

Holland & Knight

2099 Pennsylvania Avenue, N.W., Suite 100 | Washington, DC 20006 | T 202.955.3000 | F 202.955.5564
Holland & Knight LLP | www.hklaw.com

Christine Moseley Shiker
202.457.7167
christine.shiker@hklaw.com

November 29, 2011

VIA HAND DELIVERY

D.C. Board of Zoning Adjustment
Suite 210
441 4th Street, N.W.
Washington, D.C. 20001

Re: Board of Zoning Adjustment Application 18283 (1250 New Hampshire Ave., NW)
Prehearing Submission

Dear Members of the Board:

On behalf of the International Monetary Fund, enclosed please find an unbound original and twenty copies of the prehearing submission in support of the above-referenced application for special exception and variance relief.

Should you have any questions regarding this matter, please do not hesitate to have staff contact me.

Sincerely,

HOLLAND & KNIGHT LLP



Christine Moseley Shiker

Enclosures

cc: Joel Lawson, Office of Planning
Karen Thomas, Office of Planning
Martin Parker, DDOT

(Via Hand Delivery; w/enclosure)
(Via Hand Delivery; w/enclosure)
(Via Hand Delivery; w/enclosure)

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18283
EXHIBIT NO. 25

Board of Zoning Adjustment
District of Columbia
CASE NO.18283
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2011 NOV 29 AM 9:40

OFFICE OF ZONING

**BEFORE THE BOARD
OF ZONING ADJUSTMENT
FOR THE DISTRICT OF COLUMBIA**

RECEIVED
DC. OFFICE OF ZONING
2011 NOV 29 AM 9:50

**APPLICATION OF THE
INTERNATIONAL MONETARY FUND
1250 NEW HAMPSHIRE AVENUE, NW**

**BZA APPLICATION NO. 18283
HEARING DATE: DEC. 13, 2011
ANC 2B**

STATEMENT OF THE APPLICANT

**I.
NATURE OF RELIEF SOUGHT**

This statement is submitted on behalf of the International Monetary Fund (the "IMF") in support of its application to the Board of Zoning Adjustment for the following variance and special exception relief from the requirements of the Zoning Regulations pursuant to 11 DCMR §§ 3103.2 and 3104.1: (i) a variance to reduce the number of parking spaces required by Section 2101.1 of the Zoning Regulations; and (ii) special exception relief for the roof structure pursuant to Section 411.11 of the Zoning Regulations. The requested relief will permit the renovation of an existing apartment house located at 1250 New Hampshire Avenue, NW, currently known as a portion of Record Lot 186 in Square 70¹ (the "Site"). The proposed development is appropriate for the Site, fully compatible with the surrounding area, and not inconsistent with both the Comprehensive Plan and the Zoning Regulations.

**II.
JURISDICTION OF THE BOARD**

The Board of Zoning Adjustment (the "Board") has jurisdiction to grant the variance and special exception relief requested herein pursuant to Sections 3103 and 3104 of the District of Columbia Municipal Regulations ("Zoning Regulations"). 11 DCMR §§ 3103 and 3104.

¹ A subdivision plat was recorded in the Office of the DC Surveyor on Friday, November 21, 2011, creating two new record lots in place of Lot 186. Record Lot 196 corresponds to the Bond Building, and Record Lot 197 corresponds to the Concordia Building.

III. **BACKGROUND**

A. Description and Background of the Site

The Site consists of a portion of Record Lot 186 in Square 70. Square 70 is bounded by N Street on the north, 21st Street and New Hampshire Avenue on the east, M Street on the south and 22nd Street on the west. It is bisected by Ward Place. The Site is located along New Hampshire Avenue in the north half of the square.

The Site is improved with a ten-story apartment building with one below-grade level of parking and is known as the Concordia (the "Concordia"). The Concordia was constructed in the mid-1960's. In the early 1970's, the IMF purchased the Concordia and the adjacent Bond Building. In 1972, the buildings were joined by a one-story connector containing approximately 190 square feet and became a single building for zoning purposes. Since that time, the single building has been used primarily for visitors to the IMF, the World Bank and International Finance Corporation as well as for attendees of the IMF Institute. The IMF Institute provides training to officials of member countries in the formulation and implementation of economic and financial policies through courses, seminars and conferences held at the IMF's headquarters in Washington, D.C.

B. Description of Surrounding Area

The Site is located at the northwest corner of New Hampshire Avenue and 21st Street. The area is generally characterized by office buildings, apartment houses, and hotels. Office and residential uses are located in the northern portion of Square 70. Immediately across Ward Place is a commercial office building with ground floor retail. The Washington Marriott Hotel is located immediately to the west of that office building. A Federal Reservation is located within the triangular area formed by the intersection of New Hampshire Avenue and 21st Street.

The Future Land Use Map of the Comprehensive Plan designates the Site for High Density Residential Use. The areas to the west and south of the Site are designated mixed use for High Density Residential Use and Medium Density Commercial Use. The area further to the northwest of the Site is designated for Moderate Density Residential Use. The Site is located within close proximity to the Dupont Circle and Foggy Bottom Metrorail Stations as well as the Farragut West and Farragut North Metrorail Stations. The Site is also well-served by numerous Metrobus routes.

C. Existing Zoning

The Site is zoned R-5-E and is located within the Dupont Circle Overlay District. The R-5 Districts are General Residence Districts designed to permit flexibility of design by permitting in a single district all types of urban residential development if they conform to height, density and area requirements. The R-5-E zone district permits a relatively high height and medium-high density and permits an apartment house as a matter of right. As a matter-of-right, the R-5-E district permits a maximum building height of 90 feet and a maximum FAR of 6.0.

The area immediately to the north and east of the Site are zoned R-5-E, with the property to the west not being located with the Dupont Circle Overlay District. To the south and southwest, the zoning is DC/CR. The area further to the north is zoned DC/R-5-B while the area to the southeast is zoned C-3-C.

D. Project Description

Both the Concordia and adjacent Bond Building are in need of major renovations to ensure basic operations. As a result, the IMF intends to renovate the Concordia for continued use primarily as a housing facility for training participants at the IMF Institute. Because the

renovated Concordia Building will be sufficient to satisfy the IMF's needs, the IMF intends to sell the Bond Building for renovation and future use by a third-party purchaser. Thus, the single building connection which was constructed in or around 1972 when the buildings were joined to create a single building will be demolished, and the buildings will be separated. New record lots are in the process of being created in order to allow this renovation and sale to move forward.

The renovation of the Concordia involves re-cladding the building, enhancing and updating the interior space and bringing elements of the building in compliance with current standards. The renovation relies on the existing footprint and structural system of the building and adds no additional gross floor area or height to the building. The renovation will incorporate the latest technology to create a more energy efficient building, with the goal of seeking LEED Gold status for Design and Construction and LEED Platinum for Concordia's operation and maintenance.

In evaluating its occupancy requirements for moving forward, the IMF has determined that it needs to provide a total of 121 units within the existing gross floor area to satisfy the demand for units, which is an increase of 16 units from the maximum permitted of 105 units. This increase results in a parking requirement of 30 spaces which cannot be accommodated within the existing facilities. Furthermore, in order to continue to provide access to the existing roof top pool in compliance with the Americans with Disabilities Act, the IMF must bring an elevator to the roof, which necessitates relief from the specific provisions of Section 411 of the Zoning Regulations. Thus, the Applicant seeks a variance to reduce the number of parking spaces required under Section 2101.1 of the Zoning Regulations and special exception relief for the roof structure pursuant to Section 411.11 of the Zoning Regulations.

IV.
THE APPLICANT MEETS THE TEST FOR VARIANCE RELIEF
TO REDUCE THE PARKING REQUIRED
PURSUANT TO 11 DCMR § 2101.1

A. Standards for Granting Area Variances

Under D.C. Code §6-641.07(g)(3) and 11 DCMR 3103.2, the Board is authorized to grant an area variance where it finds that three conditions exist:

- (1) the property is unusual because of its size, shape or topography or other extraordinary or exceptional situation or condition;
- (2) the owner would encounter practical difficulties if the zoning regulations were strictly applied; and
- (3) the variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose and integrity of the zone plan as embodied in the Zoning Regulations and Map.

See French v. District of Columbia Board of Zoning Adjustment, 658 A.2d 1023, 1035 (D.C. 1995) (quoting *Roumel v. District of Columbia Board of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980)); see also, *Capitol Hill Restoration Society, Inc. v. District of Columbia Board of Zoning Adjustment*, 534 A.2d 939 (D.C. 1987). As discussed below, the renovated building and the variance requested for the same meet all three prongs of this test.

B. Variance from the Parking Requirements of Section 2101

Since constructed, the Concordia has contained no more than 105 residential units, which resulted in a parking requirement of 26 spaces both under the Regulations in effect at the time it was constructed as well as under the current Zoning Regulations (i.e., 1 space for each 4 dwelling units). As part of the renovation, the IMF intends to increase the number of units to 121 residential units within the same amount of gross floor area. The existing building contains one level of below-grade parking and a small surface lot at the rear of the building. Within this space, the Concordia can only accommodate the existing 26 parking spaces.

The Site's exceptional conditions result in a practical difficulty with complying with the strict application of the Zoning Regulations. The Site is an irregularly-shaped lot and improved with an irregularly shaped building that was constructed in the mid 1960's. The existing building will be renovated within the confines of the existing structure, and the existing core and structural elements will not change.

Strict adherence to the Zoning Regulations would require that the building provide 30 total parking spaces. The existing parking facility can only accommodate 26 parking spaces in the configuration shown on the plans submitted with the application, which maintains the existing building footprint. Within the below grade facility, the layout of the parking spaces is dictated by the location of existing columns and facilities and conforms to its originally constructed layout. Similarly, the small surface parking lot at the rear of the building provides the maximum number of parking spaces that can be accommodated while maintaining compliance with the other zoning requirements. Due to the unique configuration of the wedge-shaped lot, no above-grade structure can be incorporated to provide additional parking in this area. Specifically, this above-grade structure would have insufficient space for ramping, maneuvering and parking clearances in order to maintain the maximum lot occupancy of 75%. Moreover, such a structure would impede access to existing surface spaces. Furthermore, the existing below-grade garage extends directly under the entire surface parking lot; thus, the surface parking lot cannot be excavated in order to provide additional below-grade levels. Such excavation is not possible given the location and configuration of the existing structure and foundations as well as the fact that there would be insufficient area for ramping down without losing or impeding access to the existing garage spaces.

The requested relief can be granted without harm to the public good and without threat to the integrity of the zone plan. The parking to be provided for the newly renovated and expanded building will be sufficient to serve the demands of the proposed building. Specifically, the Transportation Assessment provided by Wells & Associates and dated October 31, 2011, a copy of which is attached as Exhibit E, evaluated the demand of the parking based on the current and continued use of the building. Based on the limited parking demands in the past by both guests and employees of the Concordia, the traffic consultant concluded that the parking provided will meet the needs of the building with the additional units.

Furthermore, the building is located in close proximity to multiple Metrorail stations and numerous bus routes. Specifically, the Dupont Circle and Foggy Bottom Metrorail Stations are less than one-half mile of the Site, and the Farragut North and Farragut West Metrorail Stations area less than three-quarters of a mile from the Site. In addition, the Site is well-served by 14 bus routes and 14 bus stops within approximately two blocks of the Site. Finally, the Site is well-situated for walking, biking and car share opportunities. Accordingly, there will be no detrimental impact on the public or on the Zone Plan.

V.
THE APPLICANT MEETS THE TEST FOR
SPECIAL EXCEPTION RELIEF TO ALLOW ADJUSTMENTS TO THE ROOF
STRUCTURE REQUIREMENTS UNDER 11 DCMR §§ 411

A. Description of Special Exception Relief Requested

Due to the configuration of the existing building and the need to comply with standards and requirements not in effect at the time of construction, the project does not fully comply with the roof structure requirements set forth in Section 411 of the Zoning Regulations. Specifically, Section 411.5 of the Zoning Regulations provides that enclosing walls from roof level shall be of equal height. Because the proposed project does not comply with this provision, the Applicant

requests special exception relief to deviate from the strict compliance of the Zoning Regulations as permitted under Sections 411.11 and 3104.1 of the Zoning Regulations.

B. Standard for Approving Special Exception Relief

Relief granted through a special exception is presumed appropriate, reasonable and compatible with other uses in the same zoning classification, provided the specific regulatory requirements for the relief requested are met. In reviewing an application for special exception relief, "[t]he Board's discretion ... is limited to a determination of whether the exception sought meets the requirements of the regulations." *First Baptist Church of Washington v. District of Columbia Board of Zoning Adjustment*, 423 A.2d 695, 701 (D.C. 1981) (quoting *Stewart v. District of Columbia Board of Zoning Adjustment*, 305 A.2d 516, 518 (D.C. 1973)). If the applicant meets its burden, the Board must ordinarily grant the application. *Id.*

C. Standard of Review for Roof Structure Special Exceptions

Under Section 411.11, the Board may grant special exception relief from the strict requirements for a roof structure where full compliance is "impracticable because of operating difficulties, size of building lot, or other conditions relating to the building or surrounding area" and would be "unduly restrictive, prohibitively costly, or unreasonable." 11 DCMR §411.11. The Board may approve deviations from the roof structure requirements provided the intent and purpose of Chapter 400 and the Zoning Regulations are not "materially impaired by the structure, and the light and air of adjacent buildings shall not be affected adversely." *Id.*

Section 411.5 of the Zoning Regulations provides that enclosing walls from roof level shall be of equal height; however, the enclosing walls of the roof structure are not of equal height for the renovated project. The Applicant requests relief from Section 411.5 in order to incorporate a roof structure that has walls of unequal height. Specifically, the Concordia

currently includes a penthouse structure that has a maximum height of 11 feet above the roof on which it sits. The roof also includes an existing swimming pool. The Americans with Disabilities Act requires that access be provided to this existing swimming pool, which was not required at the time of original construction, and thus, an elevator must be brought to the roof. The elevator and elevator override equipment must be enclosed within a portion of the penthouse that has a maximum height of 17 feet, 5 inches above the roof on which it sits. If all walls of the penthouse are raised to this level, the penthouse would no longer meet the required 1:1 setback requirements for the exterior wall facing the alley.

The proposed roof structure does comply, however, with the spirit and intent of the roof structure provisions and the Zoning Regulations by ensuring adequate light and air to adjacent property and abutting streets. The creation of a roof structure that is set back fully in compliance with the regulations and minimizes height except in the area that additional height is absolutely necessary preserves the light and air of other buildings and has no adverse impacts. Furthermore, given the setbacks of the penthouse, the higher portion of the penthouse will not be visible from any of the abutting public spaces. Accordingly, the proposed penthouse is in harmony with the purpose and intent of the Zoning Regulations and meets the test for special exception relief under Section 411.11.

VI.

COMMUNITY SUPPORT

The Applicant presented the project to the Advisory Neighborhood Commission 2B ("ANC 2B") at its regularly-scheduled public meeting on October 12, 2011. The ANC 2B voted unanimously (7-0) to support the application. A copy of the letter in support is attached as Exhibit F.

