

BZA Application #19862

3331 – 3333 11th Street NW; 1032 – 1034 Park Road NW
Heights Holdings LLC

Presented by:
Meridith H. Moldenhauer
Cozen O'Connor



Introduction to Team

- Heights Holdings, LLC
 - David Edwards
 - Ryan Risley
- PGN Architects
 - Sean Pichon
- Cozen O'Connor
 - Stephen Varga, Planning Services Director

**The Property – 3331-3333 11th Street NW;
1032-1034 Park Road NW**



Zoning Map



Square 2841
**Lots 95 – 96;
98 – 99**
MU-4 Zone

The Project

- Construct a new 4-story, 26-unit apartment building with cellar level and compliant penthouse on a new single record lot combining the 4 existing lots on 11th Street NW and Park Rd NW
- Main residential entry will be at the front of the building along 11th Street NW
 - Another residential entry will be in the rear and can be accessed via the pipestem portion of the Property leading from the alley
- Project complies with zoning development standards for use, bulk, density, height, and GAR.

Community Outreach

- Applicant presented the plans for the Project at a well-attended special community meeting on October 2, 2018
- Applicant presented the case at the October ANC 1A meeting,
 - Applicant received positive ANC response to the changes made to the façade to make the building more in line with the historic character of the neighborhood in response to comments at the community meeting.
 - Applicant listened to ANC's questions about parking and ANC's request for Applicant to review parking mitigation options
 - Applicant now proposes TDM plan
- Applicant presented Project a second time at November 14 ANC 1A Meeting
- Twelve (12) letters in support from neighbors
 - BZA Exhibits No. 32 – 36; 38 – 44

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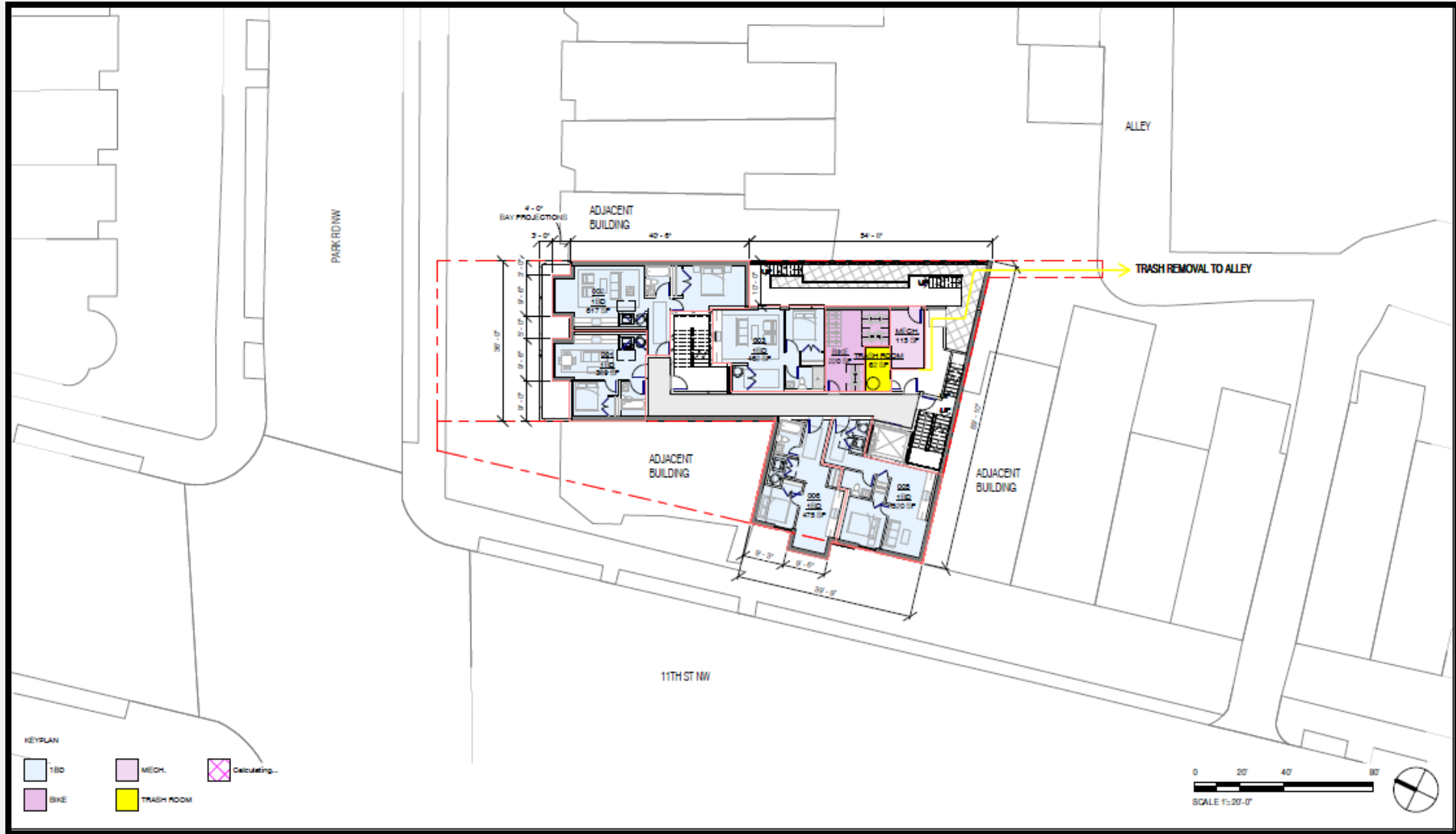
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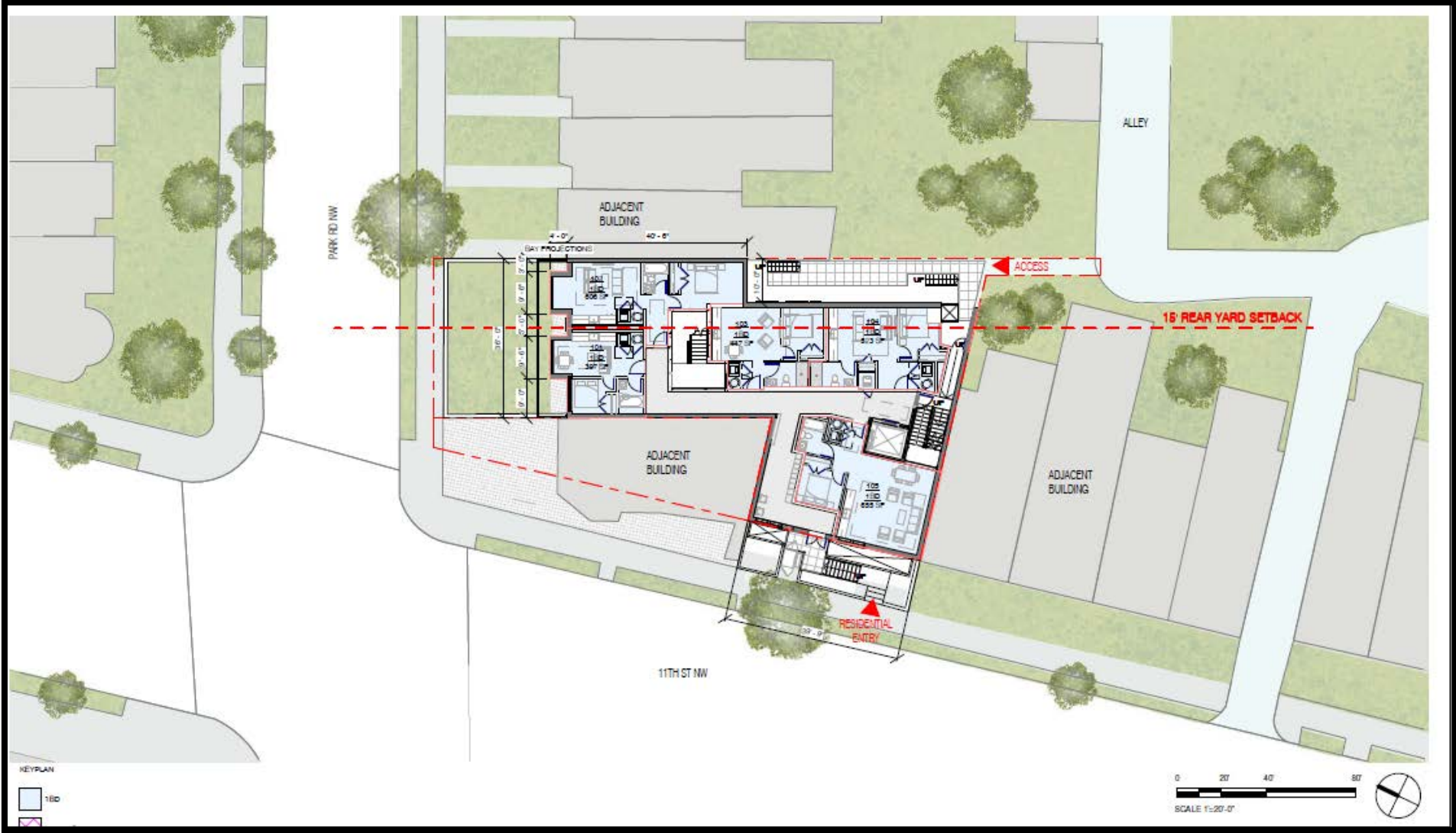
Site Plan



