

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment
FROM: Megan Rappolt, Case Manager
JL Joel Lawson, Associate Director Development Review
DATE: March 10, 2015
SUBJECT: BZA Case 18946 – Special Exception request pursuant to §3104 for parking relief for an addition to historic residential multifamily dwellings located at 1745 N Street N.W.

I. OFFICE OF PLANNING RECOMMENDATION

The Office of Planning (“OP”) recommends **approval** of special exception relief from the vehicle parking requirement where 15 parking spaces are required per §2101.1 and §2101.6, and 13 spaces are provided. OP also supports TDM measures which DDOT recommends and to which the Applicant has agreed, which includes an on-site TDM coordinator; transit information screen with real-time updates; bicycle marketing program; and bicycle-share membership fees for one year for all initial condominium purchasers in the building.

II. LOCATION AND SITE DESCRIPTION

Address:	1745 N Street NW
Legal Description:	Square 158, Lot 84 (previously Lots 836, 69, and 835)
Ward/ANC:	2/2B
Lot Characteristics:	The 20,563 sf interior lot is roughly square-shaped with five (5) vacant, contributing historic structures with alley access to the north. The lot frontage on N Street NW is 150’ and rear/alley frontage is slightly larger.
Zoning:	DC/SP-1 – Dupont Circle Overlay District and the Special Purpose District which permits by-right development of medium density residential and office uses, but does not permit retail uses.
Existing Development:	Five contributing historic structures
Historic District:	Dupont Historic District
Adjacent Properties:	Historic row homes, several apartments, several office buildings and Johns Hopkins University, Paul H. Nitze School of Advanced International Studies is located north, across the alley on the same square, Square 158
Neighborhood Character:	Historic row homes, modern offices near Connecticut Ave. and two blocks south of Dupont Circle.

III. PROJECT DESCRIPTION IN BRIEF

Applicant:	N Street Venture, LLC by Meridith Moldenhauer
Proposal:	Parking relief for 13 parking spaces where 15 parking spaces are required to support a multi-family development of 39 proposed units in a new, connected building, in addition to 31



	units within the existing historic structures, where 5 spaces were previously provided.
Relief Pursuant to:	§2120.6 Parking for Historic Buildings

IV. ZONING REQUIREMENTS

DC/SP-1 Zone	Regulation	Existing	Proposed ¹	Relief:
Height (ft.) §	65 ft. max./70' with IZ	Varies between 30 and ~50 ft.	70 ft. for new, connected building. No change to historic structures	None required
Lot Width (ft.) §	N/A	150 ft.	150 ft.	None required
Lot Area (sq.ft.) §	N/A	20,569 sf	20,569 sf	None required
Floor Area Ratio §	4.0 FAR	4.0 FAR	4.0 FAR	None required
Lot Occupancy §	80% max.	>80 %	80 %	None required
Rear Yard (ft.) §	15' min. (centerline of alley to rear wall)	Exceeds 15 ft.	15 ft.	None Required
Side Yard (ft.) §	None required where none provided	0'	0'	None Required
Court Width (ft.) §536.3	4" per 1' bldg. height	Unknown/ N/A	23'-3"	None Required
Parking §2101.1	15 (1 sp./4 units)	5 spaces minimum	13 spaces	Relief Required

IV. OP ANALYSIS

§2120 Parking for Historic Buildings

Per §2120 Parking for Historic Buildings, due to the fact the existing, vacant buildings to remain are contributing historic structures, the existing structures are exempt from the requirements to provide additional parking that would otherwise be required per § 2120.3. Currently, there are five (5) parking spaces which serve the historic buildings and no additional parking will be required, but parking is required for the addition. Fifteen spaces are required for the development (5 spaces for the historic structures and 10 for the new, connected structure) and relief to provide 13 spaces is requested.

Per § 2120.6, the Board of Zoning Adjustment may grant relief from the parking requirements of §2120 Parking for Historic Buildings if the owner of the property demonstrates that, as a result of the nature or location of the historic resource, providing the required parking will result in significant architectural or structural difficulty in maintaining the historic integrity and appearance

¹ Information provided by the Applicant.

of the historic resource. In order to address this requirement, the Applicant provided an original plan that showed underground parking of approximately 26 spaces. Per the Applicant's initial Pre-hearing statement, due to detailed existing conditions surveys, underground parking would require substantial amounts of excavation near the foundations of the historic structures and would require additional stabilization of the deteriorated interior and exterior historic walls. The Applicant states such excavation could severely damage the historic structures. While it seems plausible, information to support the Applicant's statements in this regard was not submitted.