VII.
EXHIBITS SUBMITTED IN SUPPORT OF THE APPLICATION

- Exhibit A: Map showing the Site highlighted in yellow;
- Exhibit B: A portion of the Zoning Map showing the Site;
- Exhibit C: Future Land Use Plan and Interpretive Legend;
- Exhibit D: Letter from Zoning Administrator dated May 23, 2011;
- Exhibit E: Parking Memorandum prepared by Wells & Associates and dated October 31, 2011;
- Exhibit F: Letter of Support from Advisory Neighborhood Commission 2B;
- Exhibit G: Outline of Testimony of Pamela P. Rosen, representative of the Applicant;
- Exhibit H: Outline of Testimony and Resume of John Edwards, Bonstra Haresign Architects;
- Exhibit I: Outline of Testimony and Resume of Jami L. Milanovich, Wells and Associates;
- Exhibit J: Outline of Testimony and Resume for Steven E. Sher, Land Planner; and
- Exhibit K: Re-issued Architectural Plans and Drawings for the project.

VIII.
WITNESSES

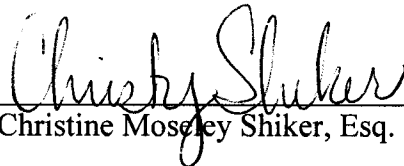
- A. Pamela P. Rosen, representative of the IMF
- B. John Edwards, Bonstra Haresign Architects
- C. Jami L. Milanovich, Wells and Associates
- D. Steven E. Sher, Land Planner

IX.
CONCLUSION

For the reasons stated above, the requested relief meets the applicable standards for variance and special exception relief under the Zoning Regulations. Accordingly, the Applicant respectfully requests the Board to grant the application.

Respectfully submitted,

HOLLAND & KNIGHT, LLP

By: 
Christine Moseley Shiker, Esq.

2099 Pennsylvania Avenue, N.W.
Suite 100
Washington, D.C. 20006
(202) 955-3000

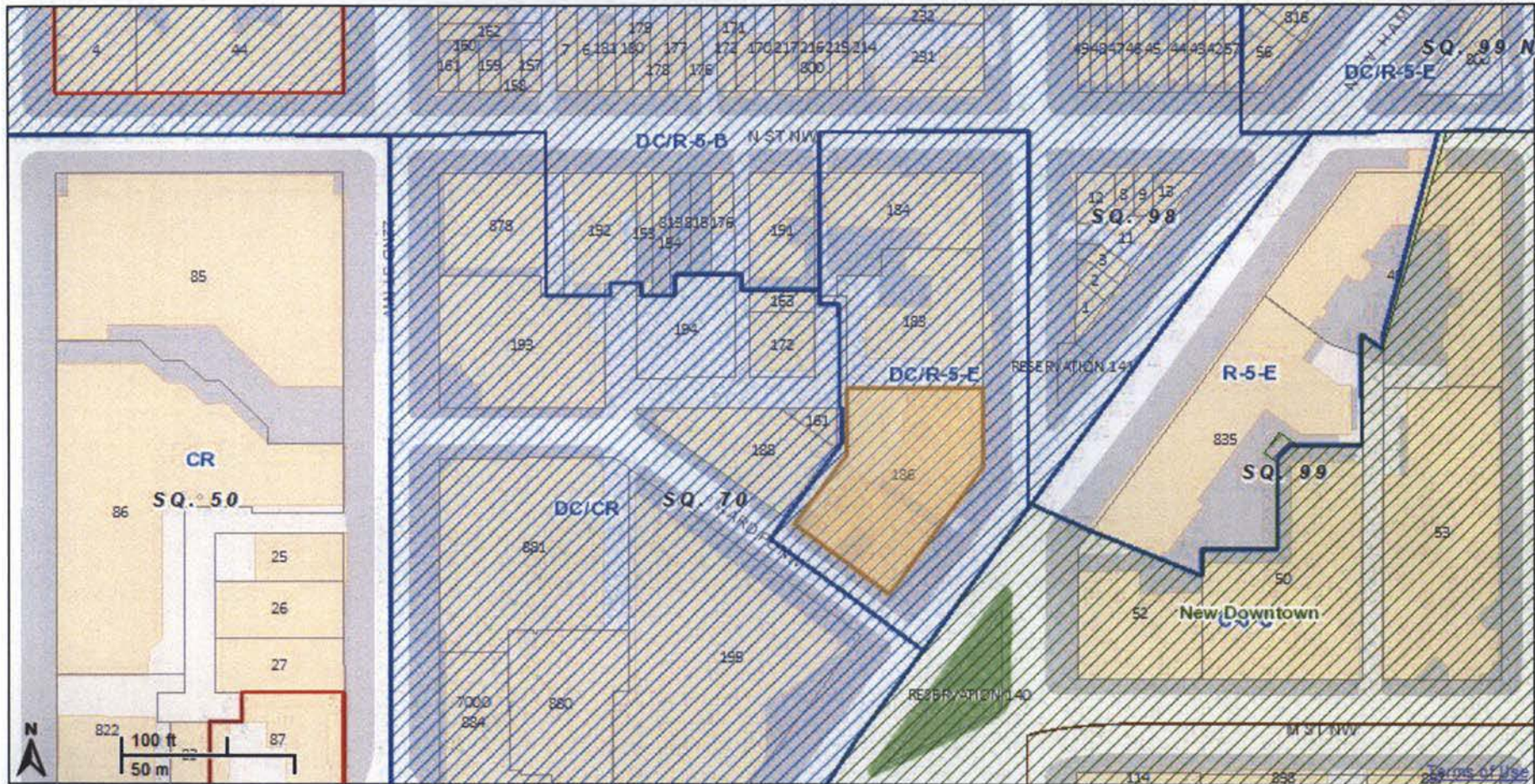
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A

B



District of Columbia Office of Zoning
EXTRACT OF THE DISTRICT OF COLUMBIA ZONING MAP
November 17, 2011

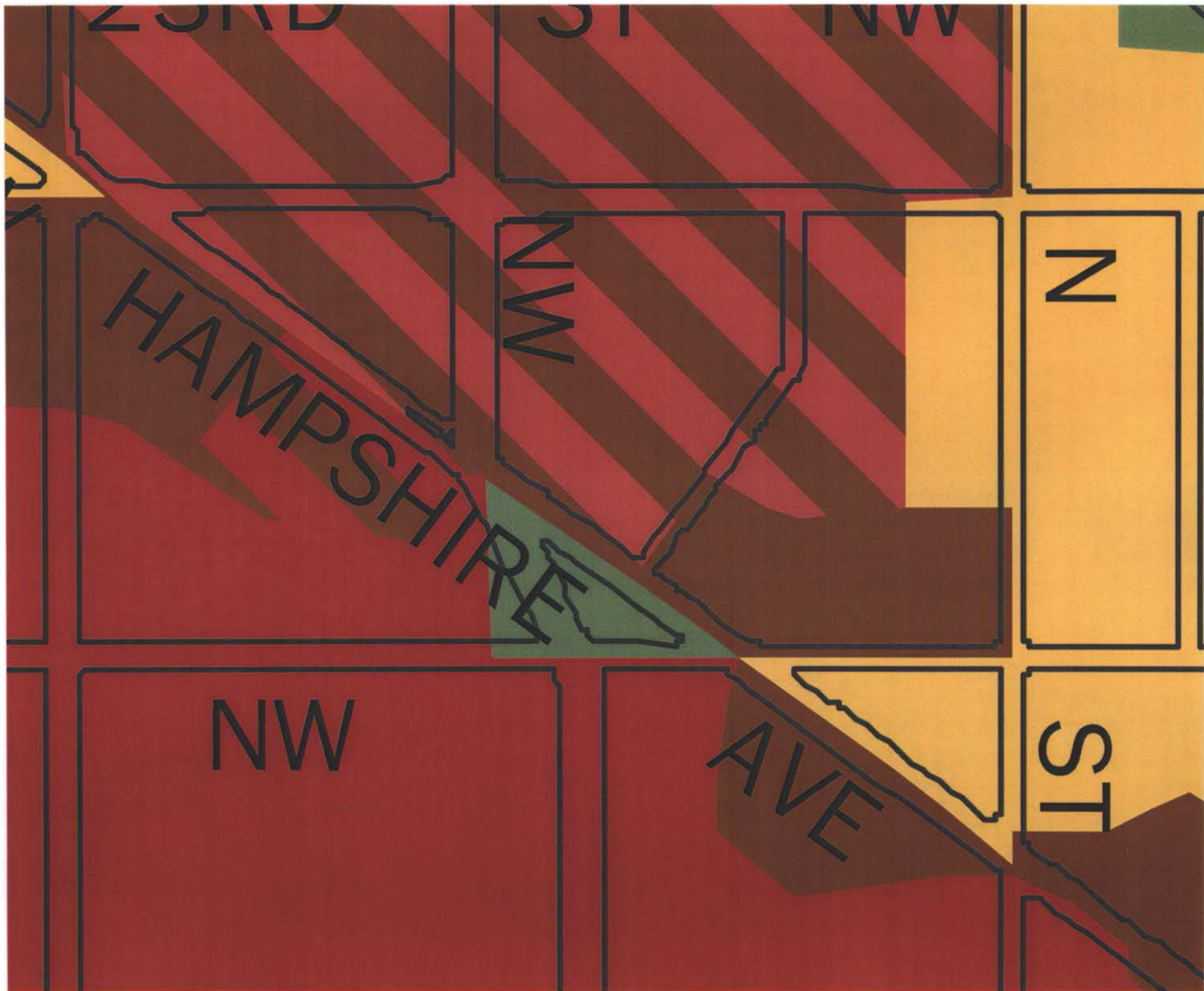


**Zoning
Layers**

- | | | |
|--------------------|--------------|-----------------|
| Zone Districts | CEA | Pending PUDs |
| Historic Districts | Campus Plans | PUDs |
| Overlays Districts | TDRs | Air Rights Zone |

To certify zoning on any property in order to satisfy a legal requirement, contact the Office of Zoning at (202) 727-6311.

2



LEGEND

Residential Land Use Categories



Low Density Residential

Defines the District's single family neighborhoods. Single family detached and semi-detached housing units with front, back, and side yards are the predominant uses.



Moderate Density Residential

Defines the District's row house neighborhoods as well as its low-rise garden apartment complexes. Also applies to areas characterized by a mix of single family homes, 2-4 unit buildings, row houses, and low-rise apartment buildings. In some older inner city neighborhoods with this designation there may also be existing multi-story apartments.



Medium Density Residential

Defines neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas. This designation also may apply to taller residential buildings surrounded by large areas of permanent open space.



High Density Residential

Defines neighborhoods and corridors where high-rise (8 stories or more) apartment buildings are the predominant use. Pockets of less dense housing may exist within these areas.

Commercial Land Use Categories



Low Density Commercial

Defines shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts that draw from a broader market area. Their common feature is that they are comprised primarily of one- to three-story commercial buildings.



Moderate Density Commercial

Defines shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business district uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height.



Medium Density Commercial

Defines shopping and service areas that are somewhat more intense in scale and character than the moderate-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas generally draw from a citywide market area. Buildings are generally larger and/or taller than those in moderate density commercial areas but generally do not exceed eight stories in height.



High Density Commercial

Defines the central employment district of the city and other major office employment centers on the downtown perimeter. Characterized by office and mixed office/retail buildings greater than eight stories in height, although many lower scale buildings (including historic buildings) are interspersed.



Production, Distribution, and Repair

This category defines areas characterized by manufacturing, warehousing, wholesale and distribution centers, transportation services, food services, printers and publishers, tourism support services, and commercial, municipal, and utility activities which may require substantial buffering from noise, air pollution, and light-sensitive uses such as housing. This category is also used to denote railroad rights-of-way, switching and maintenance yards, bus garages, and similar uses related to the movement of freight, such as truck terminals.

Public and Institutional Land Use Categories



Federal

Includes land and facilities owned, occupied and used by the federal government, excluding parks and open space. Uses include military bases, federal government buildings, the International Chancery Center, federal hospitals, and similar federal government activities. The "Federal" category generally denotes ownership rather than use. Land with this designation is generally not subject to zoning.



Local Public Facilities

Includes land and facilities occupied and used by the District of Columbia government or other local government agencies (such as WMATA), excluding parks and open space. Uses include public schools including charter schools, public hospitals, government office complexes, and similar local government activities. Because of the scale of this map, local public facilities smaller than one acre—including some of the District's libraries, police and fire stations, and similar uses—may not be shown.



Institutional

Includes land and facilities occupied and used by colleges and universities, large private schools, hospitals, religious organizations, and similar institutions. Because of the scale of this map, smaller institutional uses such as churches are generally not shown unless they are located on sites that are several acres in size.



Parks, Recreation, and Open Space

Includes the federal and District park systems, including the National Parks, the circles and squares of the L'Enfant city and District neighborhoods, the National Mall, settings for significant commemorative works, certain federal buildings such as the White House and the US Capitol grounds and museums, and District-operated parks and associated recreation centers. It also includes permanent open space uses such as cemeteries, open space associated with utilities such as the Dalecarlia and McMillan Reservoirs, and open space along highways such as Sullyland Parkway. This category includes a mix of passive open space (for resource conservation and habitat protection) and active open space (for recreation).

Mixed Land Use



Areas where the mixing of two or more land uses is encouraged are shown using striped patterns. The colors of the stripes correspond to the specific land uses. The general density and intensity of development within a Mixed Use area is determined by the specific mix of uses. If the desired outcome is to emphasize one use over the other (for example, ground floor retail with three stories of housing above), the map may indicate the dominant use by showing it at a slightly higher density (in this case, "Moderate Density Residential/ Low Density Commercial"). The Comprehensive Plan Area Elements may also provide additional detail on the specific mix of uses envisioned.



Water Bodies



Metro Stations



Metro Lines

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**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS
OFFICE OF THE ZONING ADMINISTRATOR**



May 23, 2011

Christy Moseley Shiker
Holland & Knight LLP
Suite 100
2099 Pennsylvania Avenue, NW
Washington DC 20006

Re: Bond and Concordia Buildings -International Monetary Fund; 1230-1250 New Hampshire Avenue, NW - Subdivision and Use

Dear Ms. Shiker:

This is to confirm the substance of our discussions on March 23, 2011, regarding the proposed subdivision and use of the Bond and Concordia Apartment Buildings located at 1230-1250 New Hampshire Avenue, NW (Lot 186, Square 70). You informed me that the International Monetary Fund ("IMF") would like to subdivide Lot 186 into two record lots, creating two separate buildings to enable the IMF to sell the Bond Building and to maintain and renovate the Concordia Building for continued use by the IMF for its visitors and training participants.

Background

The subject property is zoned R-5-E and is located within the Dupont Circle Overlay District. The subject property is not located within a historic district, and neither the Bond Building nor the Concordia Building is a designated historic landmark. According to information provided to me, the Bond Building was originally constructed in the early 1900s and included 71 units. The Concordia Building was constructed in the mid-1960s and included 104 units.

