



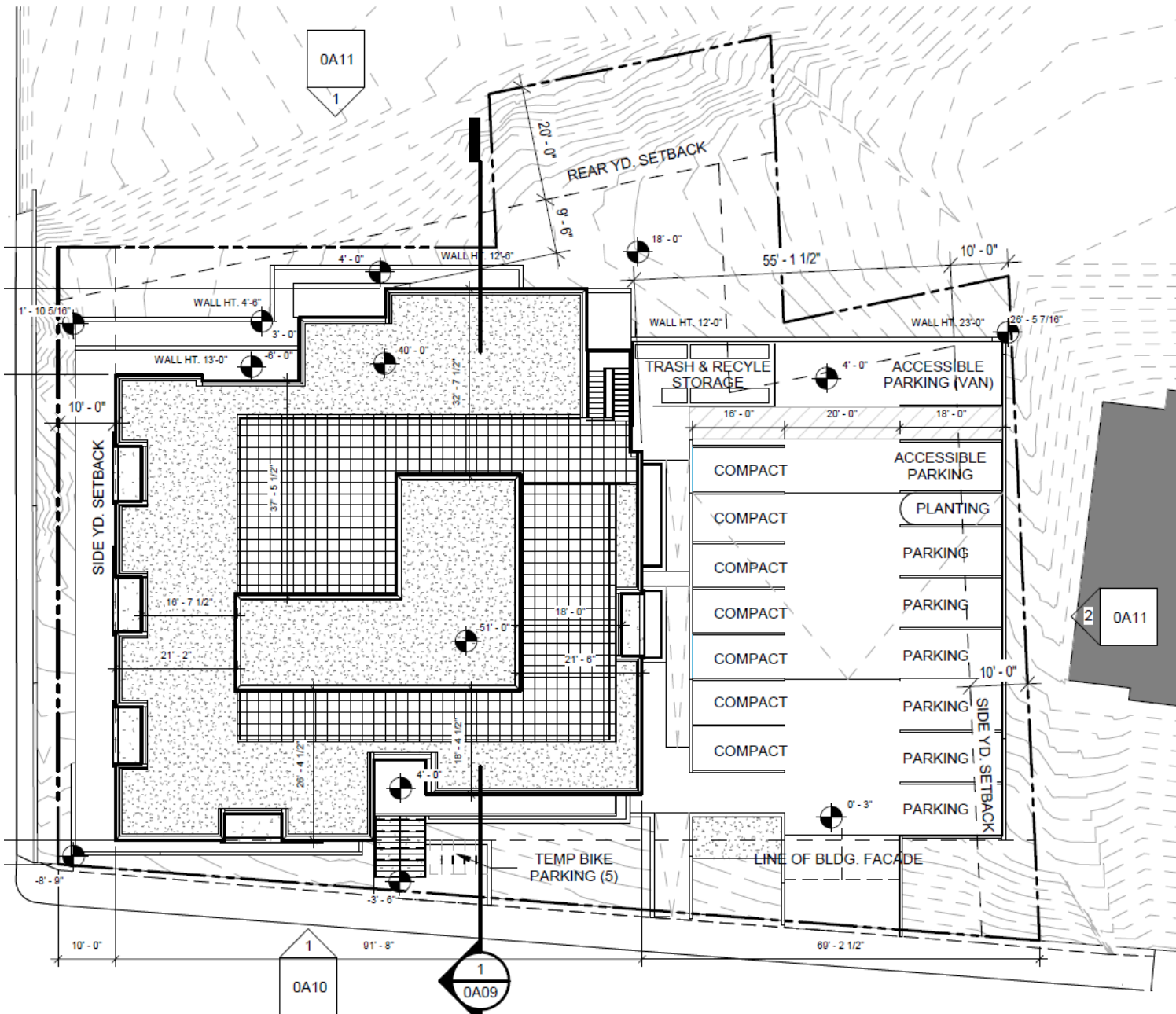
BZA CASE NO. 20074
OF

STANTON RD SE LLC

2604 & 2610 STANTON ROAD, SE

JULY 24, 2019

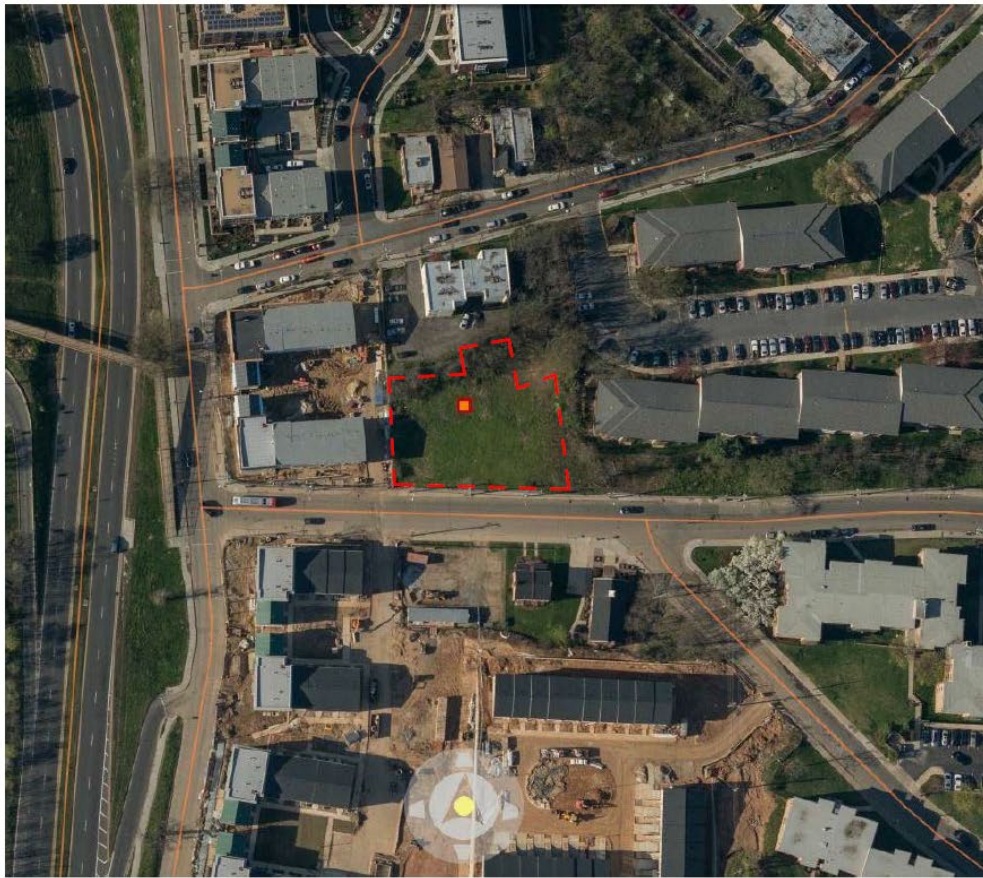
Board of Zoning Adjustment
District of Columbia
CASE NO.20074
EXHIBIT NO.38



