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MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Stephen Gyor AICP, Case Manager
Joel Lawson, Associate Director for Development Review

DATE: July 16, 2013

SUBJECT: BZA Case 18409, 1300 Park Road, NW

I. RECOMMENDATION

The Office of Planning (OP) **recommends approval** of the requested variance relief:

- (§2101) Permit zero parking spaces where one is required.

OP's recommendation is subject to the Zoning Administrator's determining, as described by the Applicant, that this is the conversion of the existing rowhouse, not the construction of a new apartment building which OP would not support.

II. LOCATION AND SITE DESCRIPTION

Address	1300 Park Road, NW
Legal Description	Square 2843, Lot 824
Ward and ANC	1, 1A
Lot Characteristics	Triangular lot; existing rowhouse structure containing a flat
Zoning	R-4 – single family or flat; rowhouse buildings. Conversion of an existing townhouse into multi-family units is also permitted, but limited to one unit per 900 sf. of lot area.
Historic District	None
Adjacent Properties	Rowhouse structures
Surrounding Neighborhood Character	Mostly rowhouses; A few small apartment buildings and commercial uses
Existing Development	Two story rowhouse on a corner lot that is 4,856 sf. in area

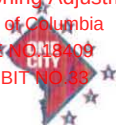
BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18409

EXHIBIT NO. 33

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III. APPLICATION IN BRIEF

The Applicant proposes to convert an existing two story rowhouse into a multi-family residential use on the property, which would result in a requirement for one parking space. The Applicant seeks relief in order to provide zero parking on the site.

The Applicant previously submitted a design which required Council legislation action for the removal of a building restriction line (BRL). The Applicant's revised design, submitted July 9, 2013, does not extend over the BRL. The submission does not make clear whether the request to Council to remove the BRL has been withdrawn.

IV. ZONING REQUIREMENTS AND REQUESTED RELIEF

The design would conform with all zoning regulations except parking.

R-4	Regulation	Existing	Proposed	Relief
Parking § 2100.6	For an addition to a pre-'58 building, parking need only be provided for the addition			
§ 2101.1	1 parking space per 3 units 4 proposed units minus 2 existing units = 2 additional units = 1 parking space required	Zero	Zero	Requested
Lot Area § 401	900 sf. per dwelling unit for a conversion	4,846 sf.	4 units, requiring 3,600 sf.	Conforming

V. ANALYSIS

In order to be granted a variance, the applicant must show that they meet the three part test described in §3103:

1. **Does the property exhibit specific uniqueness with respect to exceptional narrowness, shallowness, shape, topography or other extraordinary or exceptional situations or conditions?**

The subject property exhibits a confluence of features that make it exceptional. It is at the corner of two highly traveled streets and has no alley access, no existing curb cuts, and no existing parking.

2. Does the extraordinary or exceptional situation impose a practical difficulty which is unnecessarily burdensome to the applicant?

The exceptional conditions would make it difficult to provide the required parking space. Any parking would require a new curb cut from either Park Road or 13th Street, but such a curb cut could result in an unsafe condition for pedestrians, bicyclist and motorists. Because of the property's proximity to the intersection and its location on major streets, it is unlikely that the applicant could successfully meet DDOT requirements for granting a curb cut. The creation of an unsafe condition and the lack of permission to create a curb cut would make it practically difficult for the applicant to provide the required parking space.

3. Can the relief be granted without substantial detriment to the public good and without substantially impairing the intent, purpose and integrity of the Zoning Regulations and Map?

If relief is granted it would help to maintain a safe pedestrian, bicycle and vehicular environment at this intersection. Pedestrians and bicyclists would not have to cross the path of moving vehicles, and motorists would not have to contend with vehicles entering the roadway. Relief would also allow for a more attractive streetscape.

Relief can be granted without impairing the intent of the Regulations. The Zoning Regulations seek to ensure that all uses have enough off-street parking. In this case the regulations would only require a single parking space, and most trips by residents of the building would likely be made on foot, on bike, or by transit. The neighborhood is very walkable and is served by many bus lines, and the Columbia Heights metro is only three blocks away. Furthermore, maintaining the current street configuration would maintain the number of on-street spaces, instead of losing spaces if the curb cut were to be approved.

VI. HISTORIC PRESERVATION

The subject site is not located in an historic district.

VII. COMMENTS OF OTHER DISTRICT AGENCIES

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

VIII. COMMUNITY COMMENTS

On September 12, 2012, ANC 1A voted to support the parking variance. The Applicant will present ANC1A with the revised proposal on July 11th 2013. OP has received no other comments on the application.