

# 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 22, 2026

**SUBJECT:** BZA Case No. 21402 – 1724 H Street NE

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#### **APPLICATION**

1724 H Street NE, LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the minimum vehicle parking requirement (one (1) space) to convert an existing 8-unit apartment house into a lodging and/or short-term rental use. The site is in the MU-7B Zone at 1724 H Street NE (Square 4494, Lot 140) and is served by a 16-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 one (1) off-street vehicle parking space. The Applicant is seeking relief from one (1) space to construct an ADA-compliant lift at the rear entrance since their public space construction application for a lift at the front of the building was denied;
- The site is located within close proximity of several high-frequency Metrobus routes including the C41 and D20;
- 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. 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

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- DDOT supports the requested relief given the site's proximity to transit 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. However, DDOT notes the following item to be addressed before approval by the BZA:

- The project is required by Zoning to provide three (3) long- and two (2) short-term bicycle parking spaces. On the Applicant's Architectural Plans, only two (2) long- and two (2) short-term bicycle parking spaces are shown. The Applicant should add an additional long-term bicycle parking space to the plans to comply with Zoning.

## 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 one (1) off-street parking space. Per the Applicant's Architectural Plans, the Applicant is providing no off-street parking spaces and is requesting relief from one (1) 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.

### Bicycle Parking

The project is required by Zoning to provide three (3) long- and two (2) short-term bicycle parking spaces. On the Applicant's Architectural Plans, only two (2) long- and two (2) short-term bicycle parking spaces are shown. The Applicant should add an additional long-term bicycle parking space to the plans to comply with Zoning.

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, such as the leadwalks, areaway, and stairways, 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 H Street NE 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 submitted a TOPS application (#467124) in 2025 for an ADA lift at the front of the building. Reviewers objected to this application on the grounds that the lift is within the building restriction area and is therefore not permitted. This application was subsequently cancelled, and the Applicant relocated the lift to the rear of the building.

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 has no Heritage or Special Trees on site. DDOT expects the Applicant to coordinate with the Ward 5 Arborist regarding the preservation and protection of existing small street trees.

MS:nh