

# 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 29, 2026

**SUBJECT:** BZA Case No. 21433 – 1206 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 and the inclusionary zoning density requirements of Subtitle F § 201.4 to construct a three-story plus cellar rear addition with five (5) new dwelling units to an existing 15-unit apartment building (20 units total). The site is in the RA-1 Zone at 1206 Eastern Avenue NE (Square 5202, Lot 44) and is served by a 16-foot unimproved 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 three (3) off-street parking spaces for the 20 total 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, the Applicant is providing four (4) off-street parking spaces. The parking spaces are accessed through a driveway with a curb cut on Eastern Avenue at the front of the property. A 16-foot public alley serving the property is unimproved for its entire length on the block (approximately 550 feet) and is heavily wooded. However, the Applicant will narrow the existing curb cut on Eastern Avenue NE to 12 feet in width as noted on the Architectural Plans ([Exhibit 17](#)), consistent with DDOT’s policy to minimize curb cuts and improve pedestrian safety.

The site has frontage along the 1200 block of Eastern Avenue NE, which is not 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, Eastern Avenue has unrestricted parking available.

#### Bicycle Parking

The project is required by Zoning to provide seven (7) long- and one (1) short-term bicycle parking spaces for the 20 total units. The Applicant is proposing to exceed these requirements by providing eight (8) long- and two (2) short-term (one inverted U-rack) bicycle parking spaces. The long-term spaces are provided in a storage room on the first floor of the building. DDOT notes that the bike room as depicted on the Architectural Plans does not appear to meet Zoning requirements outlined in Title 11 of the *DCMR*, Subtitle C § 805. The Applicant must ensure that there is adequate space for all require long-term bike parking spaces with at least 50% of spaces (four spaces) located horizontally on the floor or in the bottom tier of a two-tier rack and at least 10% of spaces (one space) 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 at the front of the building in public space. 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 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.

The Applicant held a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) on November 13, 2025. The following items proposed in public space will need to be resolved by the Applicant during permitting:

- Curb Cut – The existing curb cut at 1206 Eastern Avenue NE should be reduced to a maximum of 12 feet in width and remaining area returned to standard streetscape condition with new curb and gutter, landscaped tree box, and six-foot concrete sidewalk.
- Ramp – If the main entrance ramp should not project into the Building Restriction Area along the Eastern Avenue frontage more than the maximum 10 feet allowed per *DCMR, Title 24: Building Code, Chapter 32A Encroachments into the Public Right of Way*.
- Bike Parking – The final location of the short-term bike parking in the Building Restriction Area along the Eastern Avenue frontage and final design of the long-term bike parking room in the building, ensuring consistency with zoning and the most recent DDOT [Bike Parking Guide](#).

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](#), there are no Special or Heritage Trees on the property, but there is one (1) in public space along its frontage, and six (6) on neighboring properties and in the rear unimproved alley whose critical and structural root zones extend onto 1206 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.

MS:eo