

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

**APPLICATION OF
ROSEBUSCH LLC & GREGG M. BUSCH
1456-1460 CHURCH ST., N.W.**

**BZA APPLICATION NO. 18638
HEARING DATE: MAY 20, 2014
ANC 2F02**

RECEIVED
OFFICE OF ZONING
2014 MAY -6 PM 3:34

**SUPPLEMENTAL STATEMENT OF THE APPLICANT
IN SUPPORT OF PARKING RELIEF**

**I.
NATURE OF RELIEF SOUGHT**

Rosebusch LLC and Gregg M. Busch (collectively, the "Applicant") submit this supplemental statement in support of the application to the Board of Zoning Adjustment ("BZA" or "the Board"), consistent with the Board's decision to hold a limited public hearing on the requested variance from the parking requirements of Section 2101.1. The Board previously granted relief from the roof structure enclosure requirements and height, and thus those area of relief are not addressed in this supplemental statement.

The requested parking relief will permit the construction of a new residential building at 1456-1460 Church Street, N.W., (Square 209, Lots 65, 66, and 67) (the "Site"), located in the ARTS/C-3-A District. The proposed development is appropriate for the Site and fully compatible with the surrounding area. As discussed in greater detail below the Site is affected by extraordinary and exceptional conditions that make it practically difficult to comply with the strict application of the parking requirements. Granting of the parking relief will not substantially impair the intent, purpose, and integrity of the Zone Plan.

**BOARD OF ZONING ADJUSTMENT
District of Columbia**
CASE NO. 18638
EXHIBIT NO. 53

Board of Zoning Adjustment
District of Columbia
CASE NO.18638
EXHIBIT NO.53

For the convenience of the Board the most recent set of the architectural drawings are resubmitted herewith as Exhibit A. The application and drawings reflect a number of revisions the Applicant made in response to concerns raised by neighboring residents. These include:

- the removal of all of the windows from the southwest corner of the proposed building to protect privacy;
- the addition of a guardrail to the parking area;
- the provision of an indoor, temperature-controlled and ventilated trash facility; and
- additional parking spaces, for a total of four parking spaces for the building, two of which spaces will be reserved for car share companies to serve the building residents.

The Applicant has also committed to the following operational conditions which will govern how the building is used:

- the limitation of roof deck hours to 10:00 P.M. Sunday through Thursday and 12:00 A.M. on Friday and Saturday;
- the utilization of the same trash removal company as either of the two adjacent condominium buildings (Metropole and Citta 50);
- inclusion of a “Car Free” marketing plan that provides tenants free membership in Capital Bike Share and Car Share at lease signing, paid for by the building owner;
- a lease provision prohibiting tenants of the building from obtaining a Residential Parking Permit ("RPP"), under penalty of eviction, which the Landlord will pursue to the full extent permitted by law; and
- the provision of a guest parking space for building tenants within a 1-2 block radius to be paid for by the landlord.

II.

JURISDICTION OF THE BOARD

The Board has jurisdiction to grant the variance and special exception relief requested herein pursuant to D.C. Official Code § 6-641.07 (2012 Repl.) and 11 DCMR §§ 3103.2 and 3104.1.

III.

BACKGROUND

A. Description of the Site

The Site is located at 1456-1460 Church Street, N.W., at Lots 65, 66, and 67 in Square 209. The south half of Square 209 is bounded by Church Street to the north, 15th Street to the west, P Street to the south, and 14th Street to the east. The Site is presently improved with three historic nineteenth century buildings and contains approximately 3,420 square feet of land. Of the three existing buildings, 1456 and 1458 Church Street are three-story flat-front brick rowhouses with bracketed wood cornices. These houses are extremely modest in size, measuring only approximately 12-feet, 6-inches wide by 28-feet deep. The building at 1460 Church is a three-story, flat-front brick rowhouse, with a corbelled brick cornice. This house is only slightly larger than the other two, originally measuring approximately 13 feet wide by 34 feet deep, with a small ell-wing added later at the rear. Therefore, the development site as a whole is only 38' wide, which makes it impossible to provide below-grade parking and retain the demising walls of the historic structure as required by the Historic Preservation Review Board. (See HPRB Staff Reports attached as Exhibit B). The Site fronts on Church Street (50 feet wide); a ten-foot wide alley is located at the rear of the property. The Site is zoned ARTS/C-3-A and is located within the 14th Street Historic District.

B. Description of the Surrounding Area

The Site is located less than one block from 14th Street N.W., and less than two blocks from Logan Circle. The 14th Street corridor is continuing to be redeveloped with a wide variety of high-density commercial, residential, and mixed use buildings. As some of the last remaining undeveloped parcels on the 1400 block of Church Street, Lots 65, 66, and 67 currently offer little to the surrounding neighborhood as older buildings fall into disrepair. Surrounded by new mixed use and residential high-rise buildings on both sides, the buildings on the Site do not currently fit into the streetscape, which has artfully incorporated older structures into new urban spaces. Revitalization of the Site will be a positive addition to the neighborhood to bring underutilized and vacant buildings back into productive use. The proposed new building will be one of many new developments in the area, which has become a flourishing retail, residential, and transit corridor.

The Site is easily accessible by public transportation: It is located a half-mile from the U Street Metrorail Station, which serves the Green Line, and 0.6 miles from the Dupont Circle Metrorail Station, which serves the Red Line. The Site is also located along numerous Metrobus lines, including the G2, S1, S2, S4, S9, 52, 53, 54, 915, and DC 98 lines, and is within three blocks of two Capital Bikeshare stations and direct access to Car Share both on site.

The Site abuts a seven-story residential building to the east that incorporated a modest 1920s apartment building (Citta 50), and a seven-story residential building, which steps down to four stories immediately adjacent to the Site, that faces 15th Street to the west (Metropole Condominiums). Across Church Street to the north is a parking lot.

C. Project Description

The Applicant proposes to redevelop the Site by incorporating the three existing historic nineteenth century buildings into a new eight-story apartment building with 37 units. The

proposed addition will be constructed to the rear, and will project over two of the three existing buildings. The new building will have a height of 70 feet, with the roof structures rising another 14 feet, 8 inches, for an overall height above the measuring point of 84 feet, 8 inches.

The design of the new building's façade is primarily metal panels with aluminum windows, glass sliding doors, and aluminum fascia and break metal wrapped trim. The proposed development will retain and incorporate the main masonry blocks of the three historic rowhouses to their original depth of approximately 28-32 feet. These facades will be cleaned, repaired, and repointed. The center rowhouse will serve as the entrance lobby to the larger project, while the entrances to the other two houses will provide access to individual units. A secondary entrance at the rear of the building is provided from the public alley. The Applicant proposes to provide four parking spaces along the public alley, which is at the rear of the building.

V.

THE APPLICANT MEETS THE STANDARDS FOR AN AREA VARIANCE UNDER THE ZONING REGULATIONS

A. Nature of Relief Sought

The Applicant requests a variance from the off-street parking requirements. Under section 2101.1, one parking space must be provided for every two units, or in this case, a total of 19 spaces. Automobile parking spaces for historic resources must be a minimum of 8 feet in width and 16 feet in length. *See* 11 DCMR § 2115.3. Here, the Applicant proposes to provide four parking spaces located at the rear of the building just off of the alley.

B. Standard of Review for Variance Relief

Under D.C. Code § 6-641.07(g)(3) (2001 ed.)¹ 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 unique because, *inter alia*, of its size, shape or topography; (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 zoning plan.

French v. District of Columbia Bd. of Zoning Adjustment, 658 A.2d 1023, 1035 (D.C. 1995), quoting *Roumel v. District of Columbia Bd. of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980). See, also, *Capitol Hill Restoration Society, Inc. v. District of Columbia Bd. of Zoning Adjustment*, 534 A.2d 939 (D.C. 1987).

Applicants for an area variance need to demonstrate that they will encounter "practical difficulties" in the development of the property if the variance is not granted. See *Palmer v. District of Columbia Bd. of Zoning Adjustment*, 287 A.2d 535, 540-41 (D.C. 1972) (noting that "area variances have been allowed on proof of practical difficulties only while use variances require proof of hardship, a somewhat greater burden"). An applicant experiences practical difficulties when compliance with the Zoning Regulations would be "unnecessarily burdensome." See *Gilmartin v. District of Columbia Bd. of Zoning Adjustment*, 579 A.2d 1164,

¹ Section 6-641.07 of the D.C. Code provides, *inter alia*, that:

[w]here by reason of exceptional narrowness, shallowness, or shape of a specific piece of property at the time of the original adoption of the regulations or by reason of exceptional topographical conditions or other extraordinary or exceptional situation or condition of a specific piece of property, the strict application of any regulation adopted under this subchapter and subchapter V of this chapter would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship upon the owner of such property, ... [the Board is authorized to grant], upon an appeal relating to such property, a variance from such strict application so as to relieve such difficulties or hardship, provided such relief can be granted without substantial detriment to the public good and without substantially impairing the intent, purpose, and integrity of the zone plan as embodied in the zoning regulations and map.

D.C. Code § 6-641.07(g)(3) (2001 end).

1170 (D.C. 1990). As discussed below, the proposed project meets all three prongs of the variance test.

C. The Site's Extraordinary or Exceptional Conditions

The phrase "exceptional situation or condition" in the above-quoted variance test applies not only to the land, but also to the existence and configuration of a building on the land. *See Clerics of St. Viator, Inc. v. District of Columbia Bd. of Zoning Adjustment*, 320 A.2d 291, 294 (D.C. 1974). In this case, the Site is affected by several exceptional conditions due to its narrow width of 38 feet, its small size of 3,420 square feet, and the existence of three historic buildings on the Site that must be maintained, repaired, and renovated. These buildings have been on the Site since the late nineteenth century, and together these buildings' characteristics place substantial restrictions on potential building and parking configurations. *See Gilmartin v. District of Columbia Bd. of Zoning Adjustment*, 579 A.2d 1164, 1168 (D.C. 1990) (uniqueness may arise from a confluence of factors which affect a single property).

The incorporation of existing structures into the design of the new building limits and constrains the floor plate of the building. The historic buildings are being saved to a depth of 30 feet, 8 inches, which include the demising wall below grade. The Applicant must also provide a new building core comprised of egress stairs, an elevator, mechanical equipment, and other necessary core elements. Together, the historic buildings and new building core occupy the first 48 feet of the Site, as measured from Church Street. Only 42 feet, 4 inches, remain at the back of the property to accommodate a parking garage ramp from the rear alley.

D. Resulting Practical Difficulty

These extraordinary and exceptional conditions create practical difficulties in meeting the strict application of the parking requirements. The zoning regulations require that the proposed

development provide 19 parking spaces. Because the Site is only 38 feet wide, however, there is simply not enough room to accommodate all of the required elements.

Due to the extreme narrow width of the lot and the historic buildings on the Site, the Applicant cannot excavate the Site to provide below-grade parking, ramps for two-way circulation, or a turning radius sufficient to ingress or egress a parking garage. One compact space alone is 8 feet wide by 16 feet long. Minimum width dimensions to have ramp turning movement and a ramp going down to another level is approximately 60 feet, yet the Site is less than two-thirds that width.

In order to reach a below grade depth of 9 feet, 8 inches, which is the required clearance to a underground parking level, the slope of the ramp would have to be approximately 23 percent. This is almost *twice* the permitted slope for driveway ramps under section 2117.8(a) of the Zoning Regulations. A ramp that is almost double the permitted slope is virtually impossible to navigate. Even if the slope could be reduced, it is still not viable to accommodate the necessary 20-foot wide driveway for ingress and egress purposes, the required maneuverability clearance, *and* the parking spaces. At 38 feet wide, the Site is simply too narrow. The reduced floorplate makes excavation for underground parking physically impossible.

The provision of fewer residential units does not solve the problem. Due to the historic buildings on the site, it is only possible to increase the size of units (and thereby reduce their number) at the rear of the building at the alley. Yet, these units are not reasonably marketable, as will be testified to by applicant's marketing witness. It is therefore impossible for the Applicant to meet the parking requirements. As a result, strict compliance with the off-street parking requirements would result in a practical difficulty to the Applicant, thus requiring a variance from section 2101.1 of the Zoning Regulations.

3. No Harm to Public Good or Zone Plan

The requested variance from the off-street parking provisions will not result in any substantial detriment to the public good, nor will it impair the purpose, intent, or integrity of the Zone Plan. The redevelopment of the existing historic buildings into an eight-story residential building will significantly contribute to the vibrancy of the neighborhood while supporting the District's housing goals for this area. The development will allow for the repair and renovation of contributing buildings to the historic district and will help to revitalize the block on which the Site is located.

The Applicant will undertake a number of TDM initiatives to ensure that the building is adequately marketed as "car-free" and does not negatively impact traffic and parking in the surrounding area. First, the Applicant will place a clause in emphasized typeface in each residential unit lease that prohibits any tenant from applying for or obtaining a residential parking permit ("RPP"), or using an RPP guest pass within one mile of the building, under penalty of lease termination. Second, on an annual basis, the Applicant will request DMV and/or DDOT to provide the names of any residents of the property who have requested an RPP as evidence of lease termination proceeding; checks will be increased to every six months if noncompliance is detected. The Applicant will provide annually to the Metropole Condominium Board the results of its inquiries to DMV and DDOT. These measures provide safeguards that future occupants will not be able to park on neighborhood streets through use of the RPP program. Third, the Applicant will install a minimum of 13 interior bicycle parking spaces for building residents. Fourth, the Applicant will include to every unit on an on-going basis a membership to Capital Bikeshare, as an addendum to the lease agreement. Fifth, the Applicant will include with every unit on an on-going basis a membership to Car Share or Car To Go, as an addendum to the lease agreement. Lastly, the Applicant will secure a visitor parking space

within a one to two block radius of the site. Together, these initiatives will eliminate the potential of spillover parking onto the residential streets in the neighborhood, and will help to ameliorate the concern of the Metropole. As the Board will note, several of these measures are enhancements to the TDM measures previously proffered in the case.

The development will include four parking spaces at the rear of the building, one of which will be reserved for the building manager and the other will be used for handicapped parking, and two will be permanently reserved for car-share space. These spaces can also be used for loading or move-ins and move-outs, which will occur at the rear of the lot, accessed by the public alley. Tenants will be able to coordinate with the building manager to reserve these spaces for loading or move-ins and move-outs. During the times when the parking spaces are required for loading purposes, the building manager will park his or her car in one of the several parking garages or lots located within a half-mile or seven minute walk from the Site; the Metropole itself offers daily and monthly parking opportunities.

The four proposed parking spaces will adequately serve the needs of the prospective residents, given the inclusion of car share and bike share as part of the tenants lease agreements, and the Site's close proximity to public transportation and to the surrounding mixed-use neighborhood, which provides a pedestrian-friendly environment and a diversity of retail, restaurants, and recreational activities. The building is being specifically marketed to those persons who have made an urban living lifestyle decision not to have an automobile. The District's most recent census shows a population of over 600,000, with approximately 260,000 households. Approximately one-third of those households do not own an automobile. With a location that has a walk-score of 97 (referred to as a "Walker's Paradise" at www.walkscore.com) and close access to two Metrorail stations, numerous active Metrobus lines, and two Capital

Bikeshare stations, and direct access to car share in the buildings two car share reserved spaces. the subject property will readily attract households that do not have, need, or want an automobile. Thus, relief can be granted without substantial detriment to the public and without substantially impairing the intent, purpose, and integrity of the Zone Plan.

VI. COMMUNITY SUPPORT

The Applicant presented the project to the Advisory Neighborhood Commission 2F ("ANC 2F") at its meeting on May 22, 2013. At its regularly-scheduled public meeting on June 5, 2013, at which a quorum was present, ANC 2F voted 7-0-1 to support the application in its entirety, including the parking variance. The ANC letter of support is attached as Exhibit C.

VII. EXHIBITS SUBMITTED IN SUPPORT OF THE APPLICATION

- | | |
|-------------------|--|
| <u>Exhibit A:</u> | Resubmitted Architectural Plans and Drawings dated February 3, 2014; |
| <u>Exhibit B:</u> | HPRB Staff Report and HPRB Actions Taken; |
| <u>Exhibit C:</u> | ANC 2F Letter of Support; |
| <u>Exhibit D:</u> | Outline of Testimony of representative of the Applicant and
Outline of Testimony of Witness on Market Conditions in Neighborhood; |
| <u>Exhibit E:</u> | Office of Planning Report in Support; |
| <u>Exhibit F:</u> | DDOT Report in Support; |
| <u>Exhibit G:</u> | Updated Traffic Technical Memorandum. |

VIII. WITNESSES

The Applicant may call the following witnesses to testify in support of the application:

- A. Brook Rose, RoseBusch LLC
- B. Peter Fillat, Peter Fillat Architects, architect for the project
- D. Witness on Market Issues of Building
- E. Erwin Andres, Gorove Slade Associates, Traffic Engineers.

IX. CONCLUSION

Applicant has taken substantial steps to address questions raised during the Board's deliberations on this case. The Applicant has met the burden of proof through more completely providing evidence and testimony as to the site's uniqueness and the complete physical impossibility of providing below-grade parking on the site due to preservation of historic resources.

As the Applicant confronts the market reality of size and location of units on the Site and the infeasibility of providing large units facing the alley in the 14th Street area, the requirement to provide one parking space for every two residential units creates a practical difficulty for the owner.

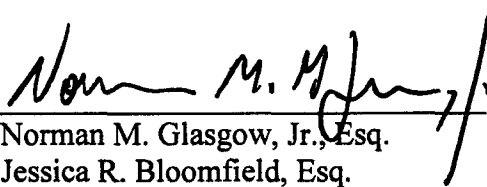
Lastly, the Applicant has established that the relief can be granted without substantial detriment to the public good and without substantially impairing the intent, purpose and integrity of the zone plan. The Applicant has done this through providing additional information to the Board in the form of the Technical Memorandum submitted Exhibit G herein. That Memorandum conclusively establishes that the proposed development at 37 units and the traffic it could be anticipated to generate has an imperceptible effect on the adjacent roadway system

and there are plenty of nearby parking spaces for rent by any resident who owns a car with no reliance on RPP. The applicant also has committed to lease a space for visitors within a one to two block radius and once again, there are numerous spaces available for that purpose within the available parking supply nearby.

The Applicant has also committed to use two of the parking spaces on site to be for car share spaces for the use of all residents within the building. This should accommodate any short term immediate needs for a car on the site. If those spaces are not available, Car Share and Car To Go is readily available in the immediate neighborhood. The Applicant, as an enhancement to its TDM package, has committed at its cost to provide membership in Capital Bike Share and Car Share or Car To Go at lease signing.

Respectfully submitted,

HOLLAND & KNIGHT LLP

By: 
Norman M. Glasgow, Jr., Esq.
Jessica R. Bloomfield, Esq.
800 17th Street, N.W.
Suite 1100
Washington, D.C. 20006
(202) 955-3000

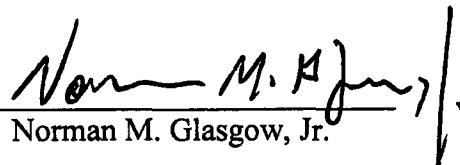
CERTIFICATE OF SERVICE

I hereby certify that copies of the foregoing Supplemental Statement of the Applicant in Support of Parking Relief were sent this 6th day of May, 2014, to the following:

Martin Sullivan, Esquire
Sullivan & Barros
1990 M Street, NW
Washington, DC
(via Hand Delivery)

Advisory Neighborhood Commission 2F
5 Thomas Circle, NW
Washington, DC 20005
(via First Class Mail)

Stephen Gyor
Office of Planning
1100 4th Street, SW
Room E650
Washington, DC
(via Hand Delivery)


Norman M. Glasgow, Jr.

#29495837_v5



1456-1460 CHURCH ST.

CHURCH ST. RESIDENTIAL
13001

COVER

SCALE: NO SCALE
DATE: 02.03.14

peter fillat architects
ARCHITECTS • INTERIORS • LANDSCAPE ARCHITECTS

01

		DESCRIPTION	REFERENCE	REQUIRED/ALLOWED	PROPOSED	COMMENT
ADDRESS: 1456-1460 CHURCH STREET NW LEGAL DESCRIPTION: SQUARE 209, LOTS 65,66,67 LAND AREA: 3,420 SF FRONTAGE: CHURCH STREET 38' (NORTH) PUBLIC ALLEY 38' (SOUTH) ADJACENT PROPERTY 90' (EAST) ADJACENT PROPERTY 90' (WEST) ZONE: ARTS/C-3-A HISTORIC OVERLAY: 14TH ST. HISTORIC DISTRICT PROPOSED USE: 100% RESIDENTIAL UNIT COUNT: 37 UNITS INCLUSIONARY ZONING: APPLIES (CHAPTER 26; § 1901.1)		MAXIMUM BUILDING HEIGHT	11 DCMR § 1902.1	70'-0"	70'-0"	
		RESIDENTIAL DENSITY	11 DCMR § 1909.1 (C); 11 DCMR § 1904.3	4.8 + 0.5 = 5.3 TOTAL FAR	5.3 FAR	
		LOT OCCUPANCY	11 DCMR § 1909.1 (C)(ii)	80%	80%	
		SIDE YARD	11 DCMR § 775.5	IF PROVIDED, 2" WIDTH/FT HEIGHT	NONE PROVIDED	
		REAR YARD	11 DCMR § 774.1	14'-6"	16'-3"	
		OFF-STREET PARKING	11 DCMR § 2101.1	19	4	RELIEF REQUESTED
		OFF-STREET LOADING	11 DCMR § 2201.1	NOT REQUIRED	NONE PROVIDED	
		ROOF STRUCTURES				
		AREA	11 DCMR § 411.7	MAXIMUM 0.37 FAR	0.20 FAR	
		ENCLOSURE WALLS, HEIGHTS	11 DCMR § 411	ONE ENCLOSURE ENCLOSING WALLS OF EQUAL HEIGHT	ONE ENCLOSURE ENCLOSING WALLS UNEQUAL HEIGHTS	RELIEF REQUESTED
		HEIGHT PH	11 DCMR § 1902.1	MAXIMUM PH HEIGHT 83'-6" - 70' = 13'-6"	84'-3" - 70' = 14'-3"	RELIEF REQUESTED
		SETBACK	11 DCMR § 400.7	SETBACK 1:1 RATIO (MINIMUM 14'-3" ELEVATOR) (MINIMUM 8'-8" EAST STAIR) (MINIMUM 36'-3" WEST STAIR CHURCH ST./8'-8" ALLEY)	CHURCH ST./ALLEY ELEVATOR - 15'-3"/29'-0" EAST STAIR - 14'-0"/23'-11" WEST STAIR - 8'-8"/23'-11"	



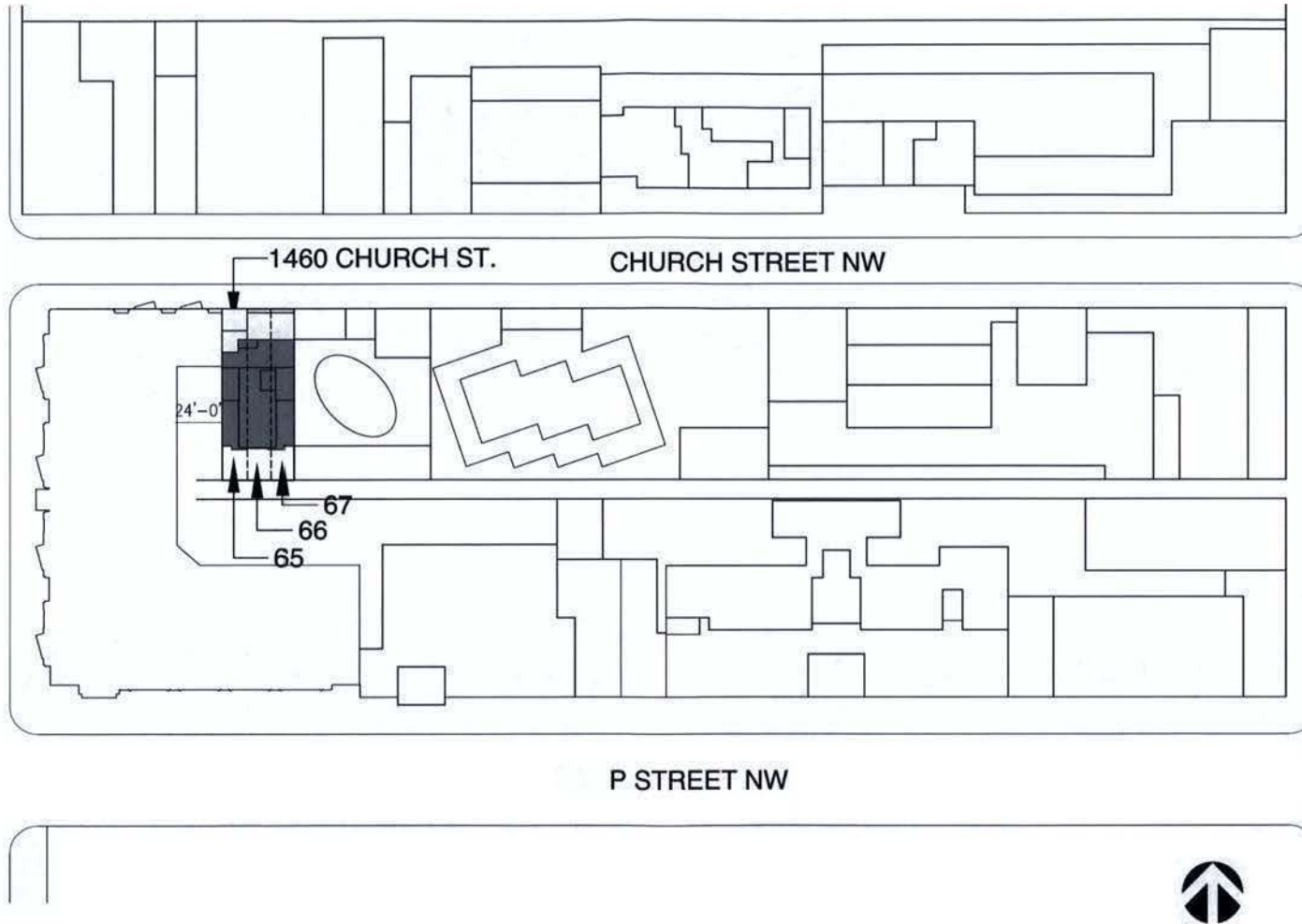
CHURCH ST. RESIDENTIAL
13001

SITE PLAN

SCALE: N.T.S.
DATE: 02.03.14

peter fillat architects
architects & interior designers

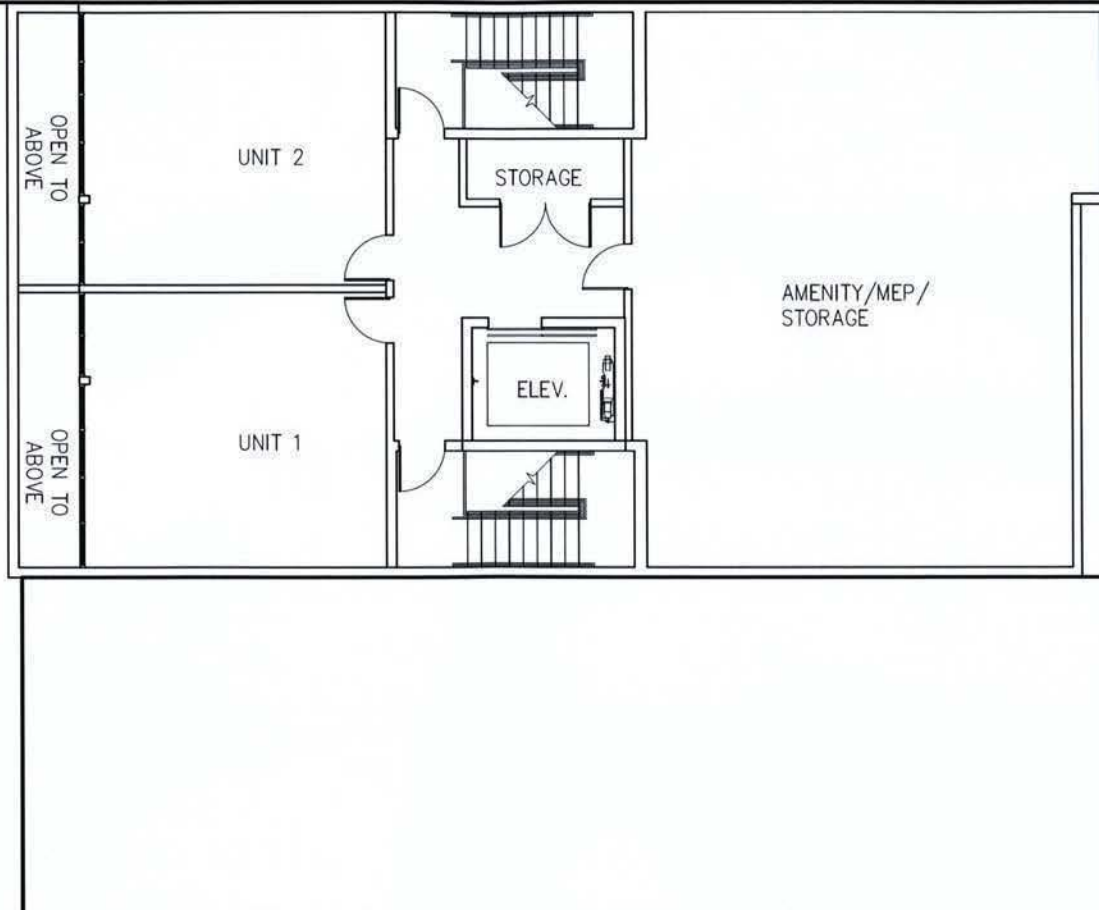
15TH STREET NW



14TH STREET NW

P STREET NW

ALLEY

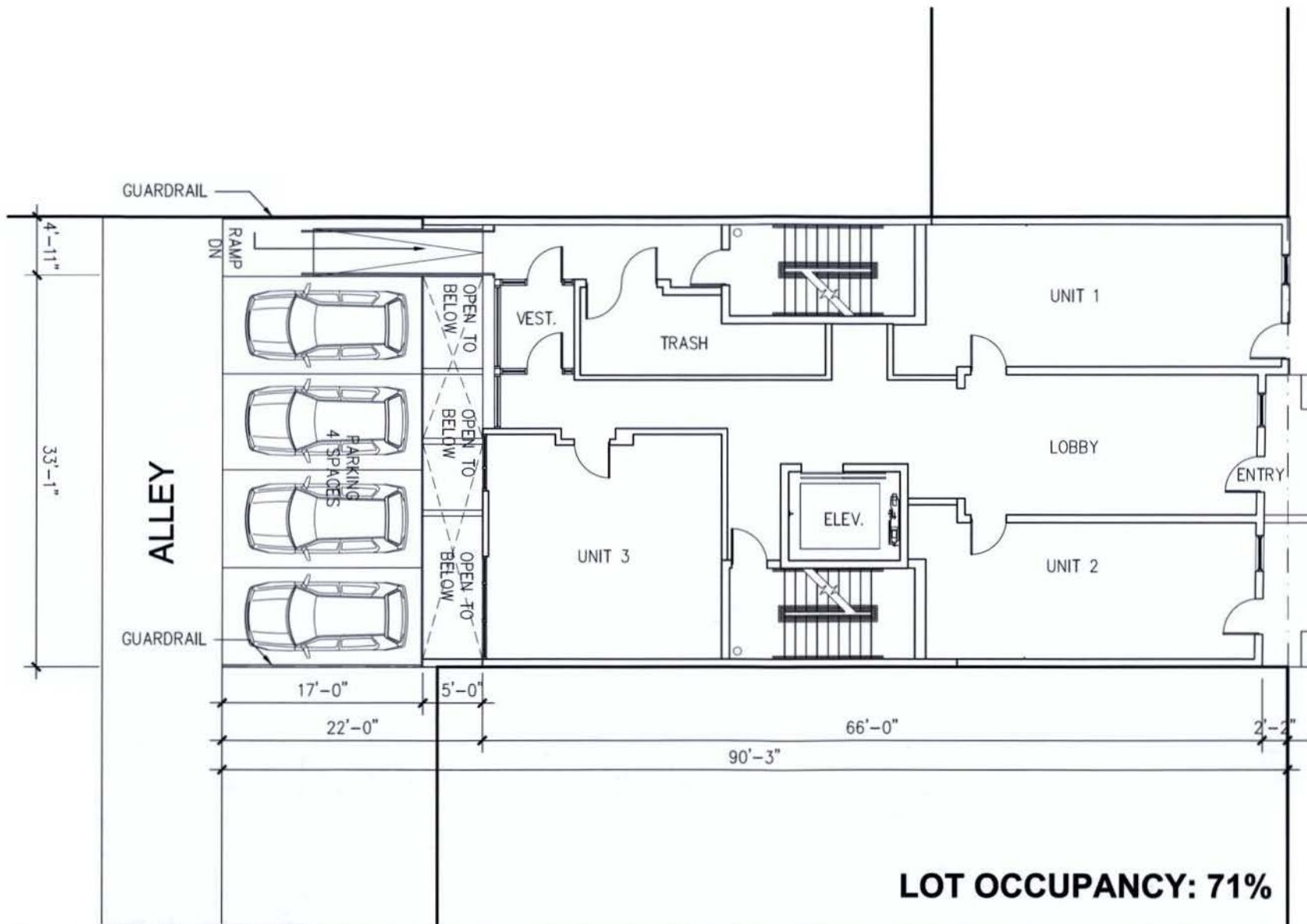


CHURCH STREET

38'-0"



