

# 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:** February 20, 2026

**SUBJECT:** BZA Case No. 21416 – 1342 Eastern Avenue NE

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#### APPLICATION

Eastern Avenue Holdings III, LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests a Special Exception from the new residential development requirements of Subtitle U § 421 to construct a third-story addition and add nine (9) new dwelling units to an existing detached apartment house with 15 units (24 units total). The site is located at 1342 Eastern Avenue NE (Square 5172, Lot 809) in the RA-1 Zone and is not served by a 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. In addition, the project may result in increased pick-up and drop-off activity and slightly reduced availability of on-street parking within the immediate area. Despite these minor impacts, DDOT has no objection to the approval of the requested relief.

However, DDOT notes the following design-related issue that should be resolved prior to approval by the BZA:

- The existing curb cut should be limited to a maximum width of 12 feet in accordance with DDOT standards during public space permitting.

#### 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, and connectivity of bicycle and pedestrian facilities within the vicinity of the development.

The Applicant is required by Zoning to provide four (4) off-street parking spaces for the 24 total units after applying the 50% reduction allowed for being within ½ mile of the Deanwood Metrorail Station. Per the Applicant's Architectural Plans, the Applicant is providing four (4) off-street parking spaces, accessed via the existing curb cut on Quarles Street NE. Though the curb cut is existing, the Applicant will need to narrow it to a maximum width of 12 feet through public space to comply with DDOT standards.

#### Residential Permit Parking (RPP) Pass Eligibility

The site is located on the 1300 block of Eastern Avenue NE and the 4900 block of Quarles Street NE, neither of which is currently in the DDOT and Department of Motor Vehicles (DMV) Residential Permit Parking (RPP) [database](#). As such, residents on site are not eligible to obtain Zone 7 parking permits from the DMV. However, both Eastern Avenue and Quarles Street generally have unrestricted parking available.

#### Bicycle Parking

The project is required by Zoning to provide eight (8) long- and two (2) short-term bicycle parking spaces for the 24 total units. The Applicant is meeting these requirements by providing eight (8) long-term spaces in a secure bike room on the first floor using a dual-tier rack system, which complies with Zoning and DDOT standards (at least 50% of spaces located horizontally on the floor or in the bottom tier). The Applicant is also exceeding short-term requirements by providing four (4) short-term spaces (two inverted U-racks) near the rear of the property adjacent to vehicle parking. The long-term bike room design appears to meet zoning standards, and the Applicant should ensure that at least one (1) space is served by electrical outlets for charging e-bikes and scooters.

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 furniture zone is the portion of the sidewalk between the curb and the pedestrian clear zone, typically used for street trees, bike racks, and other amenities. 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.

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 parking lot for move-ins and 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 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:

- **Curb Cut Width** – The existing curb cut and driveway on Quarles Street NE must be narrowed to a maximum width of 12 feet to comply with DDOT standards. DDOT shared this feedback during the Preliminary Design Review Meeting (PDRM) held on November 13, 2025.
- **Raised Sidewalk Adjacent to Tree Box** – A large tree in the tree box along Eastern Avenue appears to be raising the sidewalk. The Applicant should coordinate with DDOT's Urban Forestry Division (UFD) to determine whether paving alternatives or adjustments are appropriate to improve accessibility and protect the tree.

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 numerous Special Trees both on-site and in public space along the Quarles Street and Eastern Avenue frontages, including one located in a tree box along Eastern Avenue that appears to be raising the sidewalk and may be quite large. DDOT expects the Applicant to coordinate with the Ward 7 Arborist and UFD to confirm whether any of these Special Trees may now qualify as Heritage Trees, and to ensure the preservation and protection of existing trees as well as the planting of new street trees per DDOT Green Infrastructure Standards.

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.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees.

MS:pj