In or around 1971, the IMF purchased the two buildings with the intent of using the residential units for visitors to the IMF, the World Bank and International Finance Corporation as well as for attendees of the IMF Institute. The IMF Institute was established in 1964 to provide training for officials of the IMF member countries and IMF staff.

In 1972, the buildings were joined by a one-story connector containing 190 square feet, according to Zoning Computation Sheet ZA-72-144 (the "1972 Zoning Computation Sheet"),

and a single building was created (the "Single Building"). A copy of the 1972 Zoning Computation Sheet is attached at Tab 1. Simultaneously, Lot 186 was created by combining Lot 181, on which the Concordia Building was located, with Lots 29, 30, 164 and 171, on which the Bond Building was located. Thus, the Single Building was located on Lot 186.

Pursuant to Certificate of Occupancy CO1001083, the Single Building contains 178 units. The IMF began using the residential units for the intended uses in or around 1973. The visitors to the building were primarily for transient accommodation (i.e., less than 30 days) as is currently defined in the Zoning Regulations.

You informed me that both buildings are in need of major renovations to ensure basic operations. As a result, the IMF intends to renovate and reclad the Concordia Building for continued use as housing for guests to the IMF, World Bank and IFC as well as for attendees of the IMF Institute. Because the renovated Concordia Building will be sufficient to satisfy the IMF's needs, the IMF intends to sell the Bond Building for renovation and future use by a third-party purchaser. You have asked me (1) to determine whether the subdivision may proceed as a matter-of-right and under what conditions and (2) to determine whether the IMF may continue to use the Concordia Building in the same manner as the Single Building is operated.

Subdivision

In order to physically separate the Bond Building from the Concordia Building and sell it as a separate property from the Concordia Building, the IMF proposes subdividing Lot 186 into two separate record lots. One new record lot will be identical to Lot 181 on which the Concordia Building was located in 1972. The other record lot will be identical to the sum total of Lots 29, 30, 164 and 171, on which the Bond Building was located in 1972. Because a single building must be located on a single record lot, the connector for the Single Building must be demolished, and the Concordia Building and Bond Building will each become a single building on a single record lot.

Section 101.6 of the Zoning Regulations provides that "[w]here a lot is divided, the division shall be effected in a manner that will not violate the provisions of this title for yards, courts, other open space, minimum lot width, minimum lot area, floor area ratio, percentage of lot occupancy, parking spaces, or loading berths applicable to that lot or any lot created." You provided information to me confirming that the Bond Building and the Concordia Building when separated will each comply with FAR (i.e., maximum of 6.0 FAR), height (i.e., maximum of 90 feet), and lot occupancy (i.e., maximum of 75%).

The Bond Building did not include parking when it was constructed. The Concordia Building provided 26 spaces for the 104 units constructed, according to Zoning Computation Sheet ZA-64-641 ("1964 Zoning Computation Sheet"). A copy of the 1964 Zoning Computation Sheet is attached at Tab 2. According to the 1972 Zoning Computation Sheet, no change in parking was required for the Single Building. When separated, the Bond Building will continue

to have no parking. The Concordia Building will provide at least 25 parking spaces for the 99 units currently located within the Concordia Building. To the extent that the Bond Building or Concordia Building is renovated, reconstructed or enlarged, parking must be provided in accordance with Chapter 21 of the Zoning Regulations.

The Bond Building did not include loading when it was constructed. According to the 1964 Zoning Computation Sheet, the Concordia Building included one loading berth within an open space on the lot. The Zoning Regulations in place at that time required one 45-foot loading berth with a 200-square foot platform. When separated, the Bond Building will continue to have no loading. The Concordia Building will continue to provide one 45-foot loading berth with a 200-square foot platform. To the extent that the Bond Building or Concordia Building is renovated, reconstructed or enlarged, loading spaces must be provided as set forth in Chapter 22 of the Zoning Regulations.

When constructed, the Bond Building included a side yard having a width of 9.67 feet and a rear yard having a width of 14.67 feet. The Bond Building was a nonconforming structure due to the widths of its rear and side yards in 1972 when the connection was put in place, and it will continue to maintain the same nonconforming structure status with the separation of the Single Building. When constructed, the Concordia Building did not include any side yard and had an irregularly-shaped rear yard having a width of approximately 58 feet. The Concordia Building was a conforming structure when the connection was put in place, and it will continue to be a conforming structure with the separation of the Single Building.

Section 2000.4 of the Zoning Regulations states that a nonconforming structure lawfully existing on May 12, 1958, that remains nonconforming may be maintained subject to the provisions of Chapter 20. Section 2001.2 states that ordinary repairs, alterations and modernization to the structure, including structural alterations, shall be permitted. Pursuant to Section 2001.3(b)(2), an addition or enlargement to a nonconforming structure can neither increase nor extend any existing nonconformity or create any new nonconformity. Because this alteration to the Bond Building does not result in the enlargement or addition of the building nor does it extend the existing nonconformities or create any new nonconformity, such alteration is permitted. The Bond Building will continue to constitute a nonconforming structure and may be expanded or enlarged only in compliance with Chapter 20 of the Zoning Regulations.

Based on this information, a subdivision of Lot 186 into two records lots as described above would be permitted as a matter of right so long as the connector is demolished contemporaneously with the creation of the subdivision. This office will approve this subdivision as proposed but will require evidence of a permit application for the demolition of the connector.

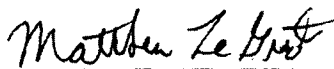
Transient Accommodation

In 1989, the Zoning Commission of the District of Columbia amended the Zoning Regulations to modify the text of the definition of "apartment" to introduce a duration of stay requirement on dwelling units classified as "apartments". As amended, the definition of "apartment" now requires a minimum stay of thirty days. Thus, the IMF's use of the building for visitors of less than thirty days makes it a transient accommodation under the amendment to the Zoning Regulations and that use became inconsistent with the definition of an "apartment" in the Zoning Regulations.

The District of Columbia recognizes that, where a change occurs in the Zoning Regulations, the operations of a building may continue in its then current operating condition without the need to change the manner of the its operations, provided that there is a continuous operation of the pre-existing condition.

Based on information provided by the IMF, the Single Building has been continuously used since its operation began in 1973 for visitors to the IMF, the World Bank and International Finance Corporation as well as for attendees of the IMF Institute. The visitors may be in town for job interviews with these entities, be looking for permanent housing upon first arriving to take up a job, or be attending business meetings at the IMF, World Bank or IFC. These visitors most often stay for less than thirty days. Based on this information, the IMF may continue to use the Concordia Building for apartment use with no minimum stay requirement following its renovation, for an apartment house containing up to 178 units.

Please let me know if you have any further questions.

Sincerely, 
Matthew Le Grant
Zoning Administrator

Attachments

File: Det Ltr re 1250 New Hampshire Ave NW - IMF to Shiker 5-23-11

DISTRICT OF COLUMBIA GOVERNMENT
DEPARTMENT OF LICENSING AND INSPECTIONS
ZONING DIVISION

FILE NO.

27-72-144

ZONING COMPUTATION SHEET - RESIDENCE USE

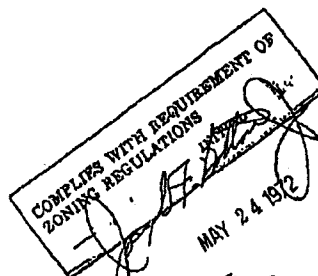
1. Owner INTERNATIONAL MINISTART FUND		2. Location 1230-50 NEW HAMPSHIRE AVE N.W.		3. Square 70
4. Lot 186	5. Zone R-5-D	6. Use of Bldg. or Structure APARTMENT HOUSE (Addition)	7. Now Existing to -- Alter existing -- ✓	8. Type of Structure Conforming -- ✓ Nonconforming --
9. Use of Structure Conforming -- ✓ Nonconforming --	10. Width of Adjacent Streets 21 st St. -- 90' N.H. Ave. -- 120'	11. Width of Adjacent Alleys 10' 14' 30'	12. Width of Restriction Lines None	
13. Application of Act of June 1, 1910 Height of Bldg. 90' Excess Height -- None	14. Type of Lot Corner -- ✓ Through -- Triangle -- Alley -- Interior --	15. Number of Dwelling Units 71 (Rundliff) 104 CENT 175 FAMIL	16. Number of Parking Spaces Required -- No Change Provided --	
17. Location of Parking Spaces Same Lot -- Separate Lot -- Open Area -- Within Bldg. -- ✓	18. Number of Loading Berths Required -- Provided -- Open Area -- Within Bldg. --	19. Lot Area N/A Min. Allowed -- Provided --	20. Lot Width N/A Min. Allowed -- Provided --	
21. Lot Occupancy 75% Allowed -- Provided --	22. Gross Floor Area Total -- 1904 (N/A)	23. Cellar Area Total --	24. Floor Area Ratio G.O. Allowed -- Provided -- 1904	25. Height of Building Curb to first floor -- All. to high point of roof -- Grade to first floor -- to ceiling top story -- to high point of roof --
26. Number of Stories Allowed -- Provided -- 1 (all) Basement -- Cellar --	27. Rear Yard, depth -- Required -- Provided -- Side Yard, width -- No CHANGE Open Court, width -- 10' -- 10' Closed Court, width -- Closed Court, area --	28. Accessory Building Location -- Height -- None Area --		

REMARKS

Addition to units 100 bldgs.

Comments

1. Present lot
2. Needs cut of driveway
2. Driveway



Mr. Davis called
5/6/72

LI-2-2
5/2/58

DISTRICT OF COLUMBIA GOVERNMENT
DEPARTMENT OF LICENSES AND INSPECTIONS
ZONING DIVISION

BZA 7849
FILE NO.
64-641

ZONING COMPUTATION SHEET - RESIDENCE USE

1. Owner R.B. GERBER		2. Location 1245 NEW HAMPS. AVE. N.W. 1250		3. Square 70
4. Lot 5242559.57 181	5. Zone R-5-D	6. Use of Bldg. or Structure APARTMENT	7. New ☒ Existing ☐ Alter existing ☐	8. Type of Structure Conforming ☒ Nonconforming ☐
9. Use of Structure Conforming ☒ Nonconforming ☐	10. Width of Adjacent Streets NEW HAMPSHIRE - 720 21ST ST. - 90'	11. Width of Adjacent Alleys 10' 7 30'	12. Width of Restriction Lines NONE	
13. Application of Act of June 1, 1930 Height of Bldg. 90' ✓ Excess Height 17.85'	14. Type of Lot Corner ☒ Through ☐ Triangle ☐ Alley ☐ Interior ☐	15. Number of Dwelling Units 104	16. Number of Parking Spaces Required 26 Provided 26 1 E.A. 4	
17. Location of Parking Spaces Same Lot ☒ Separate Lot ☐ Open Area -10 Within Bldg. -16	18. Number of Loading Berths Required ONE Provided ONE Open Area ☒ Within Bldg. ☐	19. Lot Area Min. Allowed N.P. Provided 13,135.8	20. Lot Width Min. Allowed N.P. Provided 75'-4" 21ST ST.	
21. Lot Occupancy Allowed 75% Provided 65% 1942	22. Gross Floor Area Total 78,774	23. Cellar Area Total 33	24. Floor Area Ratio Required 78,774 / 1250 = 6.0 Provided 5.99 78,774	25. Height of Building Curb to first floor 11' 4" to high point of roof 89' 39" Grade to first floor 1.25' to ceiling top story 88' 41" to high point of roof 89' 15"
26. Number of Stories 10 Allowed NOLIMIT Provided 10 Basement ☐ Cellar ☐	27. 5' x 12' Near Yard, depth 21.86' Side Yard, width NONE Open Court, width NONE Closed Court, width NONE Closed Court, area NONE	28. Accessory Building Location NONE Height NONE Area NONE		

REMARKS

TO 67 MINUS RAMP
1ST FL. - 7603
2ND FL. 609 X 8 - 64536
3RD FL. 5069
MINUS 2102 - 6635
78,774 G.F.A.

EXCESS HT.

TOP ROOF PARAPET 156.50'
CURB 66.64' 21ST ST. CURB 66.64'
BLDG. HT. 89.16'

TOP FENT 174'
TOP PARAPET 171.23'
17.56'

ROOF AREA 8942 1/2 = 2950 1/2
LOT AREA 13,135 7/8 = 3255 1/4
PENT HOUSE 960 1/2

COMPLIES WITH REQUIREMENT
OF ZONING REGULATIONS

250' LONG DOCK
RAMP 10'
DAVIS HOLDINGS E.A.

NEAR BASEMENT? OUT
RECORD LOT
BZA - 7849

ELEVATION: 5' 6" FENT HOUSE
NEW PRODUCTION PLANT

E



WELLS + ASSOCIATES

MEMORANDUM

TO: Jeff Jennings, DDOT

CC: Margaret Van Voast, International Monetary Fund
Christine Shiker, Holland & Knight

FROM: Jami Milanovich, P.E.
Amber N. Mikec, P.E.

RE: International Monetary Fund/Concordia Parking Variance – BZA Application No. 18283
1250 New Hampshire Avenue, NW
Transportation Assessment

DATE: October 31, 2011

INTRODUCTION

The International Monetary Fund (IMF), the Applicant, is renovating the existing 105-unit residential building located at 1250 New Hampshire Avenue, NW (known as the Concordia) with plans to reconfigure the building to include 121 units within the same gross floor area. The Applicant is scheduled to appear before the Board of Zoning Adjustment (BZA) on December 13, 2011, at which time approval for a zoning variance on parking will be requested.

The site (Square 70, Lot 186) is located on the northwest corner of the New Hampshire Avenue/21st Street intersection in the northwest quadrant of the District, as shown on Figure 1. The site is located in the residential R-5-E zoning district and within the Dupont Circle overlay. Currently, the site is improved with a ten-story building and one below-grade level. The Concordia's 105 residential units are used to house visiting members and guests of the International Monetary Fund (IMF), World Bank, and International Finance Corporation (IFC) as well as attendees of the IMF Institute (located within the IMF Headquarters). The Concordia renovation will include recladding the building's exterior as well as modernizing the interior space to create a more energy efficient and sustainable building. As such, the renovations will take place within the confines of the existing structure. Due to the physical constraints of the site and the fact that the existing building footprint will remain intact, the additional parking spaces required by the Zoning Regulations as a result of the proposed additional 16 residential units, cannot be accommodated.

Consistent with existing conditions, the proposed plan, shown on Figures 2 and 3, includes a ten-story building, with one below-grade level of parking; however, the number of units will increase from 105 to 121 units. The existing building contains a total of 26 parking spaces, all of which will remain with the proposed renovation. Eleven of these parking spaces are located at the rear of the building in a surface

parking lot and would remain as currently located. Access to these spaces is provided via an alley that connects to Ward Place. The remaining 15 parking spaces are located in the below-grade parking garage, accessed via New Hampshire Avenue, and also will remain as currently located.

The purpose of this memo is to provide an overview and inventory of available alternative transportation options and a parking assessment of the Concordia in support of the Applicant's request for relief from the requirement to provide four additional parking spaces.

