

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: February 14, 2020

SUBJECT: BZA Case No. 20204 – 1001-1003 Bryant Street NE

APPLICATION

1001 Bryant Street LLC (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, for a special exception under the new residential development provisions of Subtitle U § 421.1, to combine the two lots into one record lot and construct a new 16-unit apartment house. Per § 702.1, the Applicant is required to provide a minimum of two (2) parking spaces and will be meeting this requirement through providing five (5) parking spaces via a rear 16-foot public alley. The site is located in the RA-1 Zone at 1001-1003 Bryant Street NE (Square 3869, Lots 25 and 26).

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. As a means 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.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed action on the District’s 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 Applicant is proposing to meet the zoning requirement of two (2) vehicular parking spaces by providing five (5) vehicle parking spaces to be accessed via the 16-foot public alley off 10th Street NE;

Board of Zoning Adjustment
District of Columbia
CASE NO. 20204

- The Applicant is proposing to meet the zoning requirement for five (5) long-term secure parking spaces by providing five (5) indoor secure bicycle storage rooms;
- Loading activities and trash pick-up are anticipated to occur at the rear of the site via the public alley network connecting to 10th Street NE;
- Since the proposed project will include more than three (3) residential units, the Applicant must contract a private trash collection service. Trash should be stored on private property, not within the Building Restriction Area or in public space; and
- The Applicant is proposing a significant amount of work in public space that will require public space permits.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. In addition, the project may result in increased pick-up and drop-off activity and slightly reduced availability of on-street parking within the immediate area. Despite these minor impacts, DDOT has no objection to the approval of this application.

TRANSPORTATION ANALYSIS

Vehicle Parking

Subtitle C § 702.1 of the Zoning Regulations requires a total of two (2) vehicular parking spaces, one (1) per three (3) units in excess of four (4) units. The Applicant is exempt from the minimum parking requirements due to the site's proximity (within ¼ mile) to the Rhode Island Avenue Metrorail Station. The Applicant will be meeting this requirement by providing five (5) parking spaces via a rear 16-foot public alley off 10th Street NE.

Bicycle Parking

Subtitle C § 802.1 of the Zoning Regulations requires five (5) long-term and zero (0) short-term bicycle parking spaces. The Applicant's site plans indicate that five (5) bicycle storage rooms will be provided in the building for tenants. Combined the five (5) storage rooms are located in the cellar and ground floor level.

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle mode areas and limiting any hindrance 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. This often results in loading being accessed through the alley network, to which this building is adjacent. 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.

This site is served by a 16-foot public alley via 10th Street NE. Loading and unloading, deliveries, and trash pick-up are anticipated to occur at the rear of the building via the public alley. Because the

development program will include fewer than 50 residential units and less than 5,000 SF of retail, the Zoning Regulations do not require a loading berth or a service delivery space. Since the proposed project will include more than three (3) residential units, the Applicant must contract a private trash collection service. Trash should be stored on private property, not within the Building Restriction Area or in public space.

PUBLIC SPACE

DDOT's lack of objection to this application should not be viewed as an approval of public space design. All elements of the project proposed in public space require the Applicant to pursue a public space permit through DDOT's permitting process. It is noted that there is a 15-foot Building Restriction Line along 10th Street. As such, the area between the property line and BRL is regulated as public space and should remain park-like in nature.

The Applicant will need to apply for the elements identified below and any other features proposed in public space:

- Bay Windows – Bay windows are currently shown extending into the BRL and in public space. The dimension of the projection is not clear from the site plan. On this street, bay windows may project no more than 4 feet;
- Lead Walks- Several lead walks are proposed along 10th Street NE. The dimensions of the projections are not clear on the site plan and appear to project about 15 feet beyond the BRL. On this street, lead walks may project no more than 10 feet. In addition to the proposed lead walk to the front entrance, there is another lead walk proposed to the rear parking and a parallel lead walk to the existing sidewalk along 10th Street. The parallel lead walk along 10th Street NE should be removed and the area between the BRL and property line should be landscape and remain park-like in nature;
- Trash- Since the proposed project will include more than three (3) residential units, the Applicant must contract a private trash collection service. Trash trucks should be directed to the alley for pick-up. Trash should be stored on private property, not within the Building Restriction Area or in public space.

Due to the scale of work proposed in public space, DDOT recommends that the Applicant schedule a Preliminary Design Review Meeting (PDRM) to receive preliminary feedback before any Public Space Committee or permitting approval applications.

DDOT expects the adjacent public space to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the DCMR, and the most recent version of DDOT's Design and Engineering Manual, and DDOT's 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.

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