

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, AICP 
Associate Director

DATE: December 10, 2021

SUBJECT: BZA Case No. 20594 – 3007 Albemarle Street NW

APPLICATION

Nezahat and Paul Harrison (jointly the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X § 1002, requests a special exception from the minimum lot dimensions of Subtitle D § 302.1 and the lot frontage requirements of Subtitle C § 303.2 to raze an existing principal dwelling unit, and subdivide the lot to construct two (2) new, detached, principal dwelling units. The site is located in the R-8 Zone at 3007 Abermarle Street NW (Square 2041, Lot 818). The site will provide two (2) vehicle parking space per dwelling unit. Access to the western lot will be provided via a driveway to Appleton Street, while access to the eastern lot will be provided by a driveway and curb cut to Albemarle Street NW.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action will not have adverse impacts on the District’s transportation network. DDOT has no objection to the approval of this application.

DDOT does not object to the proposed access plan; however it is noted that both curb cuts and driveways to Appleton Street and Albemarle Street are larger than the 8 to 12-foot widths allowed by the Design and Engineering Manual for residential properties (DEM 31.5.3.d). The Applicant should update this on the plans. Shrinking the curb cuts and driveway within the public right-of-way may also have impacts on the design of the driveway on private property. Specifically, the Applicant should reduce the width of the 16-foot driveway on Albemarle Street to 12 feet or less and replace the leftover area with green space or landscaping.

STREETSCAPE AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as an approval of the public realm design. If any portion of this or future projects at the property propose elements within District owned right-of-way, the Applicant is required to pursue a public space permit through DDOT's permitting process. It is noted that the site has a 22-foot Building Restriction Line (BRL) along the Albemarle Street NW frontage. The area between the property line and BRL is regulated as if it is DDOT public space and should remain park-like" with landscaping. Along Appleton Street, the Applicant is proposing a leadwalk, stairs, and a planter which will need to be reviewed in greater detail during public space permitting.

Since the Applicant is proposing a new curb cut and driveway to Appleton Street, the Applicant will be required to get approval by the Public Space Committee (PSC). DDOT does not object to the presence of separate curb cuts for each of the two properties since the proposed design provides the least amount of pavement to serve both sites. However, DDOT notes that the width of the curb cuts are both in excess of the 8-12 foot range allowed in (DEM 31.5.3.d) for residential properties within 14 or fewer parking spaces. The revised design of the curb cuts in the public right-of-way and any impacts to the driveway portion on private property should be updated on the plan set. Any left over area after reducing the driveways and curb cuts should be replaced with green space or 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 \(DEM\)](#), 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.

AC:sm