

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 18, 2025

SUBJECT: BZA Case No. 21335 – 2016 First Street NW

APPLICATION

Pamela Wilson (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests the following relief:

- Special Exception from the minimum vehicle parking requirements of Subtitle C § 701.5;
- Special Exception from the residential conversion requirements of Subtitle U § 320.2; and
- Area Variance from the minimum lot area requirements of Subtitle U § 320.2(c).

The Applicant requests this relief to convert an existing flat into a three-unit apartment house. The site is in the RF-1 Zone at 2016 First Street NW (Square 3116, Lot 11) and is served by a 15-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 a review of the case materials submitted by the Applicant, DDOT finds:

- Zoning requires two (2) off-street vehicle parking spaces. The existing building has two (2) parking spaces in a tandem configuration. Since tandem spaces are not permitted to count towards the parking requirement for buildings with three (3) dwelling units, the Applicant is seeking relief from one (1) parking space;

Board of Zoning Adjustment

District of Columbia

CASE NO. 21335

EXHIBIT NO. 26

- Title 11 of the *DCMR*, Subtitle C § 703.4 only requires the Applicant to implement a Transportation Demand Management (TDM) plan if the Applicant is 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
- DDOT supports the requested relief given the physical constraints of the property, the site's proximity to transit options along Rhode Island Avenue NW, and the walkability of the neighborhood. 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 required by Zoning to provide two (2) off-street parking spaces. Per the Applicant's Burden of Proof, the Applicant is providing two (2) tandem parking spaces, which only counts as one (1) space towards the site's minimum parking requirement. The Applicant therefore 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 2000 block of First 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 5 parking permits from the DMV.

Bicycle Parking

Since the project has fewer than eight (8) residential units, no bicycle parking is required by Zoning regulations. DDOT encourages the Applicant to provide short-term bicycle parking within public space along First Street NW.

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-in/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, and collected from 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.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [District of Columbia Municipal Regulations](#), 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.

MS:nh