

## **MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment  
**FROM:** Stephen J. Mordfin, Case Manager  
    *JL* Joel Lawson, Associate Director Development Review  
**DATE:** July 5, 2019

**SUBJECT:** BZA Case 20066 (1214-1216 Bladensburg Road, N.E.) to reduce required off-street parking from twelve spaces to zero for a 41-unit multi-family building

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### **I. OFFICE OF PLANNING RECOMMENDATION**

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

- Subtitle C § 701.5, Minimum Vehicle Parking Requirements (12 spaces required; none proposed), pursuant to Subtitle C § 703, Special Exceptions from Minimum Parking Number Requirements;

The applicant has agreed to the following measures as outlined in the applicant's transportation study dated June 26, 2018 (Exhibit 29C) to mitigate the potential impact of the requested parking relief:

1. Identify Transportation Coordinator(s) for the planning, construction, and operations phases of development. The Transportation Coordinator(s) will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will develop, distribute, and market various transportation alternatives and options to the residents.
2. Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing [info@godcgo.com](mailto:info@godcgo.com).
3. Provide residents that wish to carpool with detailed carpooling information and referrals to carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service should MWCOC not offer this service in the future.
4. The Transportation Coordinator(s) will subscribe to goDCgo's residential newsletter.
5. Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
6. Long-term bicycle storage rooms will accommodate non-traditional sized bikes, including cargo, tandem, and children's bikes.
7. Offer an annual Capital Bikeshare membership, for three years, at the initial sale of each unit.
8. Provide a \$100 preloaded SmarTrip card for each unit at the time of initial sale.
9. Offer a one-time car share membership to each unit, at the time of initial sale.

**II. LOCATION AND SITE DESCRIPTION**

Address	1214-1216 Bladensburg Road, N.E.
Applicant	William Stewart
Legal Description	Square 4078, Lot 880 (Record Lots 21, 22 and 23)
Ward, ANC	Ward 5, ANC 5D02
Zone	MU-4
Lot Characteristics	Rectangular mid-block lot with no alley access
Existing Development	One-story retail building to be demolished
Adjacent Properties	North: Multi-family building (3.5 floors) South: vacant lot East: Across Bladensburg Road, service station West: Two-story row houses and flats, and a church
Surrounding Neighborhood Character	Moderate to medium density residential, including recent multi-family residential construction, and commercial and institutional uses
Proposed Development	4-story, 41-unit multi-family condominium building with an occupiable penthouse and 22 interior long-term bicycle parking spaces plus 2 short-term bicycle spaces. No parking or loading facilities proposed.

**III. ZONING REQUIREMENTS and RELIEF REQUESTED**

<b>Zone: MU-4</b>	<b>Regulation</b>	<b>Existing</b>	<b>Proposed</b>	<b>Relief</b>
Building Height G § 403.1	50-foot max.	N/A	47 feet, 10 inches	None Required
Penthouse Height (occupiable) G § 403.3	12-foot max.	N/A	10.5 feet	None Required
Penthouse Height (mechanical) G § 403.3	15-foot max.	N/A	14.5 feet	None Required
Lot Width	None Prescribed	80 feet	80 feet	None Required
Lot Area	None Prescribed	8,017 sq.ft.	8,017 sq.ft.	None Required
Floor Area Ratio (bldg.) G § 402	2.5 max. 3.0 max. with IZ	N/A	3.0 with IZ	None Required
Floor Area Ratio (penthouse) G § 402	0.4 max.	N/A	0.4	None Required

<b>Zone: MU-4</b>	<b>Regulation</b>	<b>Existing</b>	<b>Proposed</b>	<b>Relief</b>
Lot Occupancy G § 404	60% max. 75% with IZ	N/A	75% with IZ	None Required
Rear Yard G § 405	15-foot min.	N/A	15 feet	None Required
Green Area Ratio G § 407	0.3 min.	N/A	>0.3	None Required
Parking C § 701	1 space per 3 dwellings units in excess of 4 or 12	N/A	None	<b>REQUIRED</b>
Long-Term Bicycle Parking C § 802	1 space/ 3 d.u.s or 14 1 space/ 20 d.u.s or 2	N/A	22 spaces  2 short-term spaces	None Required  None Required

#### **IV. OFFICE OF PLANNING ANALYSIS**

##### **Special Exception Relief from Subtitle C § 703.2, SPECIAL EXCEPTIONS FROM MINIMUM PARKING NUMBER REQUIREMENTS**

**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;**

The site has no alley access and fronts only on Bladensburg Road. DDOT indicated to OP that it would not permit a curb cut to the site from Bladensburg Road. The application indicates that any parking lots within six hundred feet of the site are in use by others and not available.

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

The site has a Transit Score of 56, indicating many nearby public transit options and a Bike Score of 62, indicating a bikeable location.<sup>1</sup> Within a half mile of the site are bus stops for six Metrobus routes, providing service generally between downtown, Anacostia and Prince George's County, and the Metrorail system.

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

<sup>1</sup> walkscore.com

The site is located 0.6 miles from a Capital BikeShare station, 0.8 miles from a car sharing location and less than one-half a mile from the light rail on H Street and the H Street commercial district, in addition to MetroBus service on Bladensburg Road. The close proximity of the site to transportation alternatives minimize the need for on-site parking.

As described above, the applicant has demonstrated conformance with three of the provisions of Section 703.2, in excess of the minimum one required.

**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 applicant requests a reduction from twelve to zero for the number of off-street parking spaces required. As the site has no alley access and is not likely to receive a curb-cut permit from DDOT, the amount requested is equal to the amount the applicant is physically unable to provide.

**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.**

A Transportation Demand Management Plan (TDM) was submitted to DDOT and the official record (Exhibit 29C). The TDM plan recommends the implementation of nine conditions to mitigate the impact of the applicant's request to provide no parking on-site, ensuring that transportation alternatives would be available to mitigate the impact of the provision of no off-street parking.

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

The requested reduction in parking would permit the development of a multi-family building within a zone in which the use is permitted as a matter-of-right, and within an area well-served by public transit and other transportation alternatives, as described above.

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

Surrounding properties should not be significantly adversely affected. The applicant has proposed a series of conditions, described in the TDM plan, intended to minimize the dependence of future tenants of the proposed building to depend on the use of private automobiles.

**V. COMMENTS OF OTHER DISTRICT AGENCIES**

No comments from other District agencies were submitted to the record as of the date of the filing of this report.

**VI. COMMUNITY COMMENTS TO DATE**

No community comments were submitted to the record as of the date of the filing of this report.

Attachment: Location Map

