

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 30, 2026

SUBJECT: BZA Case No. 21410 – 2318, 2322, 2324 Nicholson Street SE

APPLICATION

Nicholson St Holdings, LLC and Nicholson Street Properties, LLC (jointly the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests two (2) Special Exceptions from the minimum vehicle parking requirements of Subtitle C § 701.5 and the loading requirements of Subtitle C § 901.1 to construct a detached five-story plus cellar, 62-unit residential building. The site is in the RA-2 Zone at 2318, 2322, 2324 Nicholson Street SE (Square 5560, Lots 0819, 008, 007) and is served by a 20-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 site is approximately ¼ mile from high-frequency Metrobus service along Pennsylvania Avenue SE and Minnesota Avenue SE (C15, C31, C37, D1X, D10) and within walking distance of multiple Metrobus stops and a Capital Bikeshare station;
- Zoning requires 19 off-street vehicle parking spaces. The Applicant proposes 11 spaces, including two (2) car-share spaces credited as six (6) spaces under Title 11 of *DCMR*, Subtitle C §708.2. The Applicant is seeking relief from eight (8) spaces;
- On December 18, 2025, the Zoning Commission (ZC) voted to approve ZC Case 25-12 (Omnibus Text Amendment), which will allow the 50% parking reduction allowable by Title 11 of *DCMR*, District of Columbia

Subtitle C §702.1 on streets eligible for the Residential Permit Parking (RPP) program once published. If the order is published prior to the Board of Zoning Adjustment (BZA) hearing, the minimum parking requirement would become 10 spaces, and the Applicant's proposed 11 spaces would meet zoning requirements. Until publication, the current regulations apply, and relief remains necessary;

- While DDOT typically requires an on-street parking occupancy study for parking relief requests of five (5) spaces or more, DDOT agreed to waive this requirement since the ZC supported removing the RPP exemption from the Zoning-allowed 50% parking reduction in its December 18, 2025, vote on the Omnibus Text Amendment;
- The Applicant also 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, supported by a Loading Management Plan (LMP);
- DDOT requires the Applicant to commit to a Transportation Demand Management (TDM) Plan if seeking parking relief and the proposed building has 20 or more residential units. Regardless of whether the ZC Case 25-12 order is published prior to the BZA hearing, the Applicant has committed to providing a robust TDM Plan to further reduce parking demand for the project; and
- DDOT has coordinated with the Applicant on a TDM Plan and LMP to mitigate transportation impacts. With these commitments, DDOT supports the requested relief and anticipates minimal impact on the transportation network.

RECOMMENDATION

DDOT has no objection to the approval of the requested parking and loading relief 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 goDCgo;
 - Transportation Coordinator will conduct an annual commuter survey of building employees and residents on-site, and report TDM activities and data collection efforts to goDCgo once per year;
 - Transportation Coordinators 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 Coordinators 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 Metrobus lines, carpool and vanpool information, Capital Bikeshare 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;
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinators so they are aware of this commitment. The LMP should include 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;
 - A lease provision will require all residents to schedule and use the service and delivery space 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 20 feet in length or larger. The fees for this service will be paid by the residents;
 - The loading manager will schedule deliveries using the space such that the space's capacity is not exceeded. If an unscheduled delivery vehicle arrives while the service and delivery space is full, that driver will be directed to return when the space is available, to not compromise safety or impede alley functionality;
 - Trucks using the service and delivery space 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;
 - The loading manager will be responsible for disseminating suggested truck routing maps to drivers from delivery services that frequently utilize the development's service and delivery space as well as notifying all drivers of any access or egress restrictions; and
 - Trash collection will occur in the public alley to the north of the site.
- Post all transportation and TDM commitments on building websites, 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 residents and employees at the time of initial leasing of the building;

- Provide at least four (4) short- and 24 long-term bicycle parking spaces, exceeding zoning requirements;
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum 5% of spaces (2 proposed) be designed for longer cargo and tandem bikes, and a minimum of 10% of spaces will be designed with electrical outlets for the charging of electric bikes and scooters (2 proposed). There will be no fee to 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, and the demographic composition and other characteristics of the potential residents.

