

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
Associate Director *MS*

DATE: June 3, 2026

SUBJECT: BZA Case No. 21431 – 1218 Eastern Avenue NE

WAIVER REQUEST: DDOT is requesting a waiver of the *District of Columbia Municipal Regulations (DCMR)* Subtitle Y, § 101.9 to submit agency reports 10 days prior to the hearing. DDOT was awaiting confirmation from the Applicant on the parking calculation, which was received on June 2, 2026.

APPLICATION

Eastern Avenue Holdings III, LLC (the “Applicant”), pursuant to Title 11 of *DCMR*, requests a Special Exception from the new residential development requirements of Subtitle U § 421 and the minimum vehicle parking requirements of Subtitle C § 701.5 to construct a three-story plus cellar rear addition with 10 new dwelling units to an existing 18-unit apartment building (28 units total). The site is in the RA-1 Zone at 1218 Eastern Avenue NE (Square 5202, Lot 43) and is served by a 16-foot unimproved 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 full relief from this requirement;
- The site is located within ½ mile of the Deanwood Metrorail Station;

- 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; and
- DDOT supports the requested relief given the site's proximity to transit, the walkability of the neighborhood, and the site lacks an improved alley. The impacts on the transportation network are expected to be minimal.

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 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.

Per Title 11 of the *DCMR*, Subtitle C § 705.2, the Applicant is required to provide one (1) off-street parking space for the 10 additional units after taking the eligible 50% parking reduction for being located within ½ mile from the Deanwood Metrorail Station. Per the Applicant's Architectural Plans (Exhibits [16A1](#) and [16A2](#)), the Applicant is providing zero (0) off-street parking spaces. A 16-foot public alley serving the property is unimproved for its entire length on the block (approximately 550 feet) and heavily wooded.

The site has frontage along both the 1200 block of Eastern Avenue NE and 5000 block of Nash Street NE, neither of which are 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 Nash Street have unrestricted parking available.

Bicycle Parking

The project is required by Zoning to provide nine (9) long- and one (1) short-term bicycle parking spaces for the 28 total units. The Applicant is proposing to exceed these requirements by providing 10 long- and four (4) short-term bicycle parking spaces (two inverted U-racks). Per the Architectural Plans, the long-term spaces are provided in a storage room on the first floor of the building. The bike storage room should be designed to meet Zoning requirements outlined in Title 11 of the *DCMR*, Subtitle C § 805 to ensure that there is adequate space for all required long-term bike parking spaces, at least 50% of spaces (five spaces) are located horizontally on the floor or in the bottom tier of a two-tier rack, and at least 10% of spaces (one space) 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, presently shown near the front entrance of the building on private property. 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. As shown on the Applicant's Architectural Plans, trash must be stored entirely on private property, in an enclosure that is screened from the view of the sidewalk, and collected from the curb cut of the unimproved public alley on the Nash Street frontage 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 the Eastern Avenue 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.

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 held a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) on November 13, 2025.

HERITAGE AND SPECIAL TREES

According to the District's [Tree Size Estimator map](#), there are no Special nor Heritage Trees on the property itself, but there are four (4) Special Trees on the neighboring property line and in the rear unimproved alley whose critical and structural root zones extend onto 1218 Eastern Avenue. DDOT expects the Applicant to coordinate with the Ward 7 Arborist regarding the preservation and protection of existing 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.