



## BZA Application

Application # B2504028

Re: Statement of review standards and Burden of proof

To: Board of Zoning Adjustment

Project location:  
628 15<sup>th</sup> Street NE  
Washington DC  
SSL 1051 0113

From: Ileana Schinder, Architect  
6316 2<sup>nd</sup> Street NW  
Washington DC 20011  
ile@ileanaschinder.com

Date: May 27, 2025

## BURDEN OF PROOF

### Subtitle C-701.10

**Standard:** The number of required parking spaces shall not be reduced below the minimum required as long as the use that generated that requirement remains in existence.

**Applicant Comment:** based on the existing limited rear area of the lot, the proposed accessory structure prevents the allowance for parking.

### Subtitle C-701.14

**Standard:** Required parking spaces shall be provided and maintained so long as the structure that the parking spaces are designed to serve exists

**Applicant comment:** Based on the existing limited depth of the property along with the variety of public transit available on site, we respect an exception on the parking requirement for this project. Enforcing this requirement will prevent the homeowner from implementing this accessory structure. On a positive note, this project will provide "eyes on the alley" after years of complaint about illegal activities developing on this alley.

### Subtitle C-702.2

**Standard:** Any applicant claiming a reduction in required parking in accordance with Subtitle C 702.1 shall provide evidence to the Zoning Administrator that meets at least one (1) of the locational requirements of Subtitle X 702.1(a), (b) or (c)

**Applicant Comment:** See below for a detailed location of transit options from site

	Standard Requirement	Station Name	Distance from site (in Miles)
a	Within ½ mile of a metrorail station	Stadium Armory	1.0
b	Within ¼ mile of a streetcar line	Benning Road & 15 <sup>th</sup> St NE	0.12
c	Within 1/4 mile of 1 Priority Corridor Network Metrobus Routes	X line	0.10



### Subtitle C703.2

**Standard:** 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.

	Requirement	Compliance
a	Due to the physical constraints of the property, the required parking spaces cannot be provided either on the lot of within 600'-0" of the lot in accordance to Subtitle C-701.8	The shallow lot prevents the implementation of an accessory structure and surface parking
b	The use or structure is particularly well served by mass transit, shared vehicle or bicycle facilities	See answer to C-702.2. The property is also served by a multitude of shared vehicle and bicycle facilities within walking distance.
c	Land use or transportation characteristics of the neighborhood minimize the need for required parking spaces	The lot is served by transportation, retail and services within walking distance reducing the need for privately owned vehicles
d	Amount of traffic congestion existing or which the parking for the building or structure would reasonably be expected to create in the neighborhood	This project is requesting an exception for parking for a single car, which is not expected to contribute to traffic congestion in the area.
e	The nature of the use or structure or the number of residents who would reasonably be expected to use the proposed building or structure at one time would generate demand for less parking than the minimum parking standards	The proposed building is expected to be used by a maximum of 2 adults. Based on the compact size of the building, the occupants are expected to own just 1 vehicle.
f	All or a significant proportion of dwelling units are dedicated as affordable housing units	The compact size of the building is expected to rent at a lower cost than surrounding residences.
g	Quantity of existing public, commercial, or private parking, other than on-street parking, on the property or in the neighborhood, that can be reasonably be expected to be available when the building is in use	The property is well served by retail, services, education and transit, making car usage not necessary.
h	The property does not have access to an open public alley	The property does have access to an alley.

### Applicant's Conclusion

Based on the existing lot conditions, its surroundings, neighboring properties -including a multi-story building and surface parking- only by granting the variances the project is feasible. The combination of all requirements will put the homeowner in a material disadvantage compared to similar properties in the area. Moreover, the granting of the variances will not adversely affect neighboring properties, the neighborhood or the public way.