

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 *Jonathan D Rogers* for
Associate Director

DATE: March 28, 2022

SUBJECT: BZA Case No. 20655 – 2425 20th Street NE

APPLICATION

20th and Channing NE, 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 from the matter-of-right uses of Subtitle U § 201 pursuant to Subtitle U § 421 and Subtitle X § 901.2 to construct a new, detached, three-story, with cellar and penthouse, 24-unit apartment house. The site is located in the RA-1 Zone at 2425 20th Street NE (Square 4110, Lot 17). The site is not served by a public alley.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the requested parking relief 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.

DDOT has no objection to the approval of this application with the following conditions:

- The Applicant shall implement the following Transportation Demand Management (TDM) plan, for the life of the project, unless otherwise noted:
 - Identify a Transportation Coordinator for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT and goDCgo;

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- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal newsletters or communications;
 - Transportation Coordinators will provide contact information to goDCgo, subscribe to goDCgo's residential newsletter, and receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM plan;
 - Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local transit lines (Streetcar, Circulator, and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map.
 - Provide eight (8) long term bicycle parking spaces and one (1) short term bicycle parking space. A minimum of 50% of required long-term bicycle parking spaces shall allow the bicycles to be placed horizontally on the floor or ground, without the bicycle being suspended.
- The proposed surface parking lot should be surrounded by landscape screening so that it is not visible by pedestrians from the sidewalk.
 - The proposed curb cut is reduced to 8-12 feet to meet residential standards and is located no less than 60 feet from the intersection.
 - The Applicant shall upgrade the adjacent public space for all three (3) street frontages to current DDOT standards, including curb, gutter, sidewalk, and street trees.
 - The Applicant shall submit an Advanced Tree Preservation Plan via TOPS in regards to the 46.5" diameter Pin Oak on 20th Street NE.

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 seven (7) vehicle parking spaces for a 24-unit apartment building. The Applicant is providing eight (8) vehicle parking spaces located in a surface parking lot at the rear of the building.

Bicycle Parking

ZR16 Subtitle C § 802.1 requires eight (8) long-term bicycle parking spaces (1 per 3 units) and one (1) short-term bicycle parking spaces (1 per 20 units) for a 24-unit residential building. A minimum of 50% of required long-term bicycle parking spaces shall allow the bicycles to be placed horizontally on the floor or ground, without the bicycle being suspended. The submitted site plan does not show the location of the bike room. The short-term racks are currently shown in the surface parking lot in private

property. These should be relocated and moved into public space. Ensure that all bicycle parking spaces comply with DDOT's *Bike Parking Guide*.

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. In this case, loading should in the surface parking lot. 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, institutional facilities less than 30,000 SF and residential uses fewer than 49 units are not required to provide a loading berth. The submitted materials do not show the location of the trash and recycling facilities. These facilities should be located fully on private space and 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. If any portion of this or future projects at the property propose elements within District owned right-of-way, such as the proposed areaway and curb cut, the Applicant is required to pursue a public space permit through DDOT's permitting process.

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.

Currently the public space adjacent to the site on all frontages – 20th Street, Lafayette Avenue, and Channing Street – lack a standard streetscape. The Applicant's preliminary public space plans show the installation of a DDOT standard streetscape along the 20th Street and Channing Street frontages only. The Applicant shall upgrade the public space to DDOT standards on all adjacent frontages. This includes granite curb, a minimum four (4) foot tree box, and a minimum six (6) foot concrete sidewalk.

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