

# 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, AICP  
Associate Director 

**DATE:** July 9, 2021

**SUBJECT:** BZA Case No. 20482 – 2805 Jasper Street SE

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#### APPLICATION

KAJ Ventures, LLC (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests special exception under the new residential development requirements of Subtitle U § 421.1 and minimum long-term bicycle parking space requirements of Subtitle C § 805, Subtitle C § 807.2, and Subtitle X § 901.2 to renovate an existing building and convert it to an eight-unit apartment house from an existing three-story with basement, residential building. The site is located in the RA-1 Zone at 2805 Jasper Street SE (Square 5722, Lot 0074) and is served by a rear 16-foot rear public alley.

#### RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and objects to the requested relief from three (3) long-term bicycle parking spaces. The Applicant has not provided a satisfying rationale for excluding long-term bicycle parking. The Applicant states in the Burden of Proof document (page 4 of Exhibit 8) that the bicycle parking spaces can be provided but would result in the reduction in size of one (1) 3-bedroom unit to two (2) bedrooms. While DDOT does share the District’s goal of increased housing production, particularly of larger sized units for families, long-term bicycle parking is an important zoning requirement that supports the District’s non-automotive travel mode goals. Furthermore, the Applicant shows a single outdoor short-term bicycle rack at the rear of the property. This is not an acceptable replacement for the three (3) spaces that should be provided internal to the building and protected from the weather.

## **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, and the demographic composition and other characteristics of the potential residents.

Subtitle C § 701.5 and § 702.1a of the 2016 Zoning Regulations (ZR16) requires a minimum of two (2) vehicle parking spaces after taking the allowable 50% reduction for being locating within ¼ mile of the #32 and #92 Priority Corridor Network Metrobus Routes on Alabama Avenue and #34 Route on Naylor Road, as well as several other transit options. The Applicant is providing three (3) off-street parking spaces which will be accessed through the rear public alley.

### Residential Permit Parking (RPP)

The site is located on the 2800 block of Jasper Street SE, which is not currently subject to the Residential Permit Parking (RPP) program restrictions. As such, residents would not be eligible to obtain Zone 8 parking permits. If future residents on the block choose, they may petition DDOT to add this block to the RPP database. Since Jasper Street is currently unregulated, future residents of the project may park on-street with no time restrictions.

### Bicycle Parking

The Applicant is required to provide zero (0) short-term and three (3) long-term bicycle parking spaces for the eight (8) unit development. The Applicant does not propose to provide any long-term bicycle parking is requesting relief from requirement. The Applicant states in the Burden of Proof document (Exhibit 8) that long-term parking is not provided because it would result in one (1) 3-bedroom unit being reduced in size to two (2) bedrooms. While DDOT shares the District's goal of increased production of larger residential units for families, DDOT is concerned that these residential units would not be provided adequate alternative modes of travel from the automobile. The site plan does show a non-zoning compliant short-term bicycle rack outdoors at the rear of the building. However, this is not an acceptable replacement for three (3) bike parking spaces internal to the building protected from the weather. The District has a goal that 75% of commute trips are non-automobile and the long-term bicycle parking requirements further supports that goal.

### 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. 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 Subtitle C § 901.1 of the Zoning Regulations, 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-in/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. The submitted plans show the trash enclosure at the rear of the building to be accessed through the public alley and trash is not visible from the public sidewalk, consistent with DDOT policy and best practices.

### **STREETScape AND PUBLIC REALM**

DDOT’s lack of objection to this application should not be viewed as an approval of the public realm design. All elements of the project proposed within District-owned right-of-way, such as the leadwalk, require the Applicant to pursue a public space permit through DDOT’s permitting process. It is noted that the site has a 15-foot Building Restriction Line (BRL) along Jasper Street SE. The area between the property line and BRL is regulated as if it is DDOT public space and should remain park-like in nature.

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 \(DEM\)](#), 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.

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