

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 16, 2025

SUBJECT: BZA Case No. 21342 – 2002-2006 Fenwick Street NE

WAIVER REQUEST: DDOT is requesting a waiver from the District of Columbia Municipal Regulations (DCMR) Subtitle Y, § 101.9 to submit agency reports 10 days prior to the hearing. DDOT was waiting for the Applicant to provide the required parking analysis to proceed with its report. The Applicant's parking analysis was sent to DDOT on September 15, 2025.

APPLICATION

Culture Building, LLC (the "Applicant"), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests Special Exceptions from the minimum vehicle parking requirement (26 spaces) of Subtitle C § 701 and the entertainment, assembly, and performing arts use requirements of Subtitle U § 802.1(e) to permit 12,680 square feet of entertainment event space. The site is in the PDR-2 Zone at 2002-2006 Fenwick Street NE (Parcels 1420029 and 1420015) 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 a review of the case materials submitted by the Applicant, DDOT finds:

- Zoning requires 26 off-street vehicle parking spaces. The Applicant has indicated the property has credits for 10 spaces and is seeking relief from 16 spaces;

Board of Zoning Adjustment
District of Columbia
CASE NO. 21342
EXHIBIT NO. 17

- The property is fully built out, and providing additional vehicle parking on site would require significant demolition to the existing buildings;
- DDOT requires an on-street parking occupancy study for parking relief requests of five (5) spaces or more. The Applicant supplied this analysis to DDOT;
- The parking occupancy study indicated there is adequate amount of on-street parking during the weekday late evening timeframe within two (2) blocks of the site;
- Title 11 of *DCMR*, Subtitle C § 703.4 requires the Applicant implement a Transportation Demand Management (TDM) plan if they are requesting relief from more than four (4) parking spaces;
- The Applicant and DDOT collaborated on a TDM Plan to support non-automotive travel to and from the site. It includes providing bike parking and communicating non-automotive travel options to site visitors;
- DDOT supports the requested relief given the site constraints, availability of parking nearby, and that it would prevent the creation of a curb cut and loss of on-street parking space; and
- With implementation of the agreed TDM Plan, the impacts on the transportation network are expected to be minimal.

RECOMMENDATION

DDOT has no objection to the approval of the requested parking relief with the following condition:

- The Applicant shall implement the following Transportation Demand Management (TDM) Plan:
 - Post “getting here” information in a visible and prominent location on the venue’s website with a focus on non-auto travel modes, such as bus, Metro, and bikeshare. As is done on the website today, information will also be provided to direct patrons to the Hecht Warehouse garage for parking and to provide information about the venue’s valet service.
 - Provide four (4) short-term bicycle parking spaces along the site’s frontage through the installation of two (2) U-racks to support bicycle traffic to and from the venue.

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 26 off-street parking spaces. Per the Applicant’s Architectural Plans, the Applicant is providing no off-street parking spaces. Since the site has a 10-space parking credit, the Applicant is requesting relief from 16 spaces. Title 11 of *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 TDM plan be approved by DDOT. The Applicant and DDOT have coordinated on and agreed to the TDM Plan in the Recommendation section of this report.

On-Street Parking Occupancy Study

DDOT requires all parking relief cases of five (5) or more spaces to conduct an on-street parking inventory within a two (2) block radius of the site during potential busy times for the site. The Applicant worked with DDOT to scope the analysis and transportation statement. The Applicant conducted parking counts between 9:00 p.m. and 12:00 a.m. on an evening when the venue was hosting an event.

The results of the analysis show that on-street parking occupancy on the block of Fenwick Street NE immediately adjacent to the site exceeds capacity. However, there is significant excess capacity on other blocks of Fenwick Street and on Kendall Street in addition to the nearby 1,100-space Hecht Warehouse garage.

Bicycle Parking

Bicycle parking is not required at this site since the building is not expanding. However, if the building were to be built as new, two (2) short-term and two (2) long-term bicycle parking spaces would be required. As part of the project's TDM plan, the Applicant proposes to provide four (4) short-term bicycle parking spaces along the site's frontage to support bicycling to and from the site.

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 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 takes 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, entertainment, assembly, and performing arts uses of less than 50,000 square feet in floor area are not required to provide a loading berth. 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.

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.