Cellar Floor Plan



First Floor Plan



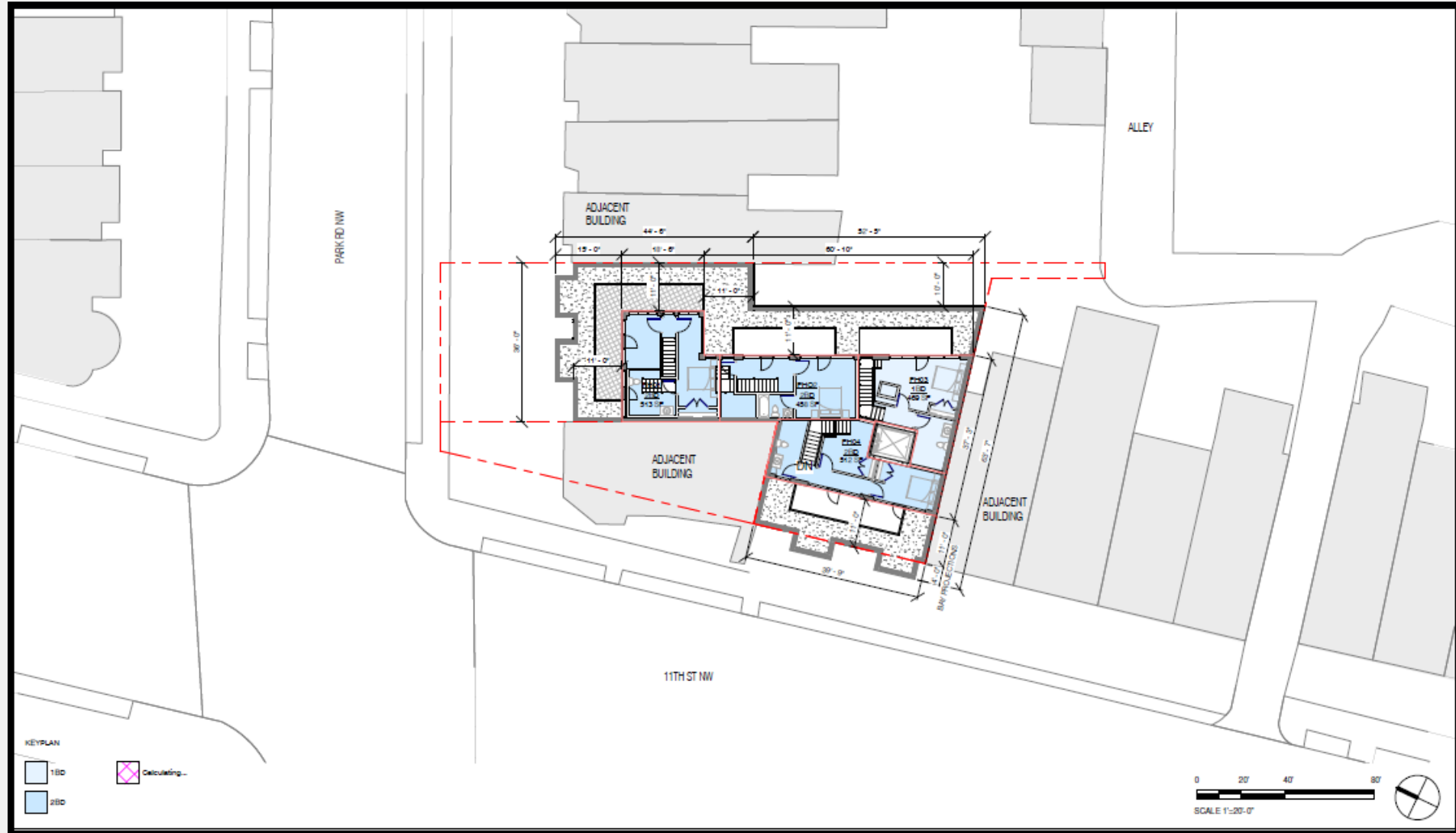
Second – Third Floor Plan



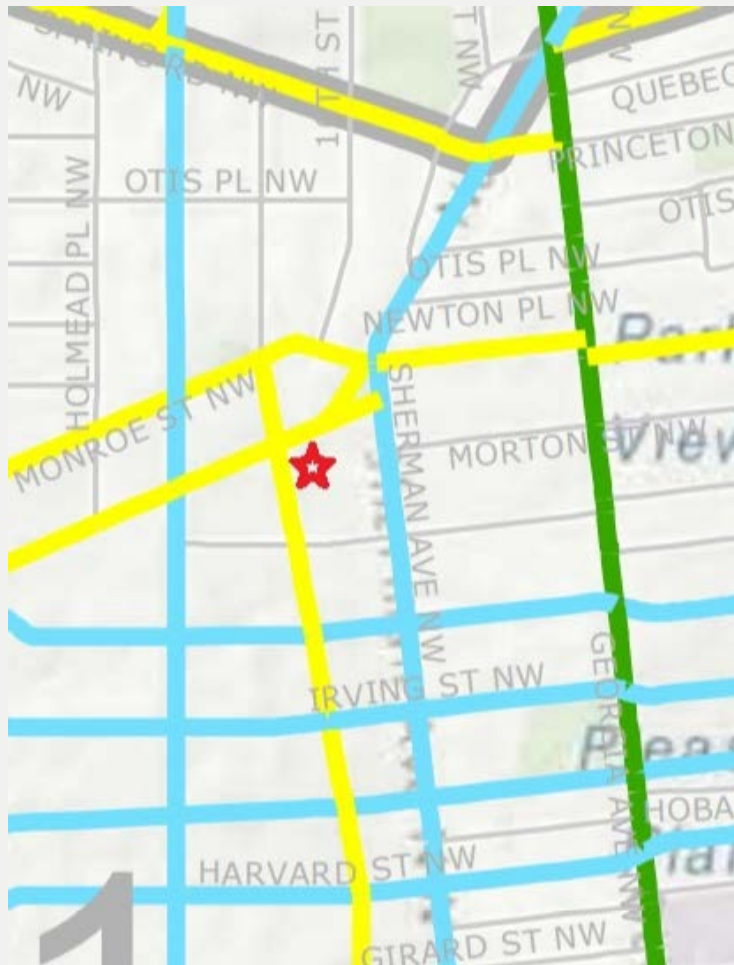
Fourth Floor Plan



Penthouse Floor Plan



Stephen Varga, Land Use Expert

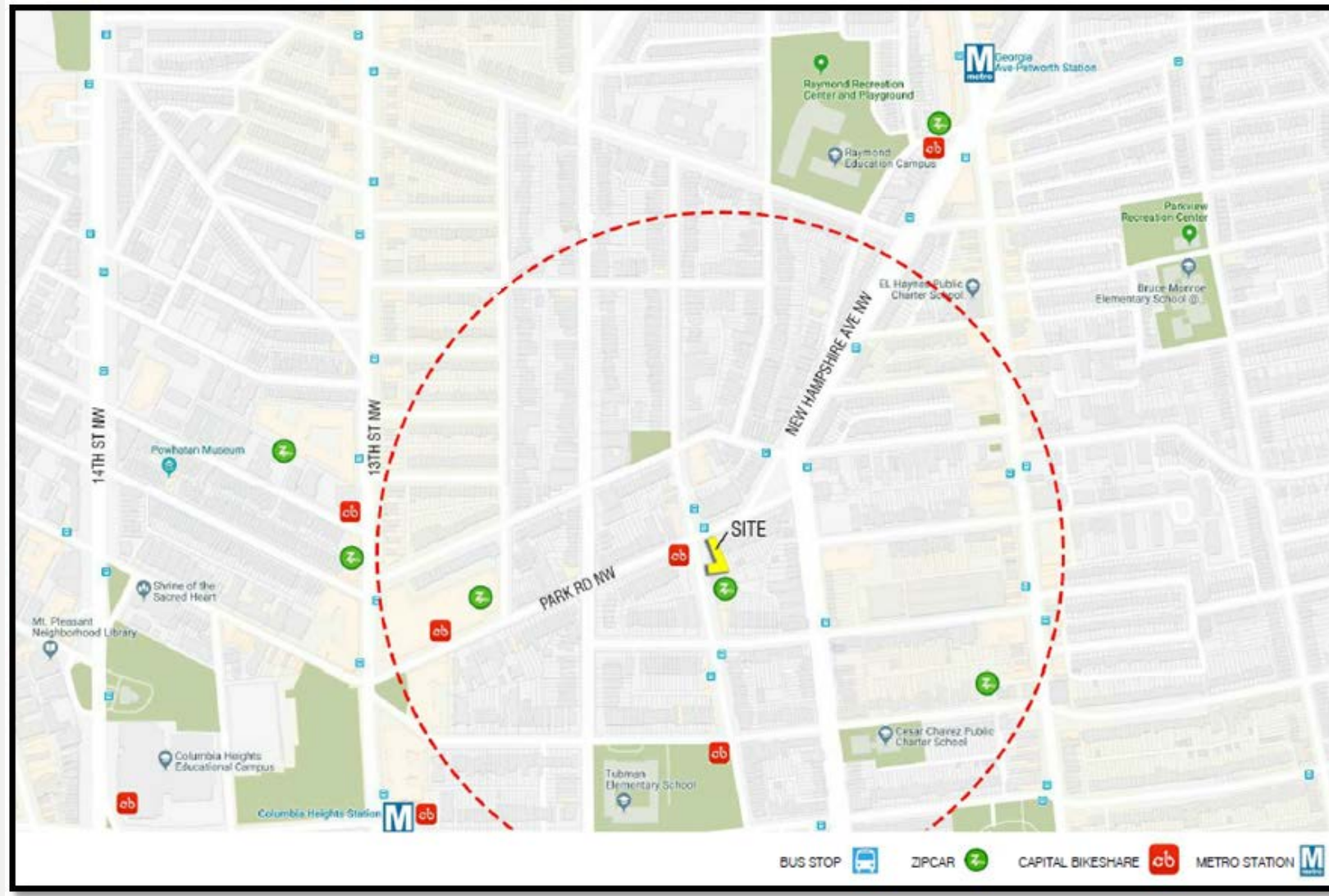


DDOT Functional Classification Map



Zoning Map - 1958

Vehicular Circulation – 0.25 mile radius



Nearby Transportation Options

Metro Stations

- Georgia Avenue / Petworth (< 0.5 mile)
- Columbia Heights (< 0.5 mile)

Bus Routes

- 63, 64, H8 (0.1 mile)

Zip Car

- 5 Zip Car spaces in alley directly behind Project

Capital Bikeshare

- 4 stations within 0.5 miles, including a new station at the intersection of 11th St. and Park Rd NW

Agency Support for Project

OP Recommends Approval

Conditioned on implementation of Applicant's proposed TDM Plan

DDOT Support

Supports Approval for requested parking relief

■ TDM plan is “robust for the requested vehicle parking relief” and TDM Plan “is sufficient to off-set any impacts from granting vehicle parking relief and to meet the requirements of Subtitle C § 703.4” (DDOT Report, BZA Ex. No. 48)

No objection to Project Approval

■ DDOT Public Space concerns: Applicant will continue to work with DDOT to comply with Public Space

Zoning Relief-Special Exceptions

- Subtitle G § 405.2
 - Rear yard setback requirement
- Subtitle C § 701.5
 - Parking requirement

Harmonious with Purpose & Intent of ZR and Maps

- Purposes of the MU-4 Zone are, among other things, to permit moderate-density mixed-use development, housing, and have access to main roadways or rapid transit stops
- The relief will allow the Applicant to construct a 4-story apartment building in a neighborhood with other moderately-scaled buildings
- Parking relief is in harmony with ZR because of extensive nearby access to public transportation

No Adverse Effect on Use of Neighboring Properties

- Project will complement the surrounding character of the neighborhood by proposing an elegantly-designed, attractive building, designed to integrate with the character of the surrounding neighborhood, that provides patrons for its local small businesses
- Project's proposed height and massing are consistent with the zone's protections
- Project's location encourages residents to patronize local businesses by foot and not by automobile
 - Convenient public transportation options will give residents excellent alternatives to car ownership and usage, thereby reducing parking impacts in the vicinity

