

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment
FROM: Stephen J. Mordfin, AICP, Case Manager
Joel Lawson, Associate Director Development Review
DATE: March 10, 2015
SUBJECT: BZA Case 18900, 4501 Dix Street, N.E. - SUPPLEMENTAL

Since the filing of the Office of Planning (OP) report for this application the applicant has requested relief from the off-street parking requirements to allow the school and the church to use the same parking spaces. Below is OP's analysis of that variance request.

Variance Relief from §2101, Off-Street Parking

i. Exceptional Situation Resulting in a Practical Difficulty

The subject property is improved with a seventeen-space surface parking lot that serves the church, constructed in 1956, prior to the adoption of the Zoning Regulations. An additional 14 spaces are required for the school. The exceptional situation is that the church and the school do not operate at the same time, but parking for each use is required to be provided. The church has activities on the weekends and in the evenings during the week, but not during the day during the week. The school only operates during the day on weekdays only. Construction of additional parking spaces to serve the school would result in additional paved portions of the subject property, when a sufficient number of otherwise empty spaces would be available during the day to meet the needs of the school.

ii. No Substantial Detriment to the Public Good

The existing parking lot is of sufficient size to accommodate the needs of the both the church and the school because they do not operate concurrently. The applicant informed OP that the church is in agreement with the shared use of its parking facility. Sufficient parking can therefore be provided to serve each use without requiring the construction of additional off-street parking and without relying on the use of on-street parking to adequately serve the needs of either of the two uses.

iii. No Substantial Harm to the Zoning Regulations

An adequate number of off-street parking spaces would be provided for each of the two uses because the two uses do not operate concurrently, allowing for sufficient off-street parking as defined by the Zoning Regulations to be available for each of the two uses when in operation.