

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: February 13, 2026

SUBJECT: BZA Case No. 21378 – 2420 Rhode Island Avenue NE

This memorandum is intended to serve as a supplement to the District Department of Transportation's (DDOT) January 9, 2026, report to the Board of Zoning Adjustment (BZA) regarding the proposed child development center serving 60 children at 2420 Rhode Island Avenue NE.

In our initial review of the proposal, submitted into the record on January 9, 2026 ([Exhibit 39](#)), DDOT could not make a recommendation since the Applicant did not provide a Comprehensive Transportation Review (CTR) study with a pick-up and drop-off plan.

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 one (1) off-street vehicle parking space. The Applicant is seeking relief from one (1) space;
- The site is located on Rhode Island Avenue NE along the high-frequency WMATA Metrobus Route P40 as well as multiple other routes;
- The proposed child development center is located within a church, and the church owns an off-street parking lot one-tenth mile away which can accommodate up to 30 vehicles;
- The Applicant has proposed a pick-up and drop-off plan for the site, with student loading and unloading to occur along Lawrence Street NE;

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- There currently exists no parking signage along the majority of the site's Lawrence Street NE frontage;
- Title 11 of the *DCMR*, Subtitle C § 703.4 only requires the Applicant implement a Transportation Demand Management (TDM) plan if requesting relief from more than four (4) parking spaces. DDOT also requires a TDM plan for parking relief cases if the total number of residential units is 20 or more. Therefore, a TDM Plan is not required in this case; and
- DDOT supports the requested relief given the site's proximity to transit and access to nearby off-site parking. The impacts on the transportation network are expected to be minimal.

RECOMMENDATION

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 required by Zoning to provide one (1) off-street parking space. Per the Applicant's Architectural Plans, the Applicant is providing no off-street parking spaces and is requesting relief from one (1) parking space. The Applicant is also providing 30 vehicle parking spaces on an off-site lot on Hoover Road. Hoover Road between the lot and the child development center is a gap in the sidewalk network to be filled by DDOT's Sidewalk Gap Program.

Title 11 of the *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 Transportation Demand Management (TDM) plan be approved by DDOT. Since the relief requested is fewer than four (4) spaces a TDM Plan is not required by Zoning, and since the total number of residential units is fewer than 20, DDOT does not request a TDM plan as a condition of approval.

Bicycle Parking

The project is not required by Zoning to provide short- or long-term bicycle parking because the building has less than 4,000 square feet of gross non-residential floor area.

Loading

Per Title 11 of the *DCMR*, Subtitle C § 901.1, child development centers with less than 30,000 square feet of gross floor area are not required to provide a loading berth. 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. 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. It is noted that the site has a 15-foot Building Restriction Line (BRL) along the Lawrence Street

NE 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.

HERITAGE AND SPECIAL TREES

According to the District’s [Tree Size Estimator map](#), there is one (1) Heritage tree along the site’s Rhode Island Avenue NE streetscape and one (1) Special tree within the property. DDOT expects the Applicant to coordinate with the Ward 5 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.

MS:nh