Government of the District of Columbia

Department of Transportation

d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: KB Kelsey Bridges
Manager, Neighborhood Planning Branch

DATE: October 8, 2026

SUBJECT: BZA Case No. 21456 – 1444-1454 Alabama Avenue SE

APPLICATION

Cox Development Group, LLC (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 to combine three lots into one and construct a detached three-story plus cellar 18-unit apartment house. The site is in the RA-1 Zone at 1444, 1452, and 1454 Alabama Avenue SE (Square 5889, Lots 53, 54, 815) and is served by a 16-foot public alley.

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

- The site is approximately ¼ mile from the Congress Heights Metro Rail station;
- Zoning requires two (2) off-street vehicle parking spaces. The Applicant is proposing 10 spaces;
- Zoning requires six (6) long-term bike parking spaces and one (1) short-term bicycle parking space. The Applicant is proposing eight (8) long-term spaces and four (4) short-term spaces;
- The Applicant is proposing to construct fewer than 20 residential units, therefore, a Transportation Demand Management (TDM) Plan is not required;
- Given the site's accessibility to transit and the walkability of the neighborhood, the impacts on the transportation network are expected to be minimal.

Board of Zoning Adjustment
District of Columbia
CASE NO. 21456
EXHIBIT NO. 28

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 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 two (2) off-street parking spaces after taking the eligible 50% reduction in zoning for being within ½ mile of the Congress Heights Metro Rail station. Per the Applicant's Architectural Plans, the Applicant is providing 10 off-street parking spaces, which is higher than expected. Based on DDOT's preferred maximum parking rates in the 2024 Guidance for Comprehensive Transportation Review, six (6) spaces would be more appropriate. The parking spaces are accessed from the public alley on the rear of the property.

Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 4400 block of MacArthur Boulevard 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 8 parking permits from the DMV. However, Alabama Avenue and nearby Congress Street SE and 15th Place SE are currently unrestricted on both sides.

Bicycle Parking

The project is required by Zoning to provide six (6) long- and one (1) short-term bicycle parking spaces. The Applicant is exceeding these requirements by providing eight (8) long- and four (4) short-term bicycle parking spaces (2 inverted U-racks). The long-term spaces are provided in a storage room on the cellar floor of the building, using the "Dero Decker" system. Following email correspondence with the Applicant, DDOT confirms that at least 50% of spaces are located horizontally on the floor, as required by Zoning. As the storage room is designed, ensure that at least 5% of spaces 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, 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, such as bay window and areaway projections, the leadwalk, and bike racks, 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.

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, there is one (1) Special Tree on the property and one (1) Special Tree in the right-of-way fronting the site. DDOT expects the Applicant to coordinate with the Ward 8 Arborist regarding the preservation and protection of existing Special and small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

Special Trees are between 40 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.

KB:eo