ALTERNATIVE TRANSPORTATION OPTIONS

The Washington Metropolitan Area Transit Authority (WMATA) operates both a Metrorail and Metrobus system, which provide transit service to commuters and visitors to the Washington, D.C. metropolitan area.

The Metrorail system has two transit stations that are within one-half of a mile of the Concordia and two other transit stations that are within three-quarters of a mile of the site. The Foggy Bottom Metro Station (Blue and Orange Lines) is located on the northwest corner of the 23rd Street/I Street intersection and is approximately 0.45 miles walking distance from the site. The Dupont Circle Metro Station (Red Line) is located on the southwest corner of the Connecticut Avenue/Q Street intersection and is approximately 0.47 miles walking distance from the site. The Farragut North Metro Station (Red Line) is located on the northeast corner of the Connecticut Avenue/17th Street/K Street intersection and is approximately 0.65 miles walking distance from the site. Additionally, the Farragut West Metro Station (Blue and Orange Lines) is located on the southeast corner of the 17th Street/I Street intersection and is approximately 0.73 miles walking distance from the site. These Metro stations are shown on Figure 4.

WMATA's Metrobus system, the Maryland Transit Administration (MTA), and DC Circulator currently provide public bus service near the Concordia. As shown in Table 1, the site is well served by 14 bus routes and 14 bus stops within an approximately two block radius. Figure 5 shows the bus stops and multiple bus routes that service the Concordia's surrounding area.

Zipcar is an automated car sharing system (membership and valid driver's license required) in the Washington, D.C. area. Zipcar currently operates 51 Zipcars (at 13 different stations) within a three block radius of the site, as shown on Figure 6. This service is available to eligible guests and employees of the Concordia. Information on Zipcar, including locator maps, eligibility requirements, and fees, will be provided to guests at registration and employees during orientation.

Capital Bikeshare is an automated bicycle rental/bicycle sharing system in the Washington, D.C. area, which also is available close to the Concordia. The closest Bikeshare station is located on M Street between New Hampshire Avenue and 21st Street, approximately 350 feet (or 0.07 miles) walking distance from the site, and another six stations are located within approximately five blocks of the site, as shown on Figure 6. The Concordia will provide information to guests at registration about the Capital Bikeshare program, including locator and system maps, safe cycling guides, fee schedule, and instructions on how to obtain a 24-hour or five-day membership. Employees will receive this information during orientation.

Public Bus Service

Bus Stop Location Bus Routes	Wisconsin Avenue Limited Line (Express Route 37)	Glover Park – Federal Triangle Line (Route D1)	Ivy City – Dupont Circle Line (Route D3)	Sibley Hospital – Stadium Armory Line (Route D6)	Brookland – Potomac Park Line (Route H1)	Connecticut Avenue Line (Routes L1 and L2)	Massachusetts Avenue Line (Route N3)	MTA Route 902	MTA Route 904	MTA Route 907	MTA Route 929	MTA Route 995	Dupont Circle – Georgetown – Rosslyn (DC Circulator Route)
24th Street/M Street													X
24th Street/L Street													X
23rd Street/L Street					X	X	X						
New Hampshire Avenue/ 22nd Street					X	X	X						
New Hampshire Avenue/ M Street					X	X	X						X
21st Street/M Street 9	X	X	X	X		X		X	X	X			
21st Street/L Street		X	X	X		X				X			
New Hampshire Avenue between 21st Street and N Street		X	X	X	X	X	X						
New Hampshire Avenue/ N Street					X	X	X						
20th Street/Sunderland Place		X	X	X		X							
20th Street/M Street 8	X	X	X	X		X							
20th Street/L Street		X	X	X		X							
19th Street/N Street													X
19th Street/M Street											X	X	

As documented, the Concordia is well served by alternative transportation options and various transit services. The 1250 New Hampshire Avenue, NW site also is considered to be a “walker’s paradise” and a transit “rider’s paradise” according to the Walk Score website (www.walkscore.com). The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks, are to the site. The transit score considers how close rail and bus services are to the site. The scales utilized by Walk Score are shown in Table 2. The Concordia site scores a 98 out of a possible 100 on the walk score scale and 100 out of a possible 100 on the transit score scale.

Table 2
Walk and Transit Score Scales

WALK SCORE	DESCRIPTION
90–100	Walker's Paradise — Daily errands do not require a car.
70–89	Very Walkable — Most errands can be accomplished on foot.
50–69	Somewhat Walkable — Some amenities within walking distance.
25–49	Car-Dependent — A few amenities within walking distance.
0–24	Car-Dependent — Almost all errands require a car.

TRANSIT SCORE	DESCRIPTION
90–100	Rider's Paradise — World-class public transportation.
70–89	Excellent Transit — Transit is convenient for most trips.
50–69	Good Transit — Many nearby public transportation options.
25–49	Some Transit — A few nearby public transportation options.
0–24	Minimal Transit — It is possible to get on a bus.

The IMF encourages employees and visitors to use alternative transportation modes to reach the Headquarters buildings and provides showering and changing facilities for their use. Guests of the Concordia who walk, jog, or bike to the IMF Institute/IMF/World Bank/IFC would be able to utilize these facilities. Concordia employees also will have showering and changing facilities available to them should they walk, jog, or bike to work.

PARKING ASSESSMENT

On-Site Parking

According to the District of Columbia Municipal Regulations (DCMR), in the R-5-E district, one parking space is required for every four dwelling units. Therefore, the additional 16 units proposed for the Concordia renovation would require four more on-site parking spaces in addition to the 26 already available (11 surface spaces at the rear of the building and 15 spaces in the below-grade garage).

The existing 26 parking spaces on site are anticipated to adequately serve the demand for the proposed redevelopment for several reasons. First, the Concordia's primary purpose is to provide housing for attendees of the IMF Institute. The IMF Institute provides training in economic management to officials of the IMF's member countries; therefore, attendees of the IMF Institute are largely from outside the United States. According to the Concordia General Manager, attendees of the IMF Institute typically do not have or use personal vehicles (owned or rented) during their stay at the Concordia. Most guests arrive from the local airports using SuperShuttle service or taxicab service and return to the airports in a similar manner. The IMF Institute is within walking distance (approximately 0.66 miles) of the Concordia and walking is the typical mode of travel for Institute attendees. As previously noted, the IMF headquarters offers shower and changing facilities for those who walk, jog, or bike to the IMF. The General Manager also indicated that complimentary bicycles (with helmets) are available for sightseeing, shopping, entertainment, and other non-Institute related trips. Additionally, as noted previously, the Concordia is well served by various mass transit options, which are used for these other types of trips.

Non-Institute members/guests of the IMF, the World Bank, or the IFC who stay at the Concordia exhibit similar travel habits and preferences as the Institute guests. Specifically, personal vehicle use is minimal, walking to the IMF/World Bank/IFC is typical, and bicycles or mass transit are used for personal trips.

The lack of parking demand by Concordia guests allows the use of some of the on-site parking by Concordia's employees. According to the General Manager, Concordia employees have utilized only a portion of the available on-site parking; therefore, parking spaces were available in the event that a guest brought a vehicle on-site. Future employee parking use is anticipated to be much the same as in the past since the number of employees working at the Concordia is not expected to increase following the renovation. As a result, the 26 on-site parking spaces will be adequate to serve the parking needs of the renovated Concordia.

On-Street Parking

An inventory was taken of on-street parking spaces available on the roadways surrounding the site. As shown on Figure 7, parking is not permitted along the site's frontage on New Hampshire Avenue to allow guests' unloading/loading activities and to access the below-grade parking garage. There are numerous two-hour, unmetered parking spaces adjacent to the site along New Hampshire Avenue and 21st Street. Additionally, within the approximately one-block radius shown on Figure 7, other short-term parking options are available.

Bicycle Parking

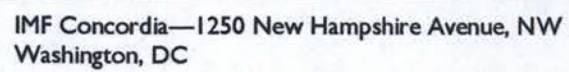
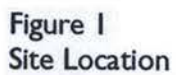
Although the DCMR does not provide for a minimum number of bicycle parking spaces in residential districts, in the design of proposed renovation the Applicant has included bicycle parking for at least 16 bicycles. The bicycle parking spaces will be located within the below-grade parking garage and will be accessible to employees and guests of the Concordia. Additionally, as in the past, the Concordia will continue to provide complimentary bicycles and helmets to guests.

CONCLUSIONS

In summary, the 1250 New Hampshire Avenue, NW site has been well served by the numerous available alternative transportation options, which have met the needs of Concordia guests and employees in the past and are anticipated to continue to meet these needs following the renovation. The additional four parking spaces required by the renovation's proposed increase in number of units from 105 units to 121 units cannot be accommodated within the confines of the existing structure due to the site configuration and size constraints. Based on the limited parking demands in the past by both guests and employees of the Concordia, we believe that relief from the requirement for four additional parking spaces should be granted.

We hope that this memorandum provides you with adequate information regarding the transportation issues related to the requested parking variance for the Concordia renovation. Please feel free to contact us at 724-933-9010, jlmlanovich@mjwells.com, or anmikec@mjwells.com with any questions you may have regarding these matters.

