

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: August 29, 2025

SUBJECT: BZA Case No. 21334 – 1382 East Capitol Street NE

APPLICATION

Della Barba Company (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the minimum vehicle parking requirement (one [1] space) and a Use Variance from the residential conversion requirements of Subtitle U § 320.1(a) to construct an outdoor dining area adjacent to an existing restaurant. The site is in the RF-1 Zone at 1382 East Capitol Street NE (Square 1035, Lots 814) 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:

- With the proposed expansion, the restaurant use will occupy approximately 4,000 square feet;
- According to the Applicant, Zoning requires one (1) off-street vehicle parking space. The Applicant is seeking relief from one (1) space;
- The site is located one (1) block away from the nearest stop for the high-frequency Metrobus C41 route, along 14th Street NE;
- 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.

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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;

- The Applicant is proposing trash storage within public space, which DDOT does not support; and
- DDOT supports the requested relief given the site's proximity to transit, the walkability of the neighborhood, the site's lack of alley access, and that it would prevent the creation of a curb cut and loss of on-street parking space. The impacts on 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 providing no off-street parking spaces. The Applicant is not required to provide vehicle parking since, per Title 11 of *DCMR* Subtitle C § 704.1, when an area of greater than 25% is added to a building, the minimum parking requirement must only be met for the added floor area, not the whole building. The Applicant's proposal adds less than 3,000 square feet of the restaurant use, so no parking is required per Subtitle C § 701.5. However, the Applicant is requesting relief from one (1) space, which is what would be required if the full-sized restaurant were to be built new.

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.

Bicycle Parking

The area of the addition is less than that which would trigger an additional bicycle parking requirement per Zoning, so no bicycle parking is required. The project is providing a total of 10 short-term bicycle parking spaces, located within public space along 14th Street NE.

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 DDOT's [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. No loading facilities are required by Zoning for restaurants.

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, such as the sidewalk café and bike racks, require the Applicant to pursue a public space construction permit. The Applicant should also be aware that DDOT does not permit trash to be stored within public space, as shown in the Applicant's architectural plans.

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](#), there are three (3) Special trees within public space adjacent to the property. DDOT expects the Applicant to coordinate with the Ward 6 Arborist regarding the preservation and protection of existing Special and small street trees.

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 DDOT's Urban Forestry Division, a Tree Protection Plan (TPP) will be required.

MS:nh