05



CHURCH ST. RESIDENTIAL
13001

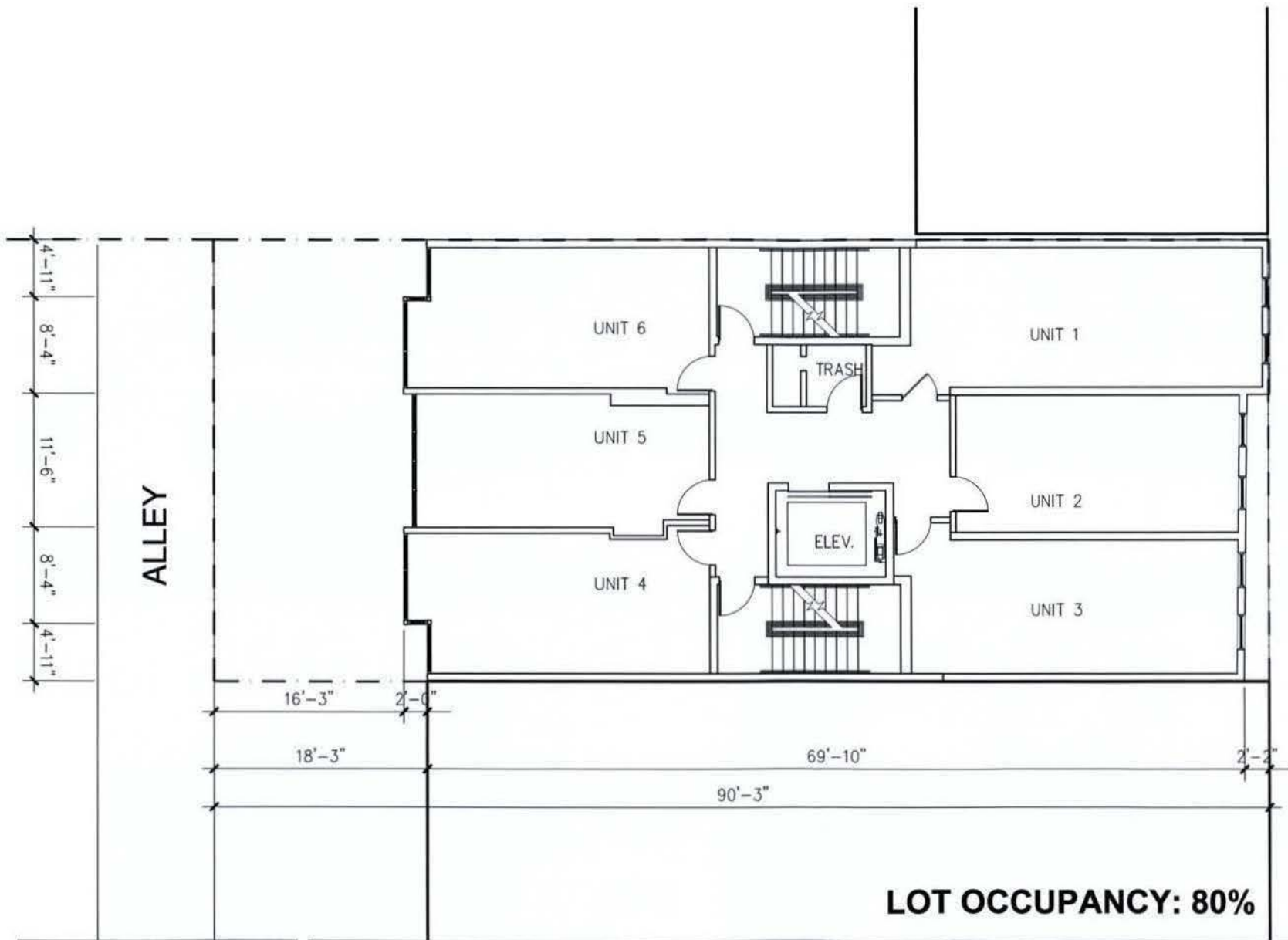
GROUND FLOOR PLAN

SCALE: 1/8" = 1'-0"
DATE: 02.03.14

peter fillat architects
ARCHITECTURE | INTERIORS | LANDSCAPE



06



ALLEY

CHURCH STREET



07

CHURCH ST. RESIDENTIAL
13001

TYPICAL LOWER FLOOR PLAN - 3RD FLOOR

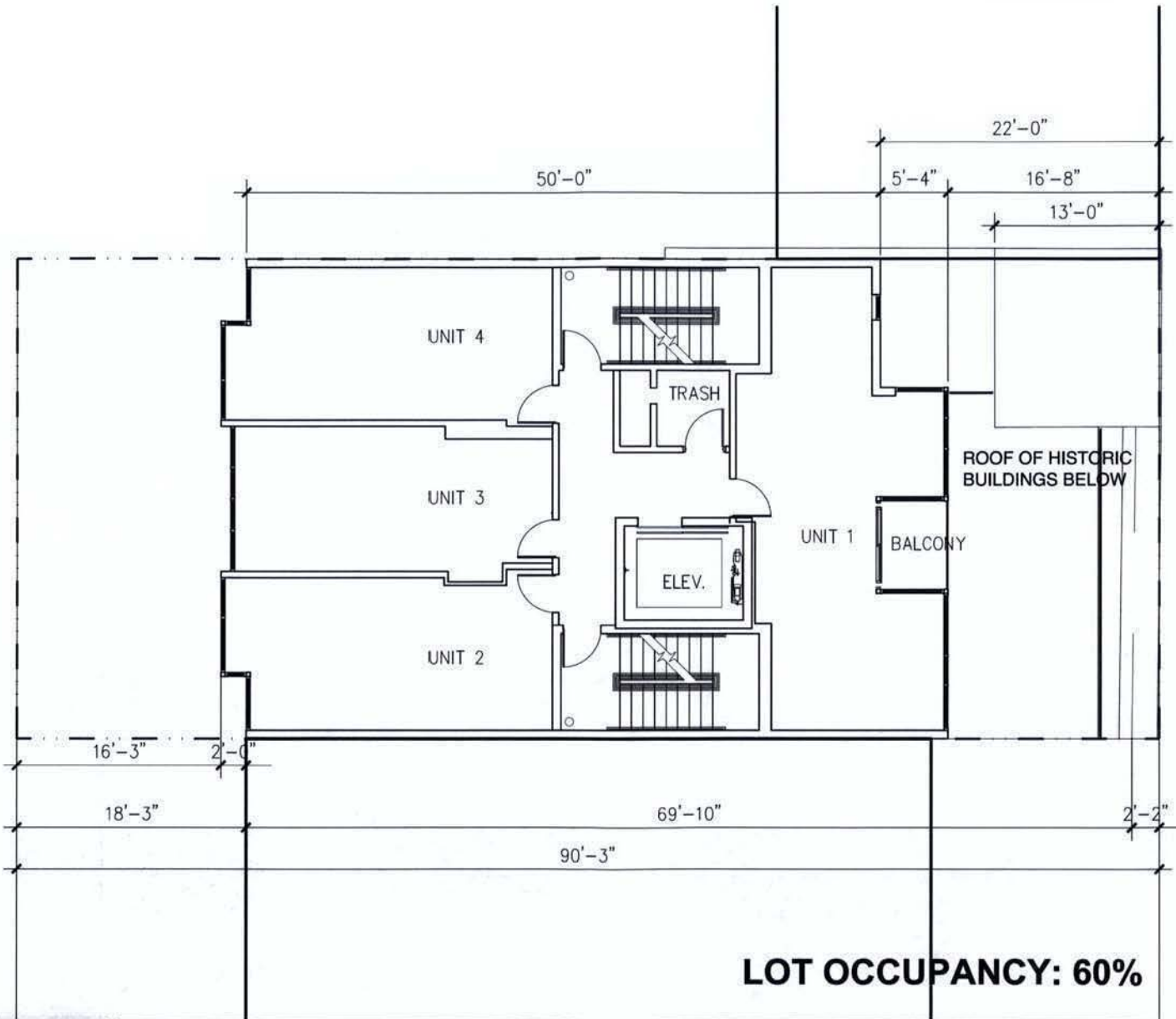
LOT OCCUPANCY: 80%

SCALE: 1/8" = 1'-0"
DATE: 12.02.13

peter fillat architects
ARCHITECTS | INTERIORS | LANDSCAPE

4'-11"
8'-4"
11'-6"
8'-4"
4'-11"

ALLEY



LOT OCCUPANCY: 60%

CHURCH STREET

8'-2"

10'-6"

19'-4"

38'-0"



