

1456-1460 Church Street

BZA HEARING MAY 20, 2014

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18638
EXHIBIT NO. 70

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Presentation Overview

- Changes made to plan to address community concerns
 - three prong test
 - practical difficulty analysis
 - no harm to zoning plan

Response to community concerns

STEPS TAKEN TO ADDRESS LACK OF PARKING CONCERN

- Building marketed as "Car-Free" Building
- Tenants prohibited from obtaining RPP, under penalty of eviction. Lease includes tenant permission to allow DMV monitoring**
- Parking spaces increased from two to four spaces in new plan

****items in white NEW to this most recent submission**

Response to community concerns

STEPS TAKEN TO ADDRESS LACK OF PARKING CONCERN

- Two of the four spaces will be reserved for ZIPCAR**
- Two rear spaces reservable for loading or move-ins/move-outs**
- Permanent guest parking space within 1-2 block radius paid by landlord **

**** items in white NEW to this most recent submission**

Response to community concerns

STEPS TAKEN TO ADDRESS LACK OF PARKING CONCERN

- ZIPCAR (or CARSHARE) registration required at lease signing. Paid by Landlord for lease duration to ensure all residents can be “car-free”. **
 - CAPITAL BIKESHARE registration required at lease signing. Paid by landlord for lease duration. **
 - CAPITAL BIKESHARE station located 30ft from the planned building
 - Installation of 13 interior bicycle parking spaces for building residents.
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- ** items in white NEW to this most recent submission

Response to community concerns

STEPS TAKEN TO ADDRESS ALLEY CONGESTION/TRASH

- Interior, climate controlled trash room to mitigate alley trash congestion
- We plan to contract VHI Industries for trash removal – same company servicing the adjacent CITTA 50.

Response to community concerns

STEPS TAKEN TO ADDRESS NOISE CONCERNS

- Limitation of roof deck hours to 10:00 PM Sunday thru Thursday and 12:00 AM on Friday and Saturday.
- Utilizing extremely low noise VRF system for heat and cooling systems

Response to community concerns

STEPS TAKEN TO ADDRESS PRIVACY CONCERNS & GLASS REFLECTION

- We removed all the windows from the southwest corner of the property facing the Metropole.
- Amid a concern about glass reflection, architect proposes using non-reflective glass with a frit pattern

Response to community concerns

STEPS TAKEN TO ADDRESS CONSTRUCTION DISRUPTION

- Construction management plan which is included in an agreement with CITTA 50 Condominium Association.
- Agreement limits working hours
- Agreement sets parameters for construction phase of the project

Community Outreach Process

- Our team has been actively working with the community since June of 2013
- We have reviewed in great detail all letters of protest and have revised our plan several times in order to accommodate concerns expressed by the community.

Community Outreach Process

- Lettres of support which have been submitted to the Board, a resolution of ANC 2F support, and letters of support from HPRB, DDOT, and The Office on Planning.
- We again reached out to the Metropole board president and board members in the weeks before this hearing

Three prongs of variance test

- EXCEPTIONAL CONDITIONS
- PRACTICAL DIFFICULTY
- NO SUBSTANTIAL DETRIMENT TO THE PUBLIC GOOD

EXCEPTIONAL CONDITIONS

- Small, narrow site with historic buildings that need to be maintained and renovated per HPRB concept approval
- Per Board's decision on April 15, 2014

PRACTICAL DIFFICULTY

Underground Parking Analysis

- Physically impossible to provide any underground parking
 - ✓ Grade too steep
 - ✓ Not enough room to turn
- Expert testimony will further explore this

PRACTICAL DIFFICULTY

Alternative Unit Configuration Analysis

- By right 8-unit building configuration not marketable. Results in 2200+ square foot 3-4 bedroom units that would rent for too high dollar amount. No demand determined by residential consultant
- Given HPRB constraints, only possible to increase size of rear alley facing units. Not reasonably marketable per residential consultant
- 18-unit alternative produces negative economic return

NO SUBSTANTIAL DETRIMENT TO THE PUBLIC GOOD

Traffic/Parking Impact Analysis

- Traffic report supports imperceptible impact. Erwin Andres to provide expert testimony
- TDM measures and operational considerations proposed:
 - No RPP,
 - 2 CARSHARE Spaces Onsite
 - Designated Visitor Parking
 - 13 Interior Bicycle Spaces
 - Free BIKESHARE and CARSHARE Membership
 - Reservable Loading Area
 - No New Trash Vehicles

NO SUBSTANTIAL DETRIMENT TO THE PUBLIC GOOD

Traffic/Parking Impact Analysis

Fewer units doesn't mean less density. As a matter of right, for example, the project can be configured into 8 units. These very large rental units can legally house up to 6 non-related residents

An 8-unit building configuration can therefore, by right, result in 48 residents with no RPP restriction. This alternative unit configuration is likely to have a more negative community traffic and parking impact than the proposed project.

NO SUBSTANTIAL DETRIMENT TO THE PUBLIC GOOD

Traffic/Parking Impact Analysis

Fewer units doesn't mean less traffic impact. 37 studio units with RPP restriction will have a less negative traffic & parking impact than other by right building unit configurations.

Studio unit renters are more likely to be car-less while renters of larger units are more likely to own a vehicle and require parking.

Smaller studio units, in our marketing plan, allow the developer to market to a car-less demographic and have less community impact. Fewer units that are larger could provide more density and they would not have RPP restriction.