

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: September 12, 2025

SUBJECT: BZA Case No. 21328 – 471-473 H Street NW

APPLICATION

H Street DC, LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the penthouse setback requirements of Subtitle C § 1504 and an Area Variance from the rear yard requirements of Subtitle I § 205.5, to construct an 11-story apartment building. The site is in the D-4-R Zone at 471-473 H Street NW (Square 517, Lots 834 and 835) 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 an extensive review of the case materials submitted by the Applicant, DDOT finds:

- Due to the site’s location within a D zone, Zoning does not require off-street vehicle parking spaces. The Applicant does not propose to provide any parking;
- Although no loading facilities are required, the Applicant proposes one (1) loading berth to be accessible from the alley;
- There are no existing curb cuts on site, and none are proposed;
- The Applicant proposes 26 long-term and two (2) short-term bicycle parking spaces. The Applicant should ensure that least 50% of long-term spaces are located horizontally on the floor, as required by Zoning.

Board of Zoning Adjustment
District of Columbia
CASE NO. 21328
EXHIBIT NO. 22

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. In addition, the project may result in increased pick-up and drop-off activity and slightly reduced availability of on-street parking within the immediate area. Despite these minor impacts, DDOT has no objection to the approval of the requested relief.

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 due to the site's location within a D zone. The Applicant is not proposing to provide any vehicle parking, which DDOT supports.

Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 400 block of H 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 will not be eligible to obtain Zone 6 parking permits from the DMV.

Bicycle Parking

The project is required by Zoning to provide 16 long- and two (2) short-term bicycle parking spaces. In a September 20, 2025 email, the Applicant is proposing to exceed these requirements by providing 26 long-term spaces in a below-grade bicycle parking room and utilizing two (2) existing short-term bicycle parking spaces in public space along H Street (one inverted U-rack). The long-term spaces are provided in a storage room on the first floor of the building. The Applicant further proposed that the storage room design provides over 50% of the zoning-required spaces are located horizontally on the floor (10), at least two (2) are 10 feet by 3 feet size to accommodate cargo and larger bikes, and at least two (2) are served by electrical outlets for e-bikes and scooters.

Although there is an existing U-rack in public space along the site's H Street frontage, this rack appears worn and not fully secured. DDOT strongly recommends the Applicant install a new one. If the Applicant pursues a public space permit, they should work with DDOT during this process 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. The project is providing one (1) loading berth, accessible from the alley, to serve the practical needs of the site. Future residents should use this berth 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. 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.

Although the site is technically in zoning compliance with the single bicycle rack along H Street, DDOT recommends that this rack be replaced if the Applicant pursues a public space 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 does not have any Heritage or Special Trees. DDOT expects the Applicant to coordinate with the Ward 6 Arborist regarding the preservation and protection of existing small street trees.

MS:nh