

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
Associate Director *MS*

DATE: November 21, 2025

SUBJECT: BZA Case No. 21376 - 228 Hamilton Street NW

APPLICATION

District Line Development, LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the new residential development requirements of Subtitle U § 421 to construct a cellar, third floor, and three-story rear addition and to increase the number of dwellings units from four (4) to eight (8) in an existing, semi-detached, two-story apartment house. The site is in the RA-1 Zone at 228 Hamilton Street NW (Square 3326, Lot 82) and is served by a 16-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.

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 is required by Zoning to provide three (3) off-street parking spaces. Per the Applicant’s Architectural Plans ([Exhibit 15C](#)), they are maintaining the existing four (4) off-street parking spaces accessed from the rear alley.

Board of Zoning Adjustment
District of Columbia
CASE NO. 21376
EXHIBIT NO. 19

Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 200 block of Hamilton Street NW, which is not currently in the DDOT and Department of Motor Vehicles (DMV) Residential Permit Parking (RPP) database; however, 2nd Street NW is in the database. Therefore, if the property owner selects an address on 2nd Street NW, rather than on Hamilton Street NW, residents will be eligible to obtain Zone 4 parking permits from the DMV.

Bicycle Parking

The project is required by Zoning to provide three (3) long- and two (2) short-term bicycle parking spaces. Per the Applicant's Architectural Plans, they are exceeding these requirements by providing four (4) long- and two (2) short-term bicycle parking spaces. The long-term spaces are provided in a bike room in the cellar, and the short-term spaces are provided on a rack on the front of the property. As the long-term storage space is designed, ensure that at least 50% of spaces are located horizontally on the floor, as required by Zoning and that at least 5% of spaces (minimum 1) are 10 feet by 3 feet size (rather than 6 feet by 2 feet) to accommodate cargo and larger bikes and at least 10% (minimum 1) of spaces are served by electrical outlets for e-bikes and scooters.

The Applicant should refer to the most recent *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 takes 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 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-ins and 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. All elements of the project proposed within District-owned right-of-way require the Applicant 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](#), the neighboring properties have Special trees whose structural root zones extend into the rear of the subject property. DDOT expects that the Applicant coordinate with the Ward 4 Arborist regarding the preservation and protection of existing Special and small street 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 (TPP) will be required.

MS:tm