

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* Kelsey Bridges
Manager, Neighborhood Planning Branch

DATE: July 17, 2026

SUBJECT: BZA Case No. 21467 - 2201 R Street NW

APPLICATION

Paramount Estate, LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Use Variance from the matter-of-right uses of Subtitle U § 201 to renovate an existing vacant four-story plus basement building to provide an apartment house with six (6) dwelling units. There is no proposed expansion of the existing building’s footprint. The site is in the R-3 Zone at 2201 R Street NW (Square 2516, Lots 65 and 66) and is served by a 5-foot public alley that widens to an 8-foot public alley entered on the 22nd Street NW side of the property.

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 with the following condition included in the Zoning Order:

- The Applicant close the two non-compliant curb cuts on R and 22nd Streets associated with the circular driveway through public space, and restore the area to standard curb, treebox area, sidewalk, and vegetated public parking, as part of their public space permitting prior to issuance of a Building Permit, as shown on the Architectural Plans ([Exhibit 9](#)).

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

Board of Zoning Adjustment
District of Columbia

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 two (2) off-street parking spaces. Per the Applicant's Architectural Plans, the Applicant is providing five (5) off-street parking spaces. The parking spaces are accessed through an existing shared driveway with access easement on the R Street NW side of the property. The Applicant's Architectural Plans ([Exhibit 9](#)) show they plan to close two non-compliant curb cuts on R Street and 22nd Street, respectively, and restore the public parking area behind the sidewalk with vegetated areas, which DDOT strongly supports.

Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 2200 block of R Street NW, 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 2 parking permits from the DMV.

Bicycle Parking

The project is required by Zoning to provide two (2) long- and one (1) short-term bicycle parking spaces. The Applicant is meeting these requirements. The long-term spaces are provided in a bike locker on the first floor of the building. As the bike locker is designed, ensure at least 50% of spaces are located horizontally on the floor, as required by Zoning and that at least 5% of spaces (minimum 1) are 10 feet by 3 feet size (rather than 6 feet by 2 feet) to accommodate cargo and larger bikes and at least 10% of spaces are served by electrical outlets for 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. As such, future residents should use the rear of the property 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, out of the view of the sidewalk, and collected at the rear of the property.

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 the closure of existing

non-compliant curb cuts on R Street and 22nd Streets 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](#), the property has (one) 1 small tree, is in the in the root zone of Special trees on neighboring properties, and there are (two) 2 Special trees in the streetscape. DDOT expects the Applicant to coordinate with the Ward 2 Arborist regarding the preservation and protection of existing Special and small street 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 UFD, a Tree Protection Plan (TPP) will be required.

KB:tm