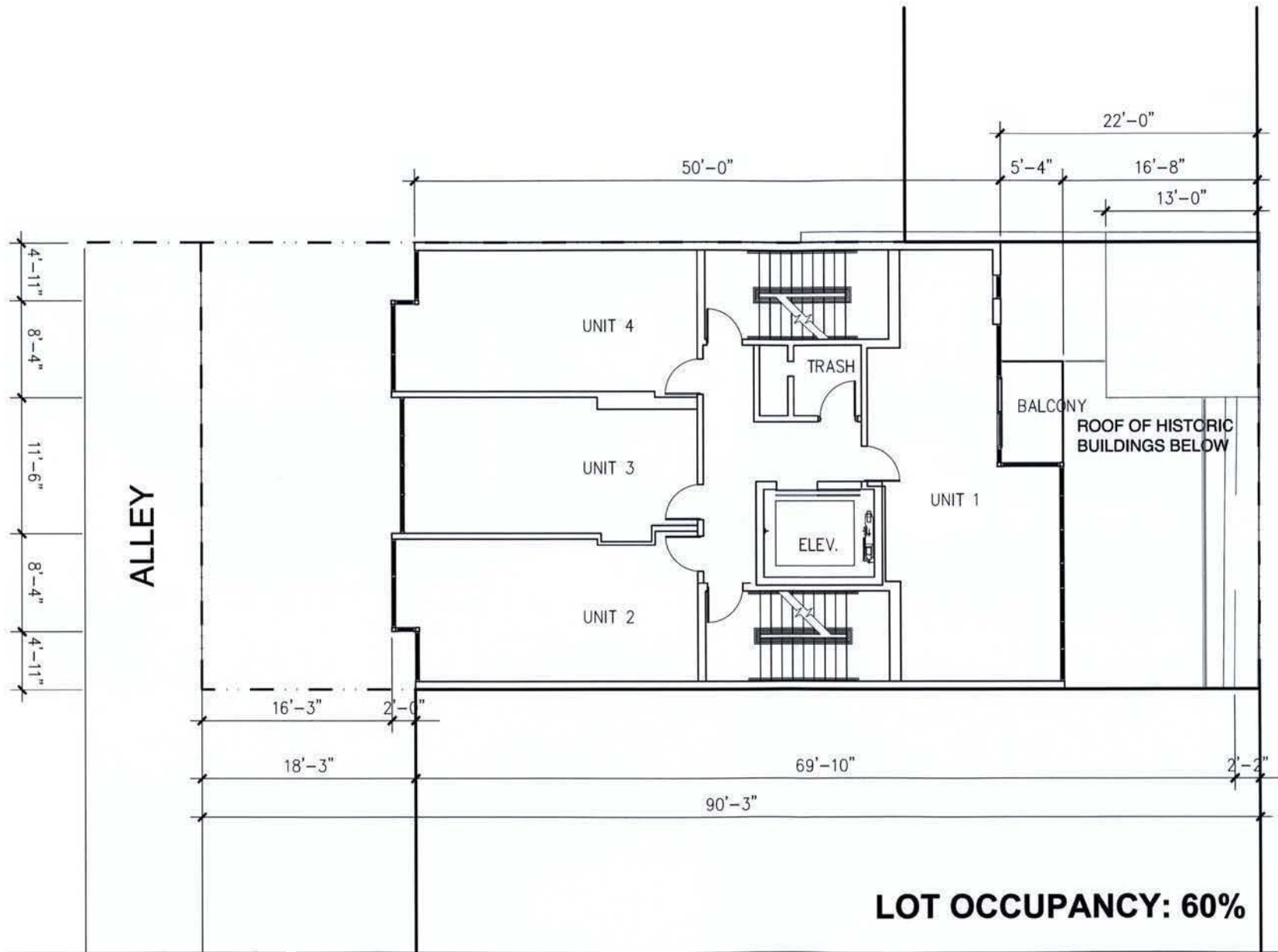
08

CHURCH ST. RESIDENTIAL
13001

UPPER FLOOR PLAN - 4TH/5TH/7TH FLOOR

SCALE: 1/8" = 1'-0"
DATE: 02.03.14

peter fillat architects



LOT OCCUPANCY: 60%

CHURCH ST. RESIDENTIAL
13001

UPPER FLOOR PLAN ALTERNATING- 6TH/8TH FLOOR

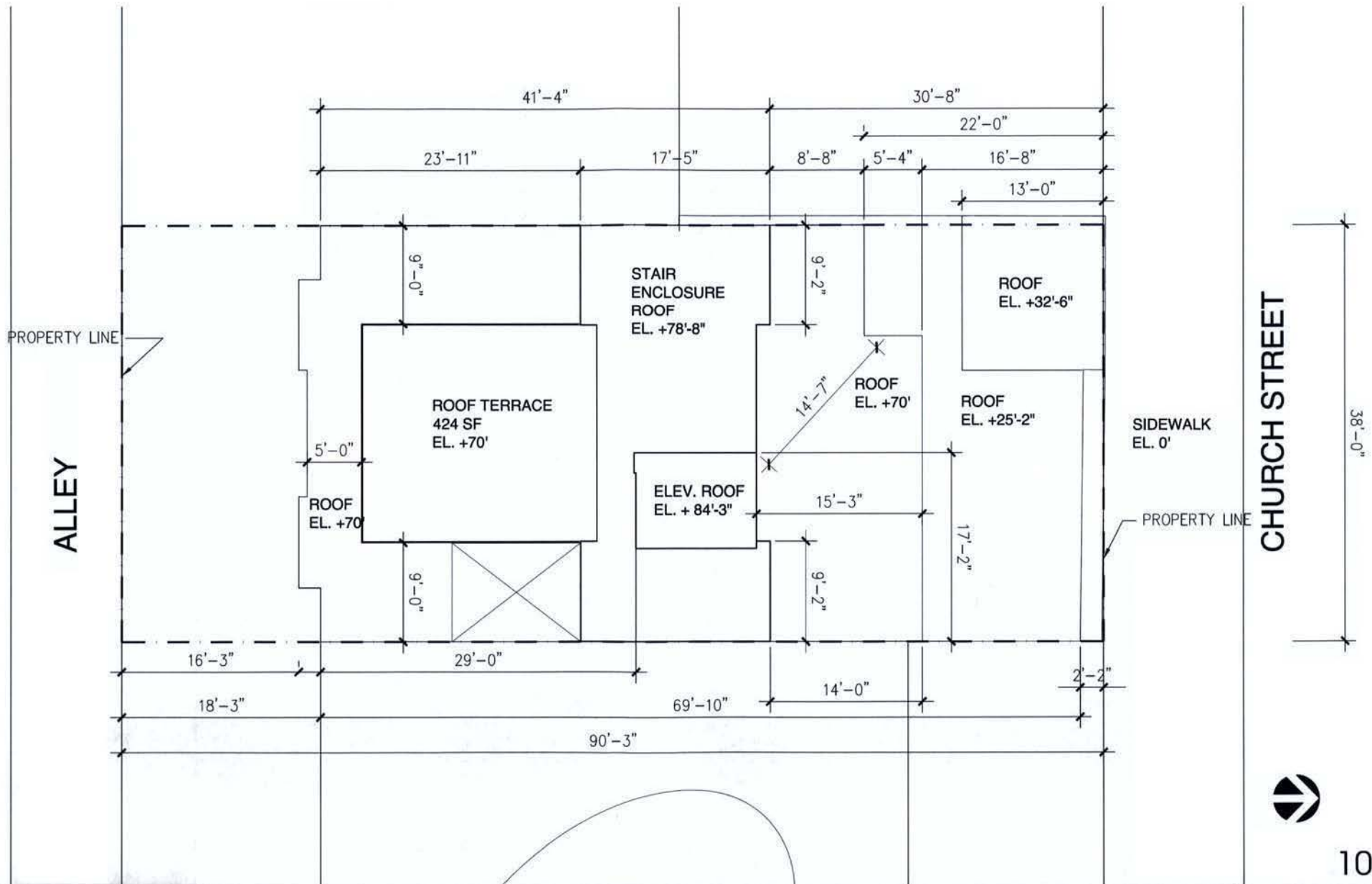
SCALE: 1/8" = 1'-0"
DATE: 02.03.14

CHURCH STREET



09

peter fillat architects
ARCHITECTS • INTERIORS • LANDSCAPE

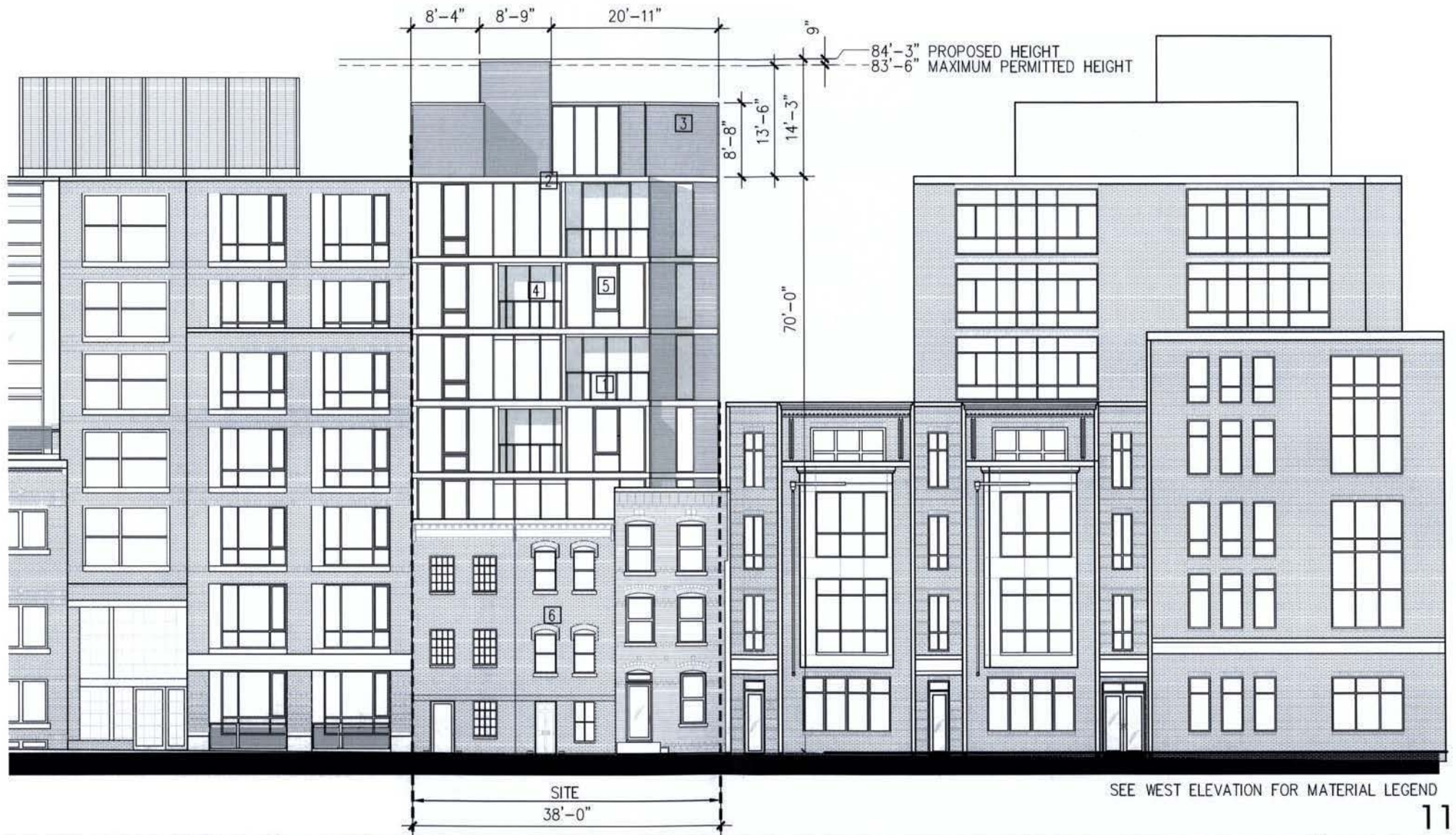


CHURCH ST. RESIDENTIAL
13001

ROOF PLAN

SCALE: 1/8" = 1'-0"
DATE: 12.03.14

peter fillat architects
ARCHITECTURE | INTERIORS | SPATIAL DESIGN

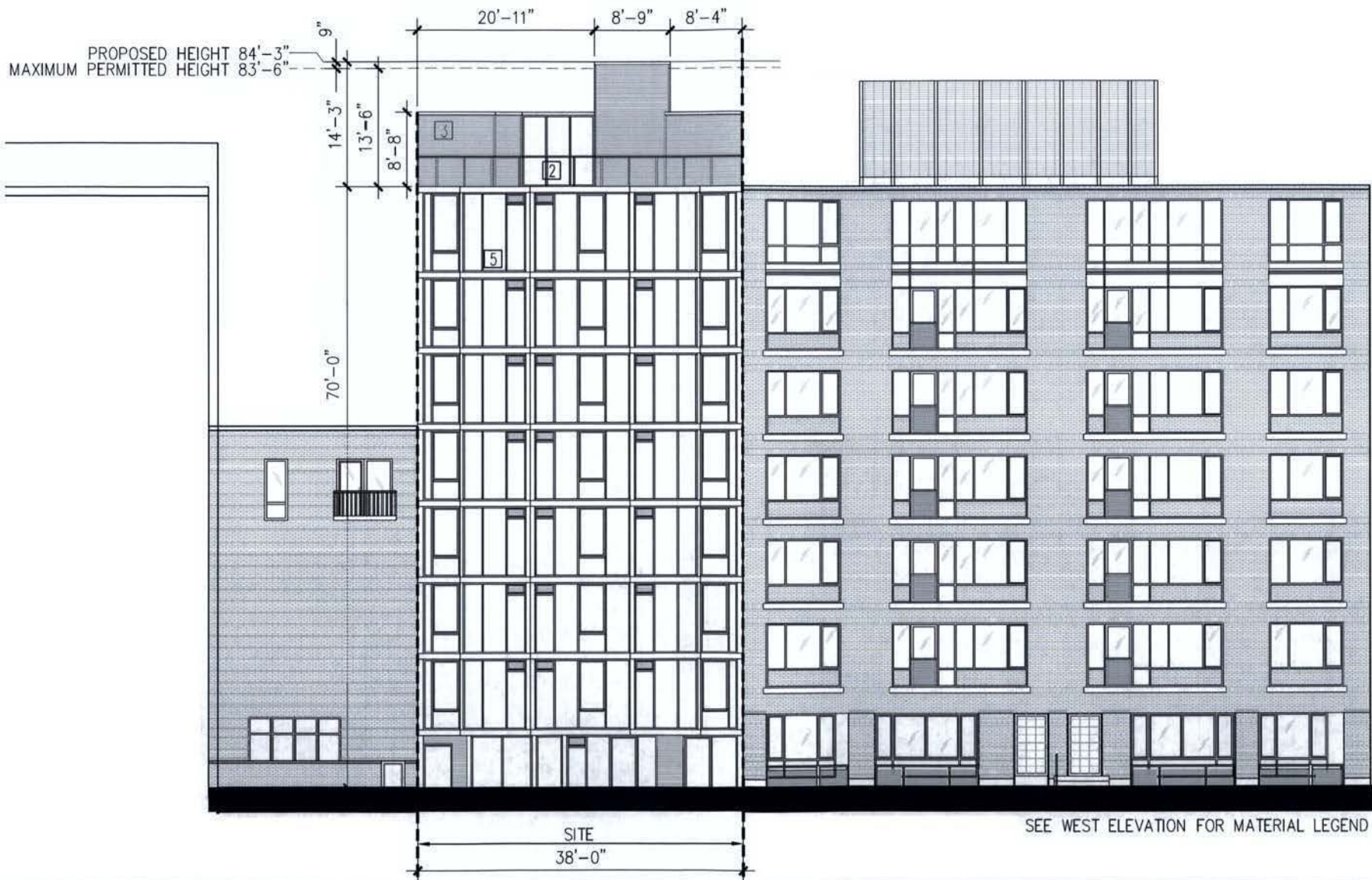


CHURCH ST. RESIDENTIAL
13001

NORTH ELEVATION - CHURCH ST.

SCALE: 3/32"=1'-0"
DATE: 02.02.14

peter fillat architects
ARCHITECTURE | INTERIOR | LANDSCAPE



CHURCH ST. RESIDENTIAL
13001

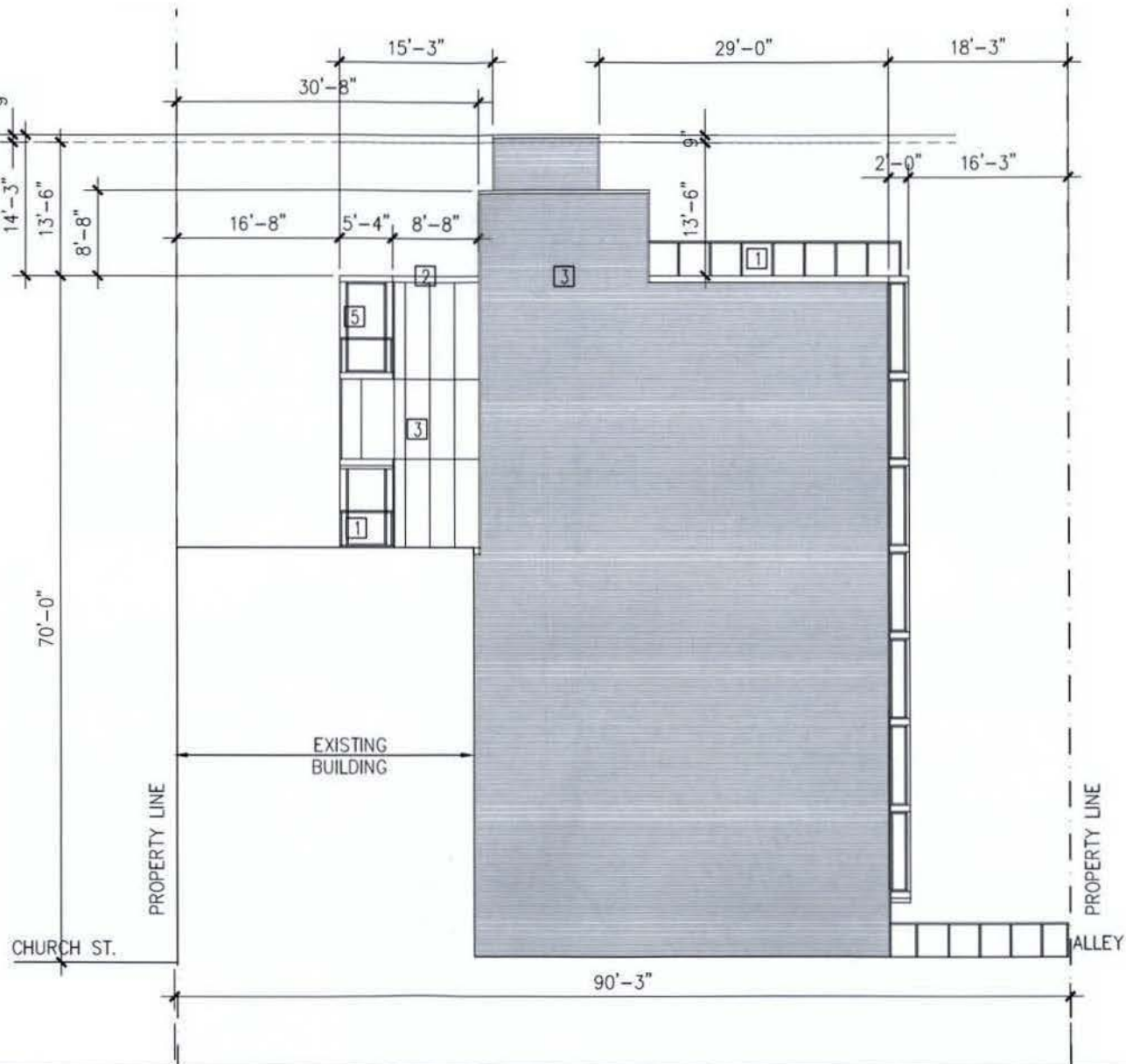
SOUTH ELEVATION - ALLEY

SCALE: 3/32"=1'-0"
DATE: 02.03.14

peter fillat architects
ARCHITECTURE | INTERIORS | LANDSCAPE

PROPOSED HEIGHT 84'-3"
 MAXIMUM PERMITTED HEIGHT 83'-6"

MATERIAL LEGEND:	
1	GLASS & METAL RAILING
2	ALUMINUM FASCIA & BREAK METAL WRAPPED TRIM
3	METAL PANEL
4	ALUMINUM SLIDING GLASS DOORS
5	ALUMINUM WINDOWS, INSULATED ARGON-FILLED LOW E GLAZING
6	CLEAN, REPAIR, REPOINT EXIST. BRICK FACADES AS REQUIRED

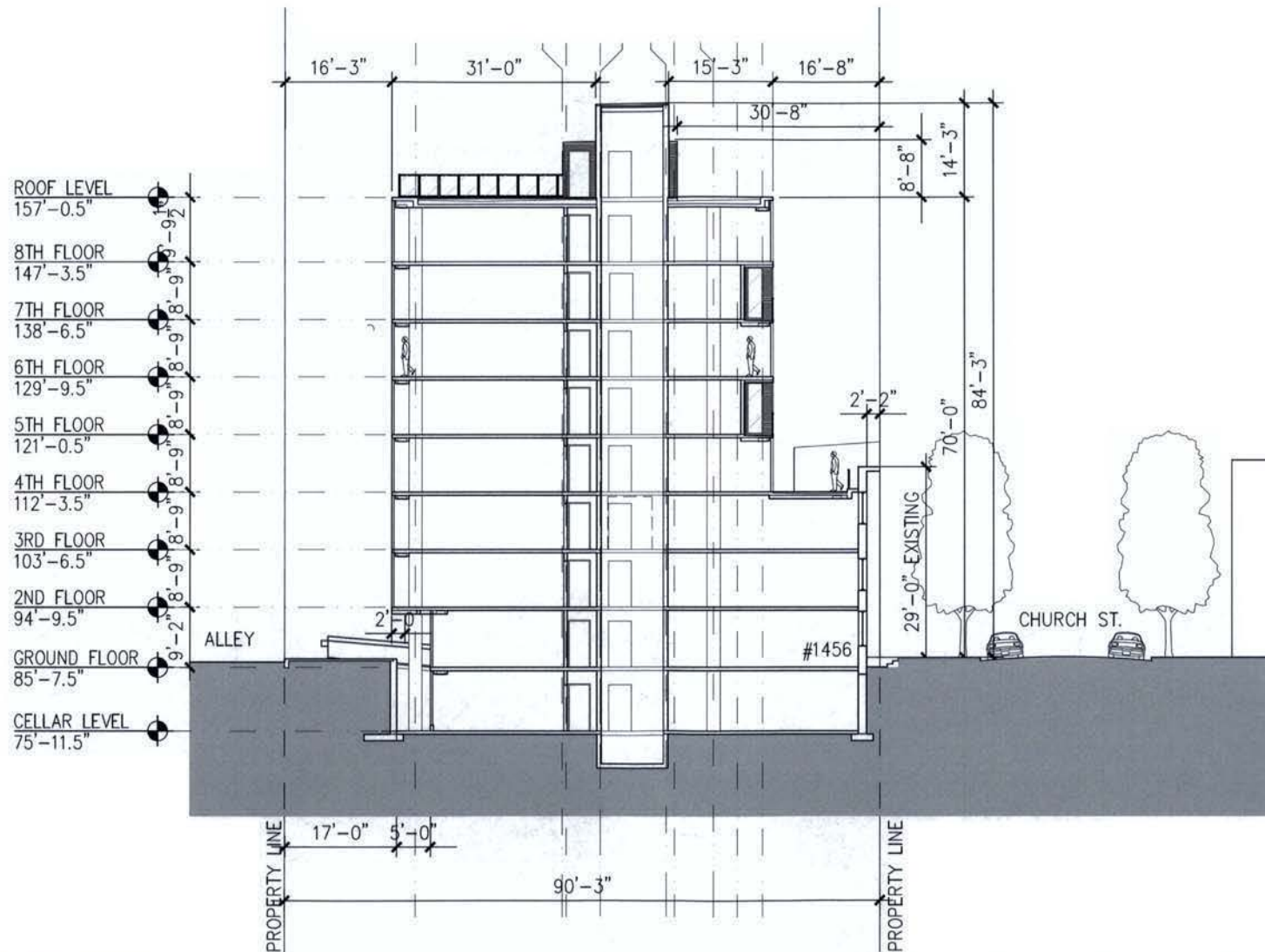


CHURCH ST. RESIDENTIAL
 13001

WEST ELEVATION

SCALE: 3/32"=1'-0"
 DATE: 02.03.14

peter fillat architects
 architecture | interior design | urban design

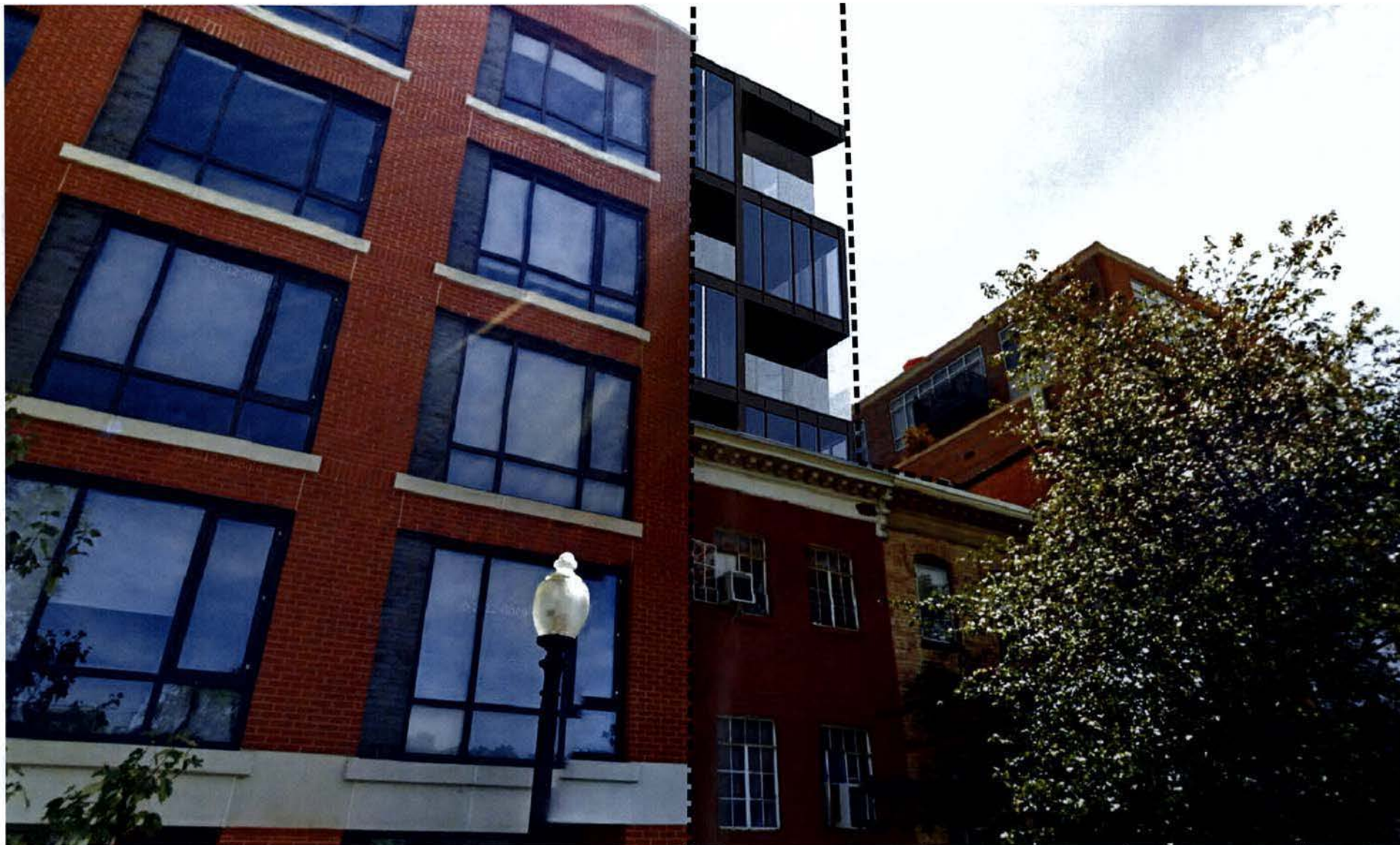


CHURCH ST. RESIDENTIAL
13001

BUILDING SECTION A

SCALE: 1/16"=1'-0"
DATE: 02.03.14

peter fillat architects
ARCHITECTURE | INTERIORS | LANDSCAPE



EXISTING
BUILDING

SITE

EXISTING
BUILDING

15

CHURCH ST. RESIDENTIAL
13001

MONTAGE

SCALE: NO SCALE
DATE: 02.03.14

peter fillat architects

ARCHITECTURE | INTERIORS | DESIGN



EXISTING BUILDING | SITE | EXISTING BUILDING

CHURCH ST. RESIDENTIAL
13001

MONTAGE

SCALE: NO SCALE
DATE: 02.03.14

peter fillat architects

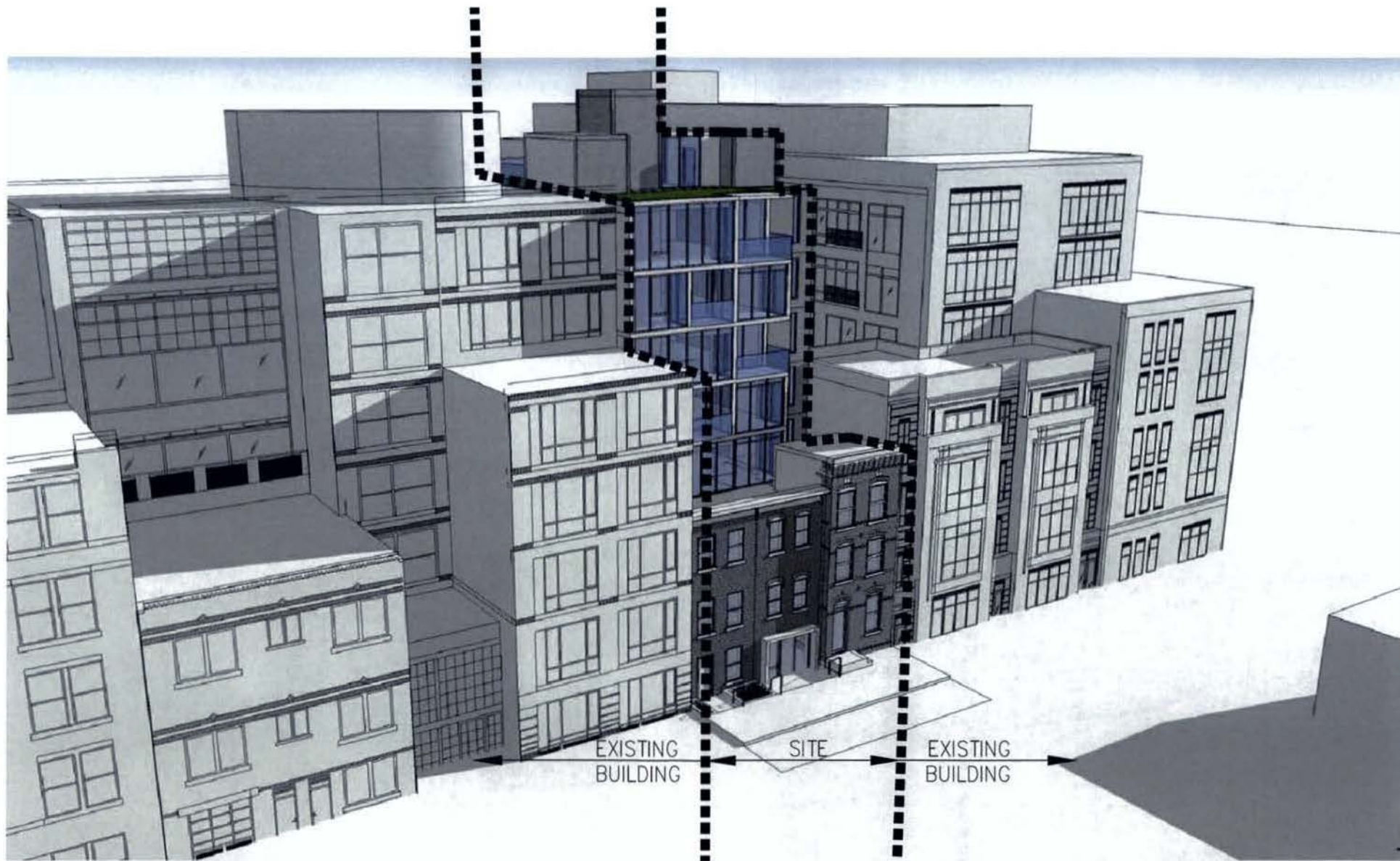


CHURCH ST. RESIDENTIAL
13001

MASSING VIEW 1

SCALE: NO SCALE
DATE: 02.03.14

peter fillat architects
ARCHITECTURE | INTERIORS | LANDSCAPE

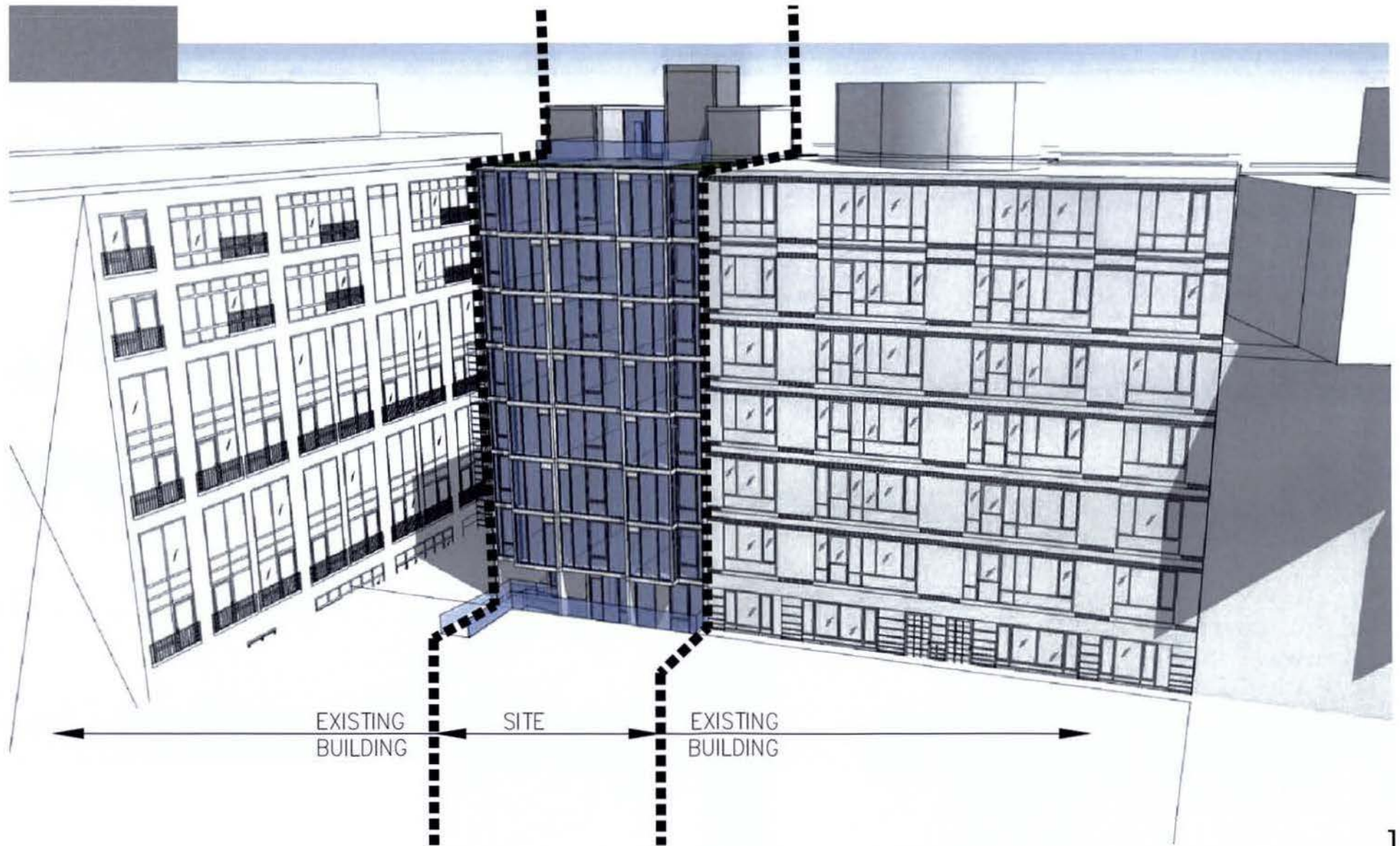


CHURCH ST. RESIDENTIAL
13001

MASSING VIEW 2

SCALE: NO SCALE
DATE: 02.03.14

peter fillat architects
ARCHITECTURE | INTERIORS | LANDSCAPE



CHURCH ST. RESIDENTIAL
13001

MASSING VIEW 3

SCALE: NO SCALE
DATE: 02.03.14

peter fillat architects
ARCHITECTS • INTERIORS • LANDSCAPES

**HISTORIC PRESERVATION REVIEW BOARD
STAFF REPORT AND RECOMMENDATION**

Property Address:	1456-58-60 Church Street, NW	X	Agenda
Landmark/District:	14th Street Historic District		Consent Calendar
		X	Concept Review
Meeting Date:	June 27, 2013	X	Alteration/Addition
H.P.A. Number:	13-349		New Construction
Staff Reviewer:	Steve Callcott		Demolition
			Subdivision

Architect Peter Fillat, representing owners Brook Rose and Gregg Busch, seeks conceptual review for renovation of three three-story rowhouses and construction of a seven-story apartment building addition at the rear of the houses in the 14th Street Historic District. The site abuts a seven-story residential building to the east that incorporated a modest 1920s apartment building, and a seven-story residential building (which steps down to four stories immediately adjacent to the subject properties) that faces 15th Street to the west.

Property History and Description

1456 and 1458 Church are a matching pair of three-story, flat-front brick rowhouses with bracketed wood cornices. The houses are extremely modest in size, measuring only 12'6" wide x 28' deep. The front façade windows and window openings on 1456 have been altered from their original appearance, which were likely identical to the arched brick openings remaining on the third floor at 1458. The houses are identified as two-stories on early maps, and may have originally been accessed through openings on what is now the second floor above a partially raised basement. The date of construction is not known, but they likely date to the late 1870s.

1460 Church is a three-story, flat-front brick rowhouse with a corbelled brick cornice. It is only slightly larger than the other two, originally measuring 13' wide x 34' deep, with a small ell-wing added later. According to building permit records, it was constructed in 1889 for a cost of \$1,300 by Taylor Brothers builders.

Church Street is one of many narrow (50' wide) secondary streets in the 14th Street Historic District, created and platted not as part of the L'Enfant plan but as a result of late 19th century real estate developers carving the neighborhood's larger blocks up in order to maximize the number of building lots. Church Street was first developed in the 1870s with modest two- and three-story wood and brick houses that were inhabited by African-Americans or housed service-oriented businesses such as wood and coal yards. With the rise in popularity of the automobile in the 1920s and construction of auto showrooms along 14th Street, many buildings along Church Street were replaced or converted to facilities that supported the automobile industry, such as service stations, repair shops and parking garages. The block has been almost entirely redeveloped since the designation of

the district in the 1990s, with retention and incorporation its few smaller-scaled historic buildings within new residential development projects.

Proposal

The project calls for retaining the main masonry blocks of the three historic rowhouses to their original depth – approximately 28-32 feet. The floor and roof assemblies would be retained at 1456, largely replaced at 1458 due to deterioration, and partially replaced at 1460 to slightly lower the floors. Portions of the rowhouses' floor and roof assemblies would be retained, but the majority would be replaced. A seven story addition, approximately 70' tall, would be constructed to the rear, and would project over two of the three buildings by as much as 15 feet. The center house would serve as the entrance to the larger project, while the entrances to the other two houses would access individual units.

The contemporary design calls for the massing and surface plane of the front and rear elevations to be broken down into a series of geometric elements that would project and recede, creating cantilevered rooms and recessed balconies. The walls would be clad largely in vertical panes of metal-framed glass; the body of the building is not indicated on the plans, but is presumed to be masonry. The building would be topped by a roof terrace, with separately expressed stair and elevator overruns.

Evaluation

The project follows many of the principles established by earlier redevelopment projects on the block. It would retain or replace in-kind deteriorated structure in the original portions of 1456 and 1458; it is not clear whether the removal and realignment of floors in 1460 is based on deterioration or not. The height and mass of the addition is consistent with other such additions that have been found compatible on the block, set back comfortably behind the retained small scaled historic buildings. The mass of the new construction is broken down into a series of smaller, vertically-oriented components that provides variety, articulation and shadow to the form of the addition and will prevent it from reading as a single unarticulated mass that overwhelms the historic buildings.

The proposal is somewhat different from the other additions on the block in that it has a higher percentage of glass and doesn't rely on the language or imagery of the street's industrial buildings to achieve compatibility. This works uniquely well because of the small size of the project, which has a slender frontage and human scale, and might be overwhelming or out of character on a significantly larger or wider addition.

Recommendation

The HPO recommends that the Review Board:

- *Request the applicant to clarify the condition of the structure of 1460 Church Street and the reasons for removal and realignment of the floors;*
- *Find the concept to be compatible with the character of its site and location in the historic district;*
- *Delegate final approval to staff.*

GOVERNMENT OF THE DISTRICT OF COLUMBIA
HISTORIC PRESERVATION REVIEW BOARD



HPRB ACTIONS
June 27 and July 11, 2013

The Historic Preservation Review Board met and considered the following items on June 27, 2013.

Present: Gretchen Pfaehler, Chair; Rauzia Ally, Andrew Aurbach, Maria Casarella, Graham Davidson, Nancy Metzger, Robert Sonderman, Joseph Taylor, and Charles Wilson.

JUNE 27TH AGENDA

HISTORIC PRESERVATION REGULATIONS

Proposed update and revisions to DCMR 10-C, Chapter 3 HPRB and CFA Review of Work Affecting Historic Landmarks and Historic Districts, Section 319: Expedited Review under Delegation to the HPO.

The Board approved the updated regulations and directed the staff to submit them for publication in the DC Register.

LANDMARK DESIGNATION HEARINGS

Informational presentation: Context study on Farms and Estates.

No action requested or taken.

George M. Lightfoot House, 1329 Missouri Avenue NW, Case #13-13.

The Board designated the George M. Lightfoot House a Historic Landmark to be entered into the D.C. Inventory of Historic Sites. HPO further recommends that the Board forward the nomination to the National Park Service for listing in the National Register of Historic Places. Vote: 9-0.

Sterrett Residence, 3530 Springland Lane NW, Case #13-14.

The Board denied designation of the Sterrett Residence, 3530 Springland Lane NW, as a historic landmark, finding that it did not meet the designation criteria, and recommended not forwarding the nomination to the National Register of Historic Places with a recommendation for listing. Vote: 8-0. (Casarella recused)

Town Center East, 1001 and 1101 3rd Street SW, Case #13-16.

The Board designated Town Center East a historic landmark to be entered into the D.C. Inventory of Historic Sites and recommended that the nomination be forwarded for listing in the National Register of Historic Places as of local significance, with a period of significance of 1960-1961, the time of the construction of the complex. The Board also recommended additional language about the significance of the site plan to be added to the decision document. Vote: 9-0.

ANACOSTIA HISTORIC DISTRICT

1526 U Street SE, HPA #13-384, two-story rear addition.

This case was deferred to a later hearing at the request of the applicant.

BLAGDEN ALLEY AND SHAW HISTORIC DISTRICTS

1322 9th Street NW, HPA #13-322, concept/new 5-story residential building.

The staff recommends that the Board provide comments and advise the applicant to return to the Board after further development. The Board provided comment and adopted the staff recommendation. Vote: 9-0.

HISTORIC LANDMARKS

Randall Junior High School, 65 I Street, SW, concept/rehabilitation and 12-story addition.

The Board forwarded the project to the Mayor's Agent for consideration in conjunction with requested demolition permits, with the following findings: (A) The demolition of portions of the landmark building is not consistent with the purposes of the preservation law; (B) The adaptive rehabilitation of the three main blocks of the school for a contemporary art museum, restaurant, and commercial/education facility is a substantial preservation benefit; and (C) the concept plans are generally compatible with the retained portions of the Randall School and with the L'Enfant Plan, but the wings overhanging the landmark and the treatment of the entrance to the school required restudy and revision. The Board recommended that the applicant continue consultation on design refinements for further review by the Board as appropriate.

HISTORIC LANDMARKS

Bond Bread Factory and Central Bus Garage, 2146-2112 Georgia Avenue NW, HPA#13-338, raze and revised concept for additions.

The case was deferred at the request of the property owner.

McMillan Park Reservoir, 2501 First Street, NW, HPA 13-#318, concept/park and community center building, rowhouses, grocery and apartment building, office buildings.

The Board heard the applicants presentation and public testimony, and continued the meeting to July 11th.

JULY 11TH AGENDA

The Historic Preservation Review Board met and considered the following items on July 11, 2013. \

Present: Gretchen Pfaehler, Chair; Rauzia Ally, Andrew Aurbach, Maria Casarella, Graham Davidson, Nancy Metzger, Robert Sonderman, and Charles Wilson. **Absent:** Joseph Taylor.

CAPITOL HILL HISTORIC DISTRICT

720 L Street, SE, HPA #13-267, ongoing concept review of new construction.

The Board approved the concept plans and delegated final approval to staff. The applicant will continue to confer with the community on the project, and staff will work with the applicant on final details such as signage, electrical panel placement, and fenestration detailing. Vote: 5-0 (Metzger recused; Wilson and Ally absent).

639 South Carolina Avenue, SE, HPA #13-321, concept/rear addition.

The HPRB found the current proposal incompatible and directed the applicants to refine the design so that the north elevation of the addition is not visible from South Carolina Avenue. Final approval was delegated to staff. Vote: 7-0. (Ally absent).

202 9th Street, SE, HPA #13-383, concept/rear addition.

The HPRB found the project consistent with the purposes of the preservation act and delegated final approval to staff. The Board advised the applicant to work with HPO staff to reduce the mass of the parapet, continue to refine the design to reduce visibility of the loft, railings, and the new construction through the side court. Vote: 8-0.

14TH STREET HISTORIC DISTRICT

1456-60 Church Street, NW, HPA #13-349, concept/8 story rear addition to three-story rowhouses.

The HPRB approved the general concept as consistent with its context, and advised the applicants to continue working with staff to (1) limit the extent of demolition to 1460 Church Street; (2) develop the scope of rehabilitation to the historic facades, 3) and provide greater texture and reduce the scale of the glass wall system. Final approval was delegated to staff. Vote: 8-0.

HISTORIC LANDMARK

McMillan Park Reservoir, 2501 First Street, NW, HPA 13-#318, concept/park and community center building, rowhouses, grocery and apartment building, office buildings (*continuation of June 27th meeting*)

The HPRB found the conceptual designs to lack overall cohesion and unity, and did not sufficient relate to or evoke the characteristics of the landmark. The Board voted (6-2) to approve the principles outlined in the master plan design guidelines, but that further work was needed for the projects to be consistent with those principles. The Board voted (8-0) that the concepts should be revised and return for further review when ready; below is a summary of the comments offered:

- 1) A consistent perimeter condition (including the topographical plinth and the Olmsted walk) should be retained. New construction should be pulled back accordingly.*
- 2) The tripartite character of the site should be retained and reinforced. The entrances to the north and south maintenance corridors should be dominant while new openings, curb cuts and roads through the site should be minimized as much as possible. Particular attention was needed in the center section of the site, and suggestions were made for reorienting the buildings and eliminating or reorienting roads and views.*
- 3) Buildings on the site should be developed to provide a unified and cohesive whole.*
- 4) The community center was found to be generally compatible with the character of the site. As the design continues to be developed, meaningful incorporation of the retained underground cell into the center should be considered*
- 5) The park was found to be generally compatible with the character of the site. The planting plan should be developed to frame and enhance rather than obscure views of the above-grade historic structures, and should retain the site's broad sense of open space.*

6) The townhouses were found to be in need of significant simplification and rethinking of the materials and colors, and should be organized to coalesce into larger block-fronts that relate to the larger civic scale of the site.

7) The mixed-use grocery store and apartment building was found to be conceptually strong and the strong expression of the base and the use of setbacks for the tower were appreciated. However, the sharp contrast of materials and geometries were generally thought too discordant and distracting from the character of the site.

8) The medical office buildings were found to be unconnected to the site, outward facing with too much sheer vertical height concentrated immediately on the north maintenance corridor. It was suggested that the mass be pushed to the north and the healing garden open space either be more oriented to or opened up to the interior of the site. If the north maintenance corridor wall is removed, the base of this building (and others along the corridor) should more closely reference it; the building should also more fully engage the retained cell 14.

MOUNT VERNON SQUARE HISTORIC DISTRICT

207 New York Avenue, NW, HPA #13-261, concept/add second and third floor to one-story commercial building.

The HPO recommends that the Board: (A) determine the building at 207 New York Avenue, NW to not contribute to the character of the Mount Vernon Square Historic District, as it lacks any distinguishing architectural characteristics and is not representative of important development patterns or building types identified in the National Register nomination; (B) approve the concept for a flush two-story addition to the building to be consistent with the character of the historic district; and (C) find the proposed design for the two-story addition incompatible with the character of the historic district, and that the front façade materials, fenestration, detailing and ornament should be simplified as noted above. Vote: 6-0. (Sonderman and Wilson absent)

MOUNT PLEASANT HISTORIC DISTRICT

3224 16th Street NW, HPA #13-320, extend driveway paving to create parking spaces in front of building.