FIGURES



15



North



WELLS + ASSOCIATES

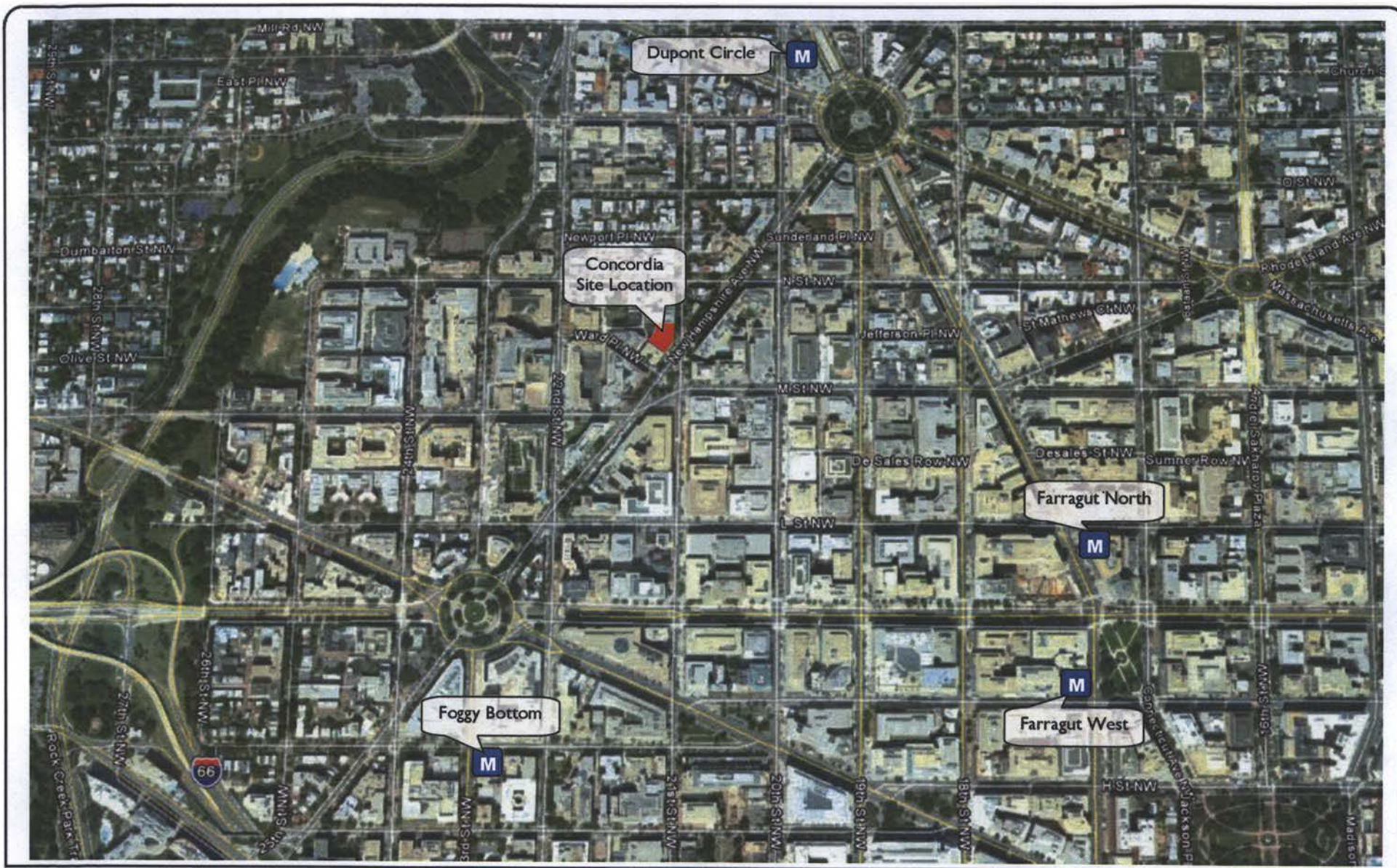


Figure 4
Metro Stations



IMF Concordia—1250 New Hampshire Avenue, NW
Washington, DC

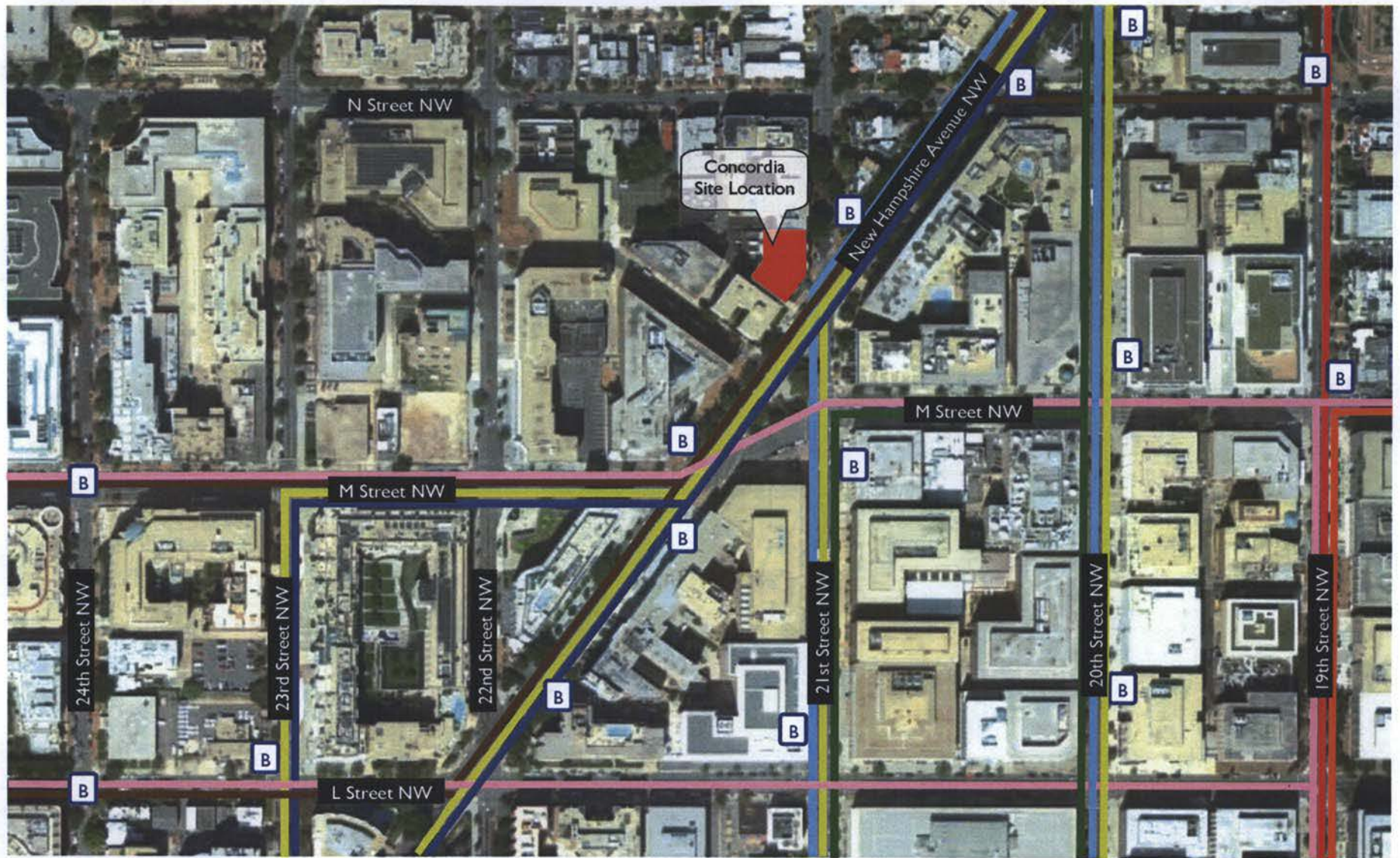


Figure 5
Bus Stops and Bus Routes



Bus Stop

Express Route 37, D1, D3, D6
Route H1, N3
Route L1, L2
MTA 902, 904

MTA 907
MTA 929
MTA 995
DC Circulator



North

IMF Concordia—1250 New Hampshire Avenue, NW
Washington, DC

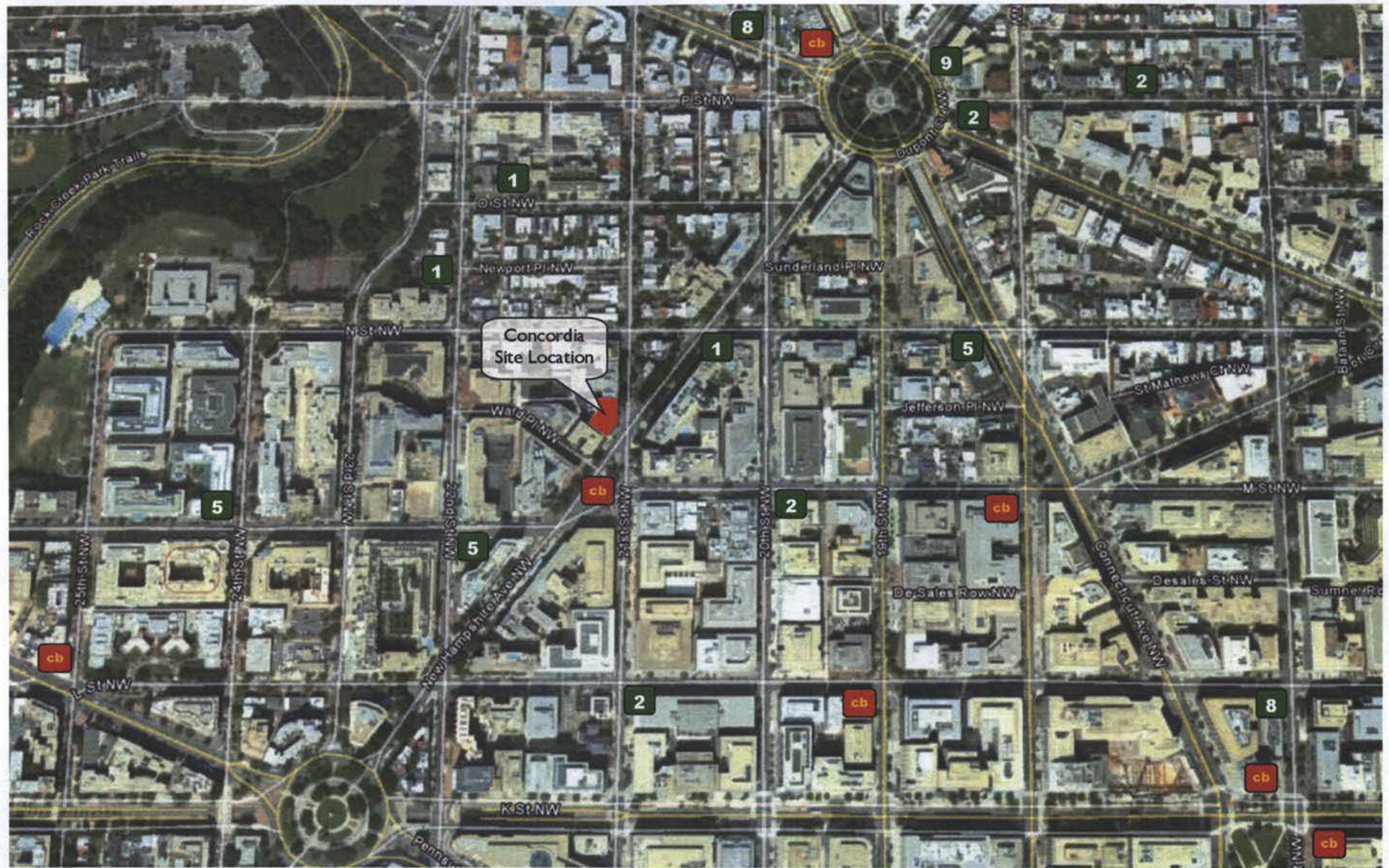


Figure 6
ZipCar and Capital Bikeshare Locations

cb Capital Bikeshare Locations
8 ZipCar Locations (Number of Cars)



IMF Concordia—1250 New Hampshire Avenue, NW
Washington, DC



- 30-Minute Parking, Monday-Saturday, 7:00AM-10:00PM
- 2-Hour Parking
- 2-Hour Parking, Monday-Friday, 7:00AM-6:30PM
- 2-Hour Parking, Monday-Friday, 7:00AM-8:30PM, Except Zone 2 Permits
- 2-Hour Parking/No Parking, Monday-Friday, 7:00-9:30AM and 4:00-6:30PM
- 2-Hour Parking, Monday-Friday, 7:00AM-4:00PM/No Parking Monday-Friday 4:00-6:30PM
- 4-Hour Motorcycles Only Parking, Monday-Saturday, 7:00AM-6:30PM
- No Parking Loading Zone, Monday-Friday, 7:00AM-6:30PM
- No Parking, Monday-Friday, 7:00AM-6:30PM
- No Parking, Monday-Friday, 7:00AM-6:30PM, Except Zone 2 Permits
- No Parking/No Parking Anytime
- Bus No Parking - Metro Bus Zone
- Tour Bus No Parking - Tour Bus Stand
- Taxi No Parking - Taxi Stand

Figure 7
On-Street Parking Inventory



IMF Concordia—1250 New Hampshire Avenue, NW
Washington, DC

F



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

October 24, 2011

Meredith Moldenhauer, Chairperson
Board of Zoning Adjustment
441 4th Street NW
Suite 210S
Washington, DC 20001
bzasubmissions@dc.gov
richard.nero@dc.gov
sara.bardin@dc.gov

Re: Application #18283 by International Monetary Fund (IMF) to the Board of Zoning Adjustment (BZA) (2B06)

Dear Ms. Moldenhauer:

At its regular meeting on October 12, 2011, the Dupont Circle Advisory Neighborhood Commission ("ANC 2B" or "Commission") considered the above-referenced matter. With seven of the nine Commissioners present, a quorum at a duly-noticed public meeting, the Commission approved the following motion by a vote of (7-0).

ANC 2B supports the International Monetary Fund's (IMF) application to the Board of Zoning Adjustment (BZA) for (1) variance from parking requirements under section 2101, and (2) special exception from roof structure requirements under section 411, for redevelopment of the existing apartment house located at 1250 New Hampshire Avenue NW (Square 70, Lot 186, zoned R-5-E).

I am the Commission's representative in this matter and can be reached at will.stephens@dupontcircleanc.net.

ON BEHALF OF THE COMMISSION.

Sincerely,

Will Stephens, Chair

G

**Board of Zoning Adjustment Case No. 18283
1250 New Hampshire Avenue, NW**

**Outline of Testimony
Pamela P. Rosen
Representative of the International Monetary Fund**

- I. Introduction of Self and Applicant
- II. General History of Project
- III. Importance and Benefits of Renovation of Site
- IV. Work with Agencies and Community
 - A. Coordination with District Agencies
 - B. Support from Advisory Neighborhood Commission 2B
- V. Thank you

H

**Board of Zoning Adjustment Case No. 18283
1250 New Hampshire Avenue, NW**

**Outline of Testimony
John Edwards
Bonstra Haresign Architects**

- I. Introduction
 - A. Description of Bonstra Haresign Architects
 - B. History and Experience
- II. Description of Site
 - A. Location and Existing Building
 - B. General Description of Redevelopment Project
 - C. Summary of Site Constraints and Exceptional Conditions
- III. Areas of Relief
 - A. Variance for Number of Parking Spaces
 - 1. Existing Parking Facilities
 - 2. Constraints for Additional Parking
 - B. Special Exception for Roof Structure
 - 1. Existing Roof Structure
 - 2. Proposed Roof Structure
- IV. Conclusions

John K. Edwards, Assoc. AIA, LEED AP-BD+C

Senior Project Manager / Sustainable Design Coordinator

John Edwards has been working in various capacities within the architectural profession for more than 18 years. Prior to joining Bonstra | Haresign ARCHITECTS, Mr. Edwards was associated with SMB Architects, PC. With these firms, he has been involved in several award-winning projects, most notably the 12-story headquarters of the National Association of Realtors, which became the first new Class-A commercial building in Washington to receive LEED certification, in cooperation with the Gund Partnership. Prior to his work at SMB Architects, he served as senior manager and interim executive director of the Association of Collegiate Schools of Architecture, developing architectural education programs in the US/Canada, as well as spearheading reform of the architectural internship process in cooperation with the American Institute of Architects and National Council of Architectural Registration Boards. Mr. Edwards has served on architecture juries for the American Resort Development Association and the Catholic University of America School of Architecture, as well as presenting at CUA's continuing education program on sustainable design. He currently serves as an AIA nominee for National Architectural Accrediting Board professional school accreditation teams.

RELEVANT PROJECT EXPERIENCE

NAR Headquarters Washington, DC

The 100,000 SF building features a high-efficiency glass curtain wall, landscaped roof terrace and plaza, and two levels of below-grade parking. LEED® Silver Certification, BSA Honor Award for Architecture, AIA/DC Catalyst Award, AIA/DC Presidential Citation for Sustainable Design, BSA/AIA-NY Citation for Excellence in Sustainable Design, and citation as best new commercial architecture in DC by *Washington Business Journal*. (Work performed at SMB Architects, PC.)

The Concordia Washington, DC

A 121-unit, 95,000 SF LEED® Gold extended-stay residence serving the International Monetary Fund, featuring high-efficiency mechanical and skin systems, an extensive green roof handling storm water management and one level of below-grade parking

Ontario Court Washington, DC

A 27-unit, 29,600 SF affordable housing development in Adams-Morgan, incorporating a new 24-hour ground floor child care center serving the residents of Jubilee Housing

Benning Station Washington, DC

A 200,000 SF office/retail complex with 3 levels of below grade parking and Phase 2 residential component, adjacent to the Benning Road Metro station – pursuing LEED® Silver Certification

801 Virginia Avenue SE Washington, DC

A 20-unit, 40,000 SF mixed-use condominium/retail building on historic Barracks Row, featuring an intensive green roof handling storm water management and one level of below-grade parking

Capital One Headquarters Master Plan Tysons Corner/McLean, VA

Master plan of a 29-acre 4.9 million SF parcel to create a transit-oriented walkable neighborhood with new commercial, residential, retail and civic development adjacent to the new Metro Silver Line

PROFESSIONAL AFFILIATIONS

American Institute of Architects / Washington, DC Chapter

U.S. Green Building Council

National Trust for Historic Preservation

EDUCATION

University of Maryland, Master of Architecture, 1993

University of Virginia, Bachelor of Arts with Distinction, 1986

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**Board of Zoning Adjustment Case No. 18283
1250 New Hampshire Avenue, NW**

**Outline of Testimony
Jami L. Milanovich
Traffic Consultant**

- I. Introduction
 - A. Description of Wells & Associates
 - B. History and Experience
- II. Review of Parking Facilities and Usage
- III. Review of Variance and Adequacy of Parking for Project
- IV. Conclusions

JAMI L. MILANOVICH, P.E.
PRINCIPAL ASSOCIATE

PROFILE:

Ms. Milanovich has over 16 years of experience in a wide range of traffic and transportation projects including: traffic impact studies, corridor studies, parking analyses, traffic signal design, intersection improvement design, and signing and pavement marking design. She has worked for both public and private sector clients.

EXPERIENCE:

Traffic Impact Studies. Conducted numerous traffic impact studies in support of rezoning, planned unit development, special exception, and site plan approvals for large and small residential, commercial, office, retail, and institutional developments in the mid-Atlantic region. Her work includes experience in Pennsylvania, Virginia, Maryland, and Washington, D.C. Specific Washington, D.C. projects include the following:

- ◆ Transportation Impact Study for the George Washington University Campus Plan: 2005-2026
- ◆ George Washington University Mount Vernon Campus Plan Transportation Impact Study
- ◆ Transportation Impact Study for Square 54
- ◆ Transportation Impact Study for the School without Walls
- ◆ 2013 H Street Transportation Impact Study (HSC Foundation)
- ◆ Connecticut Avenue Walgreens Transportation Impact Study
- ◆ Catholic University of America South Campus Redevelopment Transportation Impact Study
- ◆ Transportation Impact Study for Arbor Place
- ◆ Traffic Impact Study for the Fort Lincoln New Town Townhomes
- ◆ Transportation Impact Study for the Village at Washington Gateway
- ◆ Transportation Impact Study for the Shops at Dakota Crossing
- ◆ City Homes at Fort Lincoln Transportation Impact Study
- ◆ Transportation Impact Study for Art Place + Shops at Fort Totten
- ◆ Rosemount Center Traffic and Parking Study
- ◆ Sidwell Friends School Transportation Study
- ◆ Traffic and Parking Study for the Broad Branch Market and Child Development Center
- ◆ Fannie Mae Headquarters Transportation Impact Study
- ◆ Friends of Saint Patrick's Transportation Impact Study
- ◆ Transportation Impact Study for Square 776
- ◆ 2201 M Street, NW Transportation Impact Study

Corridor Studies. Conducted several corridor studies, which have evaluated the effects of various geometric and traffic signal system improvements on specific corridors. She has utilized Synchro and SimTraffic software to both analyze the potential improvements and make presentations for agencies and the general public.

