

# Government of the District of Columbia


## Department of Transportation



### d. Planning and Sustainability Division

#### MEMORANDUM

**TO:** District of Columbia Board of Zoning Adjustment

**FROM:** Anna Chamberlin  
Neighborhood Planning Manager 

**DATE:** January 18, 2018

**SUBJECT:** BZA Case No. 19901 – 2501 West Street SE

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#### APPLICATION

HIP West St Partners LLC (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 10, requests area variances from the lot dimension requirements of Subtitle D § 302.1, and from the side yard requirements of Subtitle D § 307.4, to construct six new, attached principal dwellings. The site is located in the R-3 Zone at 2501-2509 West Street SE (Square 5808, Lots 824, 69 and 50).

#### SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. As one means 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 multimodal transportation network.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The Applicant is proposing three (3) shared curb cuts off of West Street SE;
- The property is adjacent to an unimproved alley;
- The Applicant is providing six (6) vehicle parking spaces on-site accessed via West Street SE;
- Vehicle parking is not required for an attached single dwelling within an R zone if the lot does not have access to an improved public alley (DCMR 11-702.3);

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- The proposed curb cuts on West Street SE would eliminate a minimum of six (6) curb side parking spaces in exchange for six (6) private spaces, and increase the amount of conflict points between vehicles and pedestrians (DEM 31.5);
- Adjacent curb cuts that access two different properties must be no less than 24-ft from each other which would likely not work with the current lot configuration (DEM 31.5.3); and
- DDOT is unlikely to support curb cuts for this project during public space permitting, which might impact the final design of the project.

## RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the Applicant's request and determined that based on the information provided, this proposed action will have no adverse impacts on the travel conditions of the District's transportation network, but the project will reduce the amount of available on-street parking spaces within the immediate area as it proposes three (3) shared curb cuts on West Street SE. Despite these impacts, DDOT has no objection to the approval of this application.

- However, DDOT expects the Applicant to file for public space permits prior to any construction because the building design might change if the curb cuts are not approved.

## VEHICULAR PARKING

The Applicant is proposing a shared curb cut off of West Street SE. DDOT notes that vehicle parking is not required for an attached single dwelling within an R zone if the lot does not have access to an improved public alley, as is the case for the subject property (DCMR 11-702.3). The property is adjacent to an unimproved alley that can be improved for site access. If constructing the alley is determined to be unfeasible, DDOT is unlikely to support a curb cut during the permitting process as it would eliminate a minimum of six (6) curb side parking spaces in exchange for six (6) private spaces, and increase the number of conflict points between vehicles and pedestrians (DEM 31.5).

## PUBLIC SPACE

DDOT's lack of objection to the application should not be viewed as an approval of public space elements. If any portion of the project has elements in the public space requiring approval, such as a curb cut or leadwalk, the Applicant is required to pursue a public space permit through DDOT's permitting process. Per the DDOT Design and Engineering Manual, a new curb cut or driveway is not permitted from any property with potential alley access (DEM 31.5.1). DDOT is unlikely to support a curb cut for this project given its impact to street parking and possible alley construction. Additionally, adjacent curb cuts that access two different properties must be no less than 24-ft from each other which would likely not work with the current lot configuration (DEM 31.5.3). Applicant should refer to Titles 11, 12A and 24 of the DCMR, DDOT's Design and Engineering Manual, and DDOT's Public Realm Design Manual for public space regulations and guidance.

AC:kb