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June 27, 2003

CHRISTINE MOSELEY SHIKER
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D.C. OFFICE OF ZONING
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VIA FACSIMILE

MEMORANDUM

To: Beverly Bailey, Office of Zoning

From: Christy Moseley Shiker CMS

Subject: Parcel 15: Board of Zoning Adjustment Case No. 17028
Parcel 26: Board of Zoning Adjustment Case No. 17029
Letter from Councilmember Jim Graham

As we discussed, attached please find the letters from Councilmember Jim Graham supporting the street and alley closing for Board of Zoning Adjustment Case No. 17028 and the alley closing for Board of Zoning Adjustment Case No. 17029. The support letters from Councilmember Graham relating to the applications before the Board were enclosed with original application.

Should you have any questions or need additional information, please do not hesitate to call me.

Attachments

cc: Norman M. Glasgow, Jr. (without attachment)
Steven E. Sher, Director of Zoning and Land Use Services (w/out attachment)

WAS1 #1194000 v1

BZA
Case No. 17029
Exhibit No. 30

Board of Zoning Adjustment
District of Columbia
CASE NO. 17029
EXHIBIT NO. 30

JIM GRAHAM
COUNCILMEMBER, WARD ONE
COUNCIL OF THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20004

WASHINGTON DC THE AMERICAN EXPERIENCE

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Chairperson
Human Rights, Asian/P.I. & Latino Affairs & Property Management Subcommittee

Chairperson
Board of Directors, Washington Metropolitan Area Transit Authority

April 3, 2003

941 Mr. Roland Dreist
Office of the Surveyor
N. Capitol Street, N.E.
2nd Floor
Washington, D.C. 20001

RE: Alley Closing in Square 2672

Dear Mr. Dreist:

As Councilmember for Ward One, where the proposed development will be located, I support the above-referenced alley closing being processed by Donatelli & Klein, the developer of the subject properties.

I have been involved throughout the planning process of this project. Development in Square 2672 necessitates the closing of a portion of the public alley system. I understand that the portion of the public alley to be closed is not necessary for alley purposes and supports the granting of an alley easement for public purposes as indicated in the application.

I support this application and project, which will provide much needed residential and retail uses adjacent to an entrance to the Columbia Heights Metrorail Station.

Sincerely,

cc: Donatelli & Klein

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FACSIMILE

TO:

Name:	Beverly Bailey	Fax Number: (202) 727-6072
Company:	Office of Zoning	
City:	Washington, DC	

FROM:

CHRISTY MOSELEY SHIKER.	202-457-7167	Four (4)
NAME	TELEPHONE	TOTAL PAGES (Including Cover Sheet)

MESSAGE:

FOR THE RECORD:

DATE: June 27, 2003	URGENCY: ☐ SUPER RUSH	☐ RUSH	☐ REGULAR
FAXED BY:	FILE #: 027355-00006	CLIENT NAME:	
CONFIRMED: ☐ YES ☐ NO	NAME:	TIME:	

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

★ ★ ★

Transportation Policy and Planning Administration

MEMORANDUM

TO: Jerrily R. Kress, FAIA
Director
Office of Zoning

FROM: Kenneth Laden
Associate Director for Transportation Planning

DATE: June 24, 2003

SUBJECT: **BZA Application No. 17029** – Variance from Height and Residential Recreation Space Requirements and Special Exceptions from Roof Structure Requirements, Zone District Boundary Line Crossing a Lot and Parking Requirement Reduction to Provide for the Construction of an Apartment House with Ground Floor Retail Located at 14th and Irving Street, NW, Square 2672, Lots (All or Portion of) 659, 660, 661, 662, 663, 664, 720, 721, 864, 865, 866 and 876, in a C-3-A District

The District Department of Transportation (DDOT) has reviewed the subject application and material for the above site. This memorandum addresses the transportation aspects of the proposal.

The applicant proposes to construct a 235-unit apartment house with 22,060 square feet of ground floor retail on a vacant parcel located at the southwest corner of the intersection of 14th and Irving Street, NW. The subject site is located directly above the Columbia Heights Metrorail Station. The applicant seeks variances from residential recreation space and height requirements, and special exceptions from roof structure requirements, a zone boundary line crossing a lot line, and to reduce accessory parking in order to permit construction of the apartment building.

The applicant meets all requirements in regards to loading. The location of the required 55'- deep loading berth is on Irving Street, NW, and can only accessed by vehicles backing into the space. The timing of loading activities at the project site should be closely monitored to minimize conflicts with Metrobuses that use the Irving Street, NW curb space directly east of the loading berth entrance as a queuing area to pick-up and drop-off passengers.

A special exception is required for the proposed reduction of accessory parking spaces. Regulations require in a C-3-A district one parking space for every two dwelling units,

BZA Case No. 17029 Exhibit No. 29

FAX

and one parking space for every 300 sq. ft. of retail over 3,000 sq. ft., thus the applicant is required to provide a total of 182 parking spaces; 118 parking spaces for residential use, and 64 parking spaces for retail. A total of 278 parking spaces are proposed for the site, with 230 designated for residential usage, and 48 for retail. The underground parking facility is accessed by an alley easement located off 14th Street, NW

The total number of proposed parking spaces for the project far exceeds zoning requirements, however the applicant proposes to reduce the retail parking requirement by 25%, anticipating a large portion of retail users will be local residents arriving by foot and Metrorail customers. As listed in §*2108 – Reduction of Parking Spaces: Authority of the Board,* accessory parking requirements shall not be reduced by more than 25%, taking into consideration the nature and location of the project, amount of traffic congestion the site can reasonably expect to generate, and proximity to public transportation and Metrorail Stations among other criteria. The applicant provided a traffic analysis of the project taking into consideration traffic growth trends and other developments planned near the site. The study concluded that the proposed project would not adversely impact the level of service at nearby signalized intersections, and will have a minimal impact on traffic conditions on nearby streets.

Accordingly, DDOT has no objection to the application.

KL:lb