

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Meredith Soniat
Associate Director *MS*

DATE: June 3, 2026

SUBJECT: BZA Case No. 21428 – 1518 M Street NW

WAIVER REQUEST: DDOT is requesting a waiver of the *District of Columbia Municipal Regulations (DCMR)* Subtitle Y, § 101.9 to submit agency reports 10 days prior to the hearing. DDOT was awaiting some additional information from the Applicant, which was received on June 2, 2026.

APPLICATION

Daniel Alexander Payne Community Development Corporation (the “Applicant”), pursuant to Title 11 of *DCMR*, requests a Special Exception from the bicycle parking requirements of Subtitle C § 802.1, penthouse setback requirements of Subtitle C § 1504.1, and rear yard requirements of Subtitle I § 205.1 to construct a 12-story plus basement and penthouse rear addition, providing 28 affordable dwelling units, to an existing religious building. The site is in the D-6 Zone at 1518 M Street NW (Square 0197, Lot 86) and is served by a 16-foot unimproved 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:

- Zoning requires nine (9) long- and one (1) short-term bicycle parking spaces. The Applicant is seeking full relief from the long-term bicycle parking spaces and proposing four (4) short-term bicycle parking spaces;

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- As a fully affordable building with fewer than 50 units, there is no vehicle parking or loading required by zoning;
- The site is located within ½ mile of the Farragut North and McPherson Square Metrorail Stations, as well as within ¼ mile of numerous high-frequency bus routes; and
- DDOT supports the requested relief given the profile of residents, the site's proximity to transit, the walkability of the neighborhood, proposed shuttle service to off-site appointments, and four (4) proposed short-term bike parking spaces. The impacts on the transportation network are expected to be minimal.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. Despite these minor impacts, DDOT has no objection to the approval of the requested relief with the following condition:

- The Applicant shall provide four (4) short-term bicycle parking spaces.

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 not required by Zoning to provide off-street parking spaces for the 28 affordable units. Per the Applicant's Architectural Plans (Exhibits [2A1](#) and [2A2](#)), the Applicant is providing zero (0) off-street parking spaces. The site has frontage along M Street NW, which is not 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 2 parking permits from the DMV.

Bicycle Parking

The project is required by Zoning to provide nine (9) long- and one (1) short-term bicycle parking spaces for the 28 total units. The Applicant is providing no long-term bicycle parking but proposing to exceed the short-term bicycle parking requirements by providing three (3) or four (4) short-term bicycle spaces in the project. At least two (2) of these bicycle parking spaces are proposed along the east wall of the church building, secured behind a gate along the church frontage, which DDOT supports.

The Applicant should work with DDOT during public space permitting to determine a final location for the short-term bike spaces. 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. As such, future residents should use the alley for move-ins and move-outs or obtain "emergency no parking" signs from DDOT to reserve an on-street parking space. 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 and collected from the public alley.

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, including proposed bike racks, require the Applicant 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.

The Applicant is encouraged to participate in a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) to discuss the public space comments in this report.

HERITAGE AND SPECIAL TREES

According to the District's [Tree Size Estimator map](#), there are no Special nor Heritage Trees on the property. DDOT expects the Applicant to coordinate with the Ward 2 Arborist regarding the planting of any missing street trees.

MS:eo