District of Columbia
Office of Planning

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Michael Jurkovic, AICP, Development Review Specialist
MBR
Maxine Brown-Roberts, Associate Director Development Review

DATE: October 23, 2026

SUBJECT: BZA Case 21402, Request for a special exception relief to permit a use conversion at 1724 H Street, NE.

I. OFFICE OF PLANNING RECOMMENDATION

The Office of Planning (OP) recommends **approval** of the requested special exception relief:

- Subtitle C §705.1, Minimum Vehicle Parking Requirements (1 space required; 1 existing; 0 proposed), pursuant to Subtitle C § 703.2 and X § 901.2.

The application is self-certified, and the applicant proposes to change the residential use to a lodging use. A lodging use is considered to be a non-residential use (Subtitle B § 200.2(t) and Subtitle B § 200.2 (aa)(4)). The MU-7B zone allows a total FAR of 4.0 of which a maximum 2.5 FAR can be dedicated to non-residential use. The building has a total FAR of 3.53 which exceeds the maximum 2.5 FAR non-residential allowed in the MU-7B zone. It is OP's opinion that variance relief is necessary to accommodate the proposed conversion to non-residential use on the property. The Applicant has been advised.

II. LOCATION AND SITE DESCRIPTION

Address	1724 H Street, NE
Applicant	1724 H ST NE LLC
Legal Description	Square 4494; Lot 0140
Ward, ANC	Ward 5; ANC 5D
Zone	MU-7B
Historic District	N/A
Lot Characteristics	Rectangular interior lot measuring 16.0 ft. x 72 ft. with a 16 ft. public alleyway to the rear.
Existing Development	8-unit apartment house in a 4-story with cellar row building
Adjacent Properties	Primarily 2-story row houses, both apartments and flats, with a large apartment development to the west.
Surrounding Neighborhood Character	Moderate Density Residential neighborhood with higher density residential to the east and bounded otherwise by the H Street Mixed-Use corridor.

Board of Zoning Adjustment
District of Columbia
CASE NO. 21402
EXHIBIT NO. 29

Proposed Development	Conversion of Residential Apartments to Lodging.

III. ZONING REQUIREMENTS and RELIEF REQUESTED

Zone- MU-7B	Regulation	Existing[1]	Proposed	Relief
Density (FAR) G § 201	4.0 total FAR max.; 2.5 Non-residential max.	3.53 Residential	3.53 Non-residential (lodging)	Not Requested
Lot Width	n/a	16 ft.	16 ft.	Not Requested
Lot Area	n/a	1152 sq. ft.	No Change	Not Requested
Height G § 203	65 ft. max.	55 ft.	No Change	Not Requested
Rear Yard § 207	2.5 in. per 1 ft. of vertical distance, but not less than 12 ft. Measured to the centerline of the alley below 20 ft. in height.	5.3 ft. to rear property line.	No Change	Existing nonconformity
Lot Occupancy § 210	75% max.	Not Provided	Not Provided	Not Requested
GAR § 210	0.25 min.	Not Provided	Not Provided	Not Requested
Parking C § 701	**0.5 per 1,000 sq. ft. in excess of 3,000 sq. ft.**	**1**	**0**	**Relief Requested**

IV. OFFICE OF PLANNING ANALYSIS

Subtitle C Chapter 703 SPECIAL EXCPETIONS FROM MINIMUM PARKING NUMBER REQUIREMENTS

703.1 This section provides flexibility from the minimum required number of parking spaces when providing the required number of spaces would be:

(a) Impractical due to the shape or configuration of the site;

***(b) Unnecessary due to a lack of demand for parking, or the site's proximity to transit options;** or*

(c) Contrary to other District of Columbia regulations.

[1] Provided by the applicant

703.2 The Board of Zoning Adjustment may grant a full or partial reduction in the number of required parking spaces, as a special exception pursuant to Subtitle X, Chapter 9, and subject to the applicant's demonstration to the Board's satisfaction of at least one (1) of the following:

(a) . . .

(b) The use or structure is particularly well served by mass transit, shared vehicle, or bicycle facilities;

At Exhibit # 7, the applicant has provided a map identifying the available mass transit options as of September 16, 2025. Since then, the H Street Street-Car has ceased service but has been replaced with the D20 Bus service with future plans for bus corridor improvement with the pending Gold Line BRT. Therefore, OP would concur with the applicant's assessment that the property is well served by mass transit.

(c) . . .

703.3 Any reduction in the required number of parking spaces granted under Subtitle C § 703.2 shall be:

(a) Proportionate to the reduction in parking demand demonstrated by the applicant;

Per the applicant, the change of use to lodging will result in short-term rental stays and that renters would be expected to utilize mass transit options during their stays.

(b) Limited to the number of spaces that the applicant demonstrates cannot reasonably be provided on the site as proposed to be developed in the application; and

The applicant has provided site plans to the record showing that the existing parking space is to be replaced with an ADA lift required for the new use, and that there exists no open area on-site to accommodate the new space or a different lift location.

(c) Limited to relief from the minimum number of parking spaces required by this section and shall not provide relief from the location, access, size or layout, screening, or other requirements of this chapter.

Not applicable as the applicant's request in limited to relief from the minimum required parking.

703.4 Any request for a reduction of more than four (4) spaces from the required number of parking spaces shall include a transportation demand management plan approved by the District Department of Transportation, the implementation of which shall be a condition of the Board of Zoning Adjustment's approval.

Not applicable.

Subtitle X Section 901 SPECIAL EXCEPTION REVIEW STANDARDS

901.2 The Board of Zoning Adjustment is authorized under § 8 of the Zoning Act, D.C. Official Code § 6-641.07(g)(2), to grant special exceptions, as provided in this title, where, in the judgment of the Board of Zoning Adjustment, the special exceptions:

(a) Will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps;

Although the Applicant is not providing the required one parking space, the location of the property close to the H Street corridor which has several bus lines connecting to the Minnesota Avenue and the Union Station Metro stations makes for easy access to the site. The site is also easily accessible by carshare services. Together, they satisfy the intent and purpose of the Regulations.

(b) Will not tend to affect adversely, the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps; and

Not providing the one parking space should not adversely impact the use of neighboring properties including any adverse impact to light, air, or objectionable noise to the adjoining residential properties.

V. OTHER DISTRICT AGENCIES

DDOT has submitted a report in support of the requested relief at Exhibit #20.

VI. ADVISORY NEIGHBORHOOD COMMISSION

As of the writing of this report, there are no comments from ANC 5D.

VII. COMMUNITY COMMENTS TO DATE

As of the writing of this report there are no comments from the public.

Attachment: Location Map

Location Map

