



MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Stephen Cochran, AICP, Case Manager
Joel Lawson, Associate Director Development Review

DATE: October 21, 2014

SUBJECT: BZA Case No.18839, 4700 Wisconsin Avenue, NW.

I. OFFICE OF PLANNING RECOMMENDATION

47th Avenue LLC has applied for self-certified zoning relief in order to construct a new four-story retail-residential building at 4700 Wisconsin Avenue, N.W., where there are now one-story and a two-story commercial structures that would be demolished. The applicant revised its requested relief on October 14, 2014. The Office of Planning (OP) **recommends the Board approve the following updated relief** request for the proposed development of the C-2-A zoned Square 1733, Lots 800, 833 and 834 in the Tenleytown area of Northwest Washington:

Area Variance, §2101.1 Parking

- Required – 8 residential spaces (1 space per 2 units), and 3 retail spaces (1 space for every 300 sf in excess of 3000 sf)
- Proposed – 8 residential spaces and 0 retail spaces.

The following relief, which OP and the applicant have discussed, also appears to be needed. OP would be prepared to support such relief if it is requested.

Area Variance, §2115 Size of Parking Spaces

- § 2115.2 - Required – At least 25 parking spaces are needed for the use of compact-size parking spaces; Proposed – A total of 7 compact spaces, each 8 ft. by 16 ft., plus one additional disabled-accessible space.
- § 2115.4 - Required – A grouping of at least 5 contiguous compact spaces accessed from the same aisle; Proposed- groupings of two and three compact spaces, with different access points.

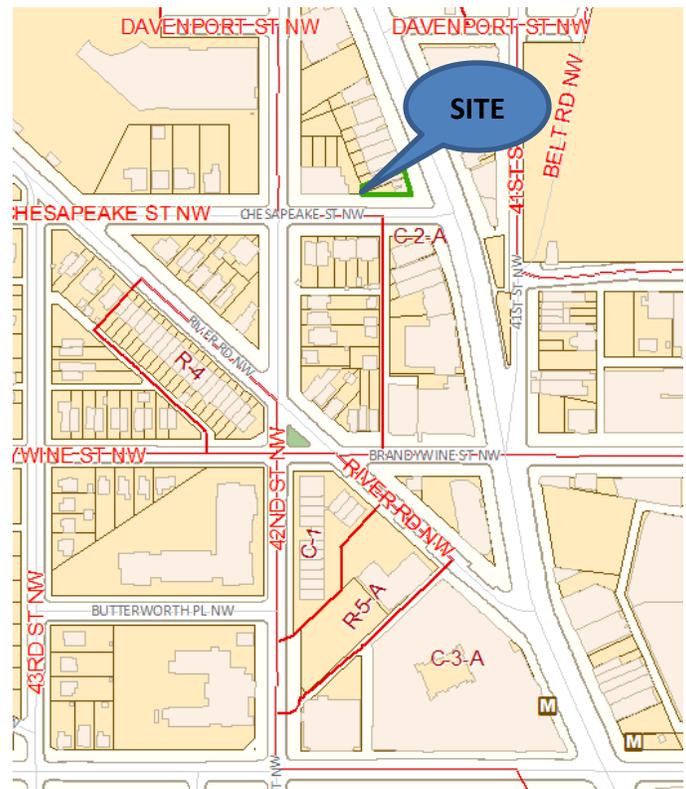


Figure 1. Site Location



II. AREA AND SITE DESCRIPTION

Applicant	47 th Avenue LLC	Legal Description:	Square 1733, Lots 800, 833 and 834
Address:	4700 Wisconsin Avenue, NW.	Ward: 3	ANC: 3E
Zoning:	C-2-A	Historic Preservation:	None.
Lot	Irregular 5143 sf corner lot, approximately 73 ft. wide on Wisconsin Avenue, 82 ft. deep on Chesapeake Street, 44 ft. wide at rear and 77 ft. deep at the northern property line. There is a 7 to 9 foot drop in elevation from the front to the rear.		
Adjacent	Two-story commercial structure to the north. A driveway with easements for access by an adjacent two-story commercial structure to the rear.		
Area Character:	The site is three blocks north of the Tenleytown Metro stop. Wisconsin Avenue is a moderate density commercial corridor. Single family homes predominate on either side of the corridor.		

