

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING



Office of the Director

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: *xs fr*
Ellen McCarthy
Director

DATE: September 13, 2005

SUBJECT: **BZA Application No. 17360-** Request filed by Henderson L. Walker for a special exception to permit the construction of a group of flats at 1270-1280 Talbert Street, S.E., proposed by Yosief Maharai.

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APPLICATION

The application requests approval of the following:

- 1) Special Exception relief for the construction of 24 flats (48 units) in an R-4 Zone District (§§ 410 and 2516.8); and
- 2) Special Exception relief to permit off-street parking to the front of the structures (§ 2116).

SUMMARY RECOMMENDATION

The Office of Planning recommends **DENIAL** of the application.

SITE AND AREA DESCRIPTION

Square: 5708 **Lot:** 962 **Quadrant:** South East
Area: 60,765 square feet **Lot Width:** 134.94 feet **Zone District:** R-4
Building Restriction Line: None
Improvements: Unimproved and wooded.
Topography: Slopes downward from the southwest to the northwest.

Surrounding Properties:

All surrounding properties are located within the R-4 Zone District and improved residentially.

Northeast: A one-family detached dwelling with a driveway that crosses a portion of the site; row dwellings with a private alley across their rear yards, and semi-detached dwellings.

BZA

Case No. 17360

Exhibit No. 23

Southeast: Row dwellings
Southwest: Row dwellings
Northwest: One family detached dwellings

Zone District: *"The R-4 District is designed to include those areas now developed primarily with row dwellings, but within which there have been a substantial number of conversions of the dwellings into dwellings for two (2) or more families."* (§ 330.1)

Generalized Land Use Map: low density residential land use category- *"Row houses and garden apartments are the predominant uses; may also include low density housing."*

