



MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Matt Jesick, Case Manager
JL Joel Lawson, Associate Director Development Review

DATE: November 3, 2015

SUBJECT: BZA #19089 – 8 P Street, NE

I. RECOMMENDATION

With regard to this proposal to construct a 13 unit apartment building with ground floor retail, the Office of Planning (OP) recommends **approval** of the following required variance relief:

- § 2101 Parking (3 spaces required (1 per 4 dwelling units); zero proposed).

II. LOCATION AND SITE DESCRIPTION

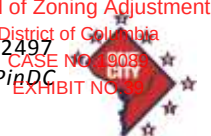
Address	8 P Street, NE
Legal Description	Square 0014, Lot 0668
Ward and ANC	5, 5E
Lot Characteristics and Existing Development	Rectilinear lot with an angled rear lot line; 25 feet wide and approximately 116 feet deep; No alley in this block
Zoning	C-3-C (High Density Commercial)
Historic District	None
Adjacent Properties	Rowhouse-type structures to the east and west; Mix of residential and non-residential uses.
Surrounding Neigh'd Character	Mix of residential, office, retail, and light industrial uses; Building sizes range from rowhouses to large office buildings.

III. APPLICATION IN BRIEF

The applicant proposes to construct a new apartment building with 13 residential units and ground floor retail, and seeks parking relief for the project.

IV. ZONING REQUIREMENTS AND REQUESTED RELIEF

C-3-C Zone	Regulation	Proposed	Relief
Height (ft.) § 770	90'	51.25'	Conforming
Lot Width	n/a	25'	n/a



C-3-C Zone	Regulation	Proposed	Relief
Lot Area	n/a	2,915 sf	n/a
FAR § 771	6.5, max.	4.47	Conforming
Lot Occupancy § 772	100%, max.	89.3%	Conforming
Rear Yard (ft.) § 774	2.5" / foot of height; not less than 12'	12.4'	Conforming
Side Yard (ft.) § 775	None required	No side yard	Conforming
Parking § 2101	1 space per 4 units (13 units → 3 spaces)	0 parking spaces	Required

V. ANALYSIS

In order to be granted a variance, the applicant must show that they meet the three part test described in § 3103.

1. Exceptional Situation Resulting in an Undue Hardship or a Practical Difficulty

The subject property has no alley access; there is no alley in the square. The property fronts on P Street, but it is unlikely that curb cuts would be granted for the development by the Public Space Committee. The lot, therefore, has no opportunity to provide onsite parking. Furthermore, even if a curb cut could be obtained, providing a driveway and parking would limit ground floor development potential on the lot.



2. No Substantial Detriment to the Public Good

The requested relief could be granted without detriment to the public good. The proposed development requires a total of three parking spaces – one space per four residential units, and none required for the retail. Because of the abundance of other travel options in this area, there would not be as high a demand for auto ownership as in more car-dependent areas. The NoMa metro is approximately four blocks away. The P1, P2, P6 and 80 buses serve North Capitol Street, and the 90, 92, 93, X1 and X3 routes serve Florida Avenue. The design also proposes bike storage on all floors in the building, and the site is near several Capitol Bikeshare stations; From this site residents could easily bike to the Metropolitan Branch Trail or to Capitol Hill and Downtown. Not requiring a curb cut would also maintain a pedestrian-friendly environment on this block, would allow the provision of ground floor retail space, would allow a more gracious visual streetscape, and maintain existing on-street parking spaces. In addition, the applicant has worked with DDOT to establish Transportation Demand Management (TDM) amenities for residents to help reduce their need to have a car. The applicant will provide to owners, upon move-in, their choice of a \$200 SmarTrip card, a car-share membership, or a bike-share membership.

3. No Substantial Harm to the Zoning Regulations

Granting the requested relief would not impair the integrity of the Regulations. While the Regulations generally intend to provide on-site parking for any given use, doing so in this case would necessitate a curb cut on P Street, which could eliminate at least one parking space from the street and possibly prevent redevelopment of the relatively narrow lot.

VI. COMMUNITY COMMENTS

As of this writing the Office of Planning has received no comments from the community.