Traffic Signal Design. Prepared numerous traffic signal designs for new installations and modifications to existing installations, including the development of coordination timings for interconnected intersections. Her work has included preparation of signal permit drawings for state agencies and construction drawings for contractors.

Intersection Improvements. Prepared many intersection improvement plans throughout Pennsylvania, often in conjunction with traffic signal designs. Design of intersection improvements typically consists of roadway widening, drainage improvements, utility coordination, maintenance and protection of traffic considerations, and signing and pavement marking plans.

Traffic Calming Studies. Investigated traffic calming measures to reduce travel speeds and "through" traffic on residential streets. Alternatives included chicanes, chokers, diverters, speed tables, and one-way street options.

Interchange Justification Studies. Prepared Point of Access Study for the completion of the partial diamond interchange for submission to the Pennsylvania Department of Transportation and the Federal Highway Administration. Study included an origin-destination study and capacity/level of service analyses at eight intersections and an inventory of existing and approved developments within the study area. Data analyses were conducted for scenarios with and without the proposed interchange.

Origin-Destination Studies. Conducted several origin-destination studies as part of larger projects to determine travel patterns through specific areas. Methods used included license plate matching, post-card surveys, personal interviews, and car-following.

Speed Limit Studies. Conducted speed limit for two-lane, rural roadways in Pennsylvania. Methodology utilized was safe running speed method in accordance with ITE guidelines.

EDUCATION: Master of Engineering, The Pennsylvania State University, University Park, Pennsylvania, December 2000

Bachelor of Science, Civil Engineering, The Pennsylvania State University, University Park, Pennsylvania, May 1995

REGISTRATIONS: Registered Professional Engineer: Pennsylvania; Virginia; Washington, D.C.

AFFILIATIONS: Institute of Transportation Engineers
Urban Land Institute

**EMPLOYMENT
HISTORY**

2003 - Present **Wells & Associates, Inc.**
McLean, Virginia
Principal Associate

1997 - 2003 **Herbert, Rowland & Grubic, Inc.**
Harrisburg, State College, and Pittsburgh, Pennsylvania
Traffic Engineer

Ms. Milanovich was a project manager responsible for the preparation of traffic engineering studies, traffic signal design, and intersection improvement designs.

1995 - 1997 **Transportation Resource Group, Inc.**
York, Pennsylvania
Traffic Engineer-in-Training

Ms. Milanovich was responsible for data collection efforts and conducting traffic engineering studies. Her duties also included overseeing technical support staff.

5

**Board of Zoning Adjustment Case No. 18283
1250 New Hampshire Avenue, NW**

**Outline of Testimony
Steven E. Sher, Land Planner**

- I. Introduction
- II. Experience and Expertise
- III. Zoning
- IV. Analysis of Requested Area Variances
 - A. Standards
 - B. Satisfaction of Standard for Parking Variance (§ 2101.1)
- V. Analysis of Requested Special Exception
 - A. Standard
 - B. Satisfaction of Special Exception Standard for Roof Structure (§ 411)
- VI. Consistency with the Comprehensive Plan
- VII. Conclusions

Holland & Knight

2099 Pennsylvania Avenue, N.W., Suite 100 | Washington, DC 20006 | T 202.955.3000 | F 202.955.5564
Holland & Knight LLP | www.hklaw.com

PROFESSIONAL QUALIFICATIONS

STEVEN EDWARD SHER
DIRECTOR OF ZONING AND LAND USE SERVICES
HOLLAND & KNIGHT, LLP

EDUCATION:

Brooklyn College of the City University of New York, 1969, Bachelor of Arts
(Urban Studies and Political Science)
Cornell University, 1971, Master of Regional Planning

PROFESSIONAL EXPERIENCE:

Director of Zoning and Land Use Services, Holland & Knight, LLP
2000 - present
Director of Zoning Services, Wilkes, Artis, Hedrick & Lane, Chartered
1985 - 2000
Executive Director, Zoning Secretariat, District of Columbia
1977 - 1985
Deputy Director, Zoning Division, Municipal Planning Office, District of
Columbia
1975 - 1977
Acting Secretary to the Board of Zoning Adjustment, District of Columbia
1976
Urban Planner, D.C. Zoning Commission, D.C. Office of Planning and
Management, D.C. Municipal Planning Office
1972 - 1975
Renewal Coordinator, District of Columbia Zoning Commission
1972 - 1973
Acting Secretary to the District of Columbia Zoning Commission
1972
Project Planner, District of Columbia Zoning Commission
1971 - 1972
Planning Intern, Frederick P. Clark Associates, Planning and Development
Consultants
1970
Research Intern, Brooklyn Linear City Development Corporation
1969

PROFESSIONAL QUALIFICATIONS
STEVEN E. SHER
PAGE 2

APPEARED AS EXPERT WITNESS:

District of Columbia Zoning Commission
District of Columbia Board of Zoning Adjustment
District of Columbia Historic Preservation Review Board
District of Columbia Mayor's Agent for D.C. Law 2-144
Zoning Hearing Examiner, Montgomery County, Maryland
Montgomery County (Maryland) Planning Board
U.S. Bankruptcy Court for the District of Columbia
Superior Court of the District of Columbia

AREAS OF INTEREST AND/OR SPECIALIZATION:

Land use planning
Zoning, subdivision and other control of land use
Urban design
Urban transportation planning

ORGANIZATIONS:

American Planning Association (1971-present)
Greater Washington Board of Trade (1986-2000)
 Planning and Development Committee (Vice-Chairman for Zoning and
 Regulatory Affairs) (1987-8)
 Community Development Bureau Steering Committee (1987-9)
 PUD Task Force (Chairman) (1987)
 Comprehensive Plan Task Force (1987-8)
 Downtown Revitalization Committee Housing Team (1988)
Mayor's Commission on Downtown Housing (1988-89)
Downtown Partnership Downtown Development District Task Force
 (1989-90)
Lambda Alpha (honorary land economics society) (1990-present)
Metropolitan Washington Council of Governments Metropolitan Development
 Citizens Advisory Committee (1997-2004)
District of Columbia Comprehensive Plan Assessment Task Force (2002-
 2003)
District of Columbia Comprehensive Plan Revision Task Force (2004-2006)
District of Columbia Zoning Advisory Committee (2003-2008)
District of Columbia Zoning Review Task Force (2007-present)

PROFESSIONAL QUALIFICATIONS

STEVEN E. SHER

PAGE 3

LECTURES/SEMINAR PRESENTATIONS:

District of Columbia Association of Realtors

District of Columbia Building Industry Association

D.C. Bar/Georgetown University Law School Continuing Legal Education

Capitol Hill Realtors

American University Real Estate Alumni

District of Columbia Apartment and Office Building Association

K



The Concordia

1250 New Hampshire Ave. NW, Washington, DC

Square 0070 Lot 186 (Subdivision pending) Zoning District DC / R-5-E

Lot Area: 13,142.6 SF

	Existing	Proposed
Lot Occupancy	62 %	62 %
Maximum permitted	75 %	75 %
Gross Floor Area per DCMR 11 (excludes parking ramp at 1st floor, cellar space, shafts, etc.)		
1 st floor	7,645 SF	7,645 SF
Typical floor (x8)	7,913 SF	7,913 SF
10 th floor	6,645 SF	6,645 SF
Total	77,594 SF	77,594 SF
Floor Area Ratio	5.98	5.98
Maximum permitted	6.00	6.00
Building Height	89.90 ft	89.90 ft
Maximum permitted	90.00 ft	90.00 ft
Mechanical Penthouse Height	11 ft	11 ft plus 16.5 ft elevator overrun*
Rear Yard	58.40 ft	58.40 ft
Minimum required	22.50 ft	22.50 ft
Dwelling Units	105	121
Parking Spaces	26	26 *
Spaces required	26	30
Loading	1 berth @ 12'x45' **	1 berth @ 12'x45' **

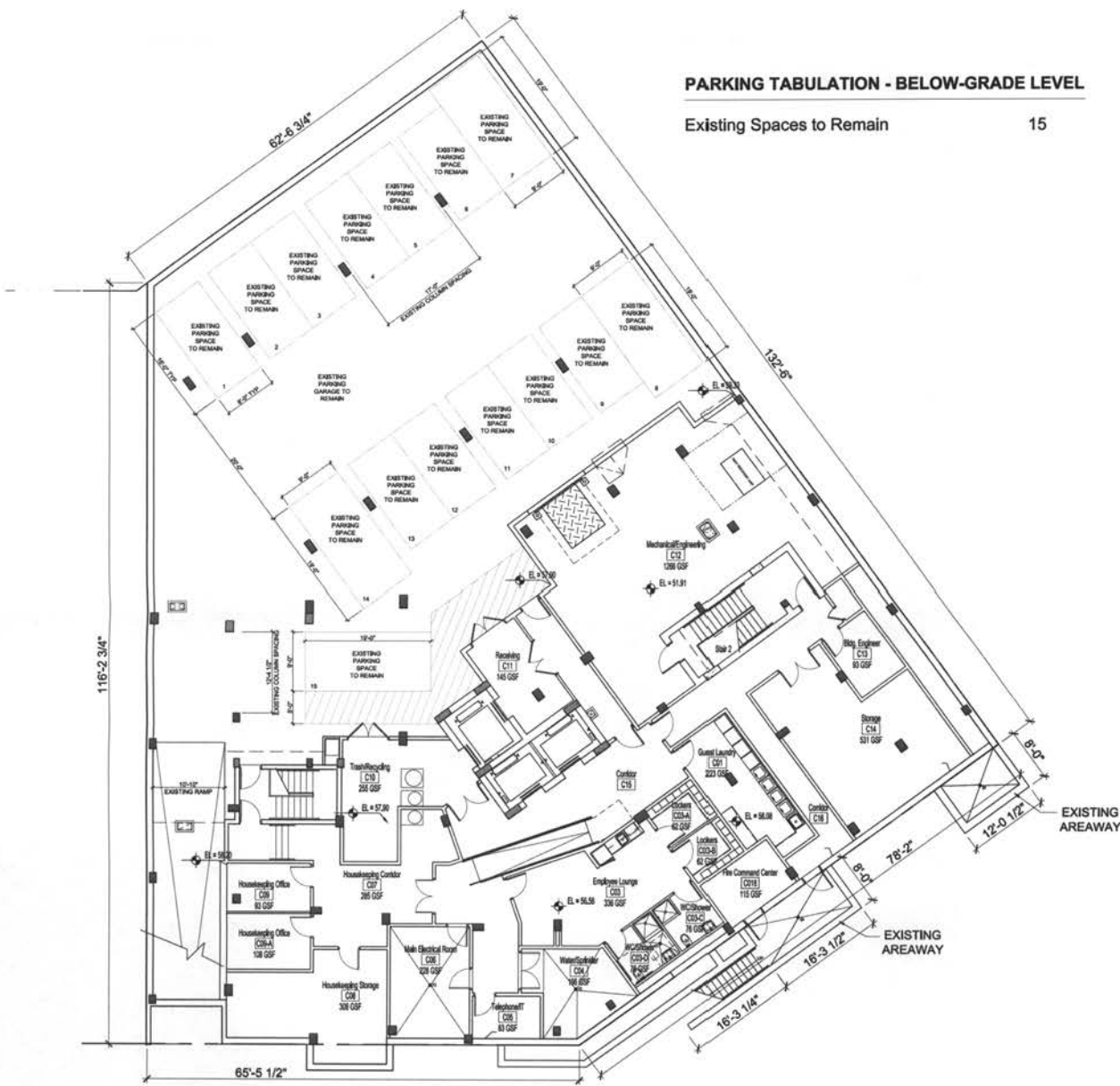
* Relief requested

** Existing condition allowed per 5/23/2011 letter from Zoning Administrator

PARKING TABULATION - BELOW-GRADE LEVEL

Existing Spaces to Remain

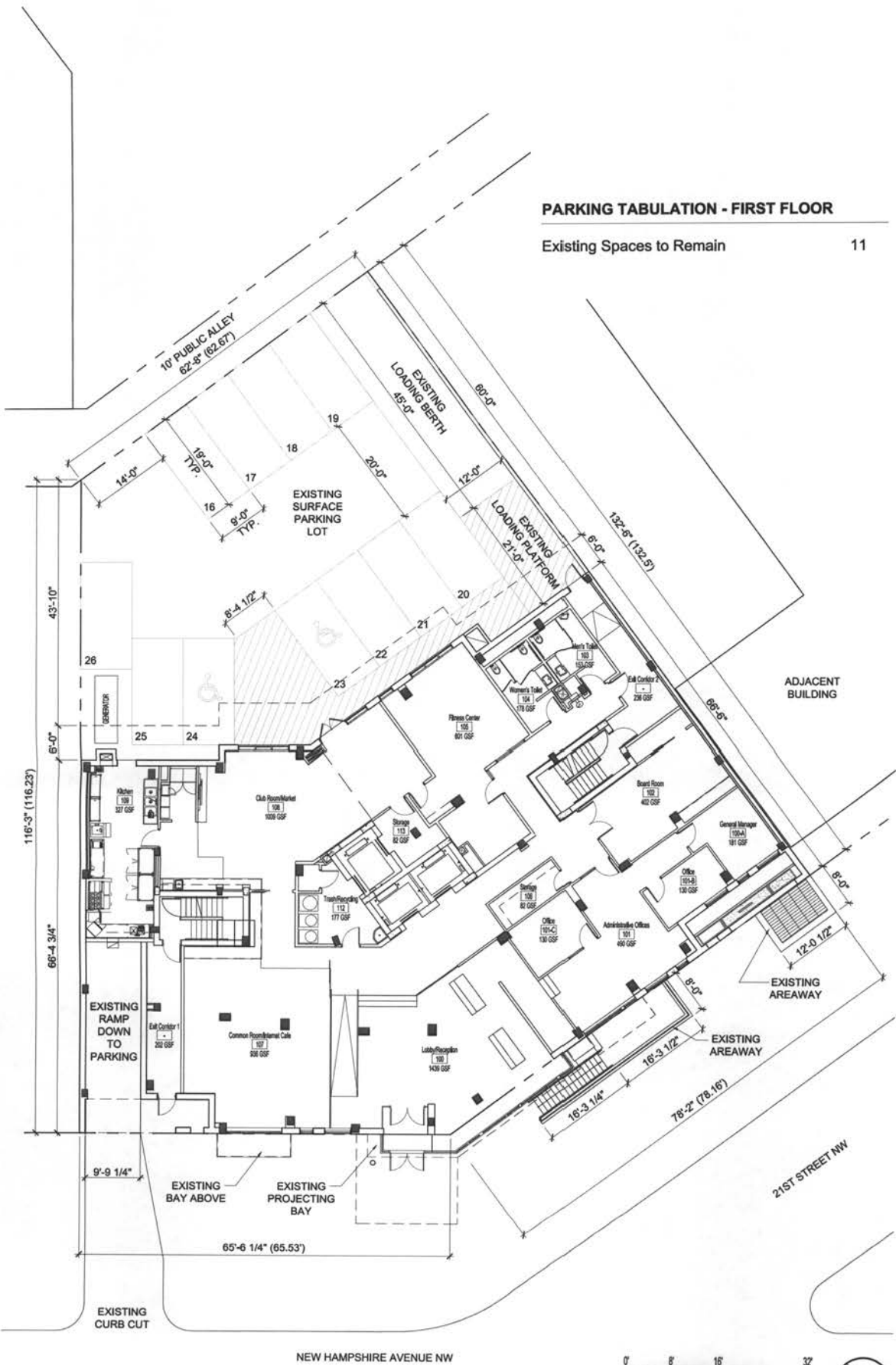
15



PARKING TABULATION - FIRST FLOOR

Existing Spaces to Remain

11



I.M.F.