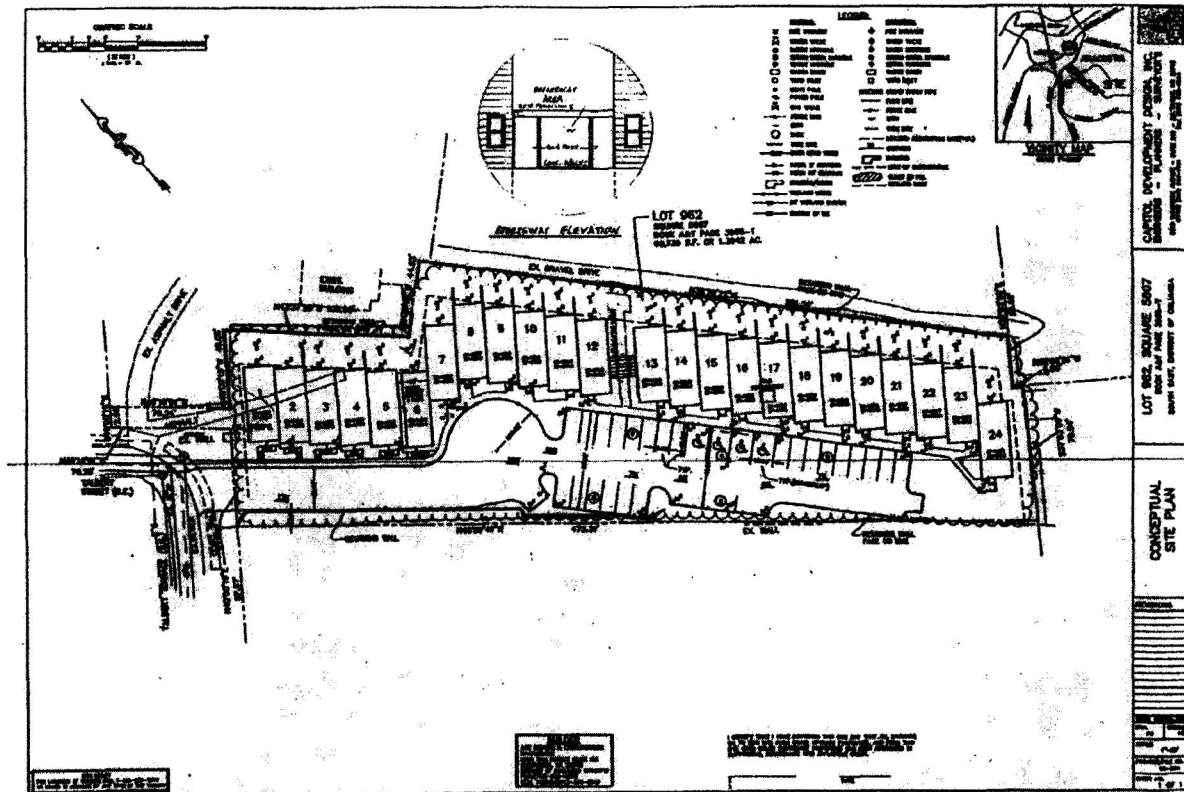
PROJECT DESCRIPTION

The applicant is proposing to construct 48 dwelling units designed in the appearance of 24-flats within two buildings connected by a trellis along the northeastern side of the property and faced with brick and aluminum siding. The buildings will be three stories or 38 feet and 5 ³/₈ inches in height. Each unit will be 18 feet in width. A 25-foot wide private drive will provide vehicular access to the site from the intersection of Talbert Terrace and Talbert Street for a distance of approximately 185 feet along the southwest side of the subject property. The terminus of the private drive is designed as a 60-foot diameter cul-de-sac providing direct access to a 30-space parking lot that continues along the southwestern property line almost the entire length of the property. A sidewalk on the northeast side of the drive and parking lot provides pedestrian access to the dwellings. All front doors face either the drive or the parking lot.

Two dumpsters are proposed. One is to be located at the southeastern terminus of the parking lot and the other adjacent to the cul-de-sac. A fire hydrant is proposed to be located on the cul-de-sac, and the applicant has informed the Office of Planning that a second fire hydrant will be located on the northeast side of the lot, between and to the rear of the two buildings.

Landscaping proposed for the site is to be located primarily at the entrance and along a portion of the parking lot. Shrubbery is proposed within the area located to the rear of and between the two buildings. Landscaping materials proposed include 6 shade trees, 8 ornamental trees and 8 evergreens, and variety ground covers.

An existing private drive at the far northwestern edge of the site and serving an adjacent dwelling is proposed to remain.



SITE PLAN

ZONING REQUIREMENTS and ANALYSIS

Pursuant to § 3104.1, the application requests a special exception under 11 DCMR §§ 410, 2516 and 2116 to construct a new residential development consisting of 48 units on one lot within the R-4 Zone District with parking to the front.

410 GROUPS OF RESIDENTIAL BUILDINGS IN R-4 DISTRICTS

410.1 In an R-5 District, if approved by the Board of Zoning Adjustment, a group of one-family dwellings, flats, or apartment houses, or a combination of these buildings, with division walls erected from the ground up or from the lowest floor up, may be erected and deemed a single building for the purpose of this title; Provided, that the requirements of §§ 410.2 through 410.11 shall be met.

The application proposes the erection of two groups of flats connected by a trellis with division walls erected from the lowest floor up to be deemed a single building on a single lot. However, no subdivision or theoretical subdivision is proposed and the proposed site plan does not depict any lot lines. As a result each group of flats, or each 24 unit building, is, by definition, an apartment house. Section 199.1 of the Zoning Regulations defines an apartment house as "any building or part of a building

in which there are three (3) or more apartments...” As two buildings on one lot, the application is consistent with that definition.

The absence of theoretical lot lines results in the creation of 48 apartment units on one lot, which is not in conformance with the R-4 Zone District. Apartments are not a permitted use within the R-4 Zone District. Therefore, the theoretical lot lines must be provided.

The application is not in conformance with all of the requirements of §§ 410.2 through 410.11, specifically §§ 410.3 and 410.9, and therefore 410.1.

410.2 All buildings in the group of buildings shall be erected simultaneously.

The application indicates that all buildings will be erected simultaneously.

410.3 All front entrances of the group shall abut a street, front yard, or front court.

The front entrances do not abut a street, front yard or front court. Section 2516.5(b) requires a 20-foot open space to the front of each entrance that would satisfy this criterion. However, it is not provided for on the site plan.

410.4 No rear or service entrance shall abut a street, front yard, or front court unless below the main floor.

No rear or service entrances abut a street, front yard or front court.

410.5 No exterior stairway shall be constructed above the level of the joists of the main floor unless located entirely within the building area.

No exterior staircases are proposed.

