

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*
Acting Associate Director

DATE: February 21, 2025

SUBJECT: BZA Case No. 21230 – 1110 Hamlin Street NE

APPLICATION

Washington Area Bicyclist Association (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests the Board of Zoning Adjustment (BZA) grant a Special Exception from the zone boundary line crossing a lot requirements of Subtitle A § 207.2 and an Area Variance from the density requirements of Subtitle G § 201.1 to convert an existing house into an office. The site is split between the R-2 and MU-3A Zones at 1110 Hamlin Street NE (Square 3876, Lot 47) and is served by a 15-foot public alley and a curb cut to Hamlin Street NE.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. In addition, the project may 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 this application.

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 Hamlin Street NE 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 property has an existing 10-foot curb cut on Hamlin Street NE. This curb cut has a non-standard design and its location directly adjacent to an alley violates DDOT’s required 24-foot setback between a

Board of Zoning Adjustment
District of Columbia

curb cut and an alley. Normally, when a property changes use, DDOT requires applicants to apply for all existing curb cuts as new, and it is unlikely that this curb cut would be approved as-is. However, in this case, the Applicant is not proposing any modifications to public space. To save the Applicant, who is a non-profit organization, from having to initiate a new public space application and construction project only for this curb cut closure, DDOT has agreed to install a bike rack within the curb cut, between the sidewalk and roadway, to prevent vehicles from blocking the sidewalk.

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](#), the property does not have any Heritage or Special Trees. DDOT expects that the Applicant coordinate with the Ward 5 Arborist regarding the preservation and protection of existing small street trees.

MS:nh