

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 20, 2026

SUBJECT: BZA Case No. 21406 – 2502 Martin Luther King, Jr. Avenue SE

APPLICATION

Consys, Inc. (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests Special Exceptions from the minimum vehicle parking requirements of Subtitle C § 701.5 and the zone boundary line crossing a lot requirements of Subtitle A § 207.2 to construct a new four-story mixed-use building with a penthouse and roof deck, containing 36 residential units. The site is split-zoned in the MU-4 and RA-1 Zones at 2502 Martin Luther King, Jr. Avenue SE (Square 5868, Lot 175) and is not served by a public alley.

RECOMMENDATION

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

- The Applicant shall implement the following Transportation Demand Management (TDM) Plan for the life of the project:
 - Identify a Transportation Coordinator for the planning, construction, and operations phases of development. The Transportation Coordinator will act as the point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo;
 - Transportation Coordinator will conduct an annual commuter survey of building residents and employees onsite, and report TDM activities and data collection efforts to goDCgo once per year;
 - Develop, distribute, and market various transportation alternatives and options to residents and employees, including promoting transportation events (e.g., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications;

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- Direct the Transportation Coordinator to 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 and employees that should, at a minimum, include the Metrorail pocket guide, brochures of local Metrobus 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.
- Post “getting here” information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for customers discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Provide residents and employees 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 (MWCOCG) or other comparable service if MWCOCG does not offer this in the future.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Post all transportation and TDM commitments on the building website, publicize availability, and allow the public to see what has been promised;
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident and employee at the time of initial leasing of the building;
- Provide at least four (4) short- and 12 long-term bicycle parking spaces, meeting or exceeding ZR16 minimum requirements for at least three (3) short- and 12 long-term bicycle parking spaces;
- In the long-term bicycle storage room, a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes and scooters. There will be no fee to the residents for usage of 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.

- The Applicant shall implement the following LMP for the life of the project:
 - A loading manager will be designated by the building management who will be on duty during delivery hours. The loading manager will be responsible for coordinating with tenants to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise;
 - Trucks using the loading zone will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to Title 20 of *DCMR* § 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map (godcgo.com/freight);
 - Building staff will roll trash receptacles from the building side entrance on Sheridan Road SE to the curb for collection. Trash bins will be rolled to the curb at the time of collection and will be expeditiously returned to the building trash room;
 - “No Parking: Loading Zone” will be used to demarcate the loading zone. The exact restrictions and placards will be determined by DDOT’s Curbside Management Division (CMD) during public space permitting;
 - The exact dimensions of the on-street loading zone will be determined by CMD during public space permitting;
 - The loading manager will call 311 to obtain DPW enforcement of the parking restriction in the loading zone, as needed; and
 - The Applicant will provide a curbside management plan, as well as a copy of this LMP, in the public space construction permit 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, demographic composition, and other characteristics.

The Applicant is required by Zoning to provide five (5) off-street parking spaces and is seeking relief from the minimum vehicle parking requirements. As such, the Applicant is providing no off-street parking spaces. Because the Applicant is requesting relief from all required off-street parking spaces, DDOT finds it critical to implement a Transportation Demand Management (TDM) Plan to mitigate potential impacts on the transportation network and encourage non-automotive travel. The Applicant has committed to measures such as appointing a Transportation Coordinator, providing welcome packets and SmarTrip and Capital Bikeshare incentives, and installing bicycle parking with charging outlets.

Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 2500 block of Martin Luther King, Jr. Avenue SE, which is on the corner of Martin Luther King, Jr. Avenue and Sheridan Road SE. Neither roadway is 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 8 parking permits from the DMV.

Bicycle Parking

The project is required by Zoning to provide 12 long- and three (3) short-term bicycle parking spaces. The Applicant is exceeding these requirements by providing 16 long- and six (6) short-term bicycle parking spaces (three inverted U-racks). The long-term spaces will be provided in a secure storage room on the first floor of the building. DDOT confirms that at least 50% of spaces are located horizontally on the floor or on the bottom tier of a two-tier rack, as required by Zoning. The Applicant will also provide electrical outlets in the bike room for charging e-bikes and scooters.

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 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 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. Nevertheless, the Applicant proposes an 8-foot curbside loading and parking lane along Sheridan Road SE, created by narrowing the two existing approximately 14-foot travel lanes to 10.5 feet each. This design accommodates move-ins and -outs, deliveries, and trash collection while preserving vehicular flow. The Applicant is also exploring a 60–100-foot curb extension along the project’s Sheridan Road frontage near the intersection of Martin Luther King, Jr. Avenue and Howard Road SE to enhance pedestrian safety and reduce conflicts with the adjacent bus stop.

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 view of the sidewalk, and rolled to the curbside loading zone for collection. Future residents may also obtain “emergency no parking” signs from DDOT to reserve an on-street parking space for move-ins and -outs. In addition, the Applicant has committed to implementing an LMP for the life of the project to ensure safe and efficient operations.

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.

The following items proposed in public space will need to be addressed by the Applicant during permitting:

- Curbside Loading Zone – The proposed 8-foot curbside loading and parking lane along Sheridan Road SE, created by narrowing the two existing travel lanes to approximately 10.5 feet each, must comply with DDOT standards for curbside management and loading operations.

- Curb Extension – The Applicant is exploring a 60–100-foot curb extension along the project’s Sheridan Road frontage near the intersection of Martin Luther King Jr. Avenue and Howard Road SE. This design element will require detailed coordination with DDOT to ensure pedestrian safety, maintain bus stop functionality, and meet public space design guidelines.
- Curb Cut Closures – The Applicant will close three (3) existing curb cuts along Martin Luther King Jr. Avenue and Sheridan Road SE and restore the sidewalk and green space. These improvements will enhance pedestrian safety and the public realm. The restored areas must meet DDOT standards during public space permitting.
- Short Term Bicycle Parking – The Applicant should work with DDOT during public space permitting to determine the final location for short-term bicycle racks, ideally in the furniture zone near the edge of the street and ensure compliance with DDOT’s Bike Parking Guide.

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 is encouraged to continue coordination with DDOT and participate in a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) as needed to finalize public space elements.

HERITAGE AND SPECIAL TREES

According to the District’s [Tree Size Estimator map](#), the property includes four (4) Special Trees either on-site or with critical root zones overlapping the site. DDOT expects the Applicant to coordinate with the Ward 8 Arborist regarding the preservation and protection of these trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space if proposed.

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:pj