410.6 No subdivision of the property shall be authorized until the Board has determined that the following requirements are met:

- (a) There shall be adequate free access to the street from each separate dwelling, group of dwellings, or buildings resulting from the subdivision;*
- (b) Adequate access for fire protection and other purposes shall be provided by easement, fee, alley, or street: and*
- (c) There shall be adequate yards, courts, light, and air for each dwelling, group of dwellings, or group of buildings resulting from the subdivision.*

The applicant is not proposing subdivision of the property. The applicant has, though, applied for a theoretical lot subdivision pursuant to § 2516, but not provided the

necessary lot lines. FEMS has stated concerns regarding rear access and there are not adequate yards as required by § 2516.5(b).

410.7 The height of an individual building in a group of buildings may be measured as follows:

- (a) Any building that does not have another building between it and a public street shall be considered to front on the street, and the building height shall be measured from the curb at the center of the front of the building; and*
- (b) Any building that has another building between it and the public street may have its height measured from the proposed finished grade at the center of the front of the building, and the front shall be that side of the building providing access to the majority of the dwelling units within the building.*

The maximum permitted height of buildings in the R-4 Zone District is 40 feet and the application proposes a maximum building height of 38 feet, 5 ³/₈ inches.

410.8 The front entrances of not more than four (4) one-family dwellings, nor more than four (4) dwelling units per floor, shall face any street that abuts the lot.

None of the front entrances face Talbert Terrace, the only street that abuts the lot.

410.9 All front entrances of the group shall abut a street, front yard, or front court; Provided, that a front entrance may abut a side yard if all one-family dwellings or dwelling units to which the entrance is appurtenant are located no nearer a street upon which the lot abuts than the rear of any part of the group having a front entrance abutting a street, front yard, or front court.

As proposed, none of the front entrances face a street, front yard or front court, but instead face either a private drive or a parking lot. Section 2516.5(b) requires a 20-foot open space to the front of each entrance, which is not provided for on the site plan.

410.11 No exterior stairway shall be constructed above the level of the joists of the main floor, unless located entirely within the building area of the group.

No exterior stairways are proposed.

410.12 In the R-5-A and R-4 Districts, if approved by the Board of Zoning Adjustment, a group of one-family dwellings, flats, or apartment houses, or a combination of these buildings, with division walls from the ground up or from the lowest floor up, may be erected and be deemed a single building for the purpose of this title, when the group does not comply with the provisions of §§ 410.1 through 410.11, subject to the following conditions:

- (a) The provisions of §§ 410.4 and 410.5 shall be complied with; and*

- (b) *The erection of the group of buildings shall not affect adversely the present character or future development of the neighborhood.*

The application is not in conformance with all of the provisions of §§ 410.1 through 410.11, specifically §§ 410.1, 410.3 and 410.9, but is in conformance with §§ 410.4 and 410.5. The character of the surrounding area is primarily that of brick row houses developed with an open space area between the front wall of the houses and the edge of the sidewalk of between approximately 10 feet on Dexter Terrace to approximately 30 feet on Morris Road and High Street. Although these "front yards" may be located within public space, the existence of them contributes to the character of the community due to their high visibility.

The proposed site plan does not provide for an area between the sidewalk and the front wall of the buildings, resulting in a much more severe appearance from the private drive and parking lot due to the lack almost anything but hardscape at the entrances to the dwellings. The erection of the buildings as proposed would adversely affect the present character and future development of the neighborhood because of the layout of the site. Therefore, the Office of Planning recommends that the applicant comply with all of the provisions of Section 410 to ensure that proposed development does not adversely affect the present character and future development of the neighborhood.

- 410.15 Vehicular access to all or part of the group shall be provided when the Board deems the access is necessary in the interest of public convenience and safety.*

Vehicular access is proposed only to the front of the structures and none proposed to the rear. The existing alley adjacent to rear of Units 13 through 48 is private and not a part of the subject property. FEMS informed the Office of Planning in a memorandum dated August 11, 2005 that rear access is also necessary (See Attachment No. 1). Therefore, in the interest of public safety, rear access must be provided.

- 410.16 The erection of the group of buildings shall not affect adversely the present character of future development of the neighborhood.*

The erection of two buildings designed to appear as two rows of flats will be similar in appearance to the surrounding brick row houses provided brick facing is provided along the sides of buildings. This will allow the proposed buildings to appear as brick from the front, more in character with the present character of the neighborhood.