The Board recommend denial of the application to retain the paved parking spaces as incompatible with the character of the historic district. Vote: 6-0. (Sonderman and Wilson absent)

U STREET HISTORIC DISTRICT

2237 13th Street, NW, HPA #13-264, concept/third floor addition.

The Board found this concept compatible with the character of the historic district and consistent with the purposes of the preservation act provided the roof addition is not visible from 13th Street to the north side of Florida Avenue. The Board delegated final approval to staff. Vote: 6-0 (Sonderman and Wilson absent).

1451 S Street NW, HPA #13-398, concept/ rear three story addition.

The Board found the proposed concept compatible with the character of the historic district and consistent with the purposes of the preservation act, and delegated final approval to staff. Vote: 6-0 (Sonderman and Wilson absent).

KALORAMA TRIANGLE HISTORIC DISTRICT

2012-2014 Kalorama Road NW, HPA#13-348, rear addition and renovation.

The case was deferred to the July hearing at the request of the applicant.

CONSENT CALENDAR

The Board approved the following items on the consent calendar on June 27.

HISTORIC LANDMARKS

1733 16th Street, NW, Scottish Rite Temple, HPA #13-391, concept/renovations, ADA access.

MOUNT VERNON SQUARE HISTORIC DISTRICT

117 New York Avenue NW, HPA #13-385, concept/3-story rear addition to 3-story rowhouse.

WASHINGTON HEIGHTS HISTORIC DISTRICT

1837 Kalorama Road NW, HPA #13-327, concept/rear addition.

Transcripts of Historic Preservation Review Board Meetings may be purchased from the court reporting agency that covered this hearing – Olender Reporting, Inc. (202) 898-1108, www.olenderreporting.com, or info@OlenderReporting.com. Copies of individual staff reports that are prepared in advance of the hearing are posted on our website at <http://planning.dc.gov>



18638

ADVISORY NEIGHBORHOOD COMMISSION 2F
Government of the District of Columbia
5 Thomas Circle, NW, Washington, D.C. 20005
Telephone: (202) 667-0052 Fax: (202) 667-0053 www.anc2f.org

Commissioners

2F01 Peter Lallas	2F05 Jim Lamara, <i>Secretary</i>
2F02 Walt Cain	2F06 Greg Melcher
2F03 Chris Linn	2F07 Matt Raymond, <i>Chairman</i>
2F04 John Fanning	2F08 Matt Connolly, <i>Vice Chairman/Treasurer</i>
	Jennifer Dusek, <i>Executive Director</i>

June 6, 2013

Board of Zoning Adjustment
441 4th Street, NW
Suite 210S
Washington, DC 20001

Re: Premises 1460 Church Street, NW, Square 209
BZA Variance and Special Exception Relief

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18638
EXHIBIT NO. 21

RECEIVED
J.C. OFFICE OF ZONING
2013 AUG 29 PM 1:18

Dear Members of the Board:

Please be advised that ANC 2F, at its regularly scheduled June 5, 2013 public meeting, at which a quorum was present, voted (7-0-1) to support the variance and special exception relief requested in order to construct a 37 unit apartment building at premises 1460 Church Street, NW.

Areas of relief include a variance from the rear yard provisions to allow a rear yard that is 4.5' less than otherwise required by the Regulations pursuant to Section 774, a variance from the lot occupancy provisions of Section 2604.2 to permit lot occupancy of 85% rather than the maximum permitted of 80%, a parking variance to permit from the provisions of Section 2101 of the Regulations and special exception relief for roof structure number and roof structures of varying heights and a variance to permit a roof structure 10' above the 83'6" maximum pursuant to Sections 411 and 1902.

The applicant, in its presentation to the CDC and the ANC, established that the subject site is unique and affected by exceptional situations or conditions. The site is extremely narrow, being only 37' wide, and is a small site comprised of a lot area of only 3,420 square feet. Furthermore, the property is impacted by three contributing buildings fronting Church Street located in the Greater 14th Street Historic District, which are in a state of disrepair and needing renovation and rehabilitation.

Compliance with the Regulations imposes a practical difficulty upon the applicant in that the setbacks needed in order to properly provide breathing room and open space for the historic townhouse structures forces the mass of the building to the south (rear) of the site and impacts the ability to provide a conforming rear yard and also impacts lot occupancy.

The parking variances are necessary as, due to the narrow shape of the lot, it is physically impossible to provide below-grade parking and provide the turning radius to ingress or egress the parking garage. In this regard, the applicant has stated to the CDC and ANC that it will write in as part of the leases for the subject property that requesting or obtaining a residential parking permit (RPP Permit) is a breach of the

Serving Logan Circle, Thomas Circle, Old City, Blagden Alley, Franklin Square, and parts of Shaw and Downtown

Connect with us: www.ANC2F.org • www.facebook.com/ANC2F • www.twitter.com/ANC2F

Board of Zoning Adjustment
District of Columbia
CASE NO 18638
EXHIBIT NO 21

Agency name
August 29, 2013
Page 2

lease and cause for termination. The applicant has also stated that it will periodically request DMV to provide information as to whether any residents at premises 1460 Church Street, NW have requested or obtained a RPP permit.

With respect to the roof structure, special exception and variance relief is necessary to provide multiple roof structures of unequal height and is designed to minimize the amount of roof structure on the building. With respect to the 10' variance for roof structure height, that encompasses the area of the elevator override so that there is roof top access for the occupants of the building and also provides elevator access for handicapped persons.

On the basis of the foregoing, the Commission finds that there is no substantial detriment to the public good or adverse impact to the Zone Plan and that the development will substantially improve the use of the land. The ANC therefore urges the BZA, pursuant to District of Columbia Code §1-309.10, to accord great weight to its advice and grant the above referenced variance relief, pursuant to §3103.2 of the Zoning Regulations (11 DCMR §3103.2).

Very truly yours,

/s/

Matt Connolly
Vice Chairman, ANC 2F

cc: *(via email only)*
ANC 2F Commissioners
Jennifer Dusek, Executive Director, ANC 2F
Norman Glasgow, Holland & Knight
Brook Rose, Developer

**Brook Rose
RoseBusch LLC**

OUTLINE OF TESTIMONY

- I Introduction and Development Experience
- II Subject Property and Existing Conditions
- III Description of the Proposed Project
- IV Brief Description of Necessary Relief
- V Community Outreach
- VI Conclusion

Peter Fillat
Peter Fillat Architects

OUTLINE OF TESTIMONY

- I Introduction and Experience
- II. Description and Location of Subject Property
- III. Description of the Proposed Project
 - A Site Constraints
 - B Design Considerations
 - C Floor Plans and Exterior Elevations
 - D Necessary Relief from the Zoning Regulations and Compliance with Standards
- IV Conclusion

**Erwin Andres
Gorove/Slade Associates**

OUTLINE OF TESTIMONY

- I Introduction and Experience
- II. Description and Location of Subject Property
- III Practical Difficulty of Below-Grade Parking
- IV. Neighborhood Commuting Demographics
- V Proposed Mitigation Measures
- VI. Conclusions

**OUTLINE OF TESTIMONY
OF WITNESS ON MARKET CONDITIONS**

- I Introduction and Experience**
- II. Market Overview**
- III. Review of unit layout due to historic resource constraints**
- IV. Issues relating to large units at rear of site and impact on marketability**
- V Conclusions**

RECEIVED
10.01.2013 10:10 AM

District of Columbia
Office of Planning



2013 OCT 15 PM 3:44

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment
FROM: Stephen Gyor AICP, Case Manager
Joel Lawson, Associate Director Development Review
DATE: October 15, 2013

SUBJECT: BZA Case 18638, variance and special exception request to allow the construction of a new residential building in the ARTS/C-3-A District located at 1456-1460 Church Street NW

I. OFFICE OF PLANNING RECOMMENDATION

The Office of Planning (OP) recommends approval of the following special exceptions:

- § 411 Roof Structures (8 ft. 6" height and uniform height required, 14ft. in height and multiple heights proposed).
- § 774 Rear Yard (15.6 feet existing, 13.5 feet proposed); and
- § 1902 ARTS Overlay Setback (roof structure exceeding a height of 83.5 feet above the measuring point used for the building);

OP recommends approval of the following variances:

- § 2101.1 Parking (0 spaces existing, 19 spaces required, 0 spaces proposed); and
- § 2604.2 Lot Occupancy (32% existing, 80% permitted, 85% proposed).

II. LOCATION AND SITE DESCRIPTION

Address	1456-1460 Church Street NW
Legal Description	Square 209, Lot 65, 66, & 67
Ward	2
Lot Characteristics	The south half of Square 209 is bounded by Church Street to the north, 15 th Street to the west, P Street to the South, and 14 th Street to the east. The Subject Property is approximately 3,420 square feet and improved with three nineteenth century buildings. A ten foot wide alley is located at the rear of the Property
Zoning	ARTS/C-3-A
Existing Development	Three story row-dwellings, permitted in this zone.
Historic District	Greater 14 th Street Historic District and Uptown Arts Overlay

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18638
EXHIBIT NO. 26

Board of Zoning Adjustment
District of Columbia
CASE NO 18638
EXHIBIT NO. 26



Adjacent Properties	The Subject Property abuts a seven-story residential building to the east, and a seven-story residential building (which steps down to four stories immediately adjacent to the Site) that faces 15 th Street to the west. Across Church Street is a parking lot.
Surrounding Neighborhood Character	The Subject Property is located less than one block from 14 th Street NW, and less than two blocks from Logan Circle. The neighborhood includes a wide variety of high-density commercial, residential, and mixed-use buildings.

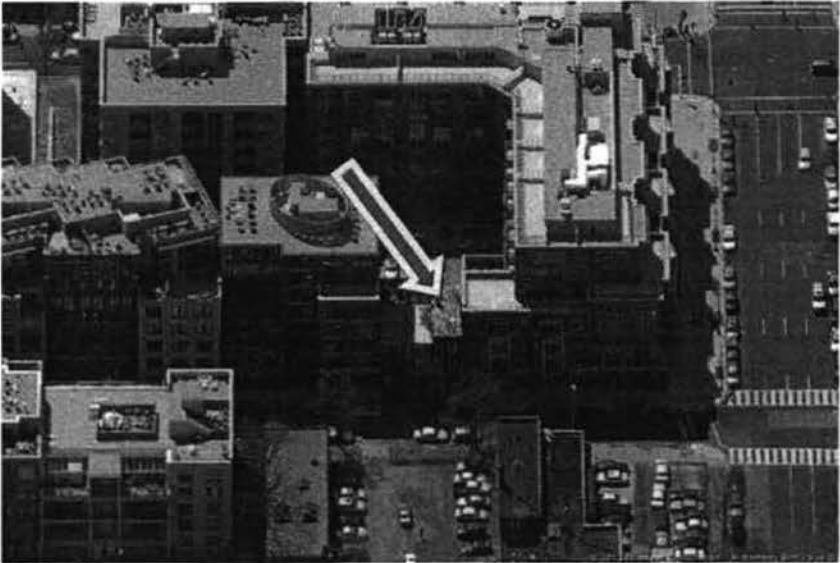
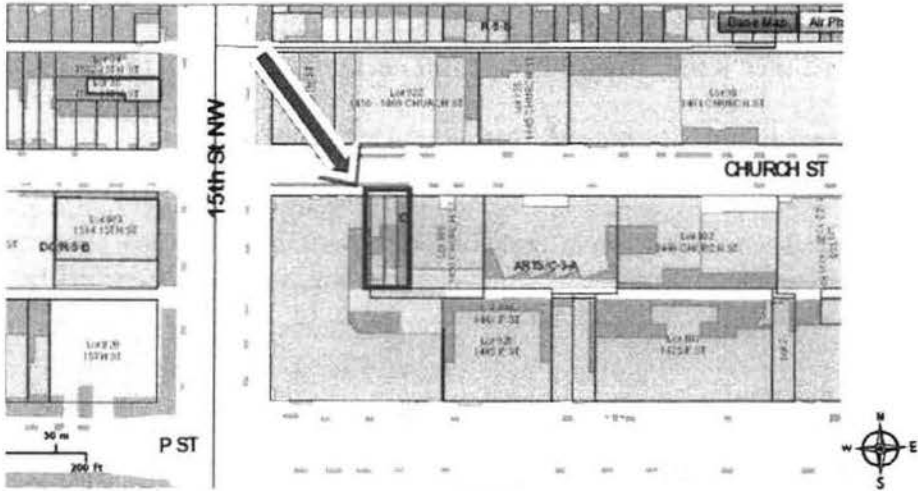
III. APPLICATION IN BRIEF

Rosebusch LLC and Gregg M. Busch (the "Applicant") proposes to construct an eight-story apartment building with 38 units (the "Project"). The site currently includes three 19th Century buildings, which would be largely retained in the proposed project. The center townhouse would serve as the entrance lobby, while the two other entrances to the townhouses would provide access to individual units. The site would include two substandard parking spaces, one of which would be reserved for the building manager and the other would be used for handicapped parking or a car-share space.

The Project is located in the Greater 14th Street Historic District and Uptown Arts Overlay. The project received HPRB approval on June 27, 2013. The Project requires special exception relief for the proposed nonconforming roof structures (§§ 411.3, 411.5, 770.6 and 1902.1(a)) and rear yard (§774.2), as well as variance relief for the proposed nonconforming lot occupancy (§ 2604.2) and number of parking spaces (§ 2101.1).

IV. ZONING REQUIREMENTS and REQUESTED RELIEF

ARTS/C-3-A Zone	Regulation	Existing	Proposed	Relief
Height § 400	75 ft. max.	30 ft.	75 ft.	None required
Lot Width § 401	NA	37'-6"	37'-6"	None required
Lot Area § 401	NA	3,420 sf.	3,420 sf.	None required
Floor Area Ratio § 402	5.3	NA	5.25	None required
Side Yard § 405	0 ft.	0 ft.	0 ft.	None required
Court § 406	NA	NA	NA	None required
Rooftop Structures § 411	8' 6"	NA	14'	Relief required
Rear Yard § 774	NA	15.6 ft.	13.5 ft.	Relief required
Arts Overlay § 1902	NA	NA	NA	Relief required
Parking § 2101.1	19 spaces	NA	0 spaces	Relief required
Lot Occupancy § 2604.2	80% max.	32%	85%	Relief required



Subject Property

V. OFFICE OF PLANNING ANALYSIS

a. Variance Relief from § 2604.2 (lot occupancy) and § 2101.1 (parking)

i. Exceptional Situation Resulting in a Practical Difficulty

The property is characterized by an exceptional situation and condition due to the presence and location of three historic structures on the property that are proposed to be incorporated in the new development, as well as exceptionally narrow (38 feet) and small lots (totaling 3,420 square feet).

§ 2604.2 Lot Occupancy

The Zoning Regulations permit structures in the C-3-A District to occupy up to 80% of the lot through Inclusionary Zoning (IZ). The Applicant states that occupying 85% of the lot is necessary to complete the project because preservation of the three historic structures would impact the design and layout of the proposed development. The setbacks necessary to accommodate the existing three historic structures pushes much of the building to the rear of the site. The three historic structures, combined with the narrow and small dimensions of the lot, limit and constrain the proposed structure's floor plate. Interior circulation spaces of a sufficient size for proper egress, as well as sufficient space for residential units with a reasonable depth and configuration, contribute to the Project's need for a larger footprint. The lot occupancy of the upper floors (Floors 4-8), above the height of the existing buildings, would comply with the Regulations.

§ 2101.1 Parking

§ 2101.1 requires one parking space for every two units. The proposed project would include 38 units, and would therefore need to provide 19 spaces, each measuring at least 9 feet long and 19 feet wide. The Applicant proposes to provide two substandard spaces.

The site's dimensions create a practical difficulty for the Applicant in that the lot is not large enough to accommodate the required 19 spaces. In addition, below-grade parking would similarly be impractical; the narrow width of the lot, combined with the site's existing historic structures, would not allow for excavation of the site to provide below-grade parking, ramps for two-way circulation, or a turning radius sufficient to access a parking garage.

No Substantial Detriment to the Public Good

The Project would repair and renovate historic buildings and would help to revitalize the 1400 block of Church Street NW. In addition, the proposed lot occupancy should not substantially impact the light and air to neighboring properties. The Applicant proposes, as a condition of the Project's approval, that residents would not be eligible for a residential parking permit (RPP). Further, the Project would include 13 interior bicycle spaces for building residents and each initial tenant of every unit.

would be offered a one-year membership to Capital Bikeshare or a car share company.

ii. No Substantial Harm to the Zoning Regulations

There would be no substantial impairment to the intent, purpose and integrity of the Zoning Regulations and Map should the Board grant the requested variances. The proposed project would be consistent with the goals of the Arts Overlay and would provide a project with mixed-income housing.

The Project would have access to a variety of transportation options for its residents. The property is located within walking distance of two metro stations and is on WMATA bus routes and close to two bikeshare locations. The Subject Property has a walkscore of 100. In addition, 13 interior bicycle spaces would be provided. Alternative means of transportation such as bike, bus and Metrorail should mitigate the proposed elimination of parking spaces.

b. Special Exception Relief pursuant to § 411 (Roof Structures), § 774.1 (Rear Yard), and § 1902.2 (ARTS Overlay Setback)

i. Is the proposal in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps?

§ 411 Roof Structures

The Applicant is seeking special exception relief from § 411.3, which requires that equipment be enclosed in one enclosure, and § 411.5, which requires that enclosing walls from roof level shall be of equal height. The roof structures would vary in height between 8 feet 6 inches and 14 feet. The Application indicates that flexibility is necessary to accommodate the Project's egress stairs and mechanical equipment for the elevator penthouse.

Combining the roof structures in one structure of a single height would increase the visibility of the roof structure, as it would be a significantly larger and taller structure than those that are proposed. The structures would be sufficiently set back from the street frontages, reducing their visibility from the street level. Overall, the location and design of the rooftop structures should minimize their visual impact.

§ 774.1 Rear Yard

§ 774.1 requires the Project to include a rear yard approximately 15.6 feet in depth. The Applicant proposes a rear yard with a depth of 13.6 feet. Setbacks from the historic structures are necessary to provide sufficient separation between new and historic structures, while at the same time the Project must provide sufficient space for interior circulation and a reasonable depth and configuration for the proposed residential units.

Pursuant to § 744.2, the Board may waive rear yard requirements pertaining to a C-3-A District, provided that the following standards are met:

- 774.3** *Apartment and office windows shall be separated from other buildings that contain facing windows a distance sufficient to provide light and air and to protect the privacy of building occupants.*

The proposed Project should ensure sufficient light and air and privacy. The Subject Property's rear elevation is separated from the adjacent property by a 10 foot alley. In addition, the adjacent property also includes a rear yard, providing further separation. The proposed Project would not include apartment windows facing the office windows of adjacent buildings.

- 774.4** *In determining distances between windows in buildings facing each other, the angle of sight lines and the distance of penetration of sight lines into habitable rooms shall be sufficient to provide adequate light and privacy to the rooms.*

The proposed design appeared to limit the angle of sight lines and to minimize the distance of penetration of sight lines into habitable rooms. The rear alley separates the proposed Project's rear windows from the residential building to the south.

- 774.5** *The building plan shall include provisions for adequate off-street service functions, including parking and loading areas and access points*

The proposed building plan includes adequate off-street service functions. The Applicant has requested relief to limit on-site parking to two sub-standard parking spaces. No loading facilities are required or provided for the building, although access would be available from the alley.

- 774.6** *Upon receiving an application for an approval under § 774.2, the Board shall submit the application to the D C Office of Planning for coordination review, report, and impact assessment, along with reviews in writing of all relevant District of Columbia departments and agencies including the Departments of Transportation and Housing and Community Development and, if a historic district or historic landmark is involved, the State Historic Preservation Officer.*

The Applicant has coordinated with OP and DDOT on the review of this Project. The Applicant received conceptual design approval from HPRB on June 27, 2013.

§ 1902.1(a) Uptown Arts Overlay

§ 1902.1(a) requires that no roof structure may exceed a height of 83.5 feet above the measuring point used for the building. The Applicant proposes that a portion of the roof structure exceed the Uptown Arts Overlay height requirement by 6 feet 3 inches to accommodate elevator override equipment. Pursuant to § 1906.1, the BZA may grant relief from the requirements of the ARTS Overlay as special exceptions, provided certain criteria are met:

- i. *The uses, buildings, or features at the size, intensity, and locations proposed, will substantially advance the purposes of the ARTS Overlay District and will not adversely affect neighboring property or be detrimental to the health, safety, convenience, or general welfare of persons living, working, or visiting in the area,*

The Project would include residential development and adaptive reuse of three older structures, which is consistent with the ARTS Overlay. The ARTS Overlay supports developments which strengthen the design character of the area; the rooftop structures are designed to be minimally visible from the street and to limit their impact on the light and air of neighboring properties. In addition, the rooftop structures would be clad in complementary materials for integration with the overall project. The rooftop structures would not be detrimental to the health, safety, convenience, or general welfare of persons in the area.

- ii. *Exceptional circumstances affecting the property make compliance with the requirements of this chapter difficult or impossible, or the development provides alternative public benefits in lieu of the excepted uses or features that are of comparable value to the public in achieving the purposes of this chapter and of the Comprehensive Plan,*

The site is exceptionally narrow (38 feet wide) and small (3,420 square feet). Interior circulation spaces of a sufficient size for proper egress, as well as sufficient space for residential units with a reasonable depth and configuration, contribute to the request for additional height. The structure would be clad in complementary materials and sufficiently set back from the street frontages, reducing its visibility from the street level.

- iii. *The architectural design concept of the project will enhance the urban design features of the immediate vicinity in which it is located; provided, if a historic district or historic landmark is involved, the Board shall refer the application to the State Historic Preservation Officer for review and report,*

The property is located in the Greater 14th Street Historic District and would enhance the urban design of the area. The height and mass of the Project is consistent with that of other projects on the block, some of which are set back behind the retained small scaled historic buildings. The Project's contemporary design reflects a modern addition to the block. The Project has received concept approval from the HPRB.

- iv. *Vehicular access and egress are located and designed so as to minimize conflict with principal pedestrian ways, to function efficiently, and to create no dangerous or otherwise objectionable traffic conditions; and*

The Applicant states that vehicular access will take place via the alley, and would be designed to minimize conflicts with pedestrian pathways, function efficiently, and avoid dangerous or otherwise objectionable traffic conditions.

- v *The Board may impose requirements pertaining to design, appearance, signs, size, landscaping, and other such requirements as it deems necessary to protect neighboring property and to achieve the purposes of the ARTS Overlay District*

The penthouse would only be used as necessary to allow elevator access to the roof, and would be set back significantly from adjacent property lines and streets. The structures would be minimally visible from public space.

- ii. **Would the proposal appear to tend to affect adversely, the use of neighboring property?**

The neighboring properties would not be adversely impacted because the proposed roof structure of varying height diminishes the impact on the amount of light and air compared to a matter of right roof structure.

VI. COMMUNITY COMMENTS

ANC 2F voted 7-0-1 to support the Project at its regularly scheduled meeting on June 5, 2013. OP received comments from the Metropole Condominium Association, which is located at 1515 15th Street NW. The Metropole Condominium Association expressed concerns about the proposed Project's light and air, as well as impact on traffic and parking. OP has also received five letters from neighbors in support of the Project.

RECEIVED
DC OFFICE OF PLANNING

District of Columbia
Office of Planning



MEMORANDUM

2013 DEC 31 AM 11:29

TO: District of Columbia Board of Zoning Adjustment
FROM: Stephen Gyor, AICP, Case Manager
Joel Lawson, Associate Director Development Review
DATE: December 31, 2013

SUBJECT: BZA Case 18638 – 1456-1460 Church Street NW - SUPPLEMENTAL

On November 27, 2013 the Applicant modified the application to eliminate two areas of relief. (i) a variance from the lot occupancy requirements of § 2604 2; and (ii) a special exception from the rear yard requirements of § 774. The Applicant proposes to reduce the footprint at the rear of the proposed building, which would eliminate the requirement for lot occupancy and rear yard relief OP has recommended to the Applicant that they provide a set of drawings which clearly shows the areas being modified

In addition, the Applicant proposes the following, (the Applicant's proposed modifications are shown in *italics*):

- *Removal of all of the windows from the southwest corner of the proposed building to protect privacy,*
OP is not opposed to the removal of windows from the proposed building's southwest corner, provided there is some articulation of this façade, which would be visible to residents of the neighboring building to the west.
- *Addition of a guardrail to the parking area,*
OP supports this addition to the project's proposed design
- *Limitation of roof deck hours to 10 00pm Sunday through Thursday and 12 00am on Friday and Saturday,*
OP supports the limitation of roof deck hours, the Board may wish to consider requiring the limited roof deck hours as a condition for approval
- *Provision of an indoor, temperature-controlled and ventilated trash facility and the utilization of the same trash removal company as the two adjacent apartment buildings,*
OP supports this addition to the project's proposed design.
- *Commitment to construction management agreements with the two neighboring condominium associations*
OP supports this addition to the proposed project.

These changes would provide for a building which more closely conforms to the zoning regulations and which would better respond to the concerns of neighboring residents The Applicant's



updated proposal continues to need special exception relief from the regulations for roof structures (§§ 411.3, 411.5, and 770.6), the Uptown Arts Overlay (§ 1902.1), as well as variance relief from parking (§ 2101.1), OP's analysis and recommendation of approval of the Applicant's request for relief from these provisions is provided in OP's October 15, 2013 report

**BEFORE THE ZONING COMMISSION AND
BOARD OF ZONING ADJUSTMENT OF THE DISTRICT OF COLUMBIA**

FORM 150 – MOTION / REQUEST

Before completing this form, please review the instructions on the reverse side. Print or type all information unless otherwise indicated. All information must be completely filled out.

CASE NO.: BZA 18638

Motion/Request of: ☐ Applicant ☐ Petitioner ☐ Appellant ☐ Party ☐ Intervenor ☒ Other DDOT/AGENCY

Motion/Request to:

- | | |
|---|---|
| ☐ Amend the Relief Sought
☐ Waive Posting / Affidavit of Posting Requirement
☐ Waive Notice Requirement to Shorten Period of Time Case is Advised in the DC Register
☐ Accept a Proffered Expert Witness
☐ Allow Non-Authorized Representative to Perform Cross-Examination
☒ Reopen the Record | ☐ Reopen a Hearing (before decision)
☐ Dismiss on the Merits
☐ Postpone
☐ Continue
☐ Correct a Transcript
☐ Waive the following Time Deadline (i.e. 14-day filing deadline)
Waive the 7-day filing deadline
☐ Other _____ |
|---|---|

Points and Authorities:

On a separate sheet of 8 1/2" x 11" paper, state each and every reason why the Zoning Commission (ZC) or Board of Zoning Adjustment (BZA) should grant your motion or request, including relevant references to the Zoning Regulations or Map.

CERTIFICATE OF SERVICE

I hereby certify that on this 1 6 day of October, 2013

I served a copy of the foregoing Motion or Request to each Applicant, Petitioner, Appellant, Party, and/or Intervenor, and the Office of

Planning in the above-referenced ZC or BZA case via: ☐ Mailed letter ☐ Hand delivery ☒ E-Mail ☐ Other _____

Signature: *Fleming A. El-Amin II*

Print Name: Fleming A. El-Amin II

BOARD OF ZONING ADJUSTMENT
District of Columbia

Firm/Organization: DDOT

CASE NO. 18638

Address: 55 M Street, SE, Washington, D.C.

EXHIBIT NO. 29

Phone No.: 202-741-5835

E-Mail: fleming.el-amin@dc.gov

To be notified of hearing and decision: (Maker of Motion/Request or Authorized Agent)

In the event an authorized agent files a Motion or Request on behalf of the Maker of the Motion or Request, a letter signed by the Maker of the Motion or Request authorizing the agent to act on his/her behalf shall accompany the notice of application, petition, or appeal.

Print Name:

Address:

Phone No.:

E-Mail:

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning, and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe *[Signature]*
District Department of Transportation (DDOT)

DATE: October 15, 2013

SUBJECT: BZA Case 18638 - 1456-1460 Church Street, N.W.
(Square 157, Lot 112)

APPLICATION

The Applicant, Rosebusch LLC and Gregg M. Busch, pursuant to 11 DCMR §§ 3104.1 and 3103.2, seeks special exceptions from the rear yard requirements under section 774, and the roof structure requirements of sections 411 and 1902.1(a), and variances from the lot occupancy requirements of section 2604.2, and the off-street parking requirements under section 2101.1, to allow the construction of a new residential building in the ARTS/C-3-A District at premises 1456-1460 Church Street, N.W. (Square 209, Lot 65, 66 and 67).

DEVELOPMENT PROGRAM

The proposed action would allow for redevelopment of three historic row houses and construction of a new eight-story residential building with 38 apartments in the rear of the existing buildings. The center rowhouse will serve as the entrance lobby to the new residential building and the entrances to the other two houses will provide access to the individual units. A secondary entrance to the property will be located at rear of the building accessible from the public alley. The site will maintain two on-site parking spaces while loading and trash pick-up will occur at the rear of the building off of the public alley.

RECOMENDATION

Based on a thorough review of the information provided, DDOT has determined that the proposed action will have no adverse impacts on the travel conditions of the District's transportation network. The Applicant has made an effort to exclude the development from the Residential Permit Parking (RPP) program, thus impacts to the on-street parking supply should be minimal. Rental lease agreements will prohibit tenants from obtaining RPP and the Applicant will also provide the list of addresses to the District DMV for RPP exclusion. Rental leases can be terminated if the provision is violated and the Applicant has agreed to periodically check with the DMV to see if any tenants have requested a residential parking permit.

DDOT does not object to the approval of the requested relief, however, the development of 38 new residential units will lead to modest increases in vehicular, transit, pedestrian, and bicycle trips in the area. To help mitigate any potential transportation impacts that could result from increased trips to the site, DDOT has worked with the Applicant to incorporate travel demand management (TDM) strategies appropriate for the site. Through this collaboration, the Applicant has agreed to adhere to the following TDM measures:

- Provide a minimum of 13 bike long term spaces.
- Provision to cover a one-time membership fee with a bikeshare or carshare program for each residential unit.
- Permit one on-site parking space to be reserved for carshare use.

DDOT requests that the aforementioned TDM measures are included as a condition of approval of the requested variances and special exceptions.

PUBLIC REALM

This review pertains only to zoning issues and does not consider potential impacts to the District's public space. DDOT's lack of objection to the requested zoning variances and special exceptions should not be viewed as approval of public space elements. If any portion of the project has elements in the public space, the Applicant may be required to pursue a public space permit through DDOT's permitting process. In accordance with District policy and practice, any substantial development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb & gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site. General guidance on the treatment of public space can be found in DDOT's Public Realm Manual.

SZ:fe

TECHNICAL MEMORANDUM

To Brook Rose
Greg Busch
William Herman
From Maris Fry, EIT
Jim Watson, PTP
Erwin N Andres, P E
Date May 6, 2014
Subject Supplemental 1456-1460 Church Street Traffic Statement

Rosebusch, LLC
Rosebusch, LLC
Urban Realty Advisors

INTRODUCTION

This memorandum provides supplemental information to support the parking and loading plan prepared to support the proposed residential development at 1450-1460 Church Street in the northwest quadrant of Washington, DC Figure 1 identifies the regional site location within the District, as well as existing transit service and carshare facilities serving the site The supplemental information provided in this document is geared to highlight the following aspects related to the parking variance sought for this residential development

- Discussion of the practical difficulty to provide below-grade parking
- Discussion of the commuting demographics associated with the surrounding neighborhood of the proposed residential development
- Discussion of the proposed measures to mitigate the parking relief sought
- Discussion of the potential traffic impact of the project on the surrounding roadway network

PRACTICAL DIFFICULTY OF BELOW-GRADE PARKING

The site is currently occupied by three historic row houses that will be redeveloped into a residential complex with 37 units (all of which will be studio and micro units) such that the historic façade remains intact Four on-site parking spaces will be provided on site at the rear of the building which can be accessed via the existing public alley behind the proposed development

Because the historic row houses are being preserved, there is a physical limitation to provide parking below the buildings There are two primary limitations that inhibit the effective provision of on-site, below-grade parking. The first limitation is that the shallow depth of the lot does not allow for enough room to provide a ramp that can safely provide access to the lower level below the building This limitation is effectively presented in Figure 2. In order for a ramp to extend from the alley at the rear property line to the first floor below the building, the ramp would drop 10 feet over the length of 42 5', which places the ramp at an effective grade of 22 8%, which is almost twice the maximum ramp grade of 12% specified in the zoning regulations



Figure 1: Site Location, Existing Transit and Carshare Facilities

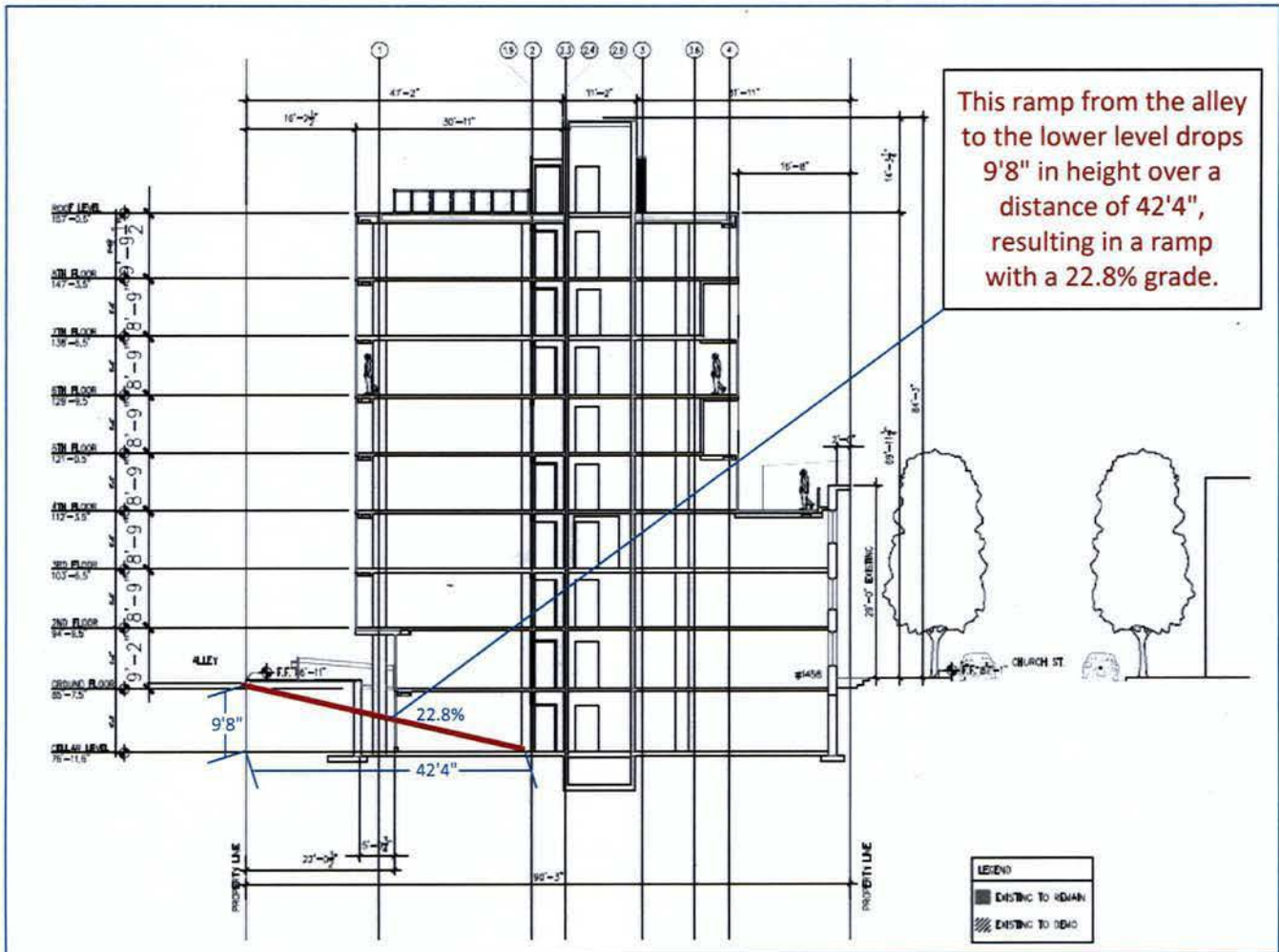


Figure 2: Limitation of Shallow Lot Depth

The second limitation of the property is the narrow width of the subject property, which is only 38' wide. The zoning requirement for a two-way drive-aisle (20' width) and one row of standard parking spaces (19' width) is 39'. This also does not account for the 20' ramp that takes a resident down from the alley into the first level of below-grade parking. Figure 3 provides a graphic that shows a standard drive aisle and parking superimposed over the proposed site plan to show that it is physically not possible to provide access to the lower level and still provide parking spaces that can be accessed from standard drive aisles.

