

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 *MS*
Associate Director

DATE: November 24, 2025

SUBJECT: BZA Case No. 21379 - 3700 14th Street NW

APPLICATION

Washington Real Estate Development, Inc. (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the minimum vehicle parking requirement (3 spaces) to construct a vertical addition and a small rear addition to an existing structure, resulting in a building with five stories, a penthouse, and a cellar with a total of 9 residential units and no commercial space. The existing structure is a small one-story plus cellar commercial building. The site is in the MU-4 Zone at 3700 14th Street NW (Square 2692, Lot 43) 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 three (3) off-street vehicle parking spaces. The Applicant is seeking full vehicle parking relief;
- The site is located within ½ mile of the Columbia Heights Metrorail Station and within ¼ mile of three Metrobus Priority Corridor Network routes (on 14th Street, 16th Street, and Georgia Avenue), with a bus stop immediately in front of the property on 14th Street 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.

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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;

- Zoning requires two (2) short-term bicycle spaces and the Applicant is proposing to exceed the short-term bicycle parking requirements on the site with nine (9) short-term spaces; and
- DDOT supports the requested relief given the site's proximity to transit, the walkability of the neighborhood, additional short-term bicycle parking being proposed, and it would prevent the creation of a curb cut and loss of an on-street parking space. The impact on the transportation network is 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 three (3) off-street parking spaces. Per the Applicant's Architectural Plans ([Exhibit 18](#)), the Applicant is providing no off-street parking spaces and is requesting relief from all three (3) parking spaces. 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 3700 block of 14th St NW, which is on the corner of 14th St NW and Spring Road NW. 14th Street NW is not currently in the DDOT and Department of Motor Vehicles (DMV) Residential Permit Parking (RPP) [database](#); however, Spring Road NW is in the database. Therefore, if the property owner selects an address on Spring Road, rather than on 14th Street, residents will be eligible to obtain Zone 4 parking permits from the DMV.

Bicycle Parking

The project is required by Zoning to provide three (3) long- and two (2) short-term bicycle parking spaces. The Applicant is meeting these requirements by providing three (3) long- and nine (9) short-term bicycle parking spaces. Per the Applicant's revised Architectural Plans (Attachment 1), the long-term spaces are provided in a bike storage closet where two (2) spaces are horizontal, and one (1) space is vertical. 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.

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/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. All elements of the project proposed within District-owned right-of-way or the building restriction area, require the Applicant to pursue a public space construction permit. It is noted that the site has a 15-foot Building Restriction Line (BRL) along the Spring Road NW frontage. The area between the property line and BRL is the building restriction area, which is regulated like DDOT public space and should remain "park-like" with landscaping.

The Applicant has an active public space permit application, TOPS #460994. While the Applicant shows short-term bicycle parking in the Architectural plans, these are missing from the Applicant's public space permit application and will need to be included.

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, but there is a Special Tree in the Spring Road streetscape. DDOT expects the Applicant to coordinate with the Ward 4 Arborist regarding the preservation and protection of the 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.

ATTACHMENT

- 1) Revised Architectural Plans ([Exhibit 24B](#))