The siting of the buildings provides for a significantly more intense development due to the lack of green space between the front walls of the buildings and the sidewalk. The minimum 20 foot deep open space as required by Section 2516.5(b), together with the provision of brick siding along the sides of the buildings, is necessary to create an appearance more in line with the present character of the neighborhood.

2516 EXCEPTIONS TO BUILDING LOT CONTROL (Residence Districts)

2516.1 If approved by the Board of Zoning Adjustment as a special exception under § 3104, two (2) or more principal buildings or structures may be erected on a single subdivided lot, subject to the provisions of this section.

The subject application proposes the construction of two principal buildings on a single lot, but does not comply with the provisions of this section.

2516.2 This section applies to construction on a lot that is located in, or within twenty-five feet (25 ft.) of, a Residence District.

The subject property is located within a R-4 residence district.

2516.3 In addition to other filing requirements, the applicant shall submit to the Board, with the new application, four (4) site plans for all new rights-of-way and easements, and existing and preliminary landscaping and grading plans with approximate building footprints; provided:

- (a) The applicant shall also submit, either with the original application or at a later time, final landscaping and grading plans and two (2) sets of typical floor plans and elevations; and*
- (b) If the applicant elects to submit the plans referenced in § 2516.3(a) at a later date, the Board's original approval shall be conditional, subject to a later public hearing and final decision on the project as a whole.*

The applicant has submitted grading and landscaping plans. The landscaping plan provides trees at the entrance and along a portion of the parking lot, but nowhere else. No foundation plantings are proposed to the front of the structures. The Office of Planning recommends that shade trees be provided to the rear of the structures, and ornamental trees and foundation plantings in the form of shrubbery to the front.

The Department of Health has stated concerns about the suitability of the soils for construction and the proposed overall storm water management plan in a memorandum dated September 8, 2005 (see Attachment 2).

DDOT has concerns regarding the proposed private drive. No details were provided indicating how this drive would be constructed. Specifically, DDOT expressed concern that the residents of this development would in the future request dedication of the private drive as a public street for maintenance and snow removal, without any guarantees that they will not be inheriting a substandard street.

2516.4 The number of principal buildings permitted by this section shall not be limited; provided, that the applicant for a permit to build submits satisfactory evidence that all the requirements of this chapter (such as use, height, bulk,

open spaces around each building, and limitations on structures on alley lots pursuant to § 2507), and §§ 3202.2 and 3202.3 are met.

The application proposes the construction of 24 flats (48 units), consistent with this section. The use and height of the buildings are in conformance with the provisions of the R-4 Zone District. However, in order to satisfactorily document that the proposal is in conformance with all of the requirements, including the bulk regulations, theoretical lot lines must be shown on the plan, along with the necessary accompanying charts and calculations. Without the theoretical lot lines, depicting the area, minimum width and minimum depths of yards, density of the site cannot be controlled. Therefore, the subject application is not in conformance with this criterion.

2516.5 If a principal building has no street frontage, as determined by dividing the subdivided lot into theoretical building sites for each principal building, the following provisions shall apply:

- (a) The front of the building shall be the side upon which the principal entrance is located;*
- (b) Open space in front of the entrance shall be required that is equivalent either to the required rear yard in the zone district in which the building is located or to the distance between the building restriction line recorded on the records of the Surveyor of the District of Columbia for the subdivided lot and the public space upon which the subdivided lot fronts, whichever is greater;*
- (c) A rear yard shall be required; and*
- (d) If any part of the boundary of a theoretical lot is located in common with the rear lot line of the subdivided lot of which it is a part, the rear yard of the theoretical lot shall be along the boundary of the subdivided lot.*

The subject application is not in conformance with this criterion. Although the principal buildings have no street frontage, the site plan does not divide the lot into theoretical lots. All of the front entrances face the drive and parking lot, making the front of each building the side that faces the drive and parking lot.

The minimum front open space requirement of 20 feet, equal to the rear yard requirement within the R-4 Zone District, is not provided. Not only does the proposed site plan not depict this open space, but also it proposes either common parking within a parking lot or the private drive within that area. A minimum of one parking space needs to be delineated on each theoretical lot improved with a flat, which is not provided for by the application.

The application does request relief under Section 2116 to allow parking to the front of the structures. However, relief cannot be granted from special exception criteria. Rather, the Office of the Attorney General advises the Office of Planning that if the special exception criteria cannot be met, the special exception is not available and

variances must be sought. The Office of Planning does not believe that variances could be sufficiently met to allow the proposed development.