Overview

- Applicant is proposing a new building with 22 residential units at 2604 & 2610 Stanton Road, SE, which is located in the RA-1 Zone
- The Zoning Regulations require special exception approval for any new residential developments in the RA-1 Zone
- Applicant is also requesting relief from the landscaping requirements of C § 715

Proposed Project



AERIAL VIEW



AERIAL VIEW



LOCATION

STANTON ROAD

BZA SUBMISSION
24 JULY 2019



SITE FROM SW



SITE FROM SE



OPPOSITE STREET SIDE



ADJACENT DEVELOPMENTS



CONTEXT PHOTOS

STANTON ROAD

BZA SUBMISSION
24 JULY 2019



2605 BOWEN RD SE



2620 SHERIDAN RD SE



2632 MARTIN LUTHER KING JR AVE SE



2661 STANTON RD SE



SURROUNDING BUILDINGS

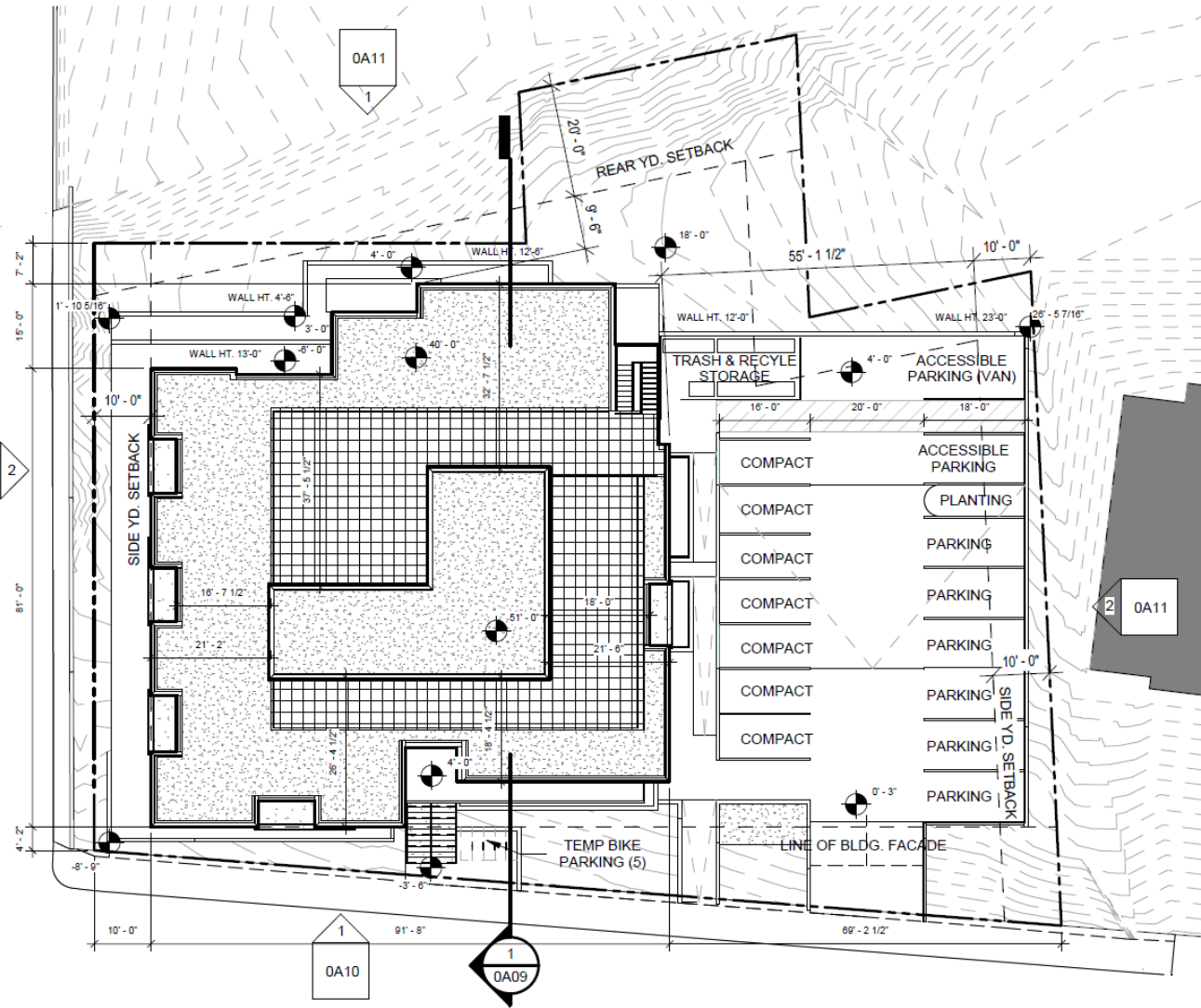
STANTON ROAD

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- ZONE:** RA-1
- LOT AREA:** 20,353 SF
MAX FAR: 1.08 (BONUS IZ DENSITY)
MAX ALLOWABLE GSF: 21,981 SF
- MAX LOT COVERAGE:** 40% (8141 SF)
LOT COVERAGE: 39% (7965 SF)
- SIDE YARD REQ:** 10'-0"
REAR YARD REQ: 20'-0"
- STORIES:** 3 STORIES + CELLAR & PH
- FLOOR AREA:** 7380 LEVEL 1
 7270 LEVEL 2
 7270 LEVEL 3
- TOTAL AREA:** 29720
 (21920 + 6700 CELLAR + 1100 PH)
- TOTAL UNITS:** 22 UNITS
 -7x 2 BEDROOM
 -7x 2 BEDROOM + DEN
 -8x 3 BEDROOM
- PARKING SPOTS:** 15 PROVIDED (3 REQ'D)
 -7 COMPACT
 -8 REGULAR (2 ACCESSIBLE)
- BICYCLE PARKING:** 13 TOTAL
 - EXT. 5, SHORT TERM
 - INT. 8, LONG TERM
- BUILDING FEATURES AND AMENITIES**
- SITE PLANTING AND PAVING INTEGRATES STORMWATER MANAGEMENT FEATURES
 - COMMON ROOF DECK & PENTHOUSE FOR BUILDING TENANTS
 - ACCESS TO VIEWS & DAYLIGHT
- SUSTAINABILITY**
- LED LIGHT FIXTURES
 - DC GREEN CODE COMPLIANT



