

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*
Associate Director

DATE: May 22, 2026

SUBJECT: BZA Case No. 21405 – 3207 6th Street NW

APPLICATION

Azanach Haile (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests the Board of Zoning Adjustment (BZA) grant Special Exceptions from the residential use alley lot access requirements of Subtitle U § 601.1(f)(4) and alley lot minimum side yard requirements of E § 5100.1(d), and Area Variances from the new alley record lot frontage requirements of Subtitle C § 306.1(a) and new alley record lot minimum alley width requirements of Subtitle C § 306.1(b) to subdivide an alley tax lot into two alley record lots and to construct on each lot a two-story plus basement principal row dwelling. The site is in the RF-1 Zone at 3207 6th Street NW (Square 3046, Lot 808) and is served by a 10-foot and a 15-foot public alley.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. Despite these minor impacts, DDOT has no objection to the approval of this application.

TRANSPORTATION ANALYSIS

Alley Access

The subject alley lot is served by a 10-foot alley and 15-foot alley on two of its sides. The proposed subdivision will create two alley lots with pedestrian frontage on the 10-foot alley with vehicular access from the 15-foot alley. The network of 10- and 15-foot wide alleys on this block serve multiple residential properties providing access for personal vehicles and trash trucks. The two new alley dwellings on the subdivided lot will not negatively impact vehicular circulation or movement through the alley network.

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 two (2) off-street parking spaces. Per the Applicant's Architectural Plans, the Applicant is providing two (2) off-street parking spaces. The parking spaces are accessed from the 15-foot public alley.

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. DDOT recommends the Applicant connect the front porch area shown on the Revised Architectural Plans ([Exhibit 28](#)) to the existing sidewalk stub on 6th Street NW without encroaching on the entrance of the 10-foot public alley. The connection should ideally provide four feet minimum clear width.

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 no Special or Heritage Trees.

MS:eo