

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: March 14, 2025

SUBJECT: BZA Case No. 21250 - 7410 Eastern Avenue NW

APPLICATION

Fikremariam Mengesha (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception to use the existing property currently improved with a one-story plus basement building for a healthcare facility use and relief from the minimum vehicle parking requirement of one (1) space. The site is in the R-2 Zone at 7410 Eastern Avenue NW (Square 3178-E, Lot 115) 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 this requirement;
- The site is approximately ¼ mile of WMATA Metrobus Priority Corridor Network Routes 70 and 79 along Georgia Ave 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. 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;

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- DDOT supports the requested relief given the site's proximity to transit and the walkability of the neighborhood, and it would prevent the creation of a curb cut and loss of on-street parking space; and
- With the Applicant's agreement to close the existing curb cut for the driveway to create an additional on-street parking space, the impacts on the transportation network are expected to be minimal. The existing driveway is in front of the Building Restriction Line; therefore, the current off-street parking space is in public space and not permitted.

RECOMMENDATION

DDOT has no objection to the approval of the requested relief with the following condition:

- The Applicant shall close the existing curb cut and driveway to Eastern Avenue NW and restore the former driveway to green space, subject to DDOT approval.

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) parking 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 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 7400-block of Eastern Ave NW, which is currently in the DDOT and Department of Motor Vehicles (DMV) Residential Permit Parking (RPP) [database](#). Accordingly, residents on site are eligible to obtain Zone 4 parking permits from the DMV.

Bicycle Parking

The project is required by Zoning to provide zero (0) long- and zero (0) short-term bicycle parking space. The Applicant is not proposing to install any long- or short-term bicycle parking but should consider installing bike parking as a part of the project.

The Applicant should work with DDOT during public space permitting to determine a final location for 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, healthcare facility uses less than 30,000 square feet of gross floor area are not required to provide a loading berth. As such, future residents should use the main entrance of the property for move-in/move-outs or obtain "emergency no parking" signs from DDOT to reserve an on-street parking space.

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 Eastern Ave 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 following items proposed in public space, per the plans shared with DDOT via email on March 6, 2025, will need to be resolved by the Applicant during permitting:

- Curb Cut – the curb cut on Eastern Avenue should be removed and the area behind the curb restored to standard residential streetscape with treebox and sidewalk.
- Driveway / Public Parking – the driveway in the building restriction area should be removed or reduced to the width of a leadwalk serving the front entrance.
- Chair lift – the chairlift serving the front entrance will need to be reviewed and approved as a "fixture" in public space.
- Areaway – the areaway serving the bedroom on Eastern Avenue should comply with Title 12 of the *DCMR* § 3202.9.

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 has one Special Tree. DDOT expects the Applicant to coordinate with the Ward 4 Arborist regarding the preservation and protection of 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 UFD, a Tree Protection Plan (TPP) will be required.

MS:tm