaces are located horizontally on the floor, as required by Zoning and at least 5% of spaces (minimum 2) are 10 feet by 3 feet size (rather than 6 feet by 2 feet) to accommodate cargo and larger bikes and at least 10% of spaces are served by electrical outlets 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, the project is required to provide one (1) 30-foot berth with a platform and one (1) 20-foot delivery space. The plans show these facilities on private property accessed via the driveway on Tuckerman St NW. The loading has been designed so that all truck movements through public space are head-in/head-out and that all turning movements occur on private property. 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 via the loading area.

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, require the Applicant to pursue a public space construction permit. It is noted that the site has a 15-foot Building Restriction Line (BRL) along the Tuckerman 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.

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 3 Special trees. DDOT expects the Applicant to coordinate with the Ward 4 Arborist regarding the preservation and protection of existing Special and small street 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 DDOT's Urban Forestry Division, a Tree Protection Plan (TPP) will be required.

MS:tm