

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Karen Thomas, Project Manager

DATE: March 19, 2013

SUBJECT: BZA Case 18503 and 18505 Spring Place NW – Supplemental Report (Square 3186, Lots 0001, 0804 and Square 3185, Lots 0052 and 0822, respectively)

At the Board's hearing on February 21, 2013, the Board requested additional information regarding the lot's exceptional condition in support of the variance relief from the parking and loading requirements for both subject locations. Additional site plans submitted on March 12, 2013, to OP and the Board highlighted the site limitations and easements impacting the proposed development on both lots, including:

- A 25-ft. DC Water easement;
- CSX's zone of influence limitations on subgrade structure;
- WMATA's retaining wall easement;
- The triangular and wedge-shape sloped site;
- The provision of a 12 ft. side-yard setback (25' total) to preserve existing trees, per the community's request;
- A 4-ft. street dedication to widen street to accommodate the multi-use bike trail which runs in front of Building 2 and an 8-ft wide easement across Building's 1 lot to accommodate the multi-use bike trail;

These limitations create an exceptional situation in the provision of the required number of parking spaces, both below and above grade, as well as the provision of loading facilities which meet the specific area requirements of the regulations. The poor subsurface conditions and a high water table with some contamination make subsurface parking impractical and very costly. Given the small site area for Building 1 the provision of parking would be impractical due to significant and inefficient ramping. Building 2's lot is also constrained by CSX's zone of influence and the high water table, which make the provision of both parking and loading below grade impractical.

Reduced parking would allow for the development of additional housing units in a neighborhood with access to a variety of transportation modes, and facilitate unbundling of the parking from the units, enhancing the affordability to residents who may not own a vehicle. In tandem with the agreed upon conditions and TDM measures, proposed by the applicant and supported by DDOT, OP does not perceive harm to the intent of the Zone Plan or Map or any adverse impact on the neighborhood due to overflow parking on neighborhood streets.

Loading for Building 1 would be provided in Building 2 when constructed, or from the delivery area of Building 1, proposed to be located at the end of the alley, adjacent to the Metro/railway right-of-way. Both buildings would be under common management. No detriment to the public good is anticipated as the locations of the loading area are well outside of the Spring Place thoroughfare, away from pedestrian activity. As noted in the applicant's transportation study, 80% of the units will be studio and one-bedroom units, which typically require smaller vehicles for move-ins and outs. By limiting the size of the proposed units to no more than two bedrooms, the need for the larger loading berth will not be engaged. The applicant's submission of the management plan for loading and delivery outlines the proposed limitations on the truck sizes and its control by the buildings' management.

The Board requested a review of the roof structure and based on the applicant's recent submission, no relief would be required from the roof structure regulations.

OP continues to support the applicant's request to reduce the on-site parking supply and the loading requirements, subject to the conditions submitted to the Board in its March 12, 2013 submission, as requested by the Board.