



OFFICE OF ZONING

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MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Karen Thomas, Case Manager
Joel Lawson, Associate Director Development Review

DATE: December 6, 2011

SUBJECT: BZA Case 18283 – 1250 New Hampshire Avenue, NW

I. OFFICE OF PLANNING RECOMMENDATION

The Office of Planning (OP) recommends **approval** of:

- Area variance relief pursuant to 11 DCMR 3103, from the on-site parking requirement under subsection 2101 to provide 26 spaces where 30 spaces would be required; and
- Special exception relief from the roof structure requirement under subsection 411.5 to permit roof structures of unequal height.

II. LOCATION AND SITE DESCRIPTION

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18283
EXHIBIT NO. 27

Address	1250 New Hampshire Ave., NW
Legal Description	Square 70, Lot 186
Ward/ANC	2/ ANC 2B
Lot Characteristics	Irregularly shaped lot abutting a narrow alley system at the rear
Zoning	DC/R-5-E. The R-5-E zone district permits medium-high density and an apartment house as a matter of right.
Existing Development	Ten-story apartment building (the Concordia) with one level of below-grade parking with 15 spaces and 11 spaces of surface parking. The building is currently connected to the adjacent building to the north of the apartment building.
Historic District	N/A
Adjacent Properties	The building is located on the northwest corner of New Hampshire and 21 st St NW
Surrounding Neighborhood Character	A mix of hotels, apartments, some row dwellings and office buildings in the Foggy Bottom neighborhood.

III. APPLICATION IN BRIEF

The applicant, the International Monetary Fund (IMF) wishes to renovate an existing apartment building including, reorganization of its interior space to increase the number of rooms from the existing 105 rooms to 121 rooms. The renovation would remain within the building's existing footprint and no additional gross floor area or height to the building is anticipated. The proposed new building would be more energy efficient and the applicant intends to seek a LEED rating for design and construction, as well as for the building's future operation and maintenance.

Board of Zoning Adjustment
District of Columbia



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IV. ZONING REQUIREMENTS and REQUESTED RELIEF

D/R-5-E Zone	Regulation	Existing	Proposed ¹	Relief
Floor Area Ratio § 771	6.00	5.98	5.98	None required
Lot Occupancy § 772	75 % max.	62 %.	62 %	None required
Parking § 2101 Apartment	No requirement for a structure on a lot less than 10,000 sf.	None	None	None required
Roof Structure – penthouse Elevator overrun	18 ft Enclosing walls from the roof must be of equal height	11 ft	11 ft 17.5 ft elevator overrun	Relief required
Apartment (121 units proposed)	1 per 4 units = 30 spaces required	26	26	Relief required

V. OFFICE OF PLANNING ANALYSIS**A. Variance Relief from § 2101 – On-Site Parking****i. Exceptional Situation Resulting in a Practical Difficulty**

The existing structure currently satisfies the parking requirements based on its existing number of units. However, the proposed renovation is intended to modernize the older structure and increase the number of rooms within the existing building's footprint. While the permitted apartment use would require 30 spaces, given the site's lot occupancy, irregular shape and small lot area (13,142.6sf), the applicant would have a practical difficulty in providing additional surface parking at the rear, as there is no available on-site surface area to provide such parking. Further, the provision of additional below-grade parking, within the existing structure would be subject to several constraints relative to the lot's irregular shape, which would make additional ramping impractical even if it could be engineered on the existing lot.

Therefore, the site's exceptional situation, including its existing condition whereby no additional area currently exists, its small lot size and irregular shape combine to create a practical difficulty for the applicant in satisfying the on-site parking requirement for the proposed renovated apartment building.

ii. No Substantial Detriment to the Public Good

No substantial detriment to the public good is anticipated as the building is located just outside of the downtown core where mass transit, bus and taxis are easily accessed. The property is located within walking distance of two Metrorail stops including Foggy Bottom and the Dupont Circle Metro and Metrobus stops for several cross-town bus routes and the Circulator Bus along K Street. The lack of on-site parking is not anticipated to cause undue demand for on-street parking, as the apartment building currently and would continue to cater to out-of-country IMF staff and visitors would arrive by taxi or Metrorail. The visitors would be within walking distance of the IMF offices, so that demand for a vehicle would be reduced. Car-sharing (Zipcar) locations are within a three-block radius of the site, as well as a Capital Bikeshare station at 350 feet from the apartment building. Information would be provided to guests and employees regarding these modes to further reduce the need for on-site or off-site parking.

¹ Information provided by applicant.