III. PROJECT SUMMARY

The applicant proposes to demolish a one-story commercial building housing the Steak and Eggs Restaurant and an adjacent two-story commercial building and construct a four-story plus basement building with 4400 square feet of retail space and 16 apartments. There would be a roof deck at the rear of the fourth floor, and a single 3-foot 8" high access point for roof maintenance, set-back all building edges. Parking would be accessed from an existing driveway at the rear. An existing curb cut on Chesapeake Street would be closed to create three new on-street public parking spaces.

IV. ZONING REQUIREMENTS and REQUESTED RELIEF

C-2-A	Reg. §	Required / Permitted	Existing	Proposed	Relief Required
Lot Area	---	none	8,039 sf	Same	none
Lot Occ.	772.1	75% w/IZ	n/a	n/a	none
FAR	772.1 2604.2	3.0 w/IZ	n/a	3.0	none
Height	770.1	50 ft. max.	n/a.	50 ft.	none
Roof Struc.	411.5	18'6" and 1:1 setback	n/a	n/a 3 ft. 8 in.	none
Parking	2101.1	1:2 =8 residential spaces; 724 sf >3,000 sf retail = 3	n/a	8 compact	None
	2115.2	≥ 25 space min. for compact	n/a	0	Required, requested
	2115.4	Compact grouping of 5 spaces	n/a	8 spaces	Required, not requested
				2 space min.	Required, not requested
Bike Pkg.	2119	not required for residential uses	--	---	---
Loading	2201.1	0 if less than 50 units	n/a	0	None
Rear Yard	774.1	15 ft. min.	n/a	16 ft.	None
Side Yard	775.5	Not required	n/a	none	None
Open Court	776.1	Not required	n/a	none	None
Closed Ct.	776.2	n/a	n/a	none	n/a
IZ	2603	10% of total gfa; ½ for moderate and ½ for low income	n/a	As required	none

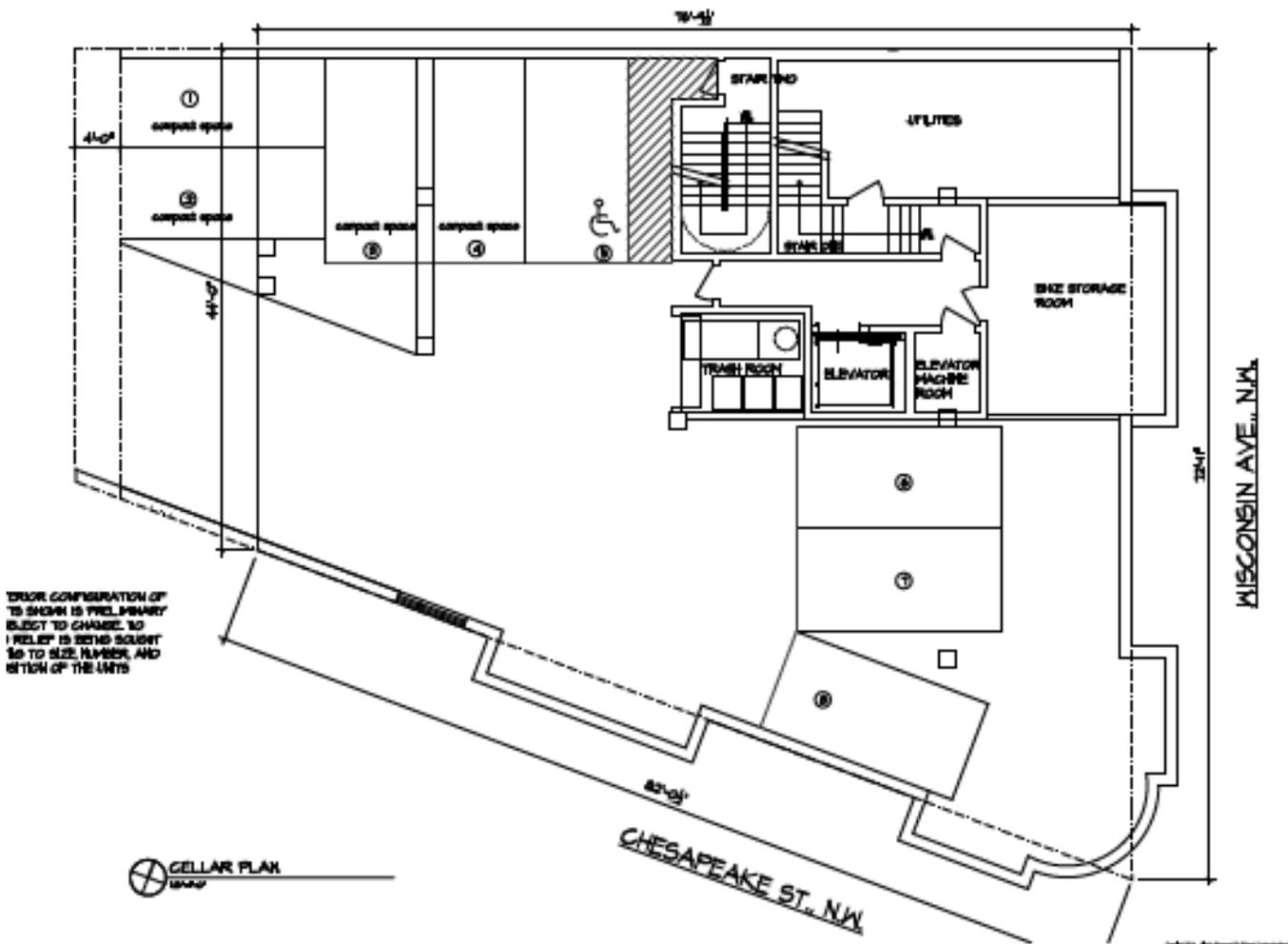


Figure 2. Basement and Parking Level

V. OFFICE OF PLANNING ANALYSIS

A. Variances

Unique or Exceptional Conditions That Lead to a Practical Difficulty

The applicant has demonstrated there are unique conditions leading to a practical difficulty.

Given the building's corner location on an arterial street, the only permissible location for a parking entrance is at the rear of the site, from an existing curb cut on Chesapeake Street. The 7 to 9 foot downward slope from the site's front to back also makes this the most logical location. While it is possible to locate some parking by entering from this location, the 38-foot width and configuration of the site would pose a practical difficulty for locating a fully-compliant 20-foot wide parking ramp and the eleven 19-foot deep full-size parking spaces required by Chapter 2100 without excavating at least four below-grade levels.

Such a configuration would generate several practical difficulties. Providing both the required three retail spaces and the dimensionally compliant residential spaces would be inefficient and cost-prohibitive, would

reduce the amount of retail space that could be provided on the Wisconsin Avenue frontage and would likely drive up the price of both retail and market-rate apartment rentals.

Relief Can Be Granted Without Substantial Harm to the Public or the Zoning Regulations

The applicant has demonstrated that relief can be granted without substantial harm to the public or the zoning regulations. The requested size and grouping relief for the residential spaces would bring no substantial harm to the public or the zoning regulations. The absence of retail parking spaces would be mitigated by the closing of a curb cut on Chesapeake Street and the introduction of three additional public, metered parking spaces adjacent to the retail space. This would reduce any potential impact of the retail parking relief to a less than substantial level for both the public and for the zoning regulations.

VI. OTHER DISTRICT AGENCIES

The applicant has met with the District Department of Transportation (DDOT), which has told OP that it does not object to the revised relief requests. The Department had not posted a comment to the case record as of October 15, 2014.

The site is not within a historic district.

No other agency comments were on file at the time OP completed this report.

VII. COMMUNITY COMMENTS

ANC 3E has voted to support the project and has signed a memorandum of understanding with the applicant governing the return of the restaurant now on the site, the removal of a curb cut and the addition of three curb-side parking spaces, the types of retail uses, extensive public space improvements, sustainability, noise attenuation, transportation coordination, construction hours, and other matters.

As of October 15, 2014 there were no letters filed either supporting or opposing the requested relief.