

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: *MS*
Meredith Soniat
Acting Associate Director

DATE: June 12, 2025

SUBJECT: BZA Case No. 21301 – 2201 P Street NW

APPLICATION

The Church of the Pilgrims (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception under the daytime case use requirements of Subtitle U § 203.1(h) to permit an existing child development center for 74 children and 18 staff, in a detached, two-story plus basement religious building. The site is in the R-3 Zone at 2201 P Street NW (Square 2510, Lot 827) and is served by a 20-foot public alley. The Board of Zoning Adjustment (BZA) last approved the Special Exception in 2015 through BZA Case No. 18079-B for a period of 10 years. The current application is a renewal of the provisions of BZA Case No. 18079-B with no changes.

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 Special Exception.

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, demographic composition, and other characteristics.

The Applicant has stated that four (4) of the existing 24 existing off-street parking spaces on the property are dedicated for the use of the child development center as required by BZA Order 15534-B.

Board of Zoning Adjustment

District of Columbia

CASE NO.21301

EXHIBIT NO.26

Bicycle Parking

As the Applicant is not proposing to expand the facility and renewing a prior approval, the project is not required by Zoning to provide any long- or short-term bicycle parking spaces but additional bike parking is encouraged.

Loading

DDOT's practice is to accommodate loading operations safely and efficiently, while prioritizing pedestrian and bicycle safety and limiting negative impacts 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 Title 11 of the *DCMR*, Subtitle C § 901.1, buildings with 30,000 square feet or less of daytime care use are not required to provide a loading berth. Trash must be stored entirely on private property, out-of-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. If any portion of this or future projects at the property propose elements within District-owned right-of-way or the building restriction area, the Applicant is required to pursue a public space construction permit.

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*](#), 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.

HERITAGE AND SPECIAL TREES

According to the District's [*Tree Size Estimator map*](#), there are three (3) Heritage and six (6) Special trees on the property and in the adjacent public right-of-way fronting the property. If any construction is proposed on the site, DDOT expects the Applicant to coordinate with the Ward 2 Arborist regarding the preservation and protection of existing Heritage, Special, and small street trees, as well as the planting of new street trees.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. Special Trees are between 44 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by DDOT's Urban Forestry Division, a Tree Protection Plan will be required.

MS: eo