As the proposed site plan does not depict the required theoretical lot lines, the Office of Planning cannot complete its evaluation against subsection (d) above.

2516.6 In providing for net density pursuant to § 2516.11, the Board shall require at least the following:

(a) The area of land that forms a covenanted means of ingress or egress shall not be included in the area of any theoretical lot, or in any yard that is required by this title;

The area of the land that forms the means of ingress and egress has not been provided. A rough estimate of the area of the drive and parking lot is 16,200 square feet, reducing the area of the theoretical lot to approximately 44,565 square feet.

(b) Notwithstanding any other provision of this title, each means of vehicular ingress or egress to any principal building shall be twenty-five feet (25 ft.) in width, but need not be paved for its entire width;

The means of ingress or egress is 25 feet in width within the drive, narrowing to a minimum of 20 feet within the parking lot.

(c) If there are not at least two (2) entrances or exits from the means of ingress or egress, a turning area shall be provided with a diameter of not less than sixty feet (60 ft.); and

There are not at least two entrances or exists from the means of ingress or egress. However, a turning area with a diameter of 60 feet is proposed.

(d) The requirements of paragraphs (b) and (c) of this subsection may be modified if the Board finds that a lesser width or diameter will be compatible with, and will not be likely to have an adverse effect on, the present character and future development of the neighborhood; provided, that the Board shall give specific consideration to the spacing of buildings and the availability of resident, guest, and service parking.

The Department of Fire and Emergency Medical Services has informed the Office of Planning that a minimum 26 feet, with no parking allowed, is required for their vehicles. Therefore, a lesser width will have an adverse effect on the neighborhood, as it will impair FEMS from adequately performing their duties.

2516.7 Where not in conflict with the Act to Regulate the Height of Buildings in the District of Columbia, approved June 1, 1910 (36 Stat. 452, as amended; D.C. Official Code §§ 6-601.01 to 6-601.09 (2001) (formerly codified at D.C. Code §§ 5-401 to 5-409 (1994 Repl. & 1999 Supp.))), the height of a building governed by the provisions of this section, in all zone districts, shall be measured from the finished grade at the middle of the front of the building.

The application indicates that the heights of the buildings are measured in conformance with Zoning Regulations.

2516.8 The provisions of this section shall also apply to buildings erected under the terms and conditions of § 410, relating to a group of one-family dwellings, flats, or apartment houses, or a combination of such buildings.

The application requests approval of 24 flats for a total of 48 units. The subject application has been reviewed against the provisions of Section 410 and found not to be in conformance with that section.

2516.9 The proposed development shall comply with the substantive provisions of this title and shall not likely have an adverse effect on the present character and future development of the neighborhood.

The erection of two buildings designed to appear as two rows of flats will be similar in appearance to the surrounding brick row houses provided brick facing is provided along the sides of buildings. This will allow the proposed buildings to appear as brick from the front, more in character with the present character of the neighborhood.

The siting of the buildings provides for a significantly more intense development due to the lack of green space between the front walls of the buildings and the sidewalk. The minimum 20 foot deep open space as required by Section 2516.5(b), together with the provision of brick siding along the sides of the buildings, is necessary to create an appearance more in line with the present character of the neighborhood.

2516.10 Before taking final action on an application under this section, the Board shall refer the application to the D.C. Office of Planning for coordination, review, and report, including:

- (a) The relationship of the proposed development to the overall purpose and intent of the Zoning Regulations, and other planning considerations for the area and the District of Columbia as a whole, including the plans, programs, and policies of other departments and agencies of the District government; provided, that the planning considerations that are addressed shall include, but not be limited to:*
 - (1) Public safety relating to police and fire concerns;*
 - (2) The environment, relating to water supply, water pollution, soil erosion, and solid waste management;*

- (3) *Public education;*
- (4) *Recreation;*
- (5) *Parking, loading, and traffic;*
- (6) *Urban design; and*
- (7) *As appropriate, historic preservation and visual impacts on adjacent parkland;*

The Office of Planning has concerns regarding parking, urban design, soil stability, storm water management and adequate accessibility for emergency service. The site is located approximately 0.4 miles from the Anacostia Metrorail Station and the application proposes 30 parking spaces. Although the Zoning Regulations only require 24, the potential exists that there could be at least one car per household, or 48 vehicles parked regularly on-site. In addition, the site plan proposes common parking, inconsistent with the proposed use of flats. FEMS has indicated that no parking can be allowed on the private drive and cul-de-sac, with the result that any overflow parking will end up on surrounding neighborhood streets. Therefore, the Office of Planning recommends that at least 48 parking spaces be provided on-site.

