District of Columbia Office of Planning

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Matthew Jesick, Development Review Specialist
MBR
Maxine Brown-Roberts, Associate Director for Development Review

DATE: November 23, 2026

SUBJECT: BZA #21526 – 2427 Chain Bridge Road, NW – Request for relief to widen an existing driveway

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I. RECOMMENDATION

The Office of Planning (OP) recommends **approval** of the following requested special exception:

- C § 711.5, pursuant to C § 711.11 – Driveway Width (10' wide maximum; 13.3' existing; Proposed to maintain 13.3' curb cut, but widen to 24.4' maximum on private property).

II. LOCATION AND SITE DESCRIPTION

Applicant	Kleber Ribeiro dos Santos, owner
Address	2427 Chain Bridge Road, NW
Legal Description	Square 1415E, Lot 13
Ward, ANC	Ward 3; ANC 3D
Zone	R-1B – Low density single dwelling detached housing
Historic District / Resource	None
Lot Characteristics and Existing Development	Existing single dwelling detached house with a single-bay garage facing the street.
Adjacent Properties and Neighborhood Character	Surrounding neighborhood is almost exclusively detached houses, many with front driveways.
Proposal	The applicant proposes to convert existing living space in their dwelling into an additional garage bay. To access the new garage they propose to widen the driveway, but not the curb cut.

III. ZONING REQUIREMENTS AND RELIEF REQUESTED

Section	Regulation	Existing	Proposed	Relief
C § 711.5	Driveway serving a single dwelling unit may be no more than 10' wide	13.3' for entire length of driveway	Maintain 13.3' curb cut, but widen driveway to 24.4' on the subject lot	**Requested – Special Exception**

Board of Zoning Adjustment
District of Columbia
CASE NO. 21526
EXHIBIT NO. 10

IV. ANALYSIS

The applicant proposes to add a garage bay to their home, and concomitantly request relief to widen their driveway to accommodate the larger garage. Special exception relief is necessary because C § 711.5 limits the width of driveways to 10 feet. The Board is authorized to grant the relief pursuant to C § 711.11, which is reviewed below.

711.11 The Board of Zoning Adjustment may grant full or partial relief from the requirements of Subtitle C §§ 711.5 through 711.7 as a special exception under Subtitle X, Chapter 9, and subject to the following:

(a) The Office of Zoning shall refer any request under this subsection to the Office of Planning and the District Department of Transportation for review and comment, which shall include an evaluation of the applicant's satisfaction of the requirements of paragraph (b) of this subsection; and

(b) The applicant shall demonstrate to the Board's satisfaction:

(1) A reasonable difficulty in providing the full-sized driveway width or alley centerline setback; and

Not applicable, as the driveway already exceeds the maximum allowable width.

(2) Vehicle movement and turning diagrams demonstrating that the proposed relief would allow safe:

(A) Access for vehicles of average dimensions to and from the parking spaces for which the driveway or alley centerline setback provides access; and

At Exhibit 16A, the applicant has provided turning diagrams that indicate that vehicle should be able to access the parking spaces served by the driveway.

(B) Use of the street or alley by pedestrians and vehicles.

OP defers to DDOT for any transportation analysis, but the applicant provided turning diagrams at Exhibit 16A that seem to indicate that vehicles could easily access the on-site parking spaces. Chain Bridge Road is a dead-end street that appears to have limited vehicular traffic, but to the extent that this application could impact traffic flow, allowing greater on-site parking could improve the situation by minimizing the need for on-street parking. Similarly, Chain Bridge Road does not have sidewalks and likely has limited pedestrian activity, but allowing for greater on-site parking could lessen impacts to any walkers.

General Special Exception Criteria – Subtitle X § 901.2

901.2 (a) [Granting the special exception] Will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps;

Granting the requested special exception should be in harmony with the intent of the Zoning Regulations. Front driveways are found at many houses in this neighborhood, and widening this driveway would not be out of character for the area. Also, the driveway width limitation only applies within 20 feet of the street, but given the location of this house close to the street, any widening of the driveway would necessitate relief. In addition, granting the relief would further the intent of the R-1B zone. The purpose of the R-1B zone is, in part, to "Stabilize the residential areas and promote a suitable environment for family life" (D § 101.3(b)). Allowing a homeowner to make reasonable improvements to their home and property would be in furtherance of that goal.

901.2(b) *[Granting the special exception] Will not tend to affect adversely, the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps;*

As addressed in the above analysis, the requested special exception for a wider driveway should not impact traffic flow on the subject street, nor impact pedestrian movement. The proposed design would maintain the residential character of the area, and would not alter the overall streetscape, as seen in the photos at Exhibit 7.

V. COMMENTS OF OTHER DISTRICT AGENCIES

As of this writing there are no comments from other District agencies in the record.

VI. ANC COMMENTS

An ANC memo in support of the application is at Exhibit 17.

VII. COMMUNITY COMMENTS

As of this writing there are no comments from the community in the record.

VIII. VICINITY MAP