Per § 2120.6, the Applicant also shall address each of the following criteria as part of its presentation to the BZA:

(a) Maximum number of students, employees, guests, customers, or clients who can reasonably be expected to use the proposed building or structure at one time;

The total number of units associated with the existing historic structures and proposed new, connected building is 70. The portion of the new, connected building for which relief is required includes 39 residential units. Currently the historic structures are vacant.

(b) Amount of traffic congestion existing and/or that the redevelopment of the historic resource can reasonably be expected to add to the neighborhood;

As a result of DDOT's request, the Applicant provided a trip generation study included in the scoping form associated with the Comprehensive Transportation Review ("CTR"). According to the Applicant's data, they estimate 81% of existing residents in the area surrounding the Property make trips through modes other than via vehicles. As such, they assumed 80% of trips by residents in 39 of the 70 units would be through non-vehicular modes, which was acceptable to DDOT. The Applicant estimates the total new vehicular trips associated with 39 units in the morning peak hour to be 5 and new trips in the evening peak hour to be 8. The Applicant did not yet submit an existing vehicular data collection study or capacity analysis, so OP defers to DDOT in this regard.

(c) Quantity of existing public, commercial, or private parking, other than curb parking, on the property or in the neighborhood that can reasonably be expected to be available when the redevelopment is complete; and

Included in the Applicant's parking and loading study was a diagram showing the location of off-street parking structures that may be available to future residents. It appears there are limited options for overnight parking in the few nearby garage structures that provide overnight parking; however there are metered spaces and other on-street spaces that may be available nearby for overnight parking.

(d) Proximity to public transportation, particularly Metrorail stations, and availability of either public transportation service in the area, or a ride sharing program approved by the District of Columbia Department of Transportation.

As stated in the Applicant's submission materials, the Property is within .2 miles from the Dupont Metrorail station and is well-served by WMATA's Metrobus lines primarily along Connecticut Avenue. Additionally, the Applicant's parking and loading study, they detailed car and bike-sharing services that are currently operational in close proximity to the Property.

§ 3104 Special Exceptions

Per § 2120.6, the Applicant is required to demonstrate compliance with the general special exception standard set forth in § 3104 whereby the BZA is to judge if the relief will result in a project that is in harmony with the general purpose and intent for the Zoning Regulations and Zoning Map; and will not tend to affect adversely, the use of neighboring properties in accordance with the Zoning Regulations and Zoning Maps.

Will the requested relief result in a project that is in harmony with the general purpose and intent for the Zoning Regulations and Zoning Map

Residential uses are permitted in both the Dupont Circle Overlay and Special Purpose Districts. More specifically, the Dupont Circle Overlay District's purpose in general terms is to enhance the residential character of the area in an appropriate scale, protect the integrity of contributing historic buildings, and to encourage greater use of public transportation. The proposed project is in keeping with the general purpose of the Dupont Circle Overlay and the Special Purpose District, for which the purpose is to act as a buffer between adjoining commercial and residential areas, and allow for compatible development in use, scale and design. The requested relief from the provision of the required two (2) parking spaces to support residential uses in a transit-rich area, as well as the productive use of historic, vacant buildings is in harmony with the general purpose and intent of the Zoning Regulations and Zoning Map.

Will the requested relief result in a project that will not tend to affect adversely, the use of neighboring properties in accordance with the Zoning Regulations and Zoning Maps?

It appears the productive use of the historic vacant building with new residents will not tend to adversely affect neighboring properties as such a use is in accordance with the Zoning Regulations and Zoning Map; however in order mitigate the traffic and parking impacts of a substantial amount of new residents where there currently are none, TDM measures should be implemented.

V. COMMENTS OF OTHER DISTRICT AGENCIES

The District Department of Transportation (DDOT) report is filed under separate cover. OP concurs with DDOT's TDM recommendations.

VI. COMMUNITY COMMENTS

Adjacent Neighbors: Neither letters of support or opposition were submitted to the record at the time of the writing of this report.

Ward/ANC: The Applicant met with ANC 2B on February 11, 2015 and a letter of support was entered into the record.

Location Map

