

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 29, 2026

SUBJECT: BZA Case No. 21409 – 2032 Belmont Road NW

APPLICATION

Valley Vista Condo Association (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the loading requirements of Subtitle C § 901.1, size and layout requirements of Subtitle C § 905.4, and screening and lighting requirements of Subtitle C § 908 construct a loading berth, to an existing, detached, six-story plus basement apartment house with 169 units. The site is in the RA-2 Zone at 2032 Belmont Road NW (Square 2541, Lot 32) and is served by a 15-foot public alley.

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:

- The Applicant requests relief from one (1) required loading berth; a 10-foot by 20-foot service and delivery space is proposed in lieu of the required 12-foot by 30-foot berth;
- The Applicant’s site was constructed before the current loading requirements in zoning were adopted yet the Applicant is retrofitting the property with a dedicated on-site loading area that does not fully meet current standards; and
- DDOT is supportive of the Applicant’s request for relief, supported by a Loading Management Plan (LMP).

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 loading relief, with the following condition:

- The Applicant shall implement a Loading Management Plan (LMP) with the following components:
 - 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 vendors to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise;
 - Building management will require all residents to schedule and use the loading berth or use a public space permit and Emergency No Parking signs obtained through the DC Transportation Online Permitting System (TOPS) for all deliveries and move-in and -out activities that are conducted using a truck larger than that which can be served by the loading berth. The fees for this service will be paid by the residents;
 - The loading manager will schedule deliveries using the loading berth such that its capacity is not exceeded. If an unscheduled delivery vehicle arrives while the loading berth is full, that driver will be directed to return when it is available, to not compromise safety or impede alley functionality;
 - Trucks using the loading berth 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 (freight.ddot.dc.gov). The loading manager will also distribute flyer materials, such as the *MWCOG Turn Your Engine Off* brochure and others from DDOT and goDCgo, to drivers as needed to encourage compliance with idling laws. The loading manager will also post these materials and other relevant notices in a prominent location within the space; and
 - The loading manager will be responsible for disseminating suggested truck routing maps to drivers from delivery services that frequently utilize the loading berth as well as notifying all drivers of any access or egress restrictions.

TRANSPORTATION ANALYSIS

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, a residential building with over 50 units is required to provide one (1) 30-foot berth with a platform and one (1) 20-foot delivery space. This site was

constructed under a prior zoning code that preceded these requirements and there are no on-site loading facilities. In conjunction with some grading and paving on the rear of the property, the Applicant is constructing a dedicated loading area that does not fully meet the current zoning requirements and is therefore requesting relief. The new on-site loading area will only include a 30-foot berth without a platform. DDOT appreciates the efforts of the Applicant to retrofit their property with a dedicated on-site loading area and supports the requested relief on the condition that a Loading Management Plan (LMP) be implemented outlining procedures for truck deliveries and move-ins and move-outs.

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 multiple Special and Heritage trees around the frontages and surrounding streetscapes, but none in or around the proposed work area on the rear of the property abutting the alley. DDOT expects the Applicant to coordinate with the Ward 1 Arborist regarding the preservation and protection of existing Heritage, Special, small street trees, if necessary.

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:eo