SCALE

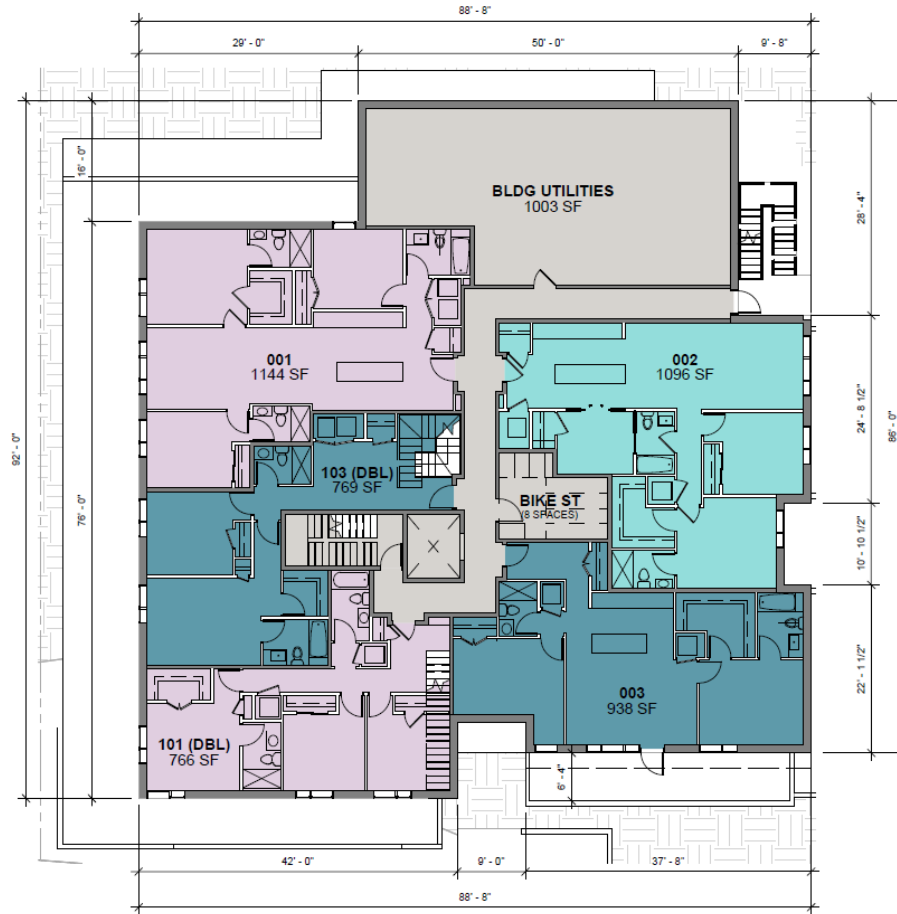


SITE PLAN

STANTON ROAD

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PROGRAM

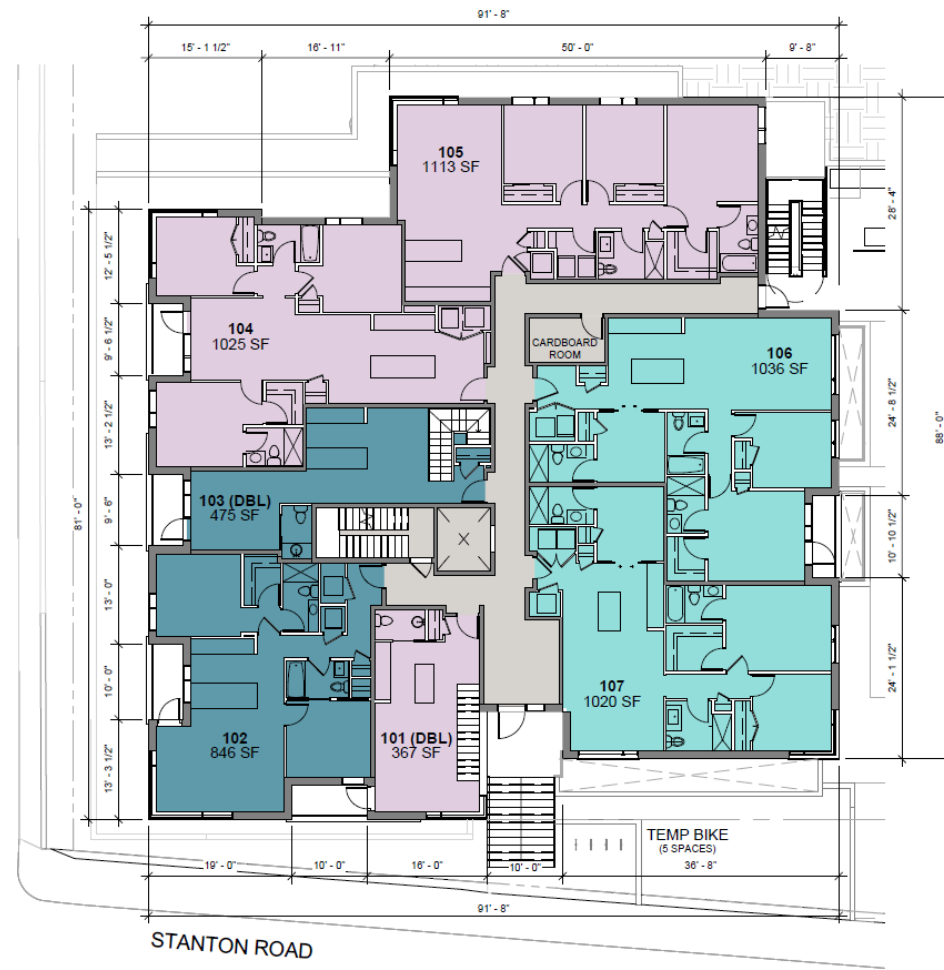
- CORE
- DWELLING UNIT - 2BR
- DWELLING UNIT - 2BR+DEN
- DWELLING UNIT - 3BR



CELLAR

