

# 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. 21420 – 1106 and 1112 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 three-story plus cellar side addition with 18 new dwelling units and combine two (2) existing detached apartment houses with 29 units (47 units total). The site is in the RA-1 Zone at 1106 and 1112 Eastern Avenue NE (Square 5201, Lots 800 and 801) and is served by a 16-foot public alley.

#### RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. The project may also 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.

#### 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, demographic composition, and other characteristics.

The Applicant is required by Zoning to provide 14 off-street parking spaces for the 47 total units. Per the Applicant's Architectural Plans, the Applicant is providing 15 off-street parking spaces. The parking spaces are accessed through the 16-foot public alley at the rear of the property, and the Applicant will close the existing curb cut on Eastern Avenue NE, consistent with DDOT's policy to minimize curb cuts and improve pedestrian safety.

The site has frontages along both the 1100 block of Eastern Avenue NE and the 5100 block of Lee 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 Lee Street have unrestricted parking available.

#### Bicycle Parking

The project is required by Zoning to provide 16 long- and two (2) short-term bicycle parking spaces for the 47 total units. The Applicant is meeting these requirements by providing at least 16 long- and two (2) short-term bicycle parking spaces (one inverted U-rack). The long-term spaces are provided in a storage room on the cellar floor of the building. DDOT confirms that at least 50% of spaces are located horizontally on the floor or in the bottom tier of a two-tier rack, as required by Zoning. As the storage room is designed, the Applicant must ensure that least 10% of spaces (two spaces) are served by electrical outlets for 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 rather than at the rear of the building as currently shown in the plans. 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 alley 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 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 both Eastern Avenue and Lee Street frontages. 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 held a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) on November 13, 2025. The following item proposed in public space will need to be resolved by the Applicant during permitting:

- Curb Cut – The existing curb cut between 1106 and 1112 Eastern Avenue NE should be closed and returned to standard streetscape condition with new curb and gutter, landscaped tree box, and six-foot sidewalk.
- Ramp – The main entrance ramp appears to project more than the maximum 10 feet allowed into the Building Restriction Area along the Eastern Avenue frontage per *DCMR, Title 24: Building Code, Chapter 32A Encroachments into the Public Right of Way*. As noted above, the BRA is regulated like public space and must comply with these standards.

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 one (1) Special Trees at 1112 Eastern Avenue as well as one (1) Special Tree in public space along its frontage. Additionally, there is one (1) Heritage Tree at 1104 Eastern Avenue to the southeast that likely has a critical root zone overlapping with 1106 Eastern Avenue. DDOT expects the Applicant to coordinate with the Ward 7 Arborist regarding the preservation and protection of existing Heritage and Special Trees, as well as the planting of any missing street trees, as requested by DDOT’s Urban Forestry Division (UFD), 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 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