

Subject Property



1818 Rhode Island Avenue, NE

BZA APPLICATION NO. 20065

DILAN INVESTMENTS LLC

FEBRUARY 26, 2020

Board of Zoning Adjustment
District of Columbia
CASE NO.20065
EXHIBIT NO.57

Overview

- The Subject Property, located in the MU-4 Zone, is currently improved with a detached single-family dwelling
- The Applicant is proposing to raze the existing building and construct a new 8-unit building
- Parking Requirement is 1 space
- C § 711.5 requires that the driveway to that space be at least 8 ft. wide
- The existing driveway is less than 8 feet wide at its narrowest points and cannot be widened due to existing topographical conditions and a large retaining wall in public space
- The Applicant is therefore requesting special exception relief pursuant to C § 703.2 which permits exemptions from the minimum parking requirements of C § 701.5

Amended Relief

- The Applicant is required to provide 3, long-term bicycle parking spaces
- DDOT and the Applicant worked together to come up with a solution for the accessibility and public space issues, but that solution included a re-design of the main level and lower level in order to make the accessible entrance at the lower level rather than at the main level
- In order to make the building accessible via the lower level, the Applicant had to eliminate the bicycle storage room at the front of the building to accommodate the lower level entrance door without losing a dwelling unit.
- The Applicant is technically providing 6 bicycle spaces, but because it cannot meet the access requirements for vehicle parking or storage requirements for bicycle parking, it cannot count the spaces towards the number of “required” spaces

Amended Relief

- The bicycle spaces have been relocated to a corridor on the lower level and the proposed racks do not meet the requirements of C § 805.3
- The Applicant is still planning to provide 6 long-term bicycle parking spaces, but is requesting to amend and ask for relief pursuant to C-807.2 from the requirements of C-802.1 (minimum number of bicycle parking spaces)
- This requested relief from the minimum bicycle parking requirements of C § 802.1 pursuant to C § 807.2 will eliminate the need to ask for relief from any of the long-term bicycle parking space requirements under C § 805 because those requirements only apply to required spaces and the Applicant is not providing any required spaces

Amended Relief

- C-807.2(a) states that the BZA may grant relief if the Applicant can demonstrate that “due to the physical constraints of the property, the required bicycle parking spaces cannot be provided on the lot or, in the case of short-term bicycle parking spaces, on abutting public space.”
- Due to issues with accessibility, the Applicant cannot physically locate the required bicycle parking spaces in a separate room in the building without losing a unit
- If the Applicant is forced to eliminate a unit, then it would not even be required to provide bicycle parking spaces because the bicycle regulations only apply to projects with 8 or more units

Subj. Property



Existing Conditions

Rhode Island Ave NE

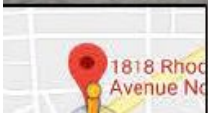
Washington, District of Columbia

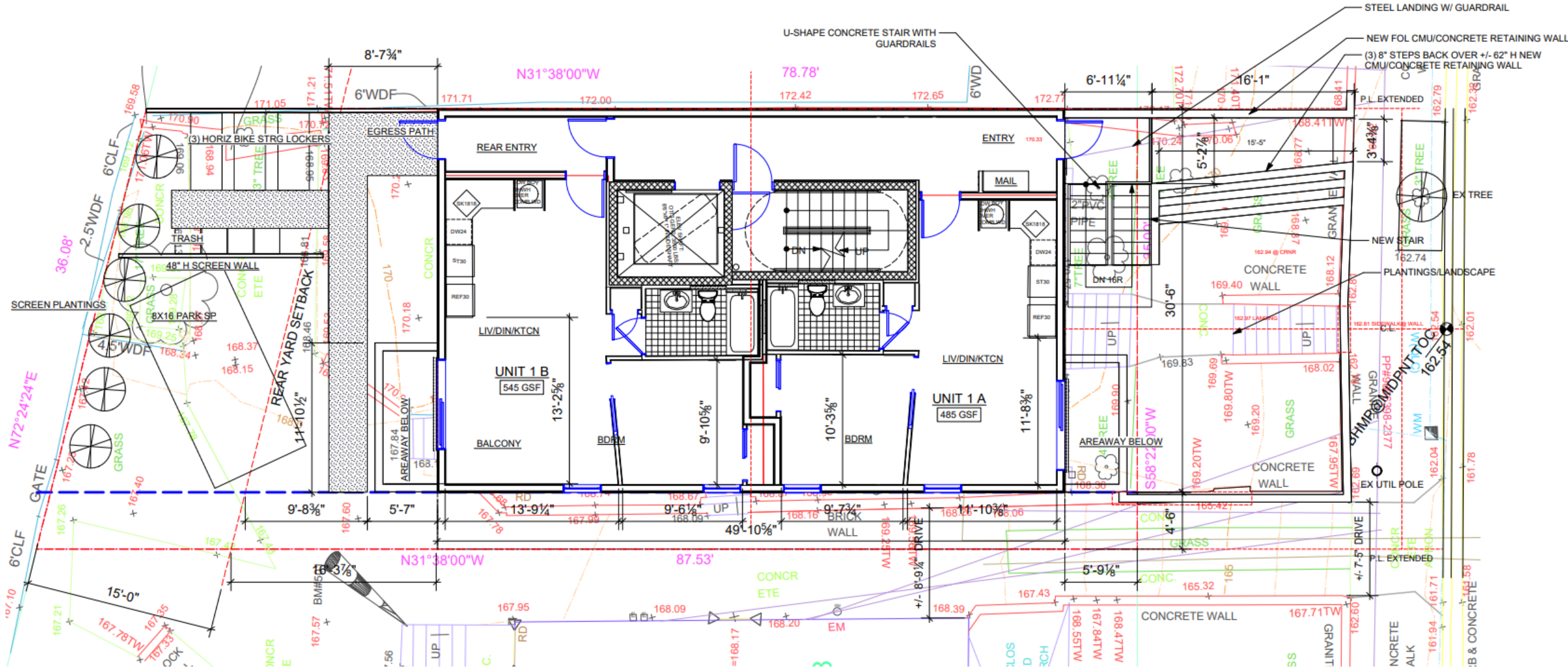
Google, Inc.

Street View - Jul 2018

View to the W/SW

Subject Property

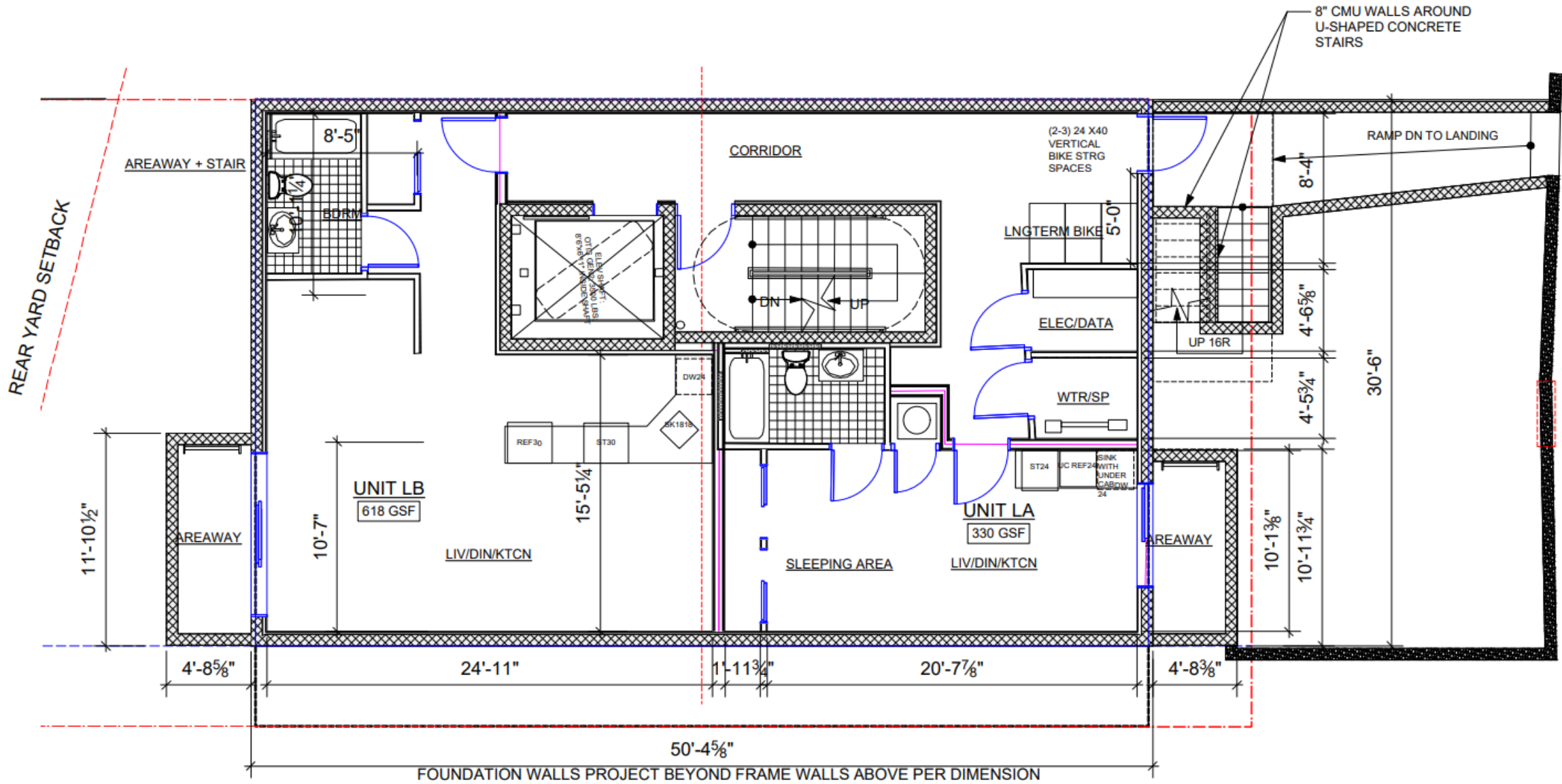




2 ARCH PLAN MAIN/ENTRY LEVEL
 300 Scale: 3/16" = 1'-0"

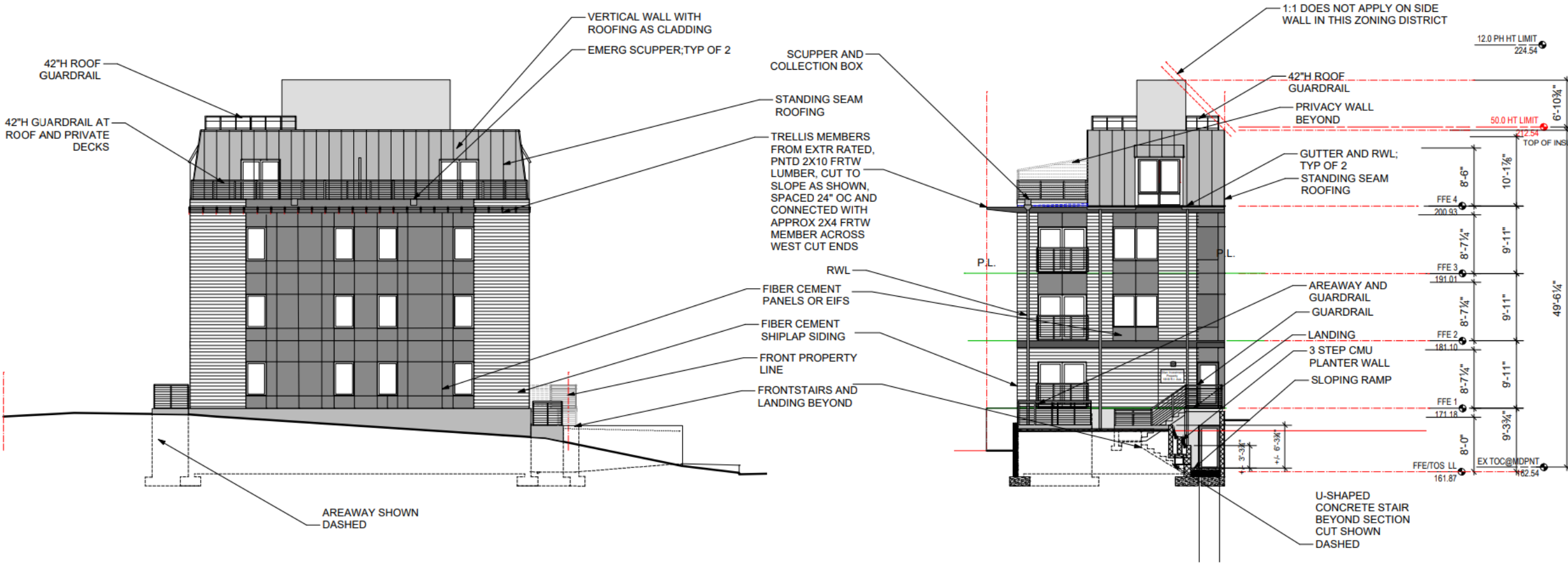


WITH UNDERLAY OF EXISTING SITE AND TOPOGRAPHY FROM SURVEY FOR REFERENCE



1 ARCH PLAN LOWER LEVEL
 A300.1 Scale: 3/16" = 1'-0"





2 SCHEMATIC SIDE ELEVATION AT DRIVE
 Scale: 1/8" = 1'-0"
 SECTION CUT APPROX 2' BEYOND BLDG FACE TO SHOW TRELLIS MEMBERS IN SECTION

3 FRONT ELEVATION
 Scale: 1/8" = 1'-0"
 SECTION THROUGH FRONT YARD IN PUBLIC SPACE WITH BUILDING ELEVATION BEYOND IS CUT APPROX MIDWAY BETWEEN SIDEWALK AND BUILDING

General Special Exception Requirements of Subtitle X § 901.2

1) Granting relief will be in Harmony with the General Purpose and Intent of the Zoning Regulations and Zoning Maps

2) Granting relief will not tend to affect adversely, the Use of Neighboring Property in accordance with the Zoning Regulations and Zoning Maps

- This is the MU-4 mixed-use zone and the provision of an 8-unit apartment building is consistent with the purposes of the MU Zone
- Even though the Applicant cannot technically meet the requirements for parking access and bike spaces, the Project does in fact provide 1 nonconforming parking space and 6 nonconforming bicycle spaces

Parking-Requirements of Subtitle C § 703.2

Section 703.2 “The Board of Zoning Adjustment may grant a full or partial reduction in number of required parking spaces, subject to the general special exception requirements of Subtitle X, and the applicant’s demonstration of at least one (1) of the following:

- (a) Due to the physical constraints of the property, the required parking spaces cannot be provided either on the lot or within six hundred feet (600 ft.) of the lot in accordance with Subtitle C § 701.8*
- Due to the fact that the Subject Property has no alley access, the required parking space cannot be provided on the Subject Property and the space cannot be provided within 600 ft. of the Subject Property
- From the Applicant’s investigation, the only parking lots within 600 ft. of the Subject Property are in use by commercial or religious establishments
- The existing less-than-8 ft. wide access cannot be widened without causing significant impact to an existing retaining wall in public space and removing an existing telephone pole

Parking-Requirements of Subtitle C § 703.2

- b) The use or structure is particularly well served by mass transit, shared vehicle, or bicycle facilities;*
 - c) Land use or transportation characteristics of the neighborhood minimize the need for required parking spaces;*
- The Subject Property is particularly well served by mass transit, shared vehicle, and bike facilities
 - The Subject Property is only 371 ft. from the Rhode Island Avenue & 18th Street, NE bus stop, 0.1 mi. from the nearest Capital BikeShare station, 0.9 mi. from the nearest rental car location, and 1.2 mi. from the Rhode Island Avenue Metro Station

Parking-Requirements of Subtitle C § 703.2

- d) Amount of traffic congestion existing or which the parking for the building or structure would reasonably be expected to create in the neighborhood*
- The additional residential units are unlikely to create additional traffic congestion in the neighborhood
 - The Applicant is still providing 1 parking space which is reasonably accessible by an existing driveway, albeit 1 foot narrower than required

Parking-Requirements of Subtitle C § 703.2

Section 703.3 “Any reduction in the required number of parking spaces shall be only for the amount that the applicant is physically unable to provide and shall be proportionate to the reduction in parking demand demonstrated by the applicant.”

As the Applicant does not have any access to the alley, the reduction in the number of parking spaces is only for the amount that the Applicant is unable to provide.

Section 703.4 “Any request for a reduction in the minimum required parking shall include a transportation demand management plan approved by the District Department of Transportation, the implementation of which shall be a condition of the Board of Zoning Adjustment’s approval.”

The Applicant has provided a transportation demand management plan.

Special Exception Relief Pursuant to C § 807.2 for the required bicycle spaces due to C § 802.1

- a) Due to the physical constraints of the property, the required bicycle parking spaces cannot be provided on the lot or, in the case of short-term bicycle parking spaces, on abutting public space*
- As a result of working with DDOT to solve the lift in public space issue, the Applicant had to eliminate the bicycle storage room at the front of the building in order to accommodate the lower level entrance door
 - The Applicant is technically providing 6 bicycle spaces, but because it is not providing a separate room and is not providing internal horizontal spaces, it cannot count the spaces towards the number of “required” spaces
 - Due to issues with accessibility, the Applicant cannot physically locate the required bicycle parking spaces in the building without losing a unit
 - If the Applicant is forced to eliminate a unit, then it would not even be required to provide bicycle parking spaces because the bicycle regulations only apply to projects with 8 or more units

Conclusion

- The Applicant has worked with DDOT on public space/accessibility issues
- The relief being requested is minor in nature, with a strong TDM plan including a potential parking space and 6 bike parking spaces