Relief Satisfies Special Conditions for Rear Yard-§ G-1201.1

- a) *No apartment window shall be located within forty feet (40 ft.) directly in front of another building;*
- There are no windows on portions of the Project attached to the neighboring buildings, to the immediate west, east, and south
 - Rear windows oriented parallel to the rear lot line are not located directly in front of another building, and many of them face the blank wall of the adjacent building at 1030 Park Road NW
 - A few of the eastward-facing windows at the southern end of the Property would be located approximately 43 feet from the building located at 1026 Park Road NW
- b) *No office window shall be located within thirty feet (30 ft.) directly in front of another office window, nor eighteen feet (18 ft.) in front of a blank wall;*
- The Property is residential in nature and, so, no office windows are proposed
- c) *In buildings that are not parallel to the adjacent buildings, the angle of sight lines and the distance of penetration of sight lines into habitable rooms shall be considered in determining distances between windows and appropriate yards;*
- The Property provides for a Project that is generally parallel to adjacent buildings
 - The rear of the Project has been carefully designed so as to limit the angle of sight lines between habitable rooms on the Property and neighboring buildings

Relief Satisfies Special Conditions of § G-1201.1 (cont'd.)

- d) *Provisions shall be included for service functions, including parking and loading access and adequate loading areas; and*
- Parking relief is requested
 - The Project contains fewer than 50 dwelling units and, so no loading is required
- e) *Upon receiving an application to waive rear yard requirements in the subject zone, the Board of Zoning Adjustment shall submit the application to the Office of Planning for coordination, review, report, and impact assessment, along with reviews in writing from all relevant District of Columbia departments and agencies, including the Department of Transportation, the District of Columbia Housing Authority and, if a historic district or historic landmark is involved, the Historic Preservation Office.*
- A copy of the application has been submitted to OP and DDOT for review, and DCHA will be notified of the application
 - OP and DDOT recommend approval of the relief requested
 - The Property is not located in a historic district, nor is a landmark involved

Satisfies Special Conditions for Parking Relief

Subtitle C § 703.2

(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;

- Property shape and configuration on the Square provides insufficient alley access
 - 3.75-foot width of Lot 95's pipestem at the point it meets the public alley is inconsistent with driveway access requirements
 - A vehicle could not access the Property from this limited alley connection
- The Property has no curb cuts and cannot meet the requirements for a curb cut under DDOT's Design Engineering Manual because:
 - Park Rd streetface is within 60 feet of the intersection of 11th Street NW and Park Road NW
 - There are street trees in front of 11th St. street face, including a special tree, over 70 inches in circumference, which require setbacks that do not leave space sufficient for a curb cut
- Applicant does not own any property within 600 feet of the Property that could provide the required parking spaces

Transportation Demand Management Plan

- Applicant will provide the following incentives to all new residents:
 1. The Applicant will give each new resident a Residential Welcome Package which will include information about the abundance of nearby alternative transportation options available, including, but not limited to, ride-sharing services, car-sharing services, Metro, and bike-sharing services such as Capital Bikeshare.
 2. As an added incentive for the initial new residents to not own cars, the Applicant is willing to provide the option of either one prepaid Capital Bikeshare annual membership or one prepaid Metrocard of equal value per unit to the first new residents of the Project (total cost to developer will be at least \$2,200 as required by DDOT).
 3. There will have a Transportation Information Center Display installed in the lobby so that residents and their guests can see Metro train and bus information as well as current information about the availability and status of local car-sharing and bike-sharing options.
 4. The Project will also provide all required short term and long term bicycle parking, including the provision of a room for long-term bicycle storage in the cellar level. The Applicant will provide one additional long term bicycle parking space in the long term bicycle storage room at the cellar level. Following the BZA process, the Applicant will work with DDOT to find a suitable area to provide more than the minimum short term bicycle parking.

Proposed Conditions of Approval

1. Interior partition locations, size, and location of units and stairs are preliminary and shown for illustrative purposes only. Final layouts, design and interior plans may vary to the extent that such variations do not require additional relief from the Zoning Regulations and such that the variations do not change the external configuration or appearance of the building.
2. Flexibility to vary the final selection of exterior materials within the color ranges of the material types and based on the availability at the time of construction, without reducing the quality of materials or intent of the original design.
3. Flexibility to make minor refinements to exterior details and dimensions, including belt courses, sills, bases, cornices, railings trim, and windows or that are otherwise necessary to obtain a final building permit to the extent that such changes do not require additional relief from the Zoning Regulations and such that the variations do not change the external configuration or appearance of the building.

