

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: April 22, 2022

SUBJECT: BZA Case No. 20699 – 3801 Macomb Street NW

APPLICATION

3801 Macomb Street, LLC (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), requests a use variance from the nonconforming use regulations of Subtitle C § 201 to construct a third story, with side and rear additions, and to convert an existing nine (9) unit apartment house to eight (8) units. The site is located in the R-1-B Zone at 3801 Macomb Street NW (Square 1817, Lot 822) and served by a 20-foot public alley.

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.

DDOT notes that the four (4) required short-term bicycle spaces (2 inverted U-racks) are shown on private property at the rear of the building off the alley. They should be moved to a more accessible location in public space along Macomb Street NW, ideally in the ‘furniture zone’ near the curb.

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.

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The Applicant is required to provide a minimum of four (4) off-street parking space. Per the Applicant's Architectural Plans, the Applicant is providing 10 off-street parking spaces, which is more than what is required under zoning. The parking spaces are accessed through the rear public alley. No curb cuts are proposed. The plans show that the parking spaces will be screened with a fence on private property to minimize their visibility from the public sidewalk.

Residential Permit Parking (RPP)

The site is located on the 3800 Macomb Street NW, which is currently in the DDOT and DMV Residential Permit Parking (RPP) program database. Therefore, current and future residents are eligible to obtain Zone 3 parking permits.

Bicycle Parking

The Applicant is providing four (4) short-term and four (4) long-term bicycle parking spaces, which exceeds the zoning requirements. The Applicant is providing two (2) inverted U racks in private space on the rear of the building. The Applicant should work with DDOT during public space permitting to determine a final location for the bike rack, they should be moved the 'furniture zone' near the edge of the street in public space. The Applicant is also providing a room inside the building accessible to all residents that will contain four (4) long-term bicycle parking spaces.

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, either the alley or a parking space, if possible, for move-in/move-outs. Residents may also 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 should 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 design. If any portion of this or future projects at the property propose elements within District owned right-of-way, such as installation of short-term bicycle parking spaces, 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.

AC:sm