The Office of Planning also has concerns regarding the urban design of the project. As indicated above, the minimum 20-foot open space in front of each entrance needs to be provided to ensure the continuity of the open areas provided to the front of the existing surrounding row houses and soften the appearances of the proposed buildings from the asphalt paving.

FEMS has informed the Office of Planning that rear vehicular access is required. The site plan fails to provide this. The applicant has proposed a second fire hydrant to the rear of the structures. FEMS informed the Office of Planning by telephone that although the second fire hydrant helps, it does not alleviate the problem.

DDOT has informed the Office of Planning that they have concerns regarding the construction of the private drive. Future residents may request that this drive be dedicated as a public street. However, no construction details were provided with the application indicating the standards to which this drive is to be constructed. Absent of such details, DDOT is concerned about being requested to accept into their system a private street not constructed to DDOT's standards.

The proposed project consists of two and three bedroom units. The Office of Planning anticipates that families move into some of these units. However, the plan does not depict any kind of recreational facilities or playgrounds for resident children.

The subject property is neither located within an historic district nor adjacent to parkland.

- (b) *Considerations of site planning; the size, location, and bearing capacity of driveways; deliveries to be made to the site; side and rear yards; density and open space; and the location, design, and screening of structures;*

The density appears to be appropriate, based on the Office of Planning's estimation of the area of the proposed drive and parking lot. The actual square footage of the drive and parking lot was requested from the applicant, but not received. This figure is necessary in order to accurately calculate the permitted density.

- (c) *Considerations of traffic to be generated and parking spaces to be provided, and their impacts;*

As indicated above, the Office of Planning is concerned that the amount of parking provided will be insufficient to meet the needs of the residents. Parking for each flat should be provided on that theoretical lot of the unit associated with it, and not in common. The proposal does not meet this standard.

- (d) *The impact of the proposed development on neighboring properties; and*

The impact of the proposed development on neighboring properties will be increased if parking on-site is not sufficient to accommodate all of the vehicles of its residents as a result of an increase in on-street parking within the surrounding neighborhood.

- (e) *The findings, considerations, and recommendations of other District government agencies.*

With the exception of FEMS, the Department of Health and DDOT, whose findings are described above, no other agencies commented on the application.

2516.11 The Board may impose conditions with respect to the size and location of driveways; net density; height, design, screening, and location of structures; and any other matter that the Board determines to be required to protect the overall purpose and intent of the Zoning Regulations.

Net density of the site is within the permitted parameters, assuming 1,800 square feet of lot area per flat after subtracting out the estimated area of the paving. However, the design and location of the structures do not provide for the minimum 20-foot open space at each front entrance, and parking is not provided for each proposed flat on the theoretical lot associated with it. Without the provision of these items, the Office of

Planning cannot recommend conditions and believes that the application should be denied.

2616 LOCATION OF PARKING SPACES

2116.6 The Board shall determine that it is not practical to locate the spaces in accordance with § 2116.2 for the following reasons:

- (a) Unusual topography, grades, shape, size, or dimensions of the lot;*
- (b) The lack of an alley or the lack of appropriate ingress or egress through existing or proposed alleys or streets;*
- (c) Traffic hazards caused by unusual street grades; or*
- (d) The location of required parking spaces elsewhere on the same lot or on another lot would result in more efficient use of land, better design or landscaping, safer ingress or egress, and less adverse impact on neighboring properties.*

The application requests that parking be permitted to the front of the proposed structures, and not to the side and rear as required by § 2116.2. The Office of Planning cannot recommend approval of this request because the project does not comply with the required front open space and the proposed parking spaces are not in line with any possible theoretical lot lines. Therefore, the Office of Planning recommends denial of the request to permit parking to the front of the structures.

COMMUNITY COMMENTS

The applicant indicated that proposal was to have been presented to ANC 8A at their regularly scheduled meeting on September 6, 2005. The ANC has not responded to requests for comments from the Office of Planning.

