

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: *KB for* Meredith Soniat
Associate Director

DATE: January 23, 2026

SUBJECT: BZA Case No. 21377 – 4750 and 4730 Benning Road SE

APPLICATION

Hampton East Owner LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests:

- A Special Exception from the new residential development standards of Subtitle U § 421 to permit the construction of a new residential development in the RA-1 zone; and
- An Area Variance from the lot frontage requirements of Subtitle C § 303.4, which requires a minimum street frontage of 30 feet for new lots to be used and occupied by an apartment house.

The proposed development consists of a new three-story apartment building with 28 residential units, including Inclusionary Zoning (IZ) units. The site is in the RA-1 zone at 4730 and 4750 Benning Road SE (Square 5344, Lots 1 and 2) in the Marshall Heights neighborhood and is not served by a public alley.

RECOMMENDATION

DDOT has no objection to the approval of this application with the following condition:

- The Applicant shall implement the following Transportation Demand Management (TDM) Plan for the life of the project:
 - Unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile;
 - Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to the Board of Zoning Adjustment.

- Transportation Coordinator will conduct an annual commuter survey of employees and residents on-site, and report TDM activities and data collection efforts to goDCgo once per year;
- 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 websites 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, carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com;
- Provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future;
- Post all transportation and TDM commitments on building websites, publicize availability, and allow the public to see what has been promised;
- Provide a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident;
- Provide at least 11 long- and two (2) short-term bicycle parking spaces (one inverted U-rack);
- Long-term bicycle storage room will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of five (5) spaces [50% of Zoning-required spaces] will be placed horizontally on the floor. There will be no fee for the residents for use of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room;
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the Interactive Zoning Information System (IZIS) case record of the case; and
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

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.

Zoning requires eight (8) off-street parking spaces. The Applicant proposes up to 18 spaces (16 standard and two accessible), accessed via the existing curb cut on St. Louis Street SE. No new curb cuts are proposed.

DDOT's 2024 *Guidance for Comprehensive Transportation Review* recommend a maximum of 0.40 spaces per unit for multi-family projects located between $\frac{1}{2}$ mile and 1 mile from Metrorail. This project proposes about 0.64 spaces per unit, which exceeds that guideline. While the site meets zoning requirements, the higher ratio may encourage more driving. To offset this, DDOT recommends a TDM Plan to reduce auto trips and promote sustainable travel options.

Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 4700 block of Benning Road SE, which is not currently in the DDOT and Department of Motor Vehicles (DMV) Residential Permit Parking (RPP) [database](#). As such, residents on site are not eligible to obtain Zone 7 parking permits from the DMV. However, the site proposes to provide off-street parking, and the nearby streets of St Louis Street and D Street SE are generally unrestricted on both sides.

Bicycle Parking

Zoning requires nine (9) long-term and one (1) short-term bicycle parking space. The Applicant proposes 11 long-term spaces and two short-term spaces (one inverted U-rack). Long-term spaces will be in a cellar-level storage room, but the plans lack detail. As part of the TDM Plan, the Applicant must confirm that at least 50% of spaces are horizontal on the floor and at least 10% have electrical outlets for e-bike and scooter charging.

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 fewer than 50 units are not required to provide a loading berth. As such, future residents should use the parking lot 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 from the parking lot.

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, 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](#), the property has at least three (3) Special Trees. DDOT expects the Applicant to coordinate with the Ward 7 Arborist regarding the preservation and protection of existing Special 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. 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 if any Non-Hazardous Heritage Trees are identified.

MS:pj