

**MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment  
**FROM:** Karen Thomas, Case Manager  
 Joel Lawson, Associate Director Development Review  
**DATE:** September 2, 2014

**SUBJECT:** BZA Case 18810 - Request pursuant to DCMR 11 § 3104 for special exception relief under § 223 to construct an addition to an existing single-family dwelling at 919 T Street, N.W.

**I. OFFICE OF PLANNING RECOMMENDATION**

The Office of Planning (OP) recommends **approval** of the following special exception relief pursuant to § 223:

- § 403.2, lot occupancy, (41% existing, 60% required, 65% proposed).

**II. LOCATION AND SITE DESCRIPTION**

Address:	919 T Street NW
Legal Description:	Square 0361, Lot 0807
Ward/ANC:	1/1B
Lot Characteristics:	Generally rectangular lot, mid-square on the north side of T Street. There is a 20-foot wide alley easement across the back of the lot.
Zoning:	R-4 – detached, attached, semi-detached, single family dwellings and flats.
Existing Development:	Two-story, single-family residential row dwelling, which is permitted in this zone.
Historic District:	Greater U Street HD
Adjacent Properties:	The surrounding neighborhood is residential in character, with the U Street Metro Station to the northwest and commercial in the ARTS/C-2-B zone to the north and east along a portion of 9 <sup>th</sup> Street and U Street to the north.

**III. PROJECT DESCRIPTION IN BRIEF**

Applicant:	Christopher Shriever and Edward Palmieri
Proposal:	The applicant is proposing to convert the existing single family dwelling to a flat, and to construct an addition with parking on the ground floor and living space on a second floor. The proposed addition is attached to the house via a trellis for zoning purposes. The addition would measure 22 feet wide (the full width of the lot, to make the former detached garage part of the principal house) by 30 feet deep and would stand about 20 feet tall, aligning in height with the adjacent outbuilding to the east. Constructed of brick, the addition would accommodate two parked cars on the first floor, with living space above. This arrangement is reflected in the alley-facing elevation with its double garage door below paired casement windows and a small awning window. The courtyard yard-facing elevation would have windows, consistent with the rear elevation of the main house, and a door that exits onto the walkway to the main dwelling.
Relief Sought:	§223 - Additions to One-Family Dwellings or Flats

**IV. ZONING REQUIREMENTS**

R-4 Zone	Regulation	Existing <sup>1</sup>	Proposed	Relief
Lot Width (ft.) § 401	18 ft. min.	22 ft.	22 ft.	None required
Lot Area (sq.ft.) § 401	1,800 sq. ft. min.	3,371 sq. ft.	3,371 sq. ft.	None required
Lot Occupancy § 403	60 % max.	41 %	65 %	5 %
Rear Yard (ft.) § 404	20 ft. min.	91 ft.	20 ft.	None required
Side Yard (ft.) § 405	0 ft. min.	0 ft.	0 ft.	None required
Height (ft.) § 400	40 ft.	30 ft.	20 ft.	None required

**V. OP ANALYSIS**

**223 ZONING RELIEF FOR ADