

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 1, 2022

SUBJECT: BZA Case No. 20759 – 2401 12th Street NE

APPLICATION

Core Investments, LLC (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), requests a special exception from the matter-of-right uses of Subtitle U § 401 to raze an existing building, and to construct a new, three-story with cellar, penthouse, and roof deck 11-unit apartment house. The site is located in the RA-1 Zone at 2401 12th Street NE (Square 3939, Lot 30) and is not served by a public alley.

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

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.

The Applicant is not required to provide any off-street vehicle parking since the site does not have alley access. Per the Applicant's Architectural Plans, the Applicant is not providing off-street parking spaces. Providing little or no parking is consistent with DDOT's approach to encouraging transit usage, allowing for non-automobile ownership lifestyles, and minimizing traffic congestion in the District.

Residential Permit Parking (RPP)

The site is located on the 2400 block of 12th Street NE, which is currently in DDOT and the Department of Motor Vehicles' (DMV) Residential Permit Parking (RPP) database. As such, current and future residents are eligible to obtain Zone 5 parking permits from the DMV.

Bicycle Parking

DDOT estimates the Applicant is required by zoning to provide a minimum of three (3) long-term bicycle parking spaces and zero (0) short-term bicycle space. The submitted plans show a bicycle storage room with three (3) spaces, of which 1 is vertical and 2 are horizontal. Depending on size of the units, DDOT expects demand to exceed the proposed storage.

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 obtain "emergency no parking" signs from DDOT to reserve an on-street parking space for move-in/move-outs. 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 and out of the view of the sidewalk.

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 or the building restriction area, such as window wells and a leadwalk, the Applicant is required to pursue a public space permit through DDOT's permitting process. The plans do not label the depth of the window wells along Bryant Street. The Applicant should confirm the areaways do not project beyond the BRL more than the allowable amount in the public space encroachment regulations.

It is noted that the site has a 30-foot Building Restriction Line (BRL) along the Bryant Street NE frontage and a 15-foot BRL along 12th Street. The area between the property line and BRL is regulated as if it is DDOT public space and should remain "park-like" with landscaping. The Bryant Street right-of-way along the southern side of the project is currently un-improved but is planned to eventually be constructed along the rear of Home Depot through to connect with Brentwood Road. As such, it is critical that no structures or non-compliant building projects are constructed in this area.

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