AGENCY COMMENTS

The **Fire and Emergency Medical Services Department** indicated a need for rear access to the proposed units and a minimum 26-foot width of the private drive.

The **Department of Health** indicated a need for a soils report and a storm water management plan for the houses and other impervious areas.

The **District Department of Transportation** informed the Office of Planning by telephone that they have concerns with the proposed private drive. Details of its construction were not provided. Should the residents request dedication of the private drive in the future as a public street, DDOT would have no guarantees that it was constructed in conformance with their standards.

Comments were also solicited from **Public Schools, Department of Parks and Recreation,** and **WASA**, but none were received.

RECOMMENDATION

The Office of Planning is in favor of the construction of new housing in Ward 8, the development of long vacant parcels and the efficient use of land within the District, but not at all costs. The proposed development, as currently designed, would result in the introduction of apartments into the R-4 Zone District, inconsistent with the use provisions of that zone district and the existing surrounding residential neighborhood. There are multiple site design, environmental and public safety issues that if addressed adequately will result in a different proposal.

Theoretical lot lines are a necessity not only to create flats out of what are now apartment buildings, but also to ensure compliance with the bulk regulations of the R-4 Zone District and Sections 410, 2516 and 2116. Minimum lot area, lot width, front open space and location of off-street parking cannot be reviewed and evaluated without this crucial information. Therefore, the Office of Planning recommends **DENIAL** of the application.

Emc/sjm^{AICP}

GOVERNMENT OF THE DISTRICT OF COLUMBIA
FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT
WASHINGTON, D. C. 20001



MEMORANDUM

TO: Richard D. Fleming
A/Deputy Fire Chief - Fire Marshal
FROM: Tony Sneed ^{TS}
RANK: Captain **CO/PLT:** FPD
DATE: August 11, 2005
SUBJECT: Special Exemption 1270 A-D through 1280 A-D Talbert St SE.

The proposal is to develop 24 2 units of masonry and aluminum siding. The proposed construction will have 3 stories with a basement and will not exceed 40 feet in height.

An on sight visit was conducted and the concerns are:

- 1) Rear access to buildings 1 through 6 would need to be made through an existing drive that belongs to the owner of 1262 Talbert Ter SE. Does the owner of the proposed building have an agreement to allow rear access to these buildings? Could permission be obtained?
- 2) Rear access to buildings 7 through 24 would be made from an alley to the rear of the 1300 block of Morris Rd SE. Currently this alley is in disrepair and would need to be brought up to code per Department of Transportation standards.
- 3) Height of the buildings not to exceed 40 feet in height. The 2000 International Fire Code section D105 AERIAL FIRE APPARATUS ACCESS ROADS subsection D105.2 WIDTH, "Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144mm) in height." The current proposal is for a 25 five foot wide drive off of Talbert Ter.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Department of Health
Environmental Health Administration



Watershed Protection Division

MEMORANDUM

TO: Stephen J. Mordfin, AICP
Office of Planning

FROM:  Tim Karikari, P.E., CPESC
Chief, Sediment & Stormwater Tech Services Branch