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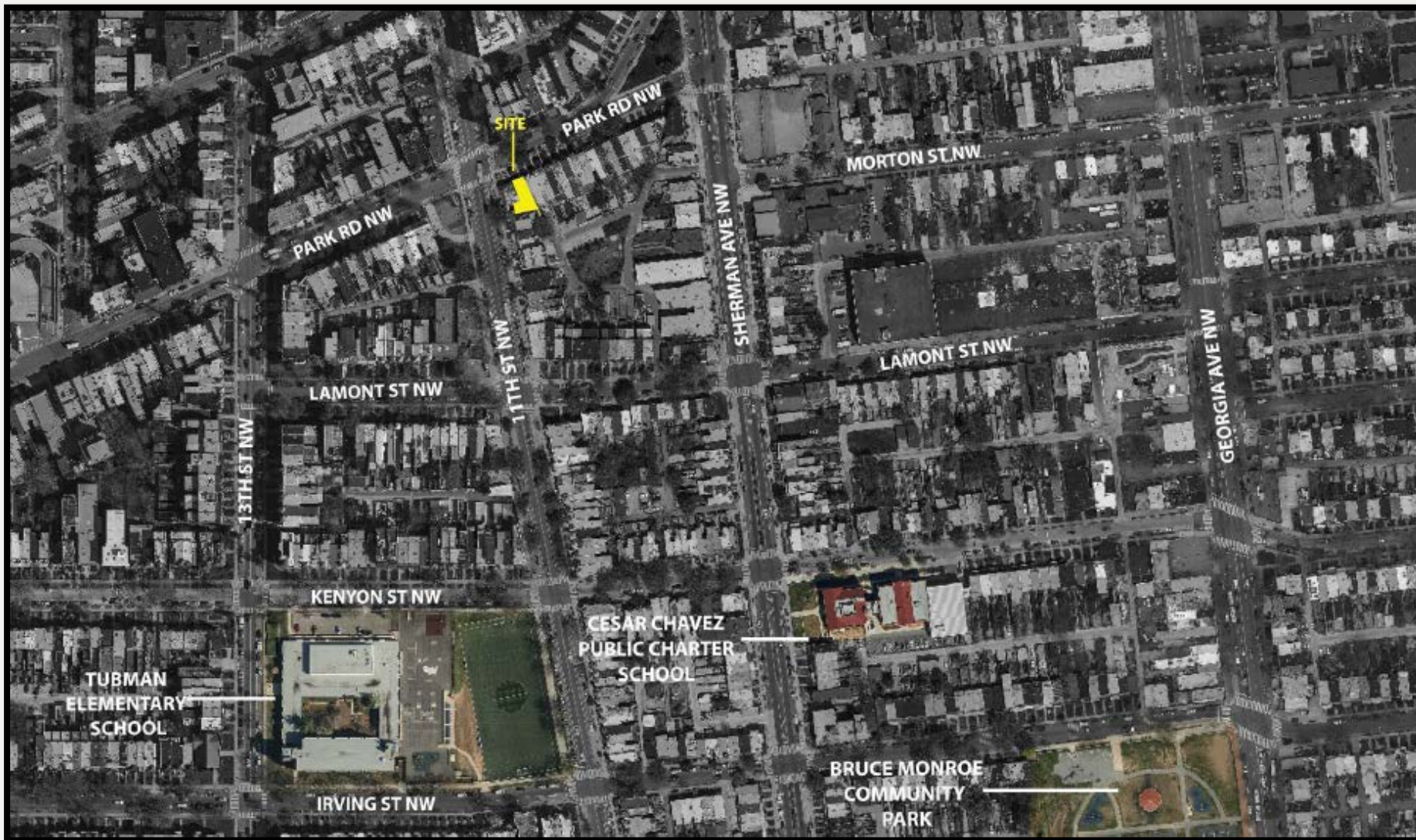
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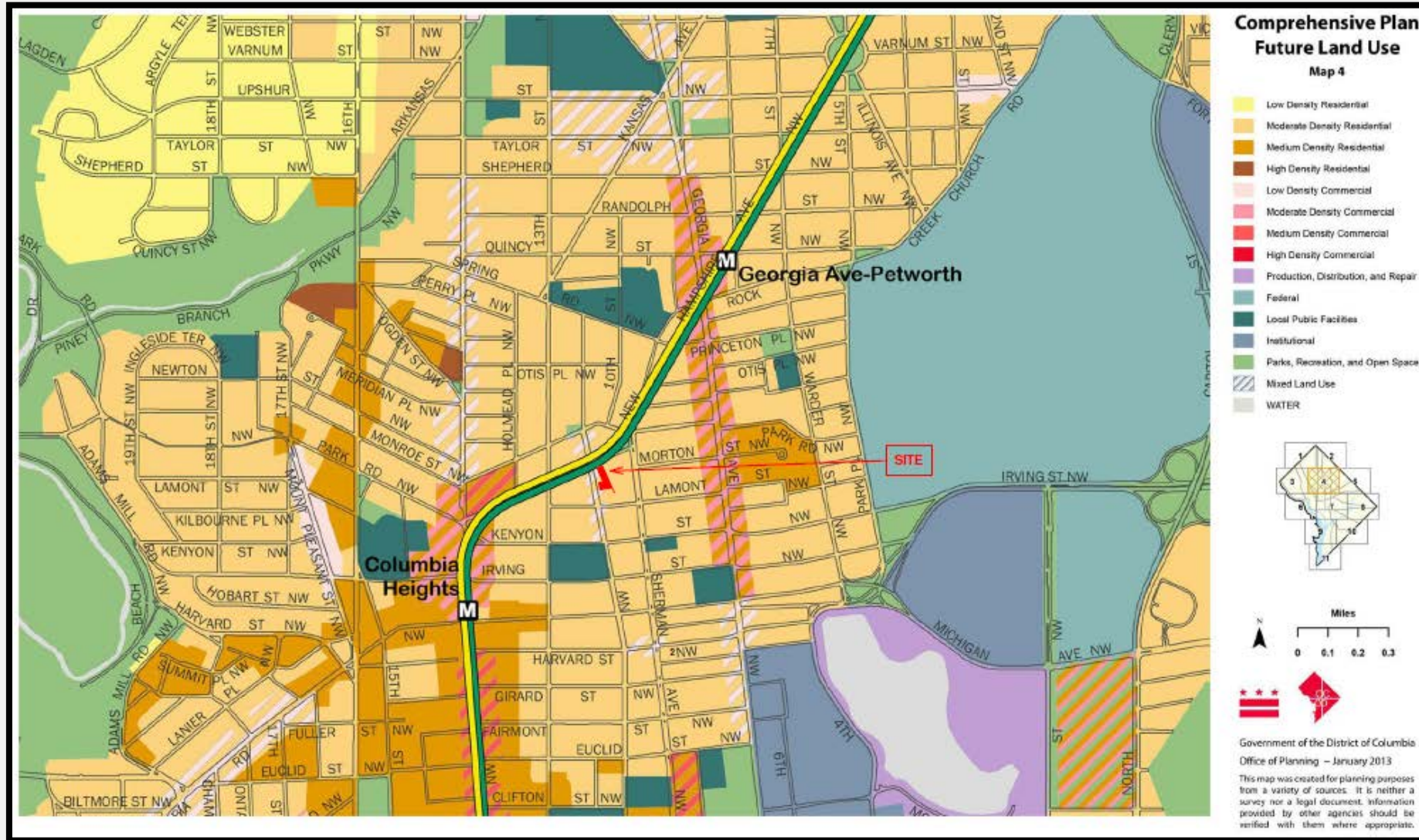
Cozen O'Connor



