

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment
FROM:  Karen Thomas, Case Manager
 Joel Lawson, Associate Director Development Review
DATE: February 23, 2016

SUBJECT: BZA Case 19200 (1401 Okie Street NE) for Variance relief from the on-site parking requirements to allow the adaptive reuse of a former packaging warehouse for retail use in the C-M-1 District.

I. OFFICE OF PLANNING RECOMMENDATION

The Office of Planning (OP) recommends **approval** of the following:

- § 2101 Parking (268 spaces required, none proposed);

II. LOCATION AND SITE DESCRIPTION

Address	1401 Okie Street NE
Applicant:	Jemal's Pappas LLC
Legal Description	Square 4093, Lot 832
Ward / ANC	Ward 5; ANC 5D01
Zone	C-M-1
Historic District or Resource	The property is not within a historic district. However, the Historic Preservation Office stated that the warehouse is under consideration as a historic resource.
Lot Characteristics	The rectangular corner lot abuts a portion of an abandoned rail line at its rear.
Existing Development	The lot is developed with a one-story and partial second floor brick structure with cellar, which was most recently used as a warehouse.
Adjacent Properties	The property fronts on Okie Street to the north, Fenwick Street to the west, and abuts a portion of an abandoned rail line (now described as a dead end alley) to the south and a surface parking lot to the east. The property across the street includes a large, multi-level parking garage intended to serve the entire area.
Surrounding Neighborhood Character	The property is located in an industrial neighborhood, currently under transformation with the inclusion of neighborhood serving retail and services, as well as residential uses.

Proposed Development	The proposal includes adaptive reuse of the former warehouse to retail uses within the existing building's footprint.
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III. ZONING REQUIREMENTS and RELIEF REQUESTED

Zone – C-M-1	Regulation	Existing	Proposed	Relief
Height § 400	40 ft. max.	35 ft.	35 ft.	None required
Lot Width § 401	None prescribed	306.80 ft.	306.80 ft.	None required
Lot Area § 401	None prescribed	78,950 sq. ft.	78,950 sq. ft.	None required
Floor Area Ratio § 402	3.0 max.	0.77	0.69	None required
Lot Occupancy § 403	100 % max.	74 %	66 %	None required
Rear Yard § 404	12 ft. min.	34 ft.	34.25 ft.	None required
Side Yard § 405	None required	None	None	None required
Court § 406 2.5"/ft. ht.	6 ft. min.	None	33 ft. 2"	None required
Parking § 2101 (Warehouse)	1/3000 sf incl. cellar (268 spaces)	20 spaces	None	Variance required

IV. OFFICE OF PLANNING ANALYSIS

a. Variance Relief from § 2101, Parking

i. Exceptional Situation Resulting in a Practical Difficulty

The former industrial use provided no on-site parking. However, parking occurred at the front of the building, which would not be permitted under current regulations. The site is at 92 feet in elevation and according to the applicant, below-grade parking may breach the water table due to the low elevation. Provision of below-grade parking in the cellar would necessitate demolition of the existing, potentially historic structure and the provision of 268 parking spaces would require more land area than the site is practically able to accommodate.

ii. No Substantial Detriment to the Public Good

Substantial detriment to the public good is not anticipated as parking would be accommodated in an above-grade, 1,000 space parking structure, directly across Okie Street, which is owned by the applicant. The on-street parking supply should not be adversely impacted and the new uses should revitalize a former industrial district with contemporary retail and service uses that could benefit the Ivy City/Trinidad residential neighborhood. The applicant indicated that appropriate signage would direct customers and employees to the available parking in the area.

iii. No Substantial Harm to the Zoning Regulations

Substantial harm should not accrue to the Zoning Regulations as parking would be provided for the uses, within walking distance of less than 200 feet of the site. A Comprehensive Transportation Assessment (CTA) was submitted to DDOT as part of the applicant's submission.

