

BZA CASE NO. 18638
TEST FOR SPECIAL EXCEPTION PARKING RELIEF
FOR HISTORIC STRUCTURES 11 DCMR § 2120.6

Amount of Parking Required (§ 2120.3):

[P]arking shall be required for any addition where

- (a) The gross floor area of the historic resource is being increased by 50% or more, and
Applicant's Project 3495 24 sf GFA existing v 18,126 sf GFA proposed -- more than 50%
- (b) The parking requirement attributable to the increase in gross floor area is at least four (4) spaces
Applicant's Project 8 units in historic buildings, 29 units in addition = 15 required spaces

Special Exception Standards	How Applicant Meets the Test
The required parking will result in significant architectural or structural difficulty in maintaining the historic integrity and appearance of the historic resource	• Presence of historic structures fronting on Church Street only allow parking access from 10-foot rear alley • Applicant must retain three historic buildings for a depth of 30'-8" as measured from Church Street, including demising walls that separate them below grade • Cannot excavate below historic buildings due to those demising walls • Only rear portion of site – approximately 42'-4" deep – could accommodate parking spaces or parking ramp to below-grade parking after accounting for elevator/mechanical core • Rear area can accommodate 4 legal compact surface spaces ○ Tandem/stacked spaces possible but could only practically serve same unit ○ but units designed for single occupancy • Below grade parking not possible ○ Would result in 22 8% grade for ramp where maximum manageable grade is 12%-14% (but not desirable) ○ Still no room for parking spaces below grade due to need for aisle width for access and maneuverability ○ site is only 38 feet wide whereas drive ramp and aisle each need 20 feet (40 feet total)
<i>The Applicant shall address each of the following criteria as part of its presentation to the Board:</i>	
(a) Maximum number of students, employees, guests, customers, or clients who can reasonably	The 37-unit residential building is expected to have only one occupant per unit, residents may

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be expected to use the proposed building or structure at one time	have a visitors periodically, but they are anticipated to socialize off-site at the many venues in the neighborhood
(b) Amount of traffic congestion existing and/or that the redevelopment of the historic resource can reasonably be expected to add to the neighborhood;	- The residential building is expected to generate 6 additional AM peak trips and 9 additional PM trips, <i>if no TDM measures implemented</i> - Impact on roadway network operations is insignificant and imperceptible per Gorove/Slade study
(c) Quantity of existing public, commercial, or private parking, other than curb parking, on the property or in the neighborhood that can reasonably be expected to be available when the redevelopment is complete; and	4 on-site spaces will be provided 5 Off-Site Parking Garages within 4 Blocks - Owner has leased 2 spaces in adjacent garage for use by residents should the spaces be needed
(d) Proximity to public transportation, particularly Metrorail stations, and availability of either public transportation service in the area, or a ride sharing program approved by the District of Columbia Department of Transportation	14 Carshare Locations within 3 Blocks - Capital Bikeshare Station around corner in same block 3 Metrorail Stations within walking distance (Dupont Circle, U Street/Cardozo, and McPherson Square) 10 Metrobus routes and D C Circulator Bus operating on 14th Street, 16th Street, or P Street
<i>The Board shall grant only the amount of relief needed to alleviate the difficulty proved.</i>	- The applicant has demonstrated that it can only provide the four spaces as shown on drawings - Impossible to provide <i>any</i> below grade parking due to historic structures, steep grade required for ramp, and narrowness of site that cannot accommodate 20-foot wide ramp, 20-foot wide aisle, and 8-foot deep parking space on 38-foot wide site - Cannot provide additional surface parking - turning parking to side and creating drive aisle, resulting in the same 4 spaces - stacked spaces also infeasible - Applicant has proved relief for 11 of the 15 required spaces (73%) - Consistent with 100% special exception relief granted for the required 23 spaces at 15 Dupont Circle (BZA Case No 18744)