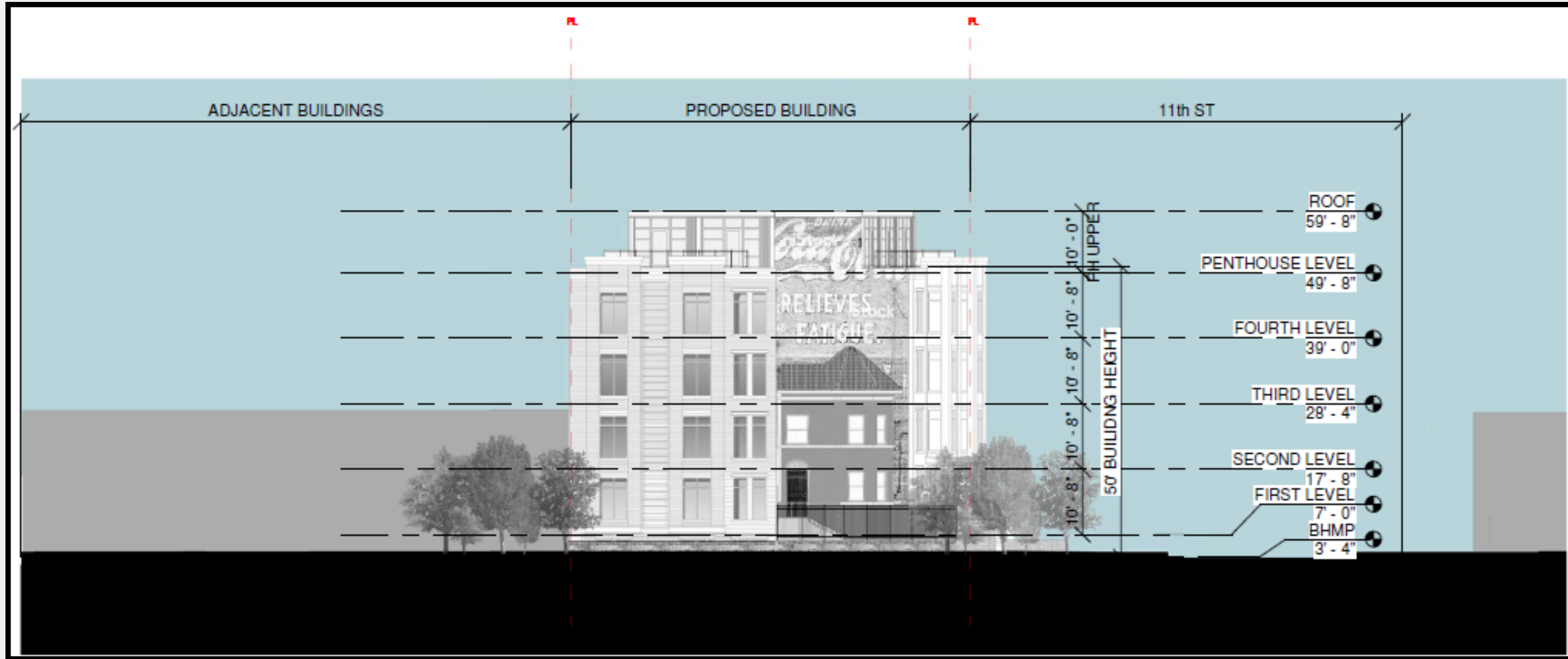
Vicinity Plan



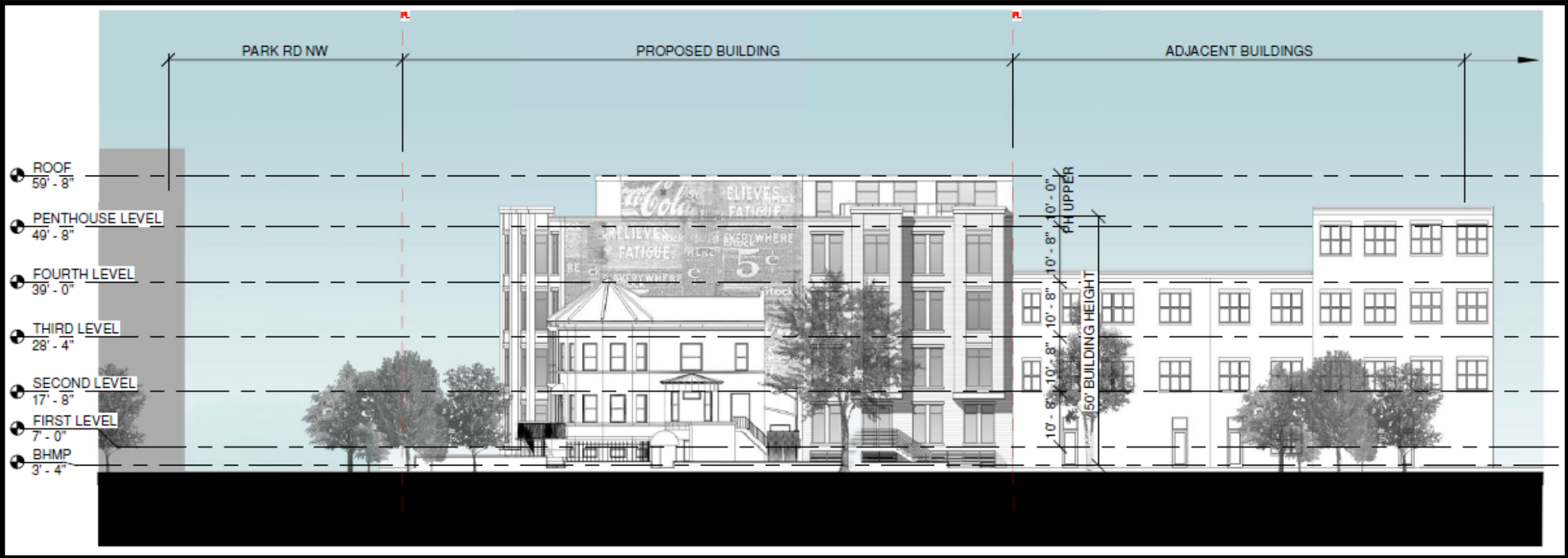
Comprehensive Plan



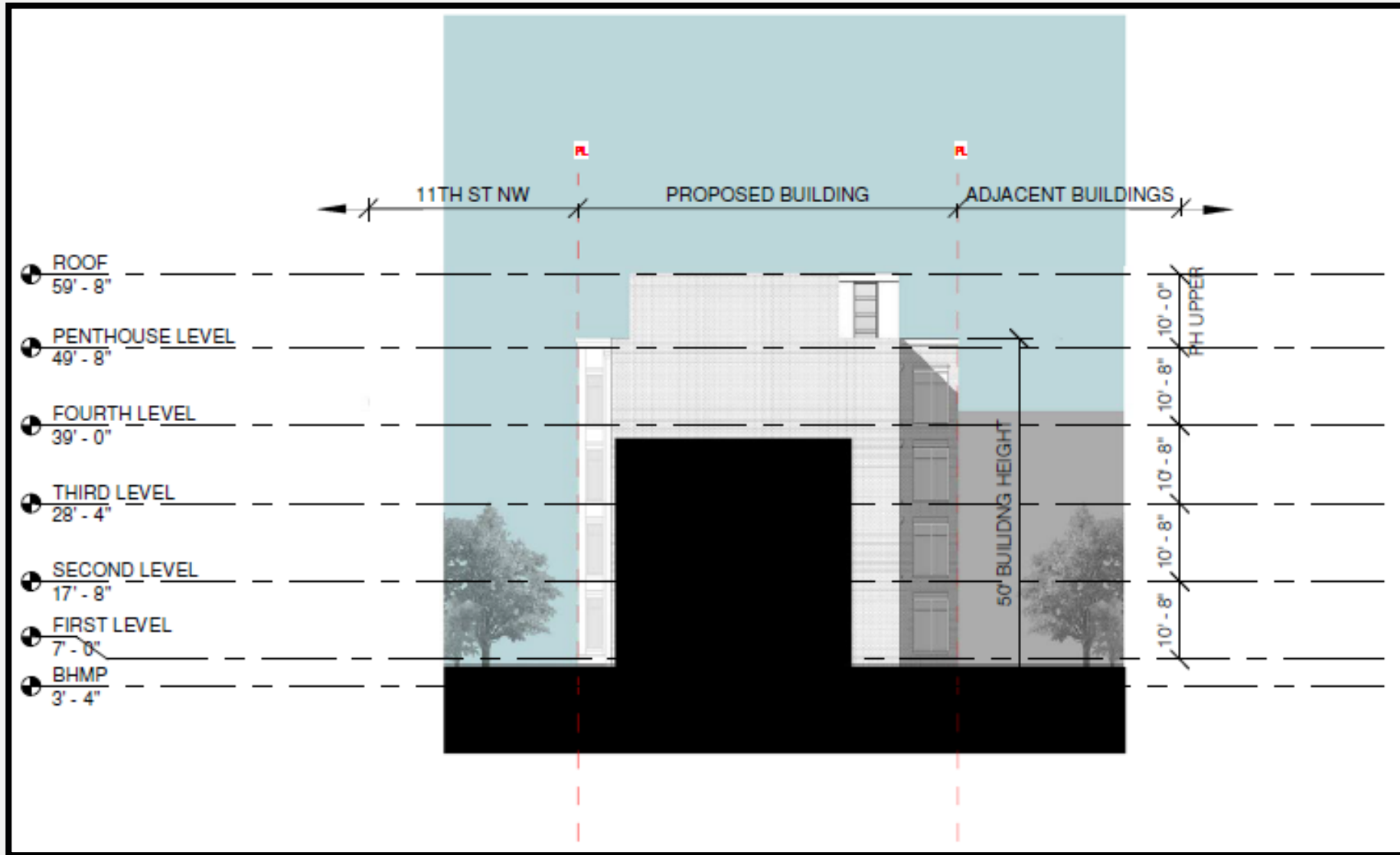
North Elevation



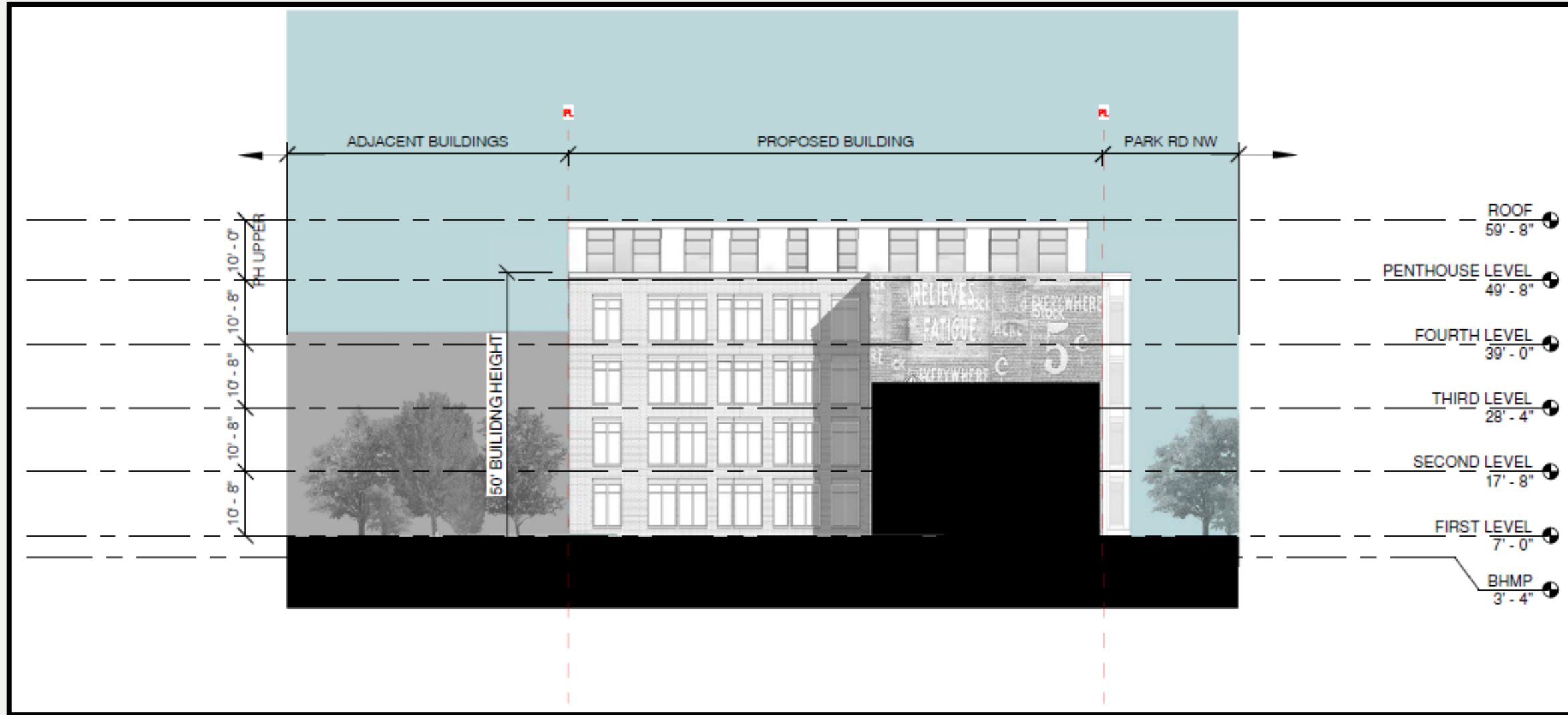
West Elevation



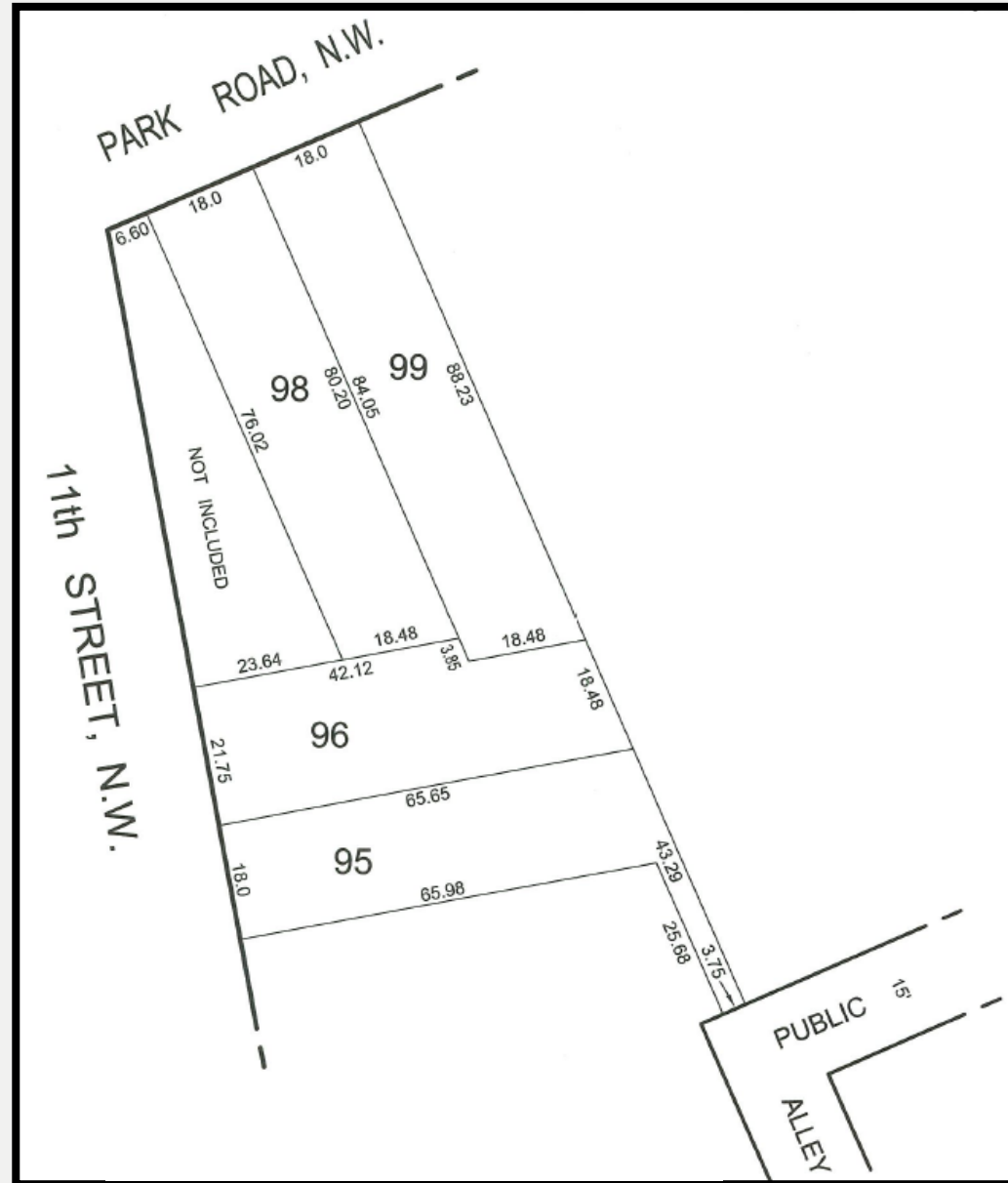
South Elevation



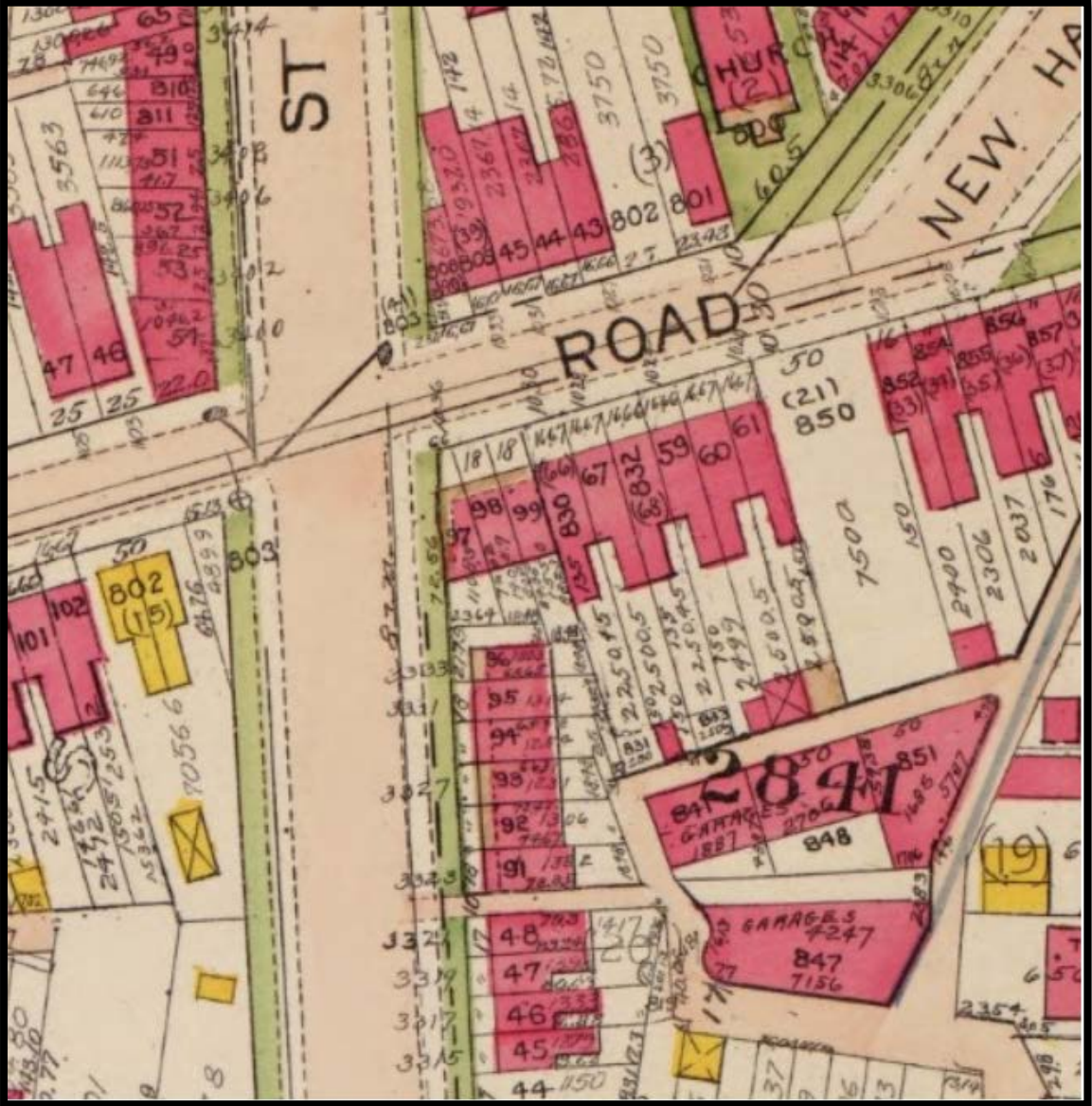
East Elevation



Plat



Baist Map



Zoning Specifications

PARCEL	2841				
LOTS	95, 96, 98, 99				
TOTAL LOT AREA:	5,574				
ZONING DISTRICT	REQUIRED MU-4		PROVIDED MU-4		RELIEF
LOT OCCUPANCY			Existing		
	FIRST	75% W / IZ	3,942	71%	
	SECOND		3,944	71%	
	THIRD		3,944	71%	
	FOURTH		3,944	71%	
BUILDING HEIGHT	50'		50'		
STORIES	NO LIMIT		4		