July 2011

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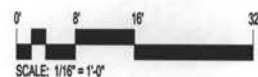
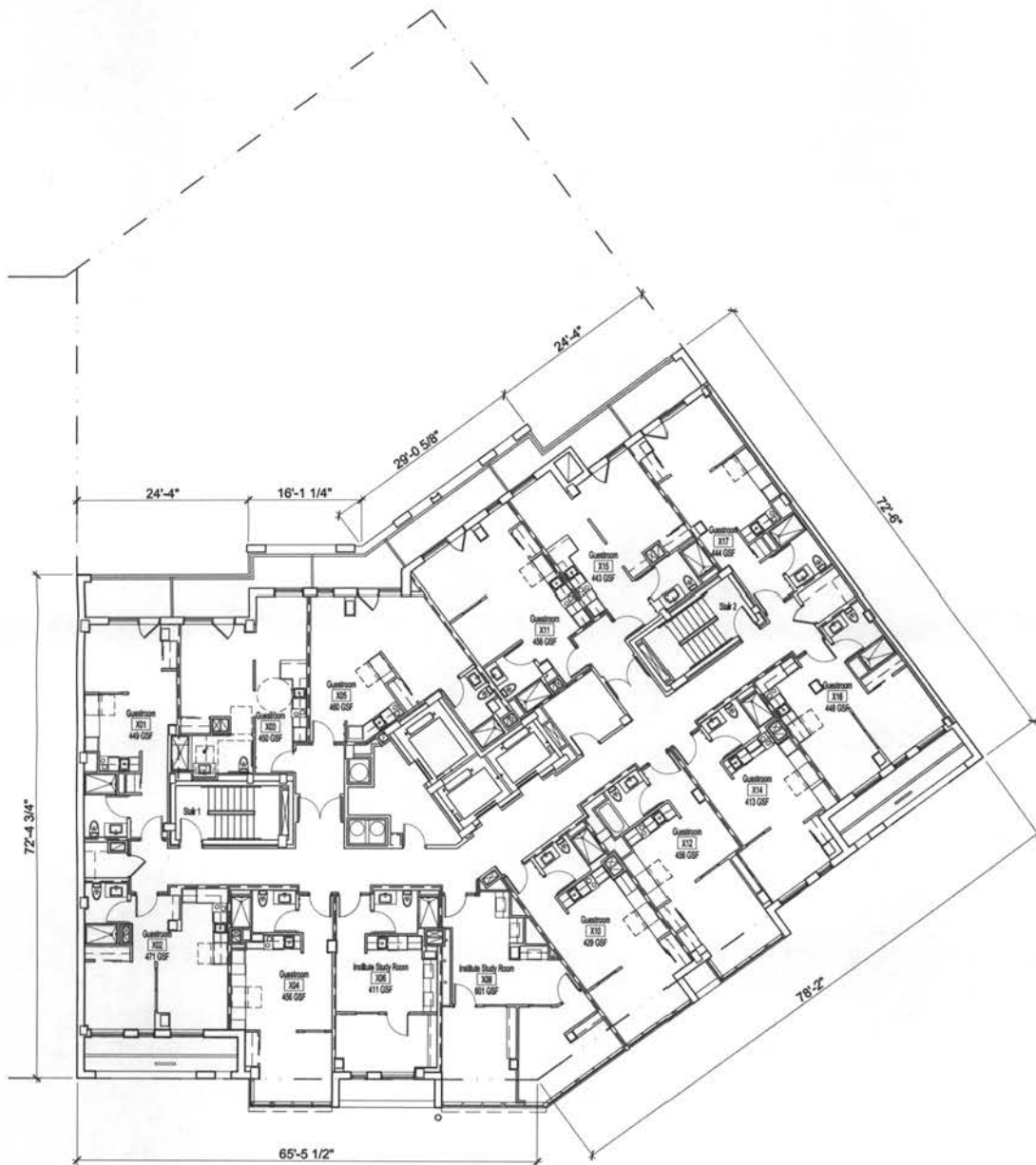
FIRST FLOOR PLAN

1/16" = 1'-0"

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A-1.02

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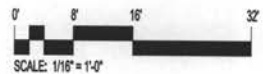
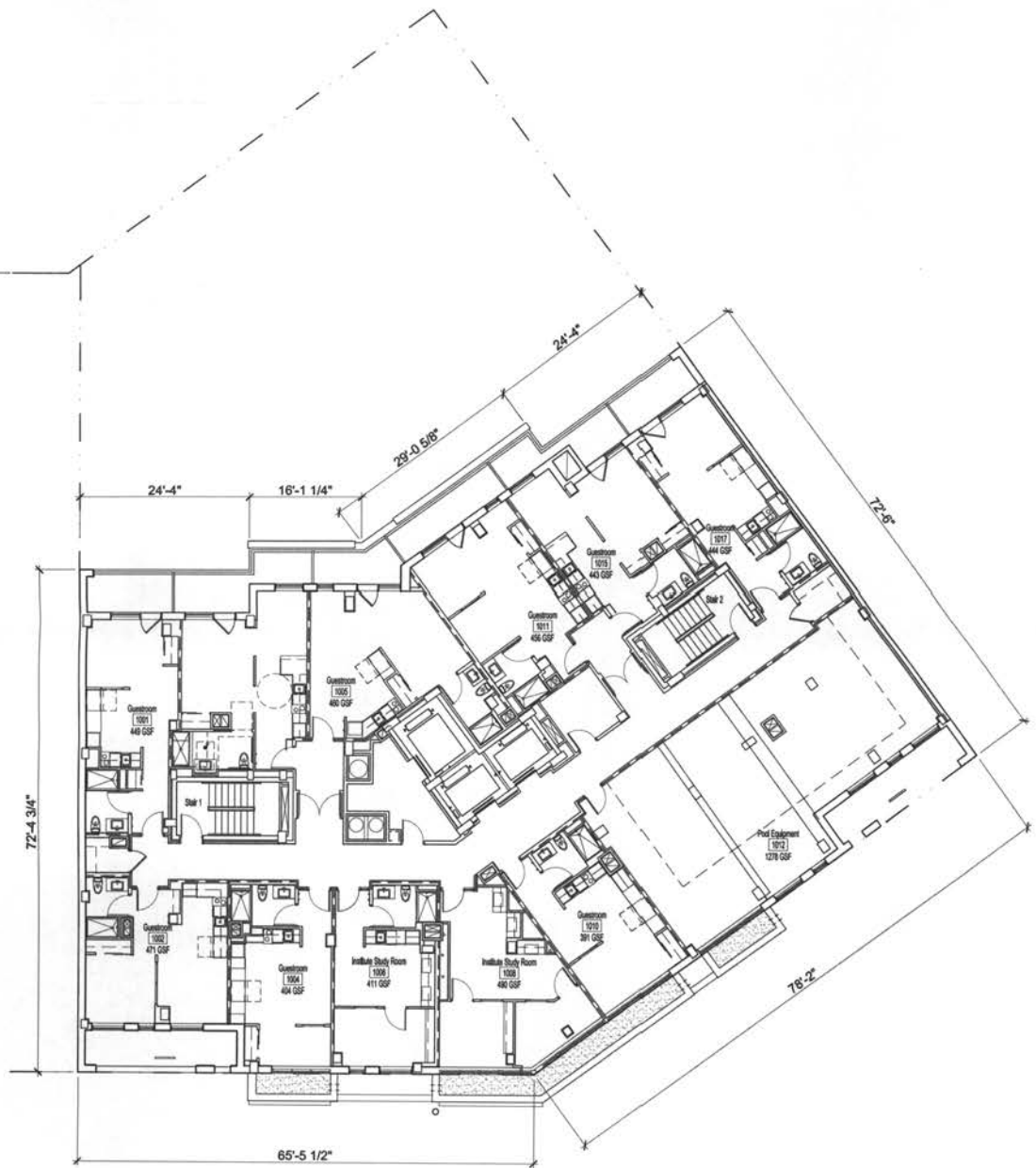
TYPICAL FLOOR PLAN

1/16" = 1'-0"

A-1.03

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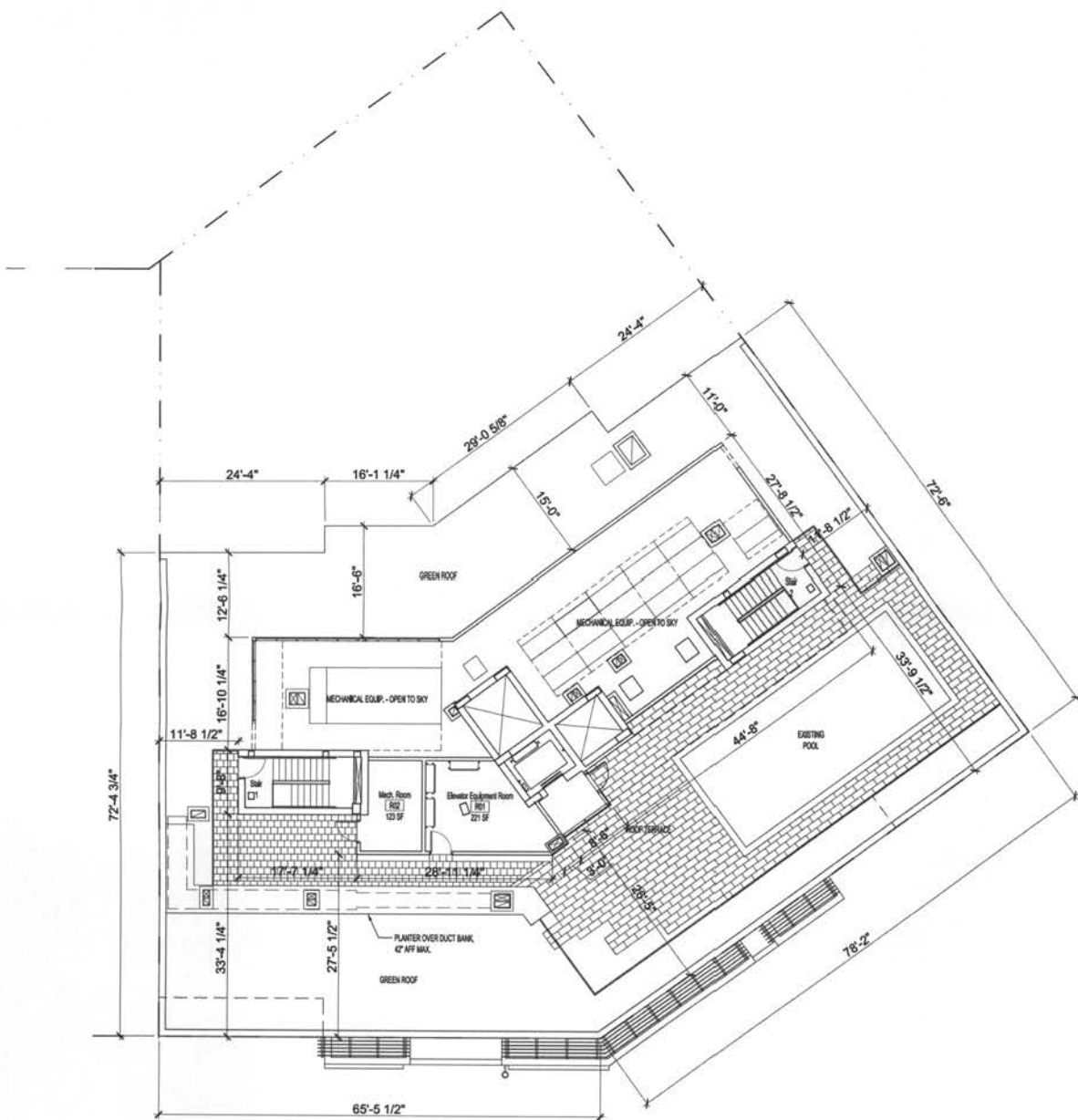
TENTH FLOOR PLAN

1/16" = 1'-0"

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A-1.04

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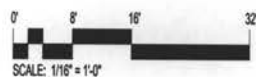
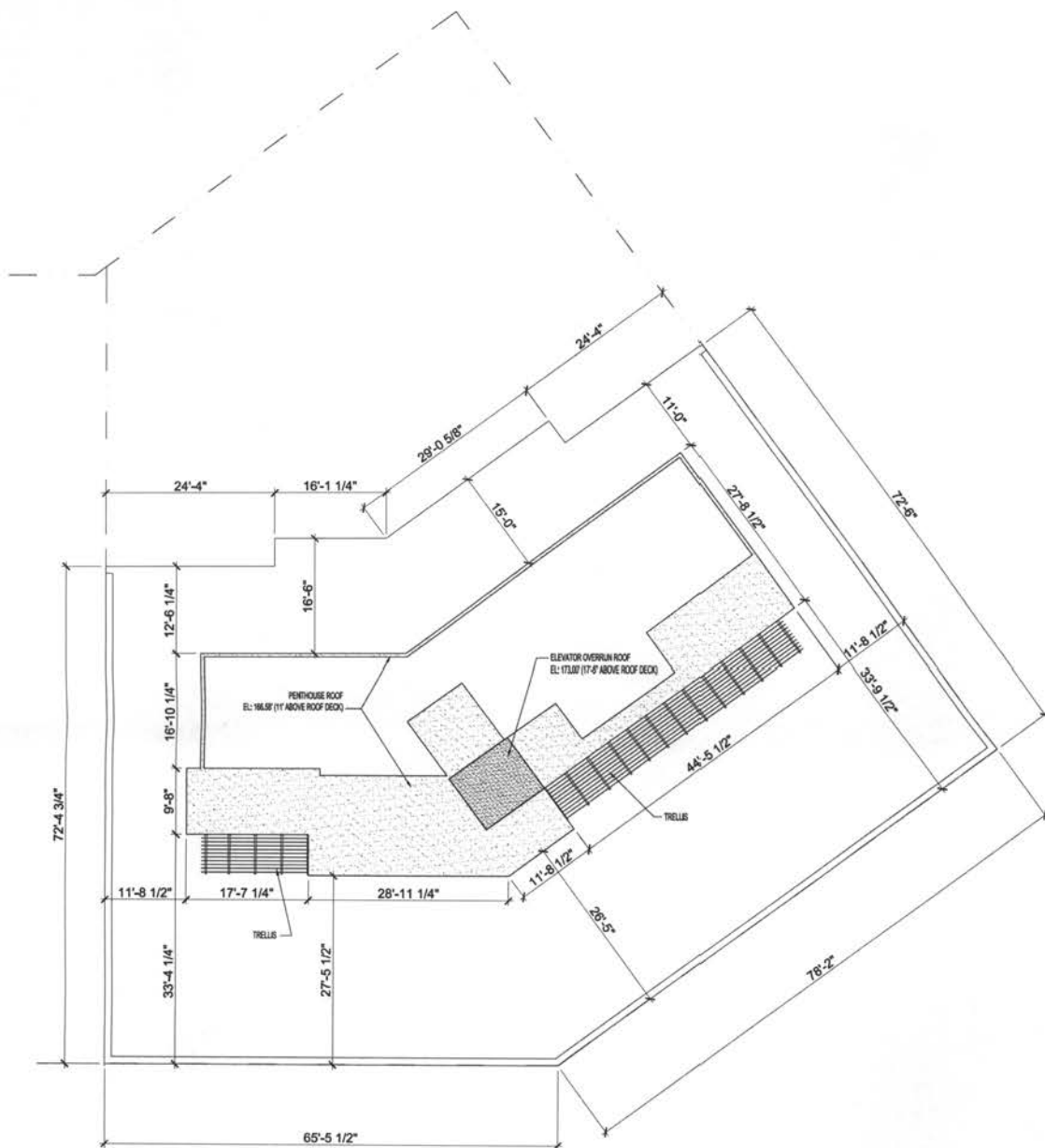
ROOF PLAN

