

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
Acting Associate Director *MS*

DATE: July 11, 2025

SUBJECT: BZA Case No. 21307 – 725 Hobart Place NW

APPLICATION

Henry Tam and Lan Tam (collectively, the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the minimum vehicle parking requirement (1 space) to permit a third dwelling unit in an existing residential building. The site is in the RF-1 Zone at 725 Hobart Place, NW (Square 2888, Lot 197) and is not served by a 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 one (1) off-street vehicle parking space. The Applicant is seeking relief from one (1) space;
- The site is located within ½ mile of the Columbia Heights Metrorail Station and within ¼ mile of WMATA Metrobus Priority Corridor Network Route 90 along Georgia Ave NW;
- Title 11 of the *DCMR*, Subtitle C § 703.4 only requires the Applicant implement a Transportation Demand Management (TDM) plan if requesting relief from more than four (4) parking spaces. DDOT also requires a TDM plan for parking relief cases if the total number of residential units is 20 or more. Therefore, a TDM Plan is not required in this case; and

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- DDOT supports the requested relief given the site's proximity to transit, the walkability of the neighborhood, and lack of alley access. This also would prevent the creation of a new curb cut and loss of on-street parking space. The impacts to the transportation network are expected to be minimal.

RECOMMENDATION

DDOT has no objection to the approval of this 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, and the demographic composition and other characteristics of the potential residents.

The Applicant is required by Zoning to provide one (1) off-street parking space. Per the Applicant's Architectural Plans, the Applicant is providing no off-street parking spaces and is requesting relief from one (1) parking space. Title 11 of the *DCMR*, Subtitle C § 703.4 requires that any request for a reduction in the minimum number of parking spaces over four (4) spaces include a Transportation Demand Management (TDM) plan be approved by DDOT. Since the relief requested is fewer than four (4) spaces a TDM Plan is not required by Zoning, and since the total number of residential units is fewer than 20, DDOT does not request a TDM plan as a condition of approval.

Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 700 block of Hobart Place 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 1 parking permits from the DMV.

Bicycle Parking

The project is not required by Zoning to provide short- or long-term bicycle parking because the building has fewer than eight (8) residential units.

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-in and move-outs or obtain "emergency no parking" signs from DDOT to reserve an on-street parking space. Trash must be stored entirely on private property, out of the view of the sidewalk.

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 no Heritage or Special trees on the property.

MS:eo