

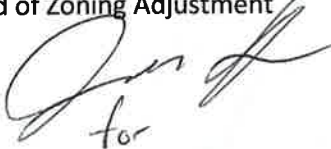
GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning, and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe
Associate Director 

DATE: March 1, 2016

SUBJECT: **Supplementary Report: BZA Case No. 19101 – 2112-2126 3rd Street, NE**

APPLICATION

(Darryl) O.A. Sulekoiki (the “Applicant”) requested additional zoning relief since their initial zoning hearing for a special exception, pursuant to 11 DCMR §§ 2117.9 for required parking for one row dwelling to be located on an adjacent lot to complete construction of eight row houses, with two units per row house, on eight record lots in the R-4 District at premises 2112-2126 3rd Street, NE (Square 3561, Lots 42-49).

RECOMMENDATION

The Applicant’s plan (see Figure 1) shows three of the four parking spaces for Lots 42 and 43 split by a lot line and accessed through an illegal curb cut adjacent to a 15’ public alley at the rear of the site. The illegal curb cut leads to public space behind the sidewalk that is paved, also without permit, which is used to maneuver into and out of the proposed parking spaces (see Figure 2). This use of public space is not consistent with the District Department of Transportation’s (DDOT) standards and will not likely be permitted. As such, the Applicant is not able to legally access three spaces perpendicular to Rhode Island Avenue in Lots 42 and 43. While DDOT does not object to parking spaces that are split by a lot line provided an easement is granted, DDOT objects to the approval of the requested special exception because these three parking spaces will be inaccessible.

Board of Zoning Adjustment
District of Columbia

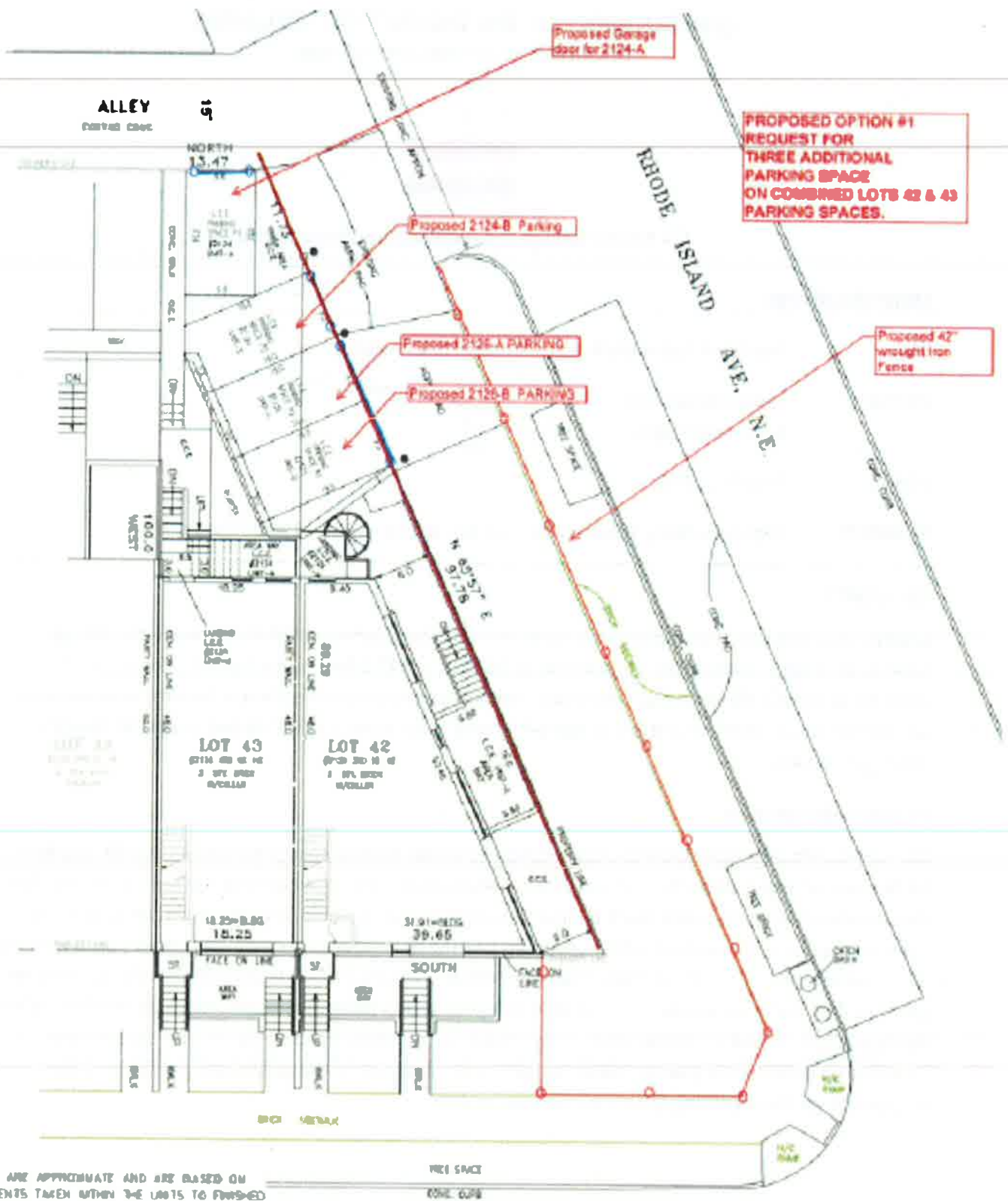


Figure 1: Site Plan for Lots 42 and 43 (Source: The Applicant)



Figure 2: Photo of Curb Cut and Public Space on Rhode Island Avenue for Lots 42 and 43 (Source: Google Maps)

Furthermore, the steps, areaways, and lead walks in public space for these eight lots have not been permitted. DDOT expects the Applicant to pursue a public space permit through DDOT's permitting process for these and any other elements in public space requiring approval. The Applicant may refer to the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space. A summary can be found in DDOT's Public Realm Design Manual.

SZ:ei