DWELLING UNITS	NO LIMIT		26		
FAR	FIRST	3.00 max W / IZ	3,942	0.71	
	SECOND		3,944	0.71	
	THIRD		3,944	0.71	
	FOURTH		3,944	0.71	
	TOTAL FAR		15,774	2.83	
REAR YARD	15'-0"		Not provided		REQUIRED
SIDE YARD	Not required, if provided, minimum width = 2" per foot of height of building, 6 ft min.		Not provided		
PENTHOUSE	HEIGHT	12'-0" penthouse 15'-0" mechanical	10'-0"		
	FLOORS	1, second story permitted for penthouse mech. space	1		
	SETBACK	1:1 from front and rear building walls and from open court	Penthouse setback at least 1:1 from front and rear walls as well as open court.		
	AREA/FAR	Max 0.4 FAR habitable space, no area limit based on roof area	2,037	0.37	
RESIDENTIAL PARKING	1 for each 3 dwelling units in excess of 4 units 26-4 = 22 22/3 = 7.33 7 spaces * 50% with 50% reduction for proximity to Metro station = 3.5; 4 required		0 provided		REQUIRED
RESIDENTIAL LOADING	BERTH	Not required - less than 50 units	Not provided		
	PLATFORM	Not required - less than 50 units	Not provided		
	DELIVERY SPACE	Not required - less than 50 units	Not provided		
CLOSED COURT	4" per 1'-0" of ht of court, min 15'-0"		Not provided		
OPEN COURT	10' radius		Not provided		
RESIDENTIAL BICYCLE PARKING	LONG TERM	1 space for each 3 units = 9	10 Provided		
	SHORT TERM	1 space for each 20 units = 2	2 Provided		
GAR	0.3		0.3		

North Rendered Elevation



West Rendered Elevation



Building Section

