


**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
**DEPARTMENT OF TRANSPORTATION**



**d.** Planning and Sustainability Division

**MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment

**FROM:** Anna Chamberlin  
Neighborhood Planning Manager 

**DATE:** September 28, 2018

**SUBJECT:** **BZA Case No. 19828** - 3423 Holmead Place NW

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**APPLICATION**

3423 Holmead Place LLC (the "Applicant"), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests relief to convert an existing church into a 7-unit apartment building. Per the Applicant's Zoning Self-Certification Form, four (4) vehicle parking spaces are required and five (5) spaces are proposed, accessible via a rear 16-foot public alley. The site is located in the RF-1 Zone at 3423 Holmead Place NW (Square 2834, Lot 163).

**SUMMARY OF DDOT REVIEW**

Based on the application materials, the following public space issues need to be resolved:

- **Landscape Buffer** – There is an existing 8.5-foot landscape buffer between the sidewalk and the street on either side of the property. The buffer is interrupted by pervious pavers fronting the site, which were intended to provide pick-up and drop-off space for the former church use. The Applicant should remove the pavers, restore the continuous landscape buffer, and install a tree consistent with the adjacent streetscape.
- **No Parking Zone** – There is existing "NO PARKING" signage in front of the site restricting vehicles between 9:00 AM and 1:00 PM on Sundays. The Applicant should coordinate with DDOT to remove the signage, which would restore approximately two (2) unrestricted vehicle parking spaces on Sundays.
- **Front Court** – The Applicant proposes to remove the existing church stairs and provide a substantial hardscaped court fronting the site, which appears to fall on private property. If any of the proposed hardscape and landscape elements exceed the bounds of private property, the Applicant will be required to secure public space permit approval. Note that hardscape is not permitted in public space without express consent from the Public Space Committee.

Board of Zoning Adjustment  
District of Columbia  
CASE NO. 19828

EXHIBIT NO. 33

- Bicycle Parking – The Applicant is one (1) unit short of triggering the zoning requirement for bicycle parking. DDOT encourages the Applicant to consider installing one (1) u-rack within public space fronting the site.

Based on the current drawings, it is unclear if the elements shown will require the Applicant to seek public space permit approval. As such, DDOT's support for the application is contingent on the adjustment of public space elements formerly permitted for the church use.

## **RECOMMENDATION**

DDOT has reviewed the application materials. The proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips. In addition, the project may slightly reduce the amount of available on-street parking within the immediate area. Despite these minor impacts, DDOT has no objection to the approval of the requested relief on the condition the Applicant restore landscape in the 8.5-foot tree zone on the sidewalk, install one (1) tree, and apply to remove the existing Sunday parking restriction fronting the site.

## **TRANSPORTATION ANALYSIS**

### Off-Street Vehicle Parking

Per the Applicant's Zoning Self-Certification Form, ZR16 requires the Applicant to provide four (4) vehicle parking spaces. The Applicant proposes to exceed the Zoning requirement by providing five (5) spaces, which are accessed via a rear 16-foot public alley.

### Bicycle Parking

Because the Applicant is proposing fewer than eight (8) units, dedicated bicycle parking is not required per Subtitle C § 802.1. DDOT encourages the Applicant to provide one (1) inverted U-rack in public space adjacent to the site to accommodate residents' guests and visitors. The Applicant should explore opportunities to provide long-term bicycle parking within the renovated building.

### Loading and Trash Collection

Given the size of the project, ZR16 does not require the Applicant to provide dedicated loading spaces. Because the site will contain more than three (3) residential units, a private trash collection service will need to be contracted by the Applicant. Trash collection is anticipated to continue to occur off of the rear 16-foot public alley. Trash storage containers are proposed on private property, consistent with DDOT policy.

Residents requiring space for move-ins and move-outs may apply for temporary "Emergency No Parking" Signage using DDOT's Transportation Online Permitting System (TOPS).

### Public Space

DDOT's recommendation is not an approval of the project's public space elements. Elements of the project in public space require approval through the District's public space permitting process. DDOT strongly encourages the Applicant to address each of the concerns discussed in the "Summary of DDOT Review" section prior to submitting any permit applications. DDOT and the Office of Planning are available to coordinate at the Applicant's convenience. The applicant should also refer to Titles 11, 12A

and 24 of the DCMR and the most recent versions of DDOT's Design and Engineering Manual and Public Realm Design Manual for public space guidance.

AC:pr