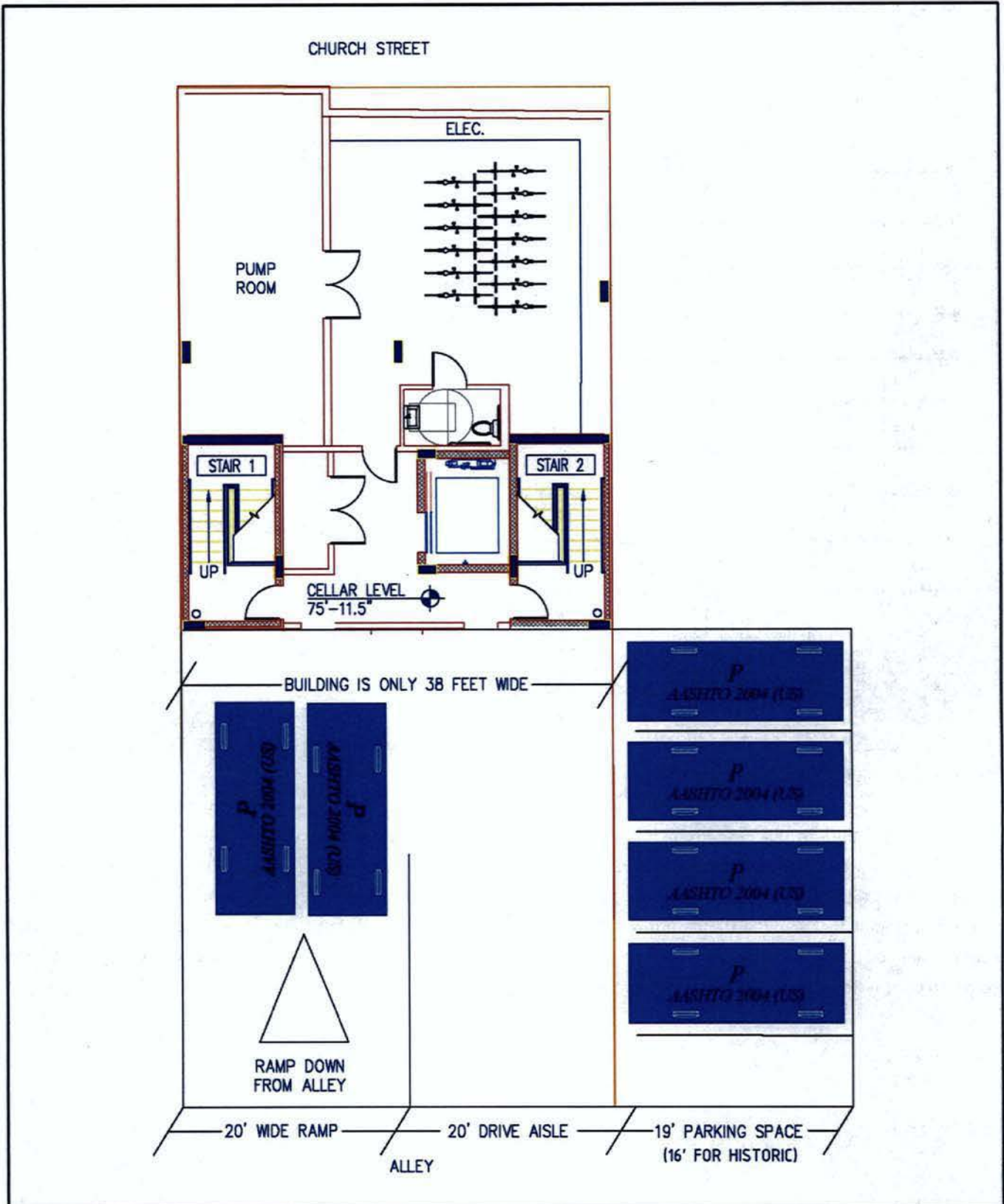


Figure 3: Limitation of Narrow Lot Width

NEIGHBORHOOD COMMUTING DEMOGRAPHICS

This section provides an overview of the commuting demographics of the neighborhood around the subject site. The development program consists of 37 residential units, which will be made up entirely of studio-type units, which typically require very little parking.

According to 2008-2012 American Community Survey 5-year estimates based on US Census data for Census Tract 52.01, only 36 percent of the study area's residents, who live in rental apartments, also owned a private vehicle. This finding identifies that, in this neighborhood, approximately 6 out of every 10 renters in the area do not own a car. The boundaries of Census Tract 52.01 are presented in Figure 4. The figures for the Census Tract 52.01 tend to show lower car ownership figures, as compared to the District as a whole.

Table 2
Car Ownership for Renter-Occupied Households for Census Tract 52.01 and All of DC

Vehicle Ownership for Renter-Occupied Households	Census Tract 52.01		All of DC	
	Households	Percentage	Households	Percentage
0 Vehicles	1,617	64%	78,255	52%
1 Vehicle	830	33%	59,757	40%
2 Vehicles	71	3%	10,386	7%
3 Vehicles	0	0%	1,267	1%
4 Vehicles	0	0%	406	0%
5 or More Vehicles	13	1%	268	0%
<u>TOTAL</u>	<u>2,531</u>	<u>100%</u>	<u>150,339</u>	<u>100%</u>

Additionally, the census tract of the development has the following data presented in Table 3 for commuting means of transportation to work according to the 2008-2012 American Community Survey 5-year estimates.

Table 3
Commuting Mode Choice for Census Tract 52.01 and All of DC

Mode Choice	Census Tract 52.01		All of DC	
	Population	Percentage	Population	Percentage
Single Occupant Drivers	836	18%	106,377	35%
Carpool	340	8%	19,114	6%
<i>Driving Subtotal</i>		26%		41%
Transit	1,333	29%	115,796	38%
Bicycle	20	0%	9,347	3%
Walk	1,642	36%	37,055	12%
Other	128	3%	3,712	1%
Work from Home	230	5%	14,935	5%
<i>Non-Driving Subtotal</i>		74%		59%
<u>TOTAL</u>	<u>4,529</u>	<u>100%</u>	<u>306,336</u>	<u>100%</u>

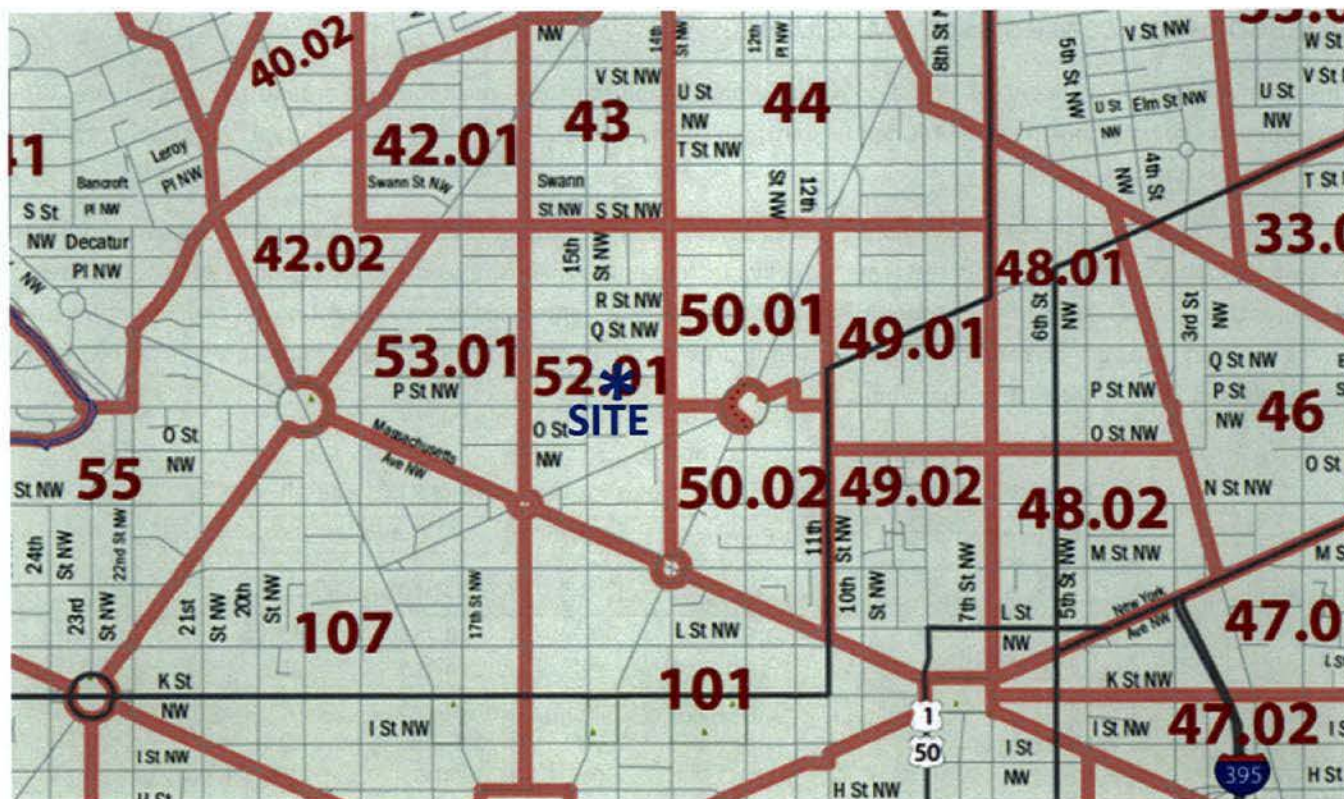


Figure 4: Boundaries of Census Tract 52.01 and Site Location

This survey confirms that approximately 26% of the rental households in the Census Tract either drive or get driven to work, which means that 74% of the households do not. This 74% figure represents the type of resident that this proposed residential development is geared to attract. This statistic also confirms that even though there are residents in the area who own cars, some of those car owners choose to take transit to work and leave their car at home. These figures clearly identify a large market of District residents who do not own cars or who choose not to drive to work, especially given the significant commuting options available to them with convenient transit service nearby, numerous bike facilities nearby, Capital Bikeshare stations and carshare locations nearby, as well as convenient access to nearby amenities and job centers.

Relatively low car ownership and low driving mode share percentages in this neighborhood is not an uncommon condition in certain parts of the District, especially those neighborhoods with good access to transit and nearby amenities. This is exemplified by the fact that there are established neighborhoods where older apartments with relatively low on-site parking supply continue to attract tenants. Table 4 provides a listing of existing buildings with comparably low-parking supply relative to the number of residential units.

Table 4
Apartment Buildings with Similar Parking Supply

Property	STUDIO UNITS			SMALL 1 BEDROOM UNITS		
	Units	Rented Spaces	Spaces per Unit Ratio	Units	Rented Spaces	Spaces per Unit Ratio
Hamilton House, 1255 New Hampshire Ave, NW	210.00	30.00	0.14	N/A	N/A	N/A
M Street. 1112 M Street, NW	84.00	17.00	0.20	N/A	N/A	N/A
Preston, 1743 P Street, NW	9.00	0.00	0.00	4.00	0.00	0.00
Sutton Plaza, 1230 13th Street, NW	19.00	3.00	0.16	137.00	27.00	0.20
Total	322.00	50.00		141.00	27.00	
Average Spaces per Unit Ratio		0.16			0.19	

1460 Church Street	Total Units:	37
	Spaces:	4
	Spaces per Unit Ratio:	0.11

DDOT currently supports parking ratios that is more in keeping with current trends related to car ownership and transit utilization through their support of the proposed parking requirements identified in the current draft zoning rewrite. The currently proposed parking requirements for apartments consists of 1 space for every 3 units with the provision that the total parking requirement can be credited by 50% if the site is located within ¼ mile of a WMATA identified WMATA Priority Corridor Network Metrobus Route. The site is located within ¼ mile of the 14th Street WMATA Priority Corridor Network. The parking requirement under the draft zoning rewrite would consist of the following calculation:

- 1 space for every 3 units for 37 units = 12 units
- 50% of 12 units = 2 spaces required

Under the zoning rewrite, the parking requirement would only be 6 spaces, which would be accommodated by the proposed 4 spaces in the rear of the building and the implementation of the Transportation Demand Management (TDM) Plan.

PROPOSED MITIGATION MEASURES

This section provides an overview of the transportation features of the proposed Church Street development. The development program consists of 37 residential units, which will be made up entirely of studio-type units, which typically require very little parking. This project will provide 4 spaces on-site.

This is projected to adequately serve the demands of the site due to the following various considerations:

- Well-situated to be served by all five Metrorail Lines via Dupont Circle station, U Street/African American Civil War Memorial/Cardozo station, and the McPherson Square station.

- Served by 10 bus routes within a quarter-mile walking distance including Metrobus, Metro Express and DC Circulator routes.
- Capital Bikeshare has two existing bike share locations near the site. One is less than 500 feet from the site at the intersection of 15th and P Street NW and the other is approximately 1,200 feet from the site at the intersection of Rhode Island Avenue and 14th Street NW.
- The applicant has worked with DDOT to incorporate bicycle parking within the site. The design of these spaces will reflect similar dimensions as currently incorporated in other developments throughout the District. The number of spaces provided will meet the bicycle parking requirements as stated within the DC zoning ordinance.

The implementation of the Transportation Demand Management (TDM) Plan has been proven effective to address the potential parking impacts related to the proposed development. Despite these comprehensive efforts, there is the ability to supplement the existing on-site supply with other off-site locations to address residents who choose to own a personal vehicle and visitors who choose to drive to this development. These off-site parking locations are presented in Figure 4 and described in Table 5.

Given the urban nature of the site and its proximity to many non-auto modes of transportation, it is anticipated that the design of the site will adequately serve the vehicular needs of the development. In order to ensure parking in the surrounding area of the site, the Applicant has agreed to restrict residents from obtaining residential parking permit (RPP) stickers. This will strongly discourage on-street parking in the area for residents of the site limiting the impact on the neighborhood parking supply. DDOT has encouraged the implementation of this measure on other residential projects where residential on-street parking is at a premium. Furthermore, since the subject property is commercially zoned, there is no right for occupants of this address to obtain RPP permits.



Figure 4: Identification of Nearby Off-Street Parking Facilities

Table 5

Location of Off-Street Parking Facilities in Figure 4

Location	Notes
#1 - Metropole at 1515 15th Street	Monthly & Hourly Parking Available
#2 - 1616 P Street NW	Monthly & Hourly Parking Available
#3 - 1625 Massachusetts Avenue NW	Monthly & Hourly Parking Available
#4 - 1717 Massachusetts Avenue NW	Monthly Parking Available Only
#5 - 1776 Massachusetts Avenue NW	Monthly & Hourly Parking Available

POTENTIAL TRAFFIC IMPACTS

This section provides a summary of the potential traffic impacts related to the 37-space residential development. Given that there are only 4 parking spaces provided on-site, the traffic demand associated with those 4 spaces during the morning and afternoon peak hours is minimal. Even if the project provided the requisite number of spaces as identified in the current zoning regulations, the traffic impact associated with 37 units is approximately 6 trips during the morning peak hour and 10 trips during the evening peak hour, as presented in Table 6. These trips were generated using the *ITE Trip Generation Manual*, 9th edition and applying a non-driving credit of 74% based on the Census data highlighted in Table 3 for residents who do not drive to commute to work.

This peak hour trip generation is equivalent to 1 vehicle per every 6 minutes either arriving at or leaving from the site. As a matter of comparison, 15th Street carries approximately 350 vehicles during the morning peak hour and 1,100 vehicles during evening peak hour. The addition of 6 vehicle trips in the morning and 10 vehicle trips in the evening represent an increase in traffic on 15th Street equivalent to 1.7% and 0.9%, respectively for the morning and evening peak hours.

In the vicinity of the site, 14th Street carries approximately 1,580 vehicles during the morning peak hour and 1,410 vehicles during the evening peak hour. The addition of 6 vehicle trips in the morning and 10 vehicle trips in the evening represent an increase in traffic on 15th Street equivalent to 0.4% and 0.7%, respectively for the morning and evening peak hours. The impact of these additional vehicles on delays and queues are negligible. The possibility of guests and visitors also would not adversely affect the traffic circulation system since, as previously stated, there is paid parking off-site at various locations.

Because of the relatively small size of the proposed development, this proposed development did not warrant the need for a full traffic study, as per the *DDOT Engineering & Design Manual*, which states that a traffic study is not required if the peak hour trips in the peak direction are less than 25 vehicles. As identified in Table 6, the highest trip generation in the peak direction is 6 vehicles inbound during the evening peak hour, which is less than the 25-trip threshold.

Table 6
Proposed Trip Generation for 37 Residential Apartments

Proposed Development	Quantity	AM Peak Hour			PM Peak Hour			Weekday Total
		In	Out	Total	In	Out	Total	
Vehicle Trips								
Residential	37 dwelling units	4	18	22	25	13	38	348
<u>Non-Auto Reduction</u>	74%	<u>3</u>	<u>13</u>	<u>16</u>	<u>19</u>	<u>10</u>	<u>29</u>	<u>258</u>
Net New Residential Trips		1	5	6	6	3	9	90

CONCLUSIONS

This memorandum presents the findings of a parking and loading management plan for the Church Street development. The proposed development is a residential building with 37 units and 4 parking spaces behind the building accessed through the public alley. The following conclusions were made regarding the Church Street development:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation;
- Based on the site location near ample transit services in addition to an analysis of comparable residential sites, and coupled with a TDM plan, it is likely that no on-site parking will be necessary to serve the site.
- Residential Permit Parking (RPP) will be protected by restricting residents from obtaining RPP stickers.
- A TDM plan for the development will include providing 13 secure on-site long-term bicycle parking spaces and a one-time membership fees for carshare or bikeshare program for each resident.
- In the event that there are residents who choose to own a personal vehicle and visitors who choose to drive to this development, there are several nearby off-site parking facilities that can be used to supplement the existing parking supply for the project.