

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Meredith Soniat *MS*
Associate Director

DATE: July 3, 2025

SUBJECT: BZA Case No. 21312 – 2200-2212 40th Place NW

APPLICATION

The District Line Development, LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the minimum vehicle parking requirement of three (3) spaces to consolidate four lots and to connect four 4-unit apartment houses (16-units) by constructing a three-story plus cellar addition and to construct an additional 13 dwelling units for a 29-total unit apartment house. The site is in the RA-1 Zone at 2200-2212 40th Place NW (Square 1317W, Lots 7, 8, 9, and 10) and is served by a 16-foot public alley.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After a review of the case materials submitted by the Applicant, DDOT finds:

- Zoning requires three (3) off-street vehicle parking spaces. The Applicant is seeking full relief from this requirement;
- DDOT requires the Applicant to commit to a Transportation Demand Management (TDM) Plan when the Applicant is seeking parking relief for a proposed building that has 20 or more residential units [or 10,000 SF or more of non-residential uses] AND that increases density, introduces new land use, requests a parking reduction or proposes an action to otherwise

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increase vehicle activity. In this case, the Applicant is proposing to increase the total number of residential units to 29 dwellings and is seeking full vehicle parking relief;

- DDOT requires the Applicant commit to a Transportation Demand Management (TDM) Plan to support non-automotive travel to and from the site (see Recommendation section below); and
- DDOT supports the requested relief given the site's proximity to transit, the walkability of the neighborhood, and it would prevent the creation of a curb cut and loss of on-street parking space.

RECOMMENDATION

DDOT has no objection to the approval of the requested parking relief with the following condition:

- The Applicant shall implement the following Transportation Demand Management (TDM) Plan:
 - Identify a Transportation Coordinator once the building has opened. The Transportation Coordinator will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
 - The Transportation Coordinator 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 building newsletters or communications.
 - Transportation Coordinator will subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation 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 bus lines (Circulator and Metrobus), the most recent DC Bike Map, and a complimentary Capital Bikeshare coupon good for a free ride to every new resident.
 - Provide a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident for life of the project.
 - Long-term bicycle storage room(s) will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of one (1) space will be designed for longer cargo and larger bikes (10 feet by three feet), a minimum of one (1) space will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of five (5) spaces will be placed horizontally on the floor or bottom of a two-tier rack. A bicycle repair station will be included in each long-term bicycle parking storage room.

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 required by Zoning to provide three (3) off-street parking spaces. Per the Applicant's Architectural Plans, the Applicant provides no off-street parking spaces and requests full parking relief. Title 11 of *DCMR*, Subtitle C § 703.4 requires that any request for a reduction in the minimum number of parking spaces over four (4) spaces include a TDM plan be approved by DDOT. Since the relief requested is fewer than four (4) spaces a TDM Plan is not required by Zoning. However, since the total number of residential units is greater than 20, and the project increases density, DDOT does request a TDM plan as a condition of approval.

Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 2200 block of 40th Place NW, which is currently in the DDOT and Department of Motor Vehicles (DMV) Residential Permit Parking (RPP) [database](#). Accordingly, residents on site are eligible to obtain Zone 3 parking permits from the DMV.

Bicycle Parking

The project is required by Zoning to provide four (4) long- and one (1) short-term bicycle parking space. The Applicant has demonstrated in the site plans meeting these requirements by providing ten (10) long- and two (2) short-term bicycle parking spaces.

The Applicant should work with DDOT during public space permitting to determine a final location for the short-term bike spaces, ideally in the 'furniture zone' of public space near the edge of the street. The Applicant should refer to the DDOT [Bike Parking Guide](#) for best practices on design of long- and short-term bicycle parking spaces.

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 *DCMR*, Subtitle C § 901.1, 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. Trash must 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. All elements of the project proposed within District-owned right-of-way or the building restriction area, such as the egress wells, require the Applicant to pursue a public space construction permit. It is noted that the site has a 15-foot Building Restriction Line (BRL) along the 40th Place NW frontage. The area between the property line and BRL is the building restriction area, which is regulated like DDOT public space and should remain "park-like" with landscaping.

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.

The Applicant participated in a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) on February 18, 2025, to discuss the unbuilt paper alley behind the site. The existing alley curb cut provides access to the neighbor's private driveway which, along with the existing grade, complicates the Applicant's ability to build the paper alley to DDOT standard. DDOT encourages the Applicant to consider building a portion of the paper alley, if feasible, to provide rear access to some or all of the development site.

HERITAGE AND SPECIAL TREES

According to the District's [Tree Size Estimator map](#), the property has 2 Special trees and 1 Heritage tree in the neighboring property. DDOT expects the Applicant to coordinate with the Ward 3 Arborist regarding the preservation and protection of existing Heritage, Special, and small 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 UFD, a Tree Protection Plan (TPP) will be required.

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