

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: KB for Meredith Soniat
Associate Director

DATE: January 9, 2026

SUBJECT: BZA Case No. 21395 – 725 12th Street NW

APPLICATION

BXP Project 11 LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the penthouse setback requirements of Subtitle C § 1504.1(d) to construct a canopy structure over a 5th floor outdoor terrace, at an existing, semi-detached, 12-story commercial building. The site is in the in the D-7 zone at 725 12th Street NW (Square 319, Lot 864) and is not served by a public alley.

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, demographic composition, and other characteristics.

The Applicant is required by Zoning to provide 80 off-street parking spaces. Per the Applicant’s correspondence with DDOT, the Applicant is providing 340 total off-street parking spaces in an existing garage to remain. The parking spaces are accessed through a curb cut on 12th Street NW and include 62 spaces dedicated to another property at 700 12th Street NW. While the project’s proposed excess parking does not trigger the Transportation Demand Management (TDM) mitigations required under

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Title 11 of *DCMR*, Subtitle C § 707.3, DDOT has requested that the Applicant provide an enhanced TDM plan with their public space permit.

Bicycle Parking

The project is required by Zoning to provide 85 long- and 11 short-term bicycle parking spaces. The Applicant is proposing to exceed these requirements by providing 90 long- and 14 short-term bicycle parking spaces. Additionally, since the proposed project contains approximately 316,000 square feet of non-residential uses, the Applicant is required by Zoning to provide 14 showers and 51 lockers for employee commuters. DDOT requests the Department of Buildings (DOB) confirm the Applicant is meeting the Zoning requirements for long-term bike parking and shower requirements.

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 most recent 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 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.

The loading for the site is located on the adjacent hotel parcel and is shared with the hotel. The use of the loading facilities is governed by a joint servicing/loading agreement. Two 45-foot loading berths and two 20-foot service/delivery spaces are provided for the subject building.

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 require the Applicant to pursue a public space construction permit.

The following items proposed in public space will need to be resolved by the Applicant during permitting such as retaining the modified curb cut on 11th Street NW which requires approval of the Public Space Committee. The Applicant has an active public space permit application TOPS #476143.

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 two (2) Special Trees in the streetscape fronting the G Street NW. DDOT expects the Applicant to coordinate with the Ward 2 Arborist regarding the preservation and protection of existing Special and small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

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 UFD, a Tree Protection Plan (TPP) will be required. [include only if Heritage and/or Special Trees are on site]

MS:eo