

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Stephen J. Mordfin, AICP, Case Manager

JL Joel Lawson, Associate Director Development Review

DATE: January 6, 2017

SUBJECT: BZA Case 19411 (2812-2814 Georgia Avenue, N.W.) for a special exception to reduce on-site parking

I. OFFICE OF PLANNING RECOMMENDATION

The Office of Planning (OP) recommends **approval** of the following special exception:

- C § 703.2, Off-Street Parking (1 space required, none proposed).

Subject to the following conditions:

1. The applicant submits a Transportation Demand Management plan for review and approval by DDOT, as required by Subtitle C § 703.4 ;
2. The applicant implements the Transportation Demand Management plan approved by DDOT; and
3. The applicant obtains approval for public space improvements.

II. LOCATION AND SITE DESCRIPTION

Address	2812-2814 Georgia Avenue, NW
Applicant	2814 Georgia LLC
Legal Description	Square 2886, Lots 330 & 331
Ward, ANC	Ward 1, ANC 1B
Zone	MU-4
Lot Characteristics	Two rectangular lots with no alley access. The subject property is located on Georgia Avenue served by a Priority Network Metrobus Route and is not eligible for RPP.
Existing Development	Two one-family semi-detached dwellings with no off-street parking
Adjacent Properties	Properties to the north and south are commercial and properties adjacent and to the west are residential.

Surrounding Neighborhood Character	Georgia Avenue is a neighborhood oriented commercial corridor. Small scale retail and offices line the street in converted semi-detached homes. West of Georgia Avenue is residential, comprised of attached and semi-detached row homes. To the east of Georgia Avenue, opposite the property, is the campus of Howard University.
Proposed Development	Consolidation of the two lots for the construction of a ten-unit multi-family building with one IZ unit and no off-street parking. To the front of the building, within public space, the application proposes areaways, access stairs and new pavement.

III. ZONING REQUIREMENTS and RELIEF REQUESTED

Zone: MU-4	Regulation	Existing	Proposed	Relief
Height G § 403.1	50-foot. max.	25 feet	50 feet	None Required
Lot Width	None Prescribed	41 feet ¹	41 feet	None Required
Lot Area	None Prescribed	2,741 sq. ft. ²	2,741 sq. ft.	None Required
Floor Area Ratio G § 402.1	2.5 max.; 3.0 w/ IZ	1.1	3.0	None Required
Lot Occupancy G § 404.1	60% max.; 75% w/ IZ	54%	75%	None Required
Rear Yard G § 405.2	15-foot min.	15.5 ft.	16.92 ft.	None Required
Side Yard G § 405	None required	2.5 ft.	None proposed	None Required
GAR G § 407.1	0.3	N/A		None Required
Parking C § 701.5	1 min. ³	None	None	Required

IV. OFFICE OF PLANNING ANALYSIS

Special Exception Relief pursuant to C § 703.2 Reduction of Required Parking Spaces

- i. 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;**

¹ Combined lot width of the two existing lots

² Combined lot area of the two existing lots

³ C §702.1(c)(1) permits parking to be reduced by 50% if the subject property is located within 0.25 mile from the Georgia Avenue/7th Street Priority Corridor Network Metrobus Route and on a street exempted from RPP.

The subject property is located mid-block with street frontage only along Georgia Avenue and no alley access. All properties within 600 feet of the site are otherwise developed and not suitable for the provision of off-site parking to serve this site.

(b) The use or structure is particularly well served by mass transit, shared vehicle, or bicycle facilities;

The proposed multi-family building would be well served by multiple forms of transportation other than the private automobile, including Metrobus (routes 70 and 79) on Georgia Avenue, the Columbia Heights and the Georgia Avenue/Petworth Metrorail stations (each 0.7 miles), a Capital Bikeshare station (0.1mile) and an Enterprise CarShare location (200 feet).

(c) Land use or transportation characteristics of the neighborhood minimize the need for required parking spaces;

The subject property has a Walk Score of 91, defined as an area where “daily errands do not require a car,”⁴ minimizing the need for off-street parking.

(d) Amount of traffic congestion existing or which the parking for the building or structure would reasonably be expected to create in the neighborhood;

Georgia Avenue is classified as a Principal Arterial on DDOT’s Functional Classification Map, indicating that Georgia Avenue is a heavily travelled roadway.

(e) The nature of the use or structure or the number of residents, employees, guests, customers, or clients 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;

Not applicable.

(g) Quantity of existing public, commercial, or private parking, other than on-street parking, on the property or in the neighborhood, that can reasonably be expected to be available when the building or structure is in use;

Not applicable.

(h) The property does not have access to an open public alley, resulting in the only means by which a motor vehicle could access the lot is from an improved public street and either:

(1) A curb cut permit for the property has been denied by the District Department of Transportation; or

(2) Any driveway that could access an improved public street from the property would violate any regulation of this chapter, of the parking provisions of any

⁴ www.walkscore.com

other subtitle in the Zoning Regulations, or of Chapters 6 or 11 of Title 24 DCMR; Subtitle C-40.

The subject property does not have access to an open public alley and vehicular access can only be provided via Georgia Avenue, a public street.

(j) The presence of healthy and mature canopy trees on or directly adjacent to the property; or

Not applicable. There are no healthy mature canopy trees on or directly adjacent to the subject property.

(j) The nature or location of a historic resource precludes the provision of parking spaces; or providing the required parking would result in significant architectural or structural difficulty in maintaining the integrity and appearance of the historic resource.

Not applicable. The subject property is not an historic resource.

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.

The request is to reduce the number of required parking spaces from one to zero, as the applicant is unable to provide the one required space due to the inability of the applicant to provide vehicular access to the property.

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 not yet submitted a Transportation Demand Management plan for review by DDOT, necessary for the Board to consider this application.

ii. Is the proposal in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps?

The granting of the requested special exception to reduce parking would enable the applicant redevelop this otherwise landlocked property with a small multi-family building, a use permitted as a matter-of-right within the MU-4 zone, including one affordable unit, consistent with IZ.

iii. Would the proposal appear to tend to affect adversely, the use of neighboring property?

The construction of a ten-unit multi-family building along a commercial corridor would improve the street wall and increase the density. A curb cut at this location would adversely affect the neighborhood by introduction vehicles that would cross the public sidewalk, and potentially impede vehicular traffic flow on Georgia Avenue.

V. COMMENTS OF OTHER DISTRICT AGENCIES

No comments were received from other District agencies.

VI. COMMUNITY COMMENTS

No comments were received from ANC 1B.

No other community comments were received.

Attachment: Location Map