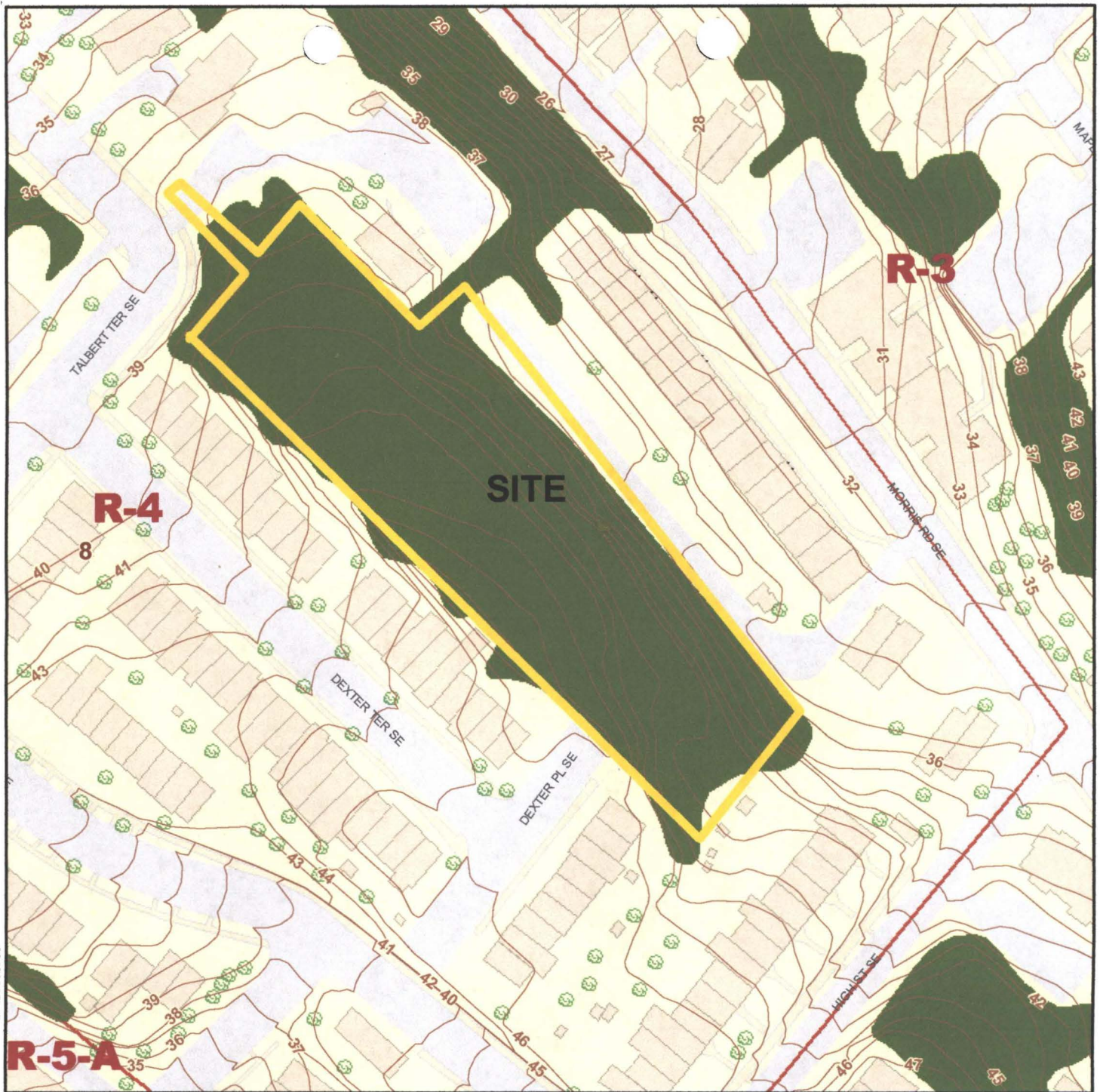
DATE: September 8, 2005

SUBJECT: Review Comments on BZA Application No. 17360, 1270-1280 Talbert Street, S.E.

I have reviewed the package that you sent me regarding the above project. My review dealt only with erosion and sediment control and storm water management. Based on my review of the materials you submitted, I have the following comments:

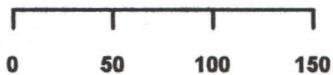
- 1) It appears based on the District's Soil Survey Manual that the proposed development will occur on soils classified as "Urban Land-Christiana-Sunnyside Association. Because soils in this series tend to be unstable, 21 DCMR Chapter 5 (Section 544.3) requires the developer to provide a soils report including recommendations addressing the suitability of the site for construction.
- 2) I have concerns regarding the storm water management plan. The plan only partially addresses the overall storm water management issue. Storm water management was provided for only the parking lot. Storm water management for the houses and other impervious areas was not addressed.
- 3) The proposed development would involve approximately 1.3 acres of land disturbance, therefore, in addition to District building permit requirements for storm water management and erosion and sediment control, the developer is also required to comply with the Federal NPDES MS-4 Permit requirements for construction activity involving one or more acres of land disturbance. Information regarding the federal NPDES Permit may be accessed from EPA's website (www.epa.gov/npdes/eNOI).

Please, contact me at (202) 535-2248 if you have any questions.



OPID0006753

Feet



BZA APPLICATION NO. 17360

1270-1280 Talbert Street, S.E.

★ ★ ★ Government of the
District of Columbia
Anthony A. Williams, Mayor

Office of Planning ~ July 18, 2005

This map was created for planning
purposes from a variety of sources.
It is neither a survey nor a legal document.
Information provided by other agencies
should be verified with them where appropriate.