STANTON ROAD

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PROGRAM

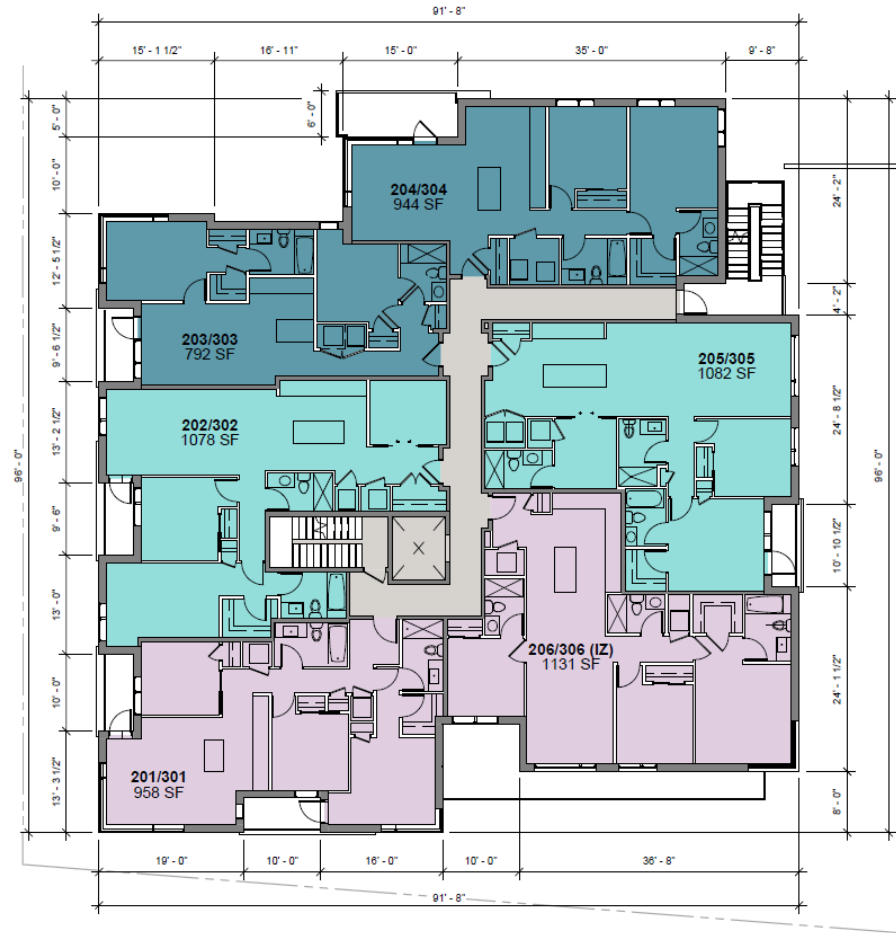
- CORE
- DWELLING UNIT - 2BR
- DWELLING UNIT - 2BR+DEN
- DWELLING UNIT - 3BR



LEVEL 1

STANTON ROAD

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PROGRAM