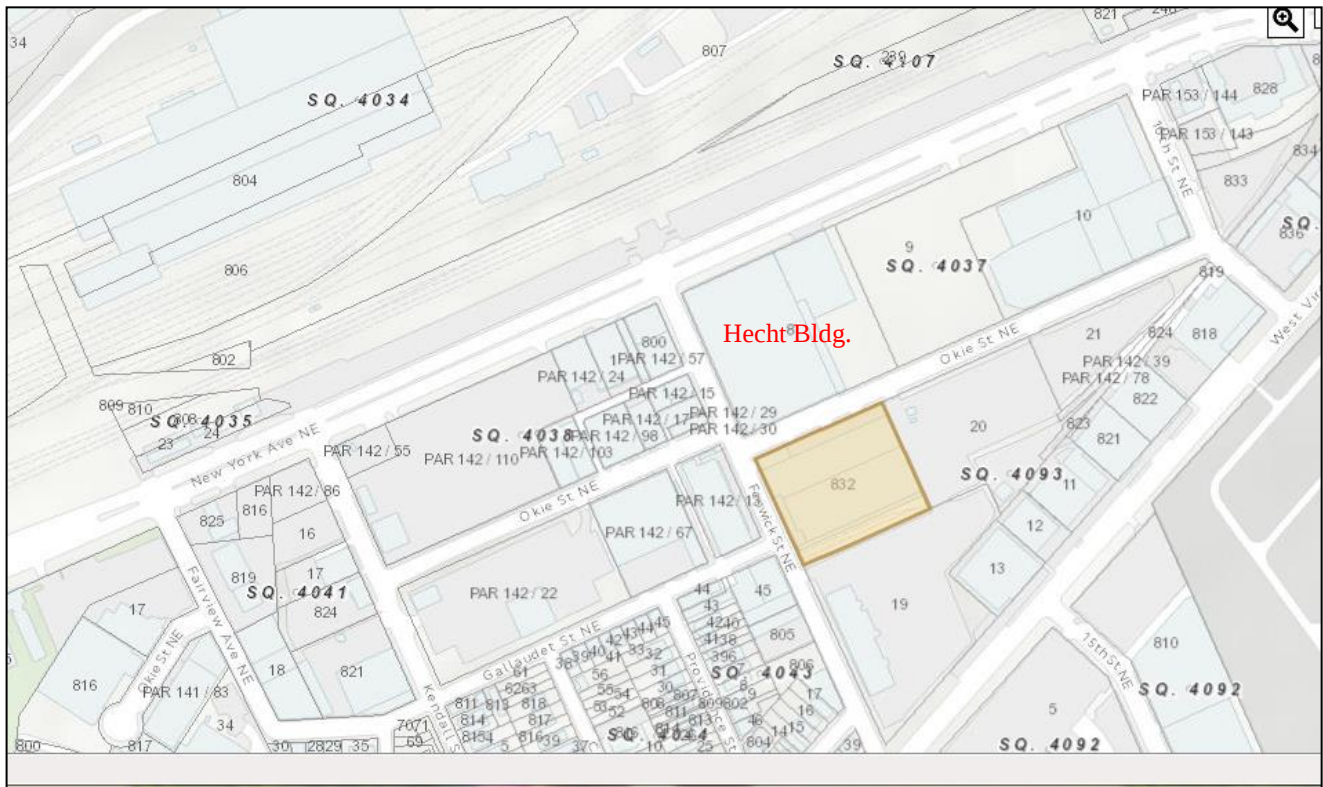
V. COMMENTS OF OTHER DISTRICT AGENCIES

The District Department of Transportation (DDOT) would provide comments separately to the record.

VI. COMMUNITY COMMENTS

The ANC 5D held its regularly scheduled meeting on January 12, 2016 and voted unanimously to support the requested relief. Their report is noted as Exhibit 26 of the record.

Attachment:



Location Map