

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. 21400 - 2700 27th Street NW

APPLICATION

Aidan Montessori School (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests an area variance from the lot occupancy requirements of Subtitle D § 210.1 to demolish existing entrance stairs and construct a new front addition to an existing detached, four-story plus penthouse private school building. The site is in the R-3 Zone at 2700 27th Street NW (Square 2109, Lot 92) and is served by a 12-foot public alley in the rear and a 15-foot public alley to the north side.

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 12 off-street parking spaces. Per the Applicant's Architectural Plans ([Exhibit 2](#)), the Applicant is maintaining the existing 12 off-street parking spaces. The parking spaces are accessed through the north-side alley from 27th Street NW.

Bicycle Parking

Per the Applicant's Burden of Proof ([Exhibit 6](#)) the proposed project will increase the gross floor area by 8.4%, well below the 25% threshold outlined in Title 11 of *DCMR* Subtitle C § 802.5 triggering bicycle parking requirements. DDOT encourages the Applicant to provide long- and short-term bicycle parking for staff and students alike.

The Applicant should work with DDOT during public space permitting to determine a final location for any short-term bike spaces, ideally in the 'furniture zone' of public space near the edge of the street. 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 educational use less than 30,000 square feet are not required to provide a loading berth.

STREETSCAPE AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as approval of the public realm. All elements of the project proposed within District-owned right-of-way or the building restriction area, 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 27th Street 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.

The Applicant had a Preliminary Design Review Meeting (PDRM) on November 4, 2025.

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 one Heritage Tree and one Special Tree in the Woodley Road NW streetscape. 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.

MS:tm