1/16" = 1'-0"

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A-1.05

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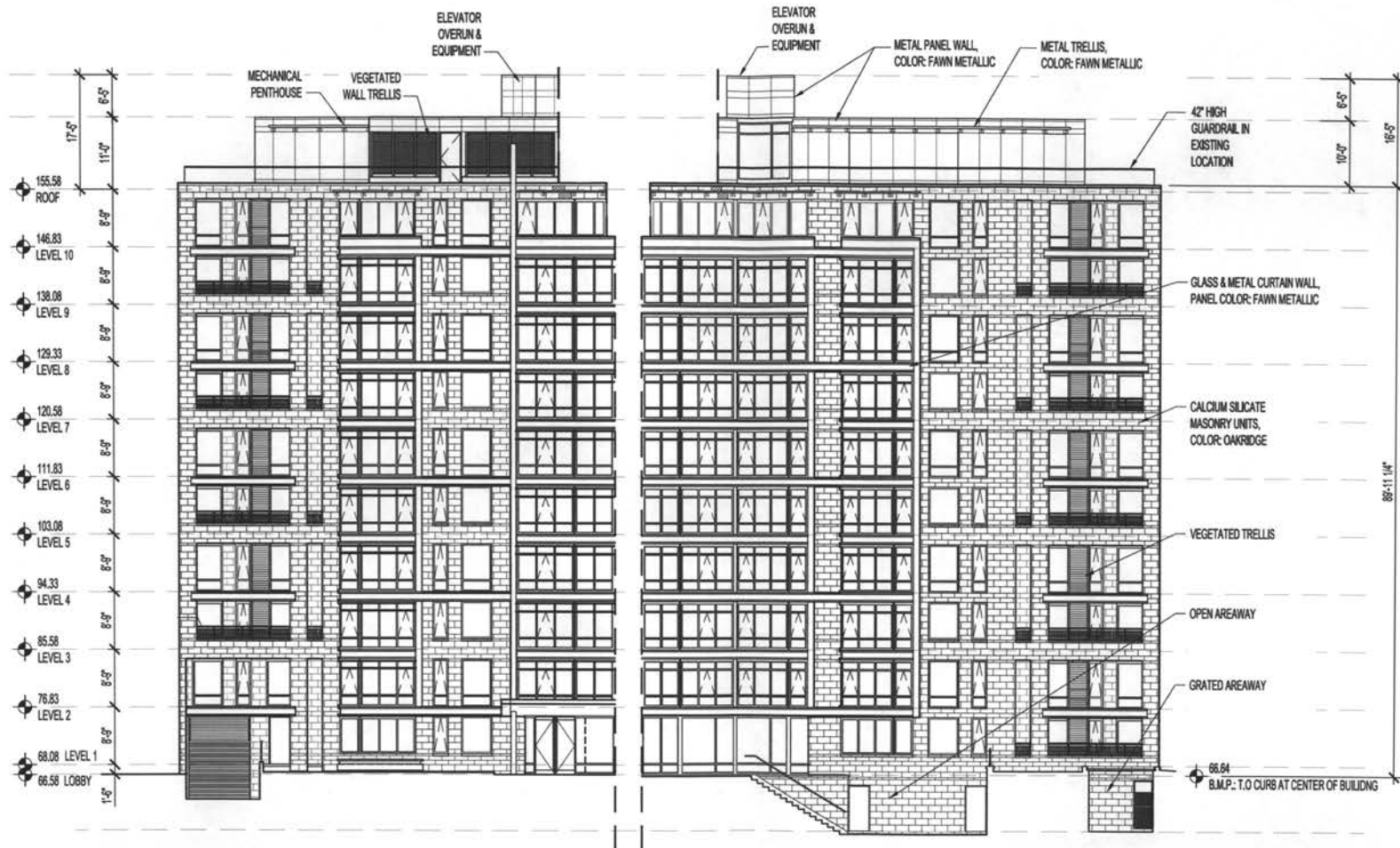
PENTHOUSE ROOF PLAN

1/16" = 1'-0"

A-1.06

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INTERNATIONAL MONETARY FUND

November 2011

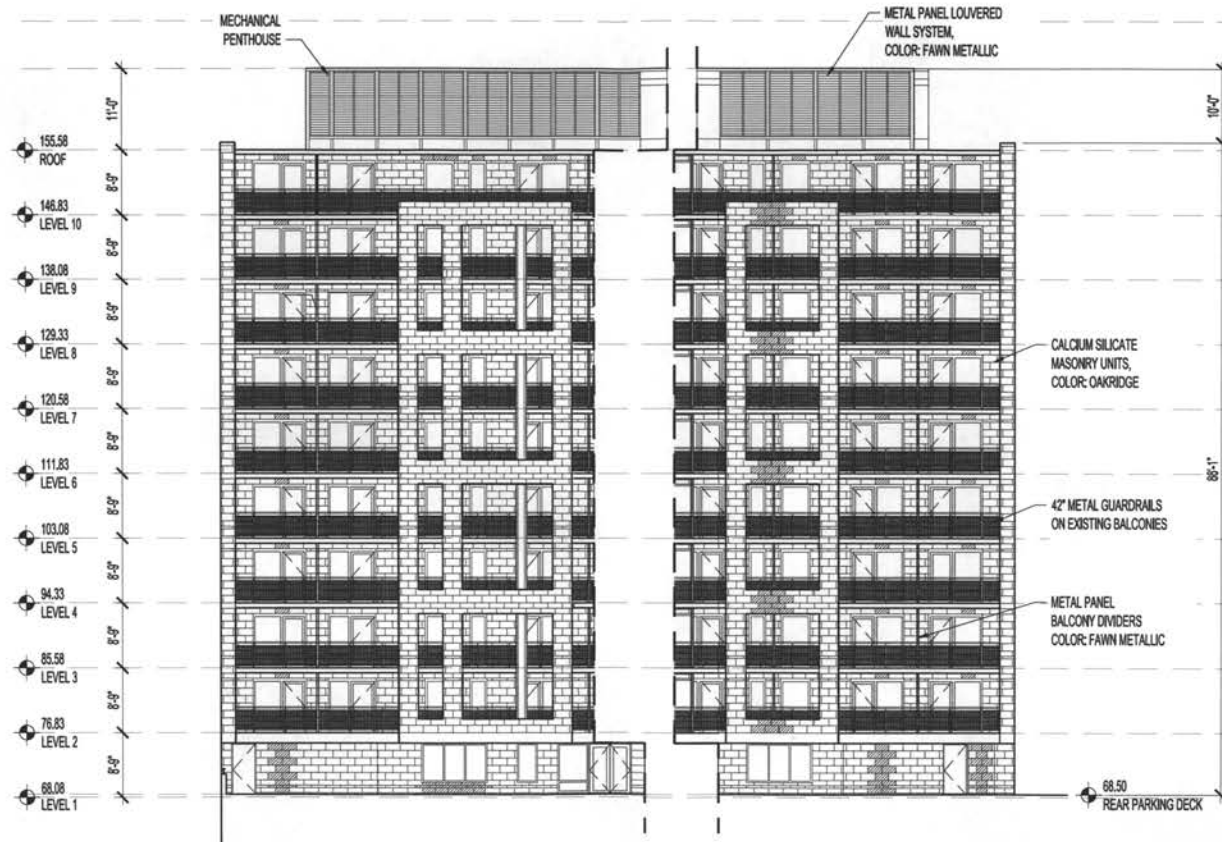
FRONT ELEVATION (NEW HAMPSHIRE AVE. & 21ST ST. NW)

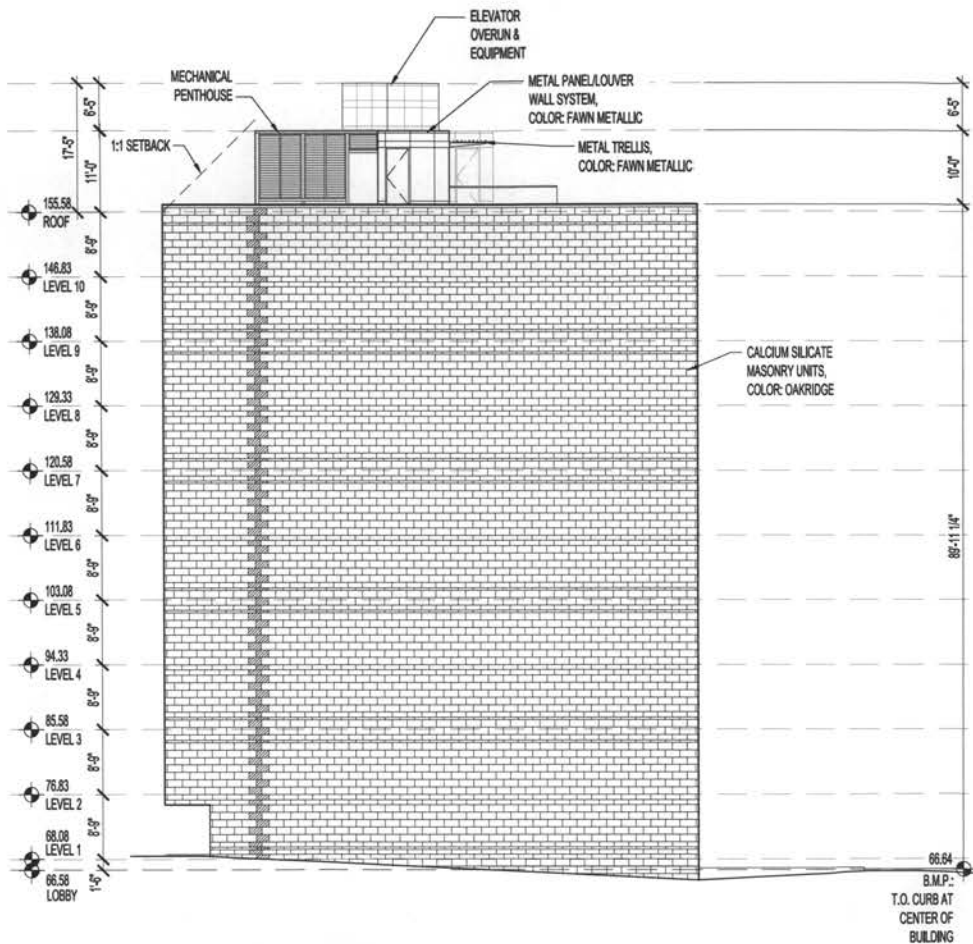
1/16" = 1' - 0"

THE CONCORDIA

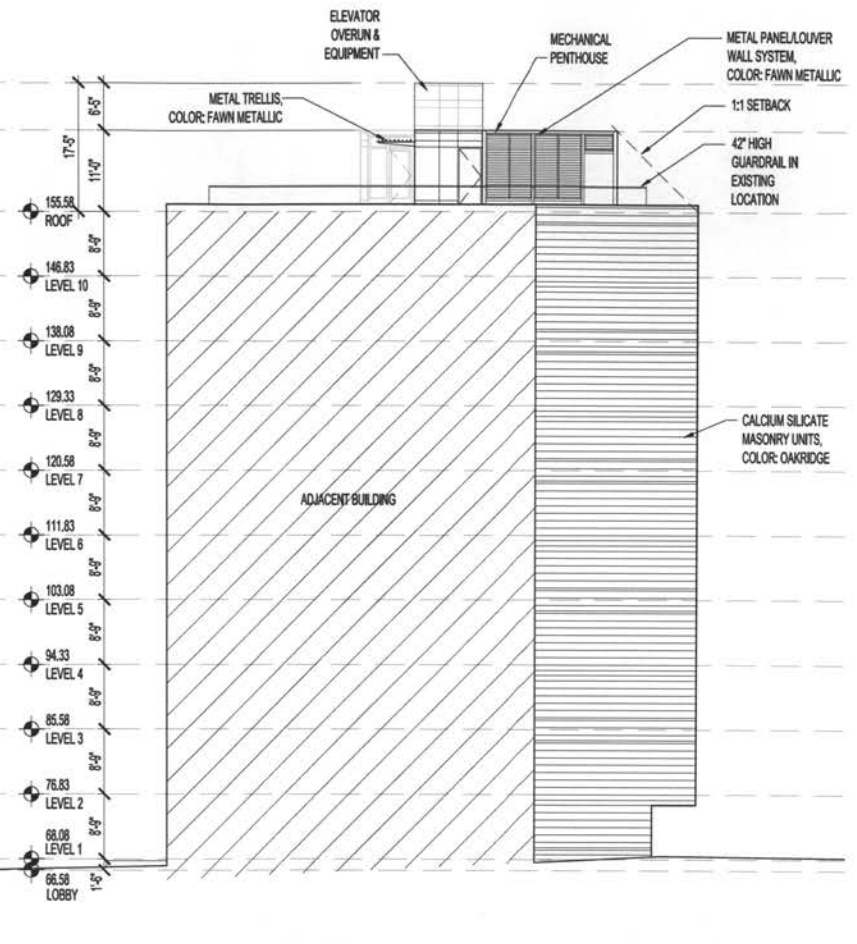
A-2.01

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SOUTH ELEVATION



NORTH ELEVATION



INTERNATIONAL MONETARY FUND

July 2011

SIDE ELEVATIONS

1/16" = 1' - 0"

THE CONCORDIA

A-2.03

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VIEW LOOKING NORTH ACROSS 21ST STREET NW



VIEW LOOKING ACROSS NEW HAMPSHIRE AVENUE NW