The Applicant is required by Zoning to provide 19 off-street parking spaces. Per the Applicant's plans and Transportation Statement, the Applicant proposes 11 spaces, including two (2) car-share spaces credited as six (6) spaces under Title 11 of *DCMR*, Subtitle C §708.2. The Applicant is therefore requesting relief from eight (8) spaces.

On December 18, 2025, the ZC voted to approve ZC Case 25-12 (Omnibus Text Amendment), which will allow the 50% parking reduction allowable under Title 11 of *DCMR*, Subtitle C §702.1 on streets eligible for the Residential Permit Parking (RPP) program once published. If the order is published prior to the BZA hearing, the minimum parking requirement would be 10 spaces, and the Applicant's proposed 11 spaces would meet zoning requirements. Until publication, the current regulations apply, and relief remains necessary.

DDOT typically requires an on-street parking occupancy study for parking relief requests of five (5) spaces or more. However, DDOT agreed to waive this requirement given the project's proximity to high-

capacity bus service and the ZC's December 18, 2025, vote supporting removal of the RPP exemption from the 50% parking reduction.

DDOT requires the Applicant to commit to a TDM Plan if seeking parking relief and the proposed building has 20 or more residential units. Regardless of whether the ZC Case 25-12 order is published prior to the BZA hearing, the Applicant has committed to providing a robust TDM Plan to further reduce parking demand for the project. The Applicant and DDOT have coordinated on and agreed to the TDM Plan in the Recommendation section of this report.

Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 2300 block of Nicholson Street SE, which is currently in the DDOT and Department of Motor Vehicles (DMV) Residential Permit Parking (RPP) [database](#). Accordingly, residents on site are eligible to obtain Zone 7 parking permits from the DMV.

Bicycle Parking

The project is required by Zoning to provide 21 long- and three (3) short-term bicycle parking spaces. The Applicant proposes 24 long- and four (4) short-term spaces (two inverted U-racks), exceeding zoning requirements. Long-term bicycle storage will be provided in a secure bicycle room on the cellar floor. The room will accommodate non-traditional sized bikes, including cargo and tandem bikes, and will include electrical outlets for charging e-bikes and scooters, consistent with the DDOT [Bike Parking Guide](#). The Applicant should work with DDOT during public space permitting to determine a final location for the short-term bike spaces, ideally in the furnishing zone of public space near the edge of the street.

Loading

DDOT's practice is to accommodate loading operations safely and efficiently while prioritizing pedestrian and bicycle safety and minimizing 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 *DCMR*, Subtitle C § 901.1, the project is required to provide one (1) 12-foot by 30-foot berth with a platform and one (1) 10-foot by 20-foot service and delivery space. The Applicant proposes one (1) 10-foot by 20-foot service and delivery space accessed via the public alley to the north of the property and requests relief from the required loading berth.

DDOT supports the requested loading relief given the site's constraints and the Applicant's commitment to implement an LMP as part of the TDM Plan. The LMP includes measures to schedule deliveries and move-ins and -outs, manage alley operations, and require curbside permits for larger trucks through DDOT's Transportation Online Permitting System (TOPS). DDOT will review final loading design during public space permitting to ensure compliance with District standards; however, with these commitments, DDOT anticipates minimal impact on the transportation network.

STREETSCAPE AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as approval of the public realm design. All elements of the project proposed within District-owned right-of-way, such as the lead walk, ramp,

and short-term bike parking, require the Applicant to pursue a public space construction permit through the DDOT [Transportation Online Permitting System](#) (TOPS) website.

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.

HERITAGE AND SPECIAL TREES

According to the District's [Tree Size Estimator map](#) and recent imagery, a large Special Tree is located along the Nicholson Street frontage of the site. Additionally, adjacent properties to the northwest and southeast have Special Trees with critical root zones that likely overlap the property. DDOT expects the Applicant to coordinate with the Ward 7 Arborist regarding the preservation and protection of these existing Special Trees, as well as the planting of new street trees if recommended by DDOT's Urban Forestry Division (UFD). DDOT recommends early coordination with UFD during public space permitting to ensure compliance with all tree protection requirements.

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:pj