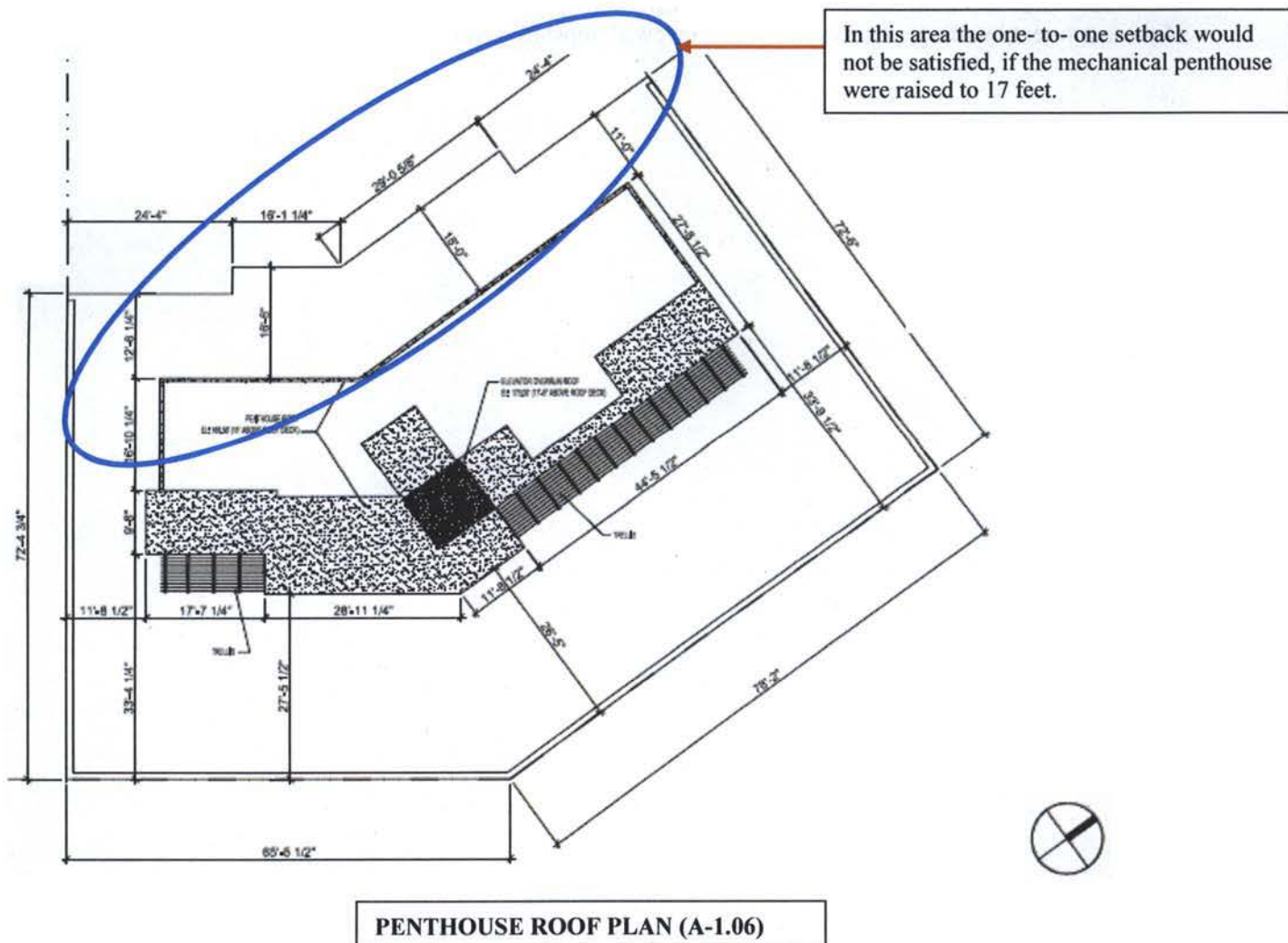
The applicant has submitted a transportation assessment as part of its application. This was also submitted to DDOT for their analysis.

iii. No Substantial Harm to the Zoning Regulations

The Zoning Regulations would not be substantially harmed if relief is granted from the on-site parking requirement for the permitted apartment use. As previously stated, the available transit facilities within walking distance of the apartment would reduce some of the on-street parking demand that may be created by some visitors and employees of the building. The difference between the existing and the future parking requirement is minimal. OP does not anticipate that granting the requested relief would create undue demand for on-street parking in the neighborhood.

B. SPECIAL EXCEPTION RELIEF pursuant to § 3104, Subsection 411.5

Section 411.5 provides that enclosing walls of penthouses shall be of equal height. Renovations would also involve improved access to the roof, including the installation of a new elevator and related overrun equipment at 17 feet in height. However, the other areas of the mechanical penthouse would remain at 11 feet in height, as can be observed in the submitted roof plan (A-1.06) and the front elevation exhibit on page A-2.01. If the mechanical penthouse were designed at the height of the elevator over run, the one-to-one setback would not be met along several areas of the roof, including the rear elevation facing the alley, as well as portions of the north and south elevations. In addition, the building's massing would appear greater than it exists.



PENTHOUSE ROOF PLAN (A-1.06)

The proposal would not compromise the general purpose and intent of the Zoning Regulations and Zoning Maps, as the proposed mechanical penthouse would meet the required one-to-one setback from the roof's edges and the light and air to surrounding buildings would not be compromised. Therefore, the special exception relief could be granted as requested to accommodate the upgrade in the elevator equipment for the renovated building.

VI. COMMENTS OF OTHER DISTRICT AGENCIES

OP is not aware of comments from any other District agency.

VII. DISTRICT DEPARTMENT OF TRANSPORTATION

The District Department of Transportation (DDOT) issued a report to the Board under separate cover.

VIII. COMMUNITY COMMENTS

The Advisory Neighborhood Commission 2B ("ANC 2B") voted unanimously to approve the requested relief at its regularly-scheduled public meeting on October 12, 2011. (Exhibit F of the applicant's submission)

IX. CONCLUSION

OP recommends approval of the requested relief from the parking and roof structure requirements in support of the apartment building's renovation at 1250 New Hampshire Avenue, NW.