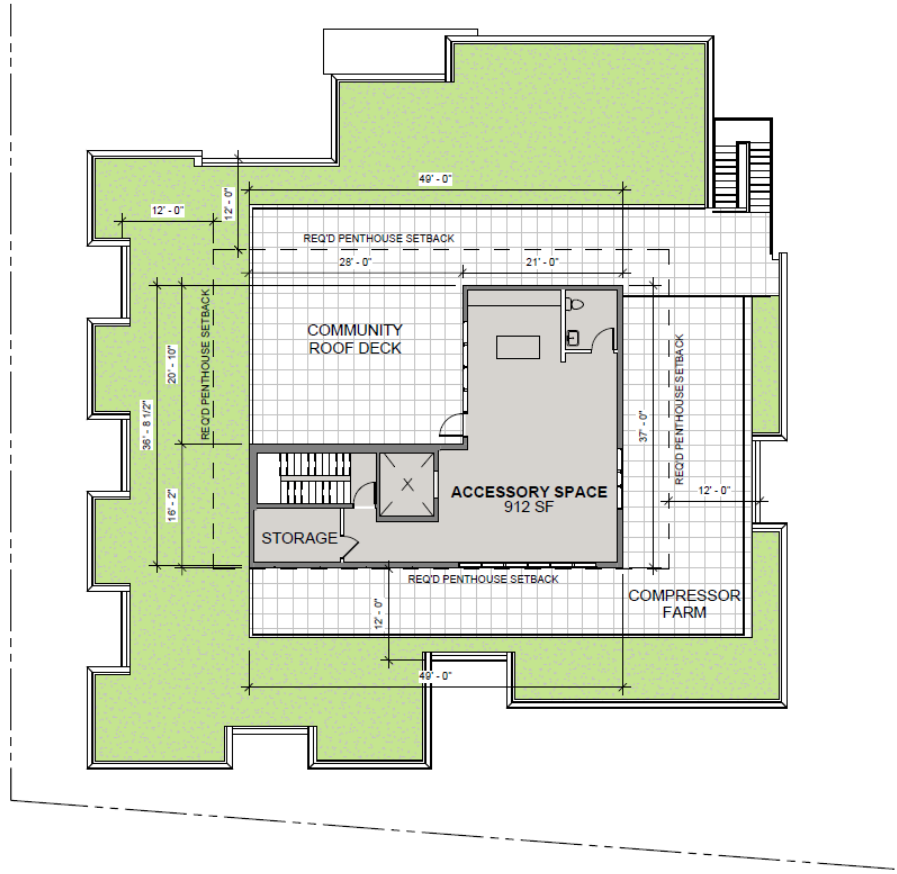
- CORE
- DWELLING UNIT - 2BR
- DWELLING UNIT - 2BR+DEN
- DWELLING UNIT - 3BR



LEVELS 2 & 3

STANTON ROAD

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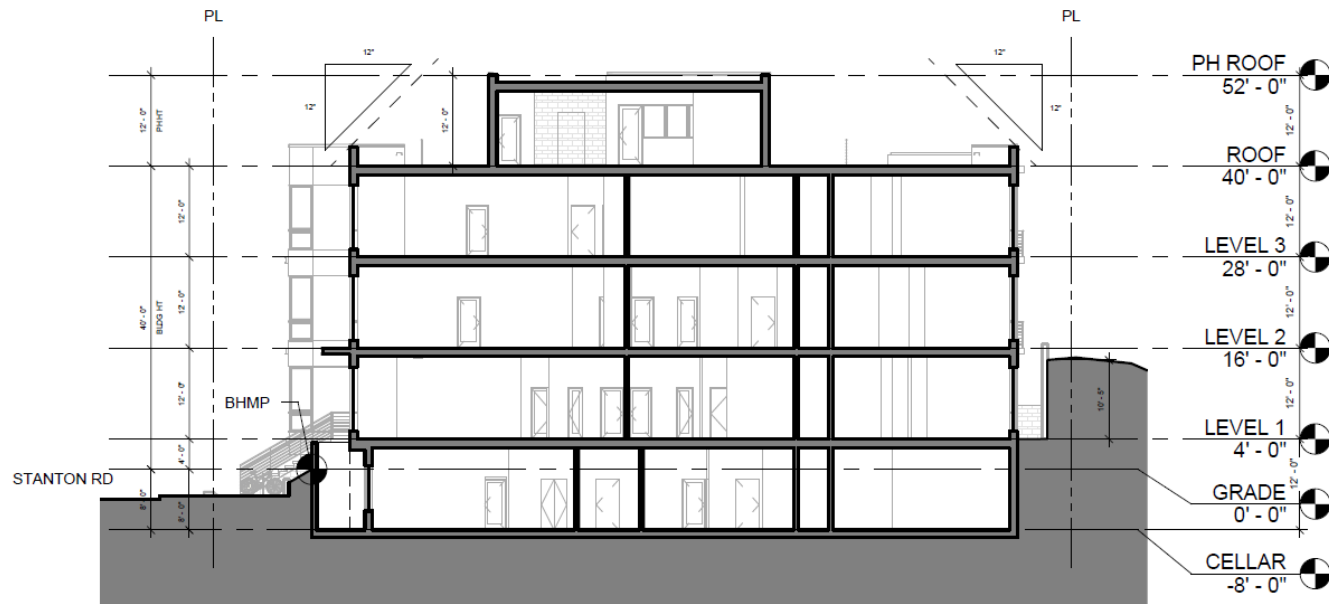
PROGRAM
 CORE



PENTHOUSE

STANTON ROAD

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SITE SECTION

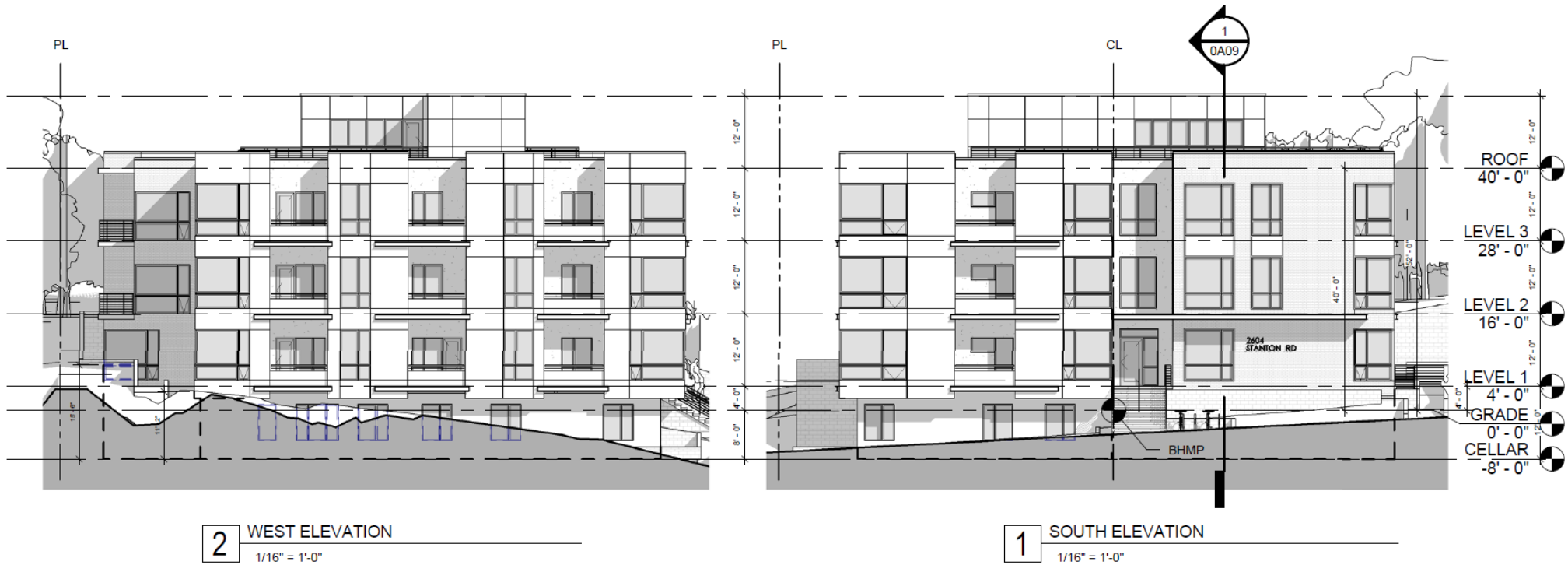
1/16" = 1'-0"



SITE SECTION

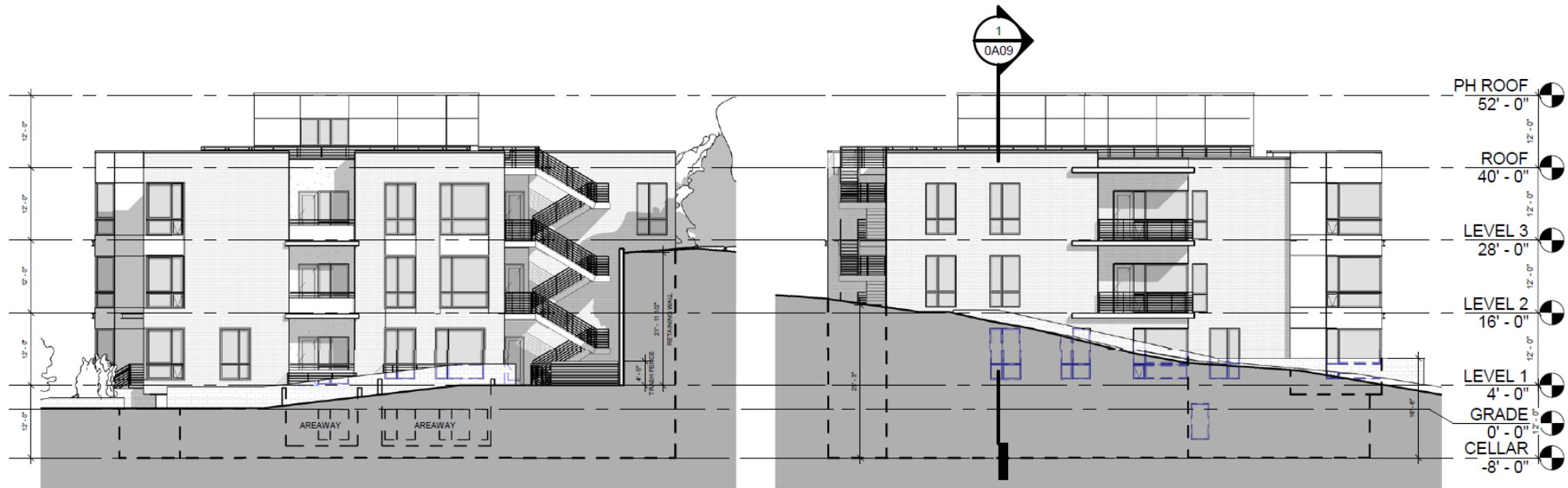
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ELEVATIONS

STANTON ROAD
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 24 JULY 2019



2 EAST ELEVATION
1/16" = 1'-0"

1 NORTH ELEVATION
1/16" = 1'-0"



ELEVATIONS

STANTON ROAD
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24 JULY 2019



RENDERED VIEW SW CORNER

STANTON ROAD

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24 JULY 2019



RENDERED VIEW SE CORNER

STANTON ROAD

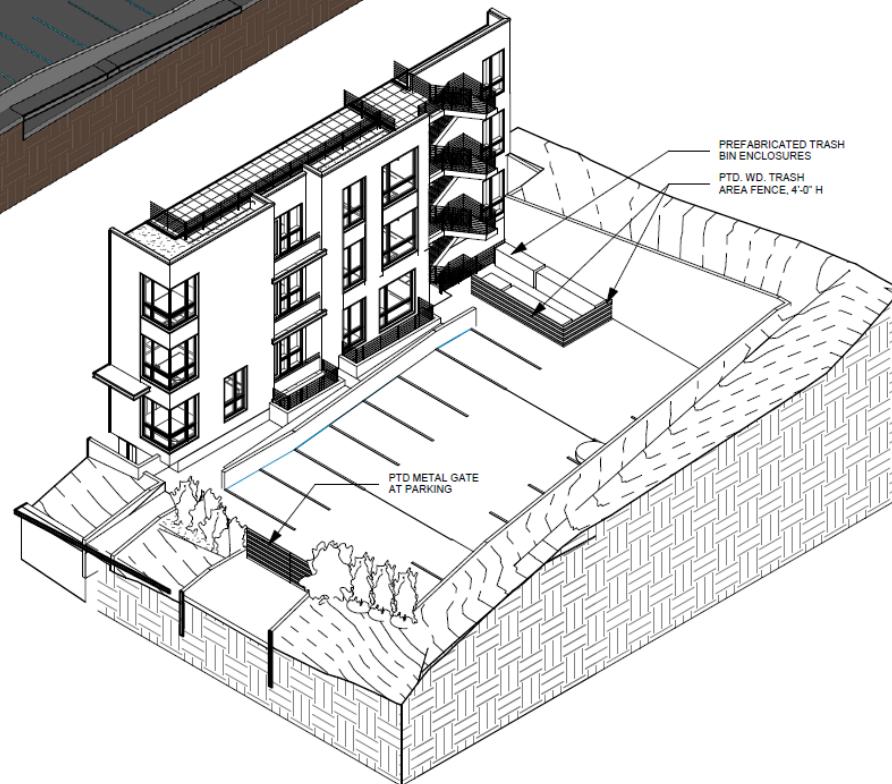
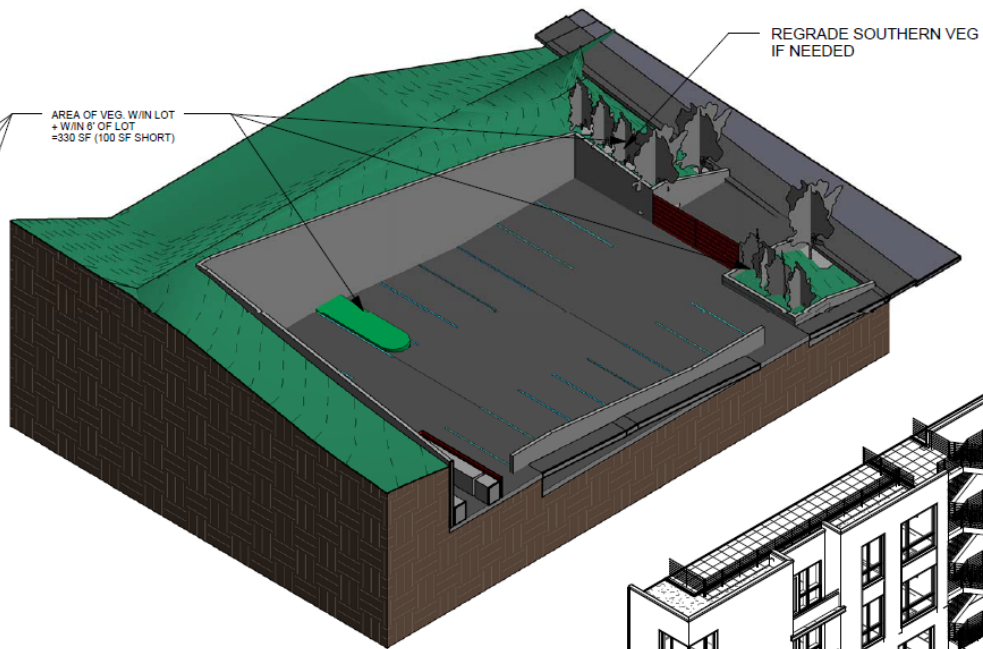
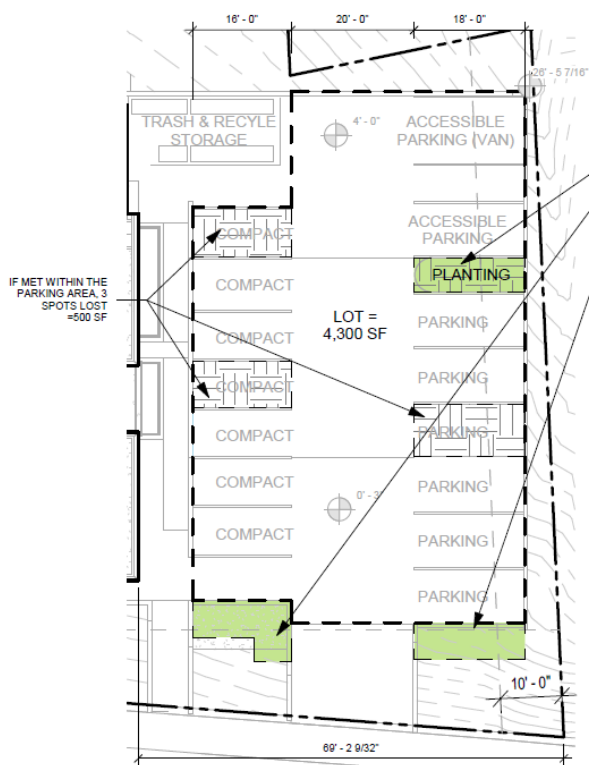
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RENDER VIEW - BIRDS EYE

STANTON ROAD

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FENCE & GATE DESIGN PRECEDENTS



C 715 PARKING DIAGRAM

STANTON ROAD

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Requirements of U § 421

Section 421.2: The Board of Zoning Adjustment shall refer the application to the relevant District of Columbia agencies for comment and recommendation as to the adequacy of the following:

(a) Existing and planned area schools to accommodate the numbers of students that can be expected to reside in the project; and

(b) Public streets, recreation, and other services to accommodate the residents that can be expected to reside in the project.

Section 421.3: The Board of Zoning Adjustment shall refer the application to the Office of Planning for comment and recommendation on the site plan, arrangement of buildings and structures, and provisions of light, air, parking, recreation, landscaping, and grading as they relate to the surrounding neighborhood, and the relationship of the proposed project to public plans and projects.

Section 421.4: In addition to other filing requirements, the developer shall submit to the Board of Zoning Adjustment with the application a site plan and set of typical floor plans and elevations, grading plan (existing and final), landscaping plan, and plans for all new rights-of-way and easements.

Requirements of U § 421.2(a)

(a) Existing and planned area schools to accommodate the numbers of students that can be expected to reside in the project; and

- According to DC Public Schools online Enrollment Boundary System Information, the following public schools are considered “in-boundary” schools for the Building: Savoy Elementary School, Kramer Middle School, and Anacostia High School
- All DC public students eligible for grades K-12 have a guaranteed right to enroll in their respective in-boundary schools
- There are also a number of charter schools in the area, including Thurgood Marshall Academy, Excel Academy Public Charter School and DC Prep Public Charter School Anacostia
- Due to the relatively small number of units in the Project, it is not expected that the existing schools would be materially impacted by additional students

Requirements of U § 421.2(b)

(b) Public streets, recreation, and other services to accommodate the residents that can be expected to reside in the project.

- A multi-family residential building with twenty-two (22) units has a parking requirement of six (6) spaces
- The Applicant is providing over double the required amount of parking—with fifteen (15) parking spaces, two (2) of which are handicap accessible spaces
- The parking area will be accessible through a proposed curb cut on Stanton Road, SE
- The Applicant is also providing bicycle parking within the Building
- Trash and recycle storage will be located in a secure enclosure at the rear of the Subject Property
- Accordingly, the Project does not present a burden on the adequacy of public streets, recreation, and other services to accommodate the residents of the proposed Project

Requirements of U § 421.3

Section 421.3: The Board of Zoning Adjustment shall refer the application to the Office of Planning for comment and recommendation on the site plan, arrangement of buildings and structures, and provisions of light, air, parking, recreation, landscaping, and grading as they relate to the surrounding neighborhood, and the relationship of the proposed project to public plans and projects.

- As noted in its report, the Office of Planning is recommending approval for the proposed development
- The Project meets the development standards of the RA-1 zone, which are significantly more restrictive than the development standards of all other RA zones
- The proposed Building is located in the southwest area of the lot. This location provides a greater distance between the rear of the Building and the buildings to the north. The buildings to the west are already separated from the Subject Property by a parking area and private driveway
- The Applicant's proposed parking area provides a significant separation between the proposed Building and the buildings to the east and the buildings to the south are separated by Stanton Road, SE

Requirements of U § 421.4

Section 421.4: In addition to other filing requirements, the developer shall submit to the Board of Zoning Adjustment with the application a site plan and set of typical floor plans and elevations, grading plan (existing and final), landscaping plan, and plans for all new rights-of-way and easements.

- The applicant submitted site plans, elevations, floor plans, grading plans, and landscape plan. No new rights-of-way or easements are proposed.

Requirements of C § 715.9

715.9 The Board of Zoning Adjustment may grant, as a special exception, a full or partial reduction in the landscape standards for parking lots required by this section if, in addition to meeting the general requirements of Subtitle X, the applicant demonstrates that complying with the landscape standards is impractical because of size of lot, or other conditions relating to the lot or surrounding area that would tend to make full compliance unduly restrictive, prohibitively costly, or unreasonable.

- The Applicant has a landscaping requirement of 430 sq. ft. and is providing 330 sq. ft. of landscaping (only a deviation of ~100 sq. ft.)
- Due to the size of the lot, it would not be possible to comply with the landscaping requirements without losing at least one parking space
- As the Applicant is proposing an entirely new development with 22 units, the relief is only being requested in order to provide a reasonable number of parking spaces in order to alleviate any possible impacts on parking in the surrounding community. Also the parking lot will be surfaced with permeable pavers
- Moreover, the Office of Planning has requested that the Applicant locate the parking area to be in line with the front façade of the Building; accordingly, the Applicant cannot expand the parking area in order to provide more landscaping. The entrance to the parking area will be screened with vegetation and this should also mitigate any concerns over providing green space in the parking area

Response to OP

- The Applicant is requesting relief from ~100 sq. ft. of landscaping
- Applicant is providing directly adjacent green space, it is just elevated around the parking lot; requesting relief for the landscape requirements out of an abundance of caution
- Parking lot will include permeable pavers with deep aggregate base for stormwater storage
- One purpose of the landscape requirements is to help control stormwater runoff; the project proposes to meet stormwater management requirements through the use of an extensive green roof over parts of the main building, permeable pavement for majority of the site walks and for the entire parking area and drive aisle, tree preservation and planting, and bioretention facilities (one in rear, one or two adjacent to parking area along Stanton Road)
- The stormwater management will meet DOEE regulations and is specifically laid out to address the vehicular access areas where the landscaping relief is requested. With the entire parking area being pervious, runoff will be very limited
- Further, any additional runoff from parking area is directly upgradient of and will be directed to a bio-retention facility. While this is a common set up to achieve a treatment-train effect for stormwater management calculations, the effect on this project is a multi-tiered approach to address stormwater runoff from the parking areas. Following the entitlement process we will work with DOEE to refine our stormwater management plan to ensure that their regulations are met, with specific emphasis/priority given to the vehicular access area (parking and drive aisle)

Conclusion

- The Applicant has provided a number of TDM measures to incentivize future residents to bike and use public transportation
- ANC unanimously supports the project
- OP recommends approval of the bulk of the relief
- DDOT has no objection and Applicant has complied with all DDOT recommendations



RENDERED VIEW SE CORNER

STANTON ROAD

BZA SUBMISSION
24 JULY 2019

