

# 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*  
Acting Associate Director

**DATE:** November 7, 2025

**SUBJECT:** BZA Case No. 21380 – 1128 16<sup>th</sup> Street, NW

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#### APPLICATION

The Board of Trustees of the Leland Stanford Junior University (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the penthouse setback requirements, rear yard requirements, and an area variance from the non-residential FAR requirements, to convert a four-story office building with basement to an institutional use and construct a penthouse with roof deck and a rear addition. The site is in the D-2 zone and is served by a public side-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 does not require off-street parking in D zones, other than areas west of the centerline of 20th Street, NW.
- The Applicant is responsible for providing at least one (1) long-term bicycle parking space and at least eight (8) short-term bike parking spaces.
- DDOT concurs that loading and trash pick-up should occur at the rear of the building via the alleyway.
- All elements of the proposed project in the public space, such as the garden and access ramp, will require the Applicant to submit a public space construction permit.

Board of Zoning Adjustment  
District of Columbia  
CASE NO. 21380  
EXHIBIT NO. 21

## 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 not proposing any off-street parking spaces, which the building currently lacks due to size constraints. Vehicle parking spaces are not required in D zones, other than areas west of the centerline of 20th Street, NW.

The area is well served by public on-street parking, private off-street parking garages, public transportation, and ride sharing options.

### Bicycle Parking

The proposed project is required by Zoning to provide at least one (1) long-term bicycle parking space and at least eight (8) short-term bike parking spaces. Required short-term parking must be on the same lot as the building meeting the requirement, or on public space within 20 feet after obtaining approval through the application process. Please see DDOT's [Bicycle Parking Guide](#) for more information.

DDOT encourages short-term bike parking in public space for visitors. Private developers and property owners may not install racks in the public right-of-way without formal permission from the city. To apply for a permit, visit [tops.ddot.dc.gov](https://tops.ddot.dc.gov).

### 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.

It is noted that the applicant intends to accomplish loading and trash pick-up through the rear of the building via the alley. 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, such as the new garden and access ramp, require the Applicant 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.

The Applicant is encouraged to participate in a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) to discuss the public space comments in this report.

## **HERITAGE AND SPECIAL TREES**

According to the District's [Tree Size Estimator map](#), the property is within the critical root zone of one (1) Special Tree. DDOT expects the Applicant to coordinate with the Ward 2 Arborist regarding the preservation and protection of the existing Special tree.

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 will be required.

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