

SUPPLEMENTAL MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment
FROM: Brandice Elliott, Case Manager
JL Joel Lawson, Associate Director Development Review
DATE: December 14, 2018

SUBJECT: BZA Case 19751 (2619-2623 Wisconsin Avenue, N.W.) to allow a continuing care retirement community in a residential zone.

I. BACKGROUND

The Board of Zoning Adjustment heard this case at its November 14, 2018 public hearing. At that hearing, the applicant was instructed to provide additional information to the record, including:

- 1) a sun study, which has been provided at Exhibit 483F;
- 2) the applicant's PowerPoint presentation, submitted to the record at Exhibit 483F;
- 3) a response from DDOT regarding the Transportation Demand Management Plan, provided at Exhibit 481;
- 4) a response from DDOT to the letter from Councilmember Mary Cheh (Exhibit 260), provided at Exhibit 481;
- 5) additional illustrative renderings showing the relationship of the proposal with adjacent dwellings, provided at Exhibit 483E; and
- 6) an alternative design providing the required parking, for which revised plans showing a below-grade parking garage with 19 parking spaces has been provided at Exhibit 483A.

The revised plans provided at Exhibit 483A introduce a below-grade garage with 19 parking spaces. Although minor modifications would be made to the building footprint, it would still comply with development standards for the R-1-B zone. As a result, the applicant is no longer seeking special exception relief from Subtitle C § 703.2, for a partial reduction in the number of required parking spaces. Other modifications to the plans include: 1) staff offices, a laundry room, beauty salon/spa, a shower room for staff and long-term bicycle parking would be located below grade on the same level as the parking; 2) the loading area and service yard would be relocated to the northeast corner of the property; 3) the trash room would be relocated so that it is adjacent to the loading area; 4) the rear garden area would be increased to 1,500 square feet in area; and 5) a 14-foot wide planted buffer would be located along the eastern property line, providing a physical separation from the adjacent residences and alley.

The extent of the modifications affects OP's analysis provided in its report dated September 14, 2018 (Exhibit 50). Specifically, Subtitle U § 203.1(f)(4) and (5) address sufficient off-street parking for the use and the use not becoming objectionable due to noise, traffic, or other objectionable conditions. As a result, OP has provided analysis for these sections based on the revised plans. Given that special exception relief from parking is no longer part of this request, that portion of OP's analysis would not apply to the revised plans.

OP continues to recommend approval of this revised proposal.

II. OFFICE OF PLANNING ANALYSIS

203.1 *The following uses shall be permitted as a special exception in the R-Use Groups A, B, and C, if approved by the Board of Zoning Adjustment under Subtitle X, Chapter 9 subject to applicable conditions of each section:*

- (f) *Continuing care retirement community, subject to the provisions of this paragraph:*
 - (4) *The use and related facilities shall provide sufficient off-street parking spaces for employees, residents, and visitors;*

Subtitle C § 701.5 of the Zoning Regulations requires residential uses to provide one parking space per two dwelling units in any R zone. Given that 34 rooms (32 single bedrooms and 2 shared bedrooms) would be proposed in the facility, a total of 17 parking spaces would be required. The applicant is now proposing a below-grade parking garage consisting of 19 parking spaces, which exceeds this requirement.

The proposal is for a Memory Care Facility, and it is not expected that the residents would have vehicles. The applicant has provided that there would be 18 staff during the day and three staff overnight, as well as vendors or contractors to coordinate resident activities. In addition, there would be visitors to residents of the building. The proposed increase in parking spaces, which exceeds minimum requirements, should be sufficient to serve the use.

- (5) *The use, including any outdoor spaces provided, shall be located and designed so that it is not likely to become objectionable to neighboring properties because of noise, traffic, or other objectionable conditions; and*

Outdoor space would be provided east of the building, accessible from the cellar. The space would be separated from the residences to the east of the site by a 14-foot wide planter buffer and 15-foot wide public alley and should not create noise or other objectionable conditions.

The below-grade parking garage would be accessible via a driveway from the public alley at the southeast corner of the lot. The proposed parking garage would restrict vehicular movements on the property and through the alley more than the previous proposal, which had consisted of nine parking spaces along the east property line, adjacent to the alley. The proposed below-grade parking garage would create less noise and traffic on the property, as most of the noise and circulation would occur below grade.

Loading would be provided at the northeast corner of the property, adjacent to the alley. The applicant estimates that the loading space would be used approximately twice per week for food deliveries. Use of the loading space would be limited to food deliveries, as the applicant intends to arrange for trash vehicles that currently serve the alley to pick up trash from the facility. In addition, laundry would be washed on site. The applicant has provided turning radius diagrams demonstrating that the loading space is viable. The restricted use of the loading space should limit potential noise and traffic impacts; however, the applicant and adjacent property owners should work together to establish a delivery schedule that limits interruptions to the neighbors.

III. COMMENTS OF OTHER DISTRICT AGENCIES

DDOT was requested by the BZA to provide a supplemental report, which is provided at Exhibit 481. DDOT staff have advised OP that they have no concerns related to the addition of the underground parking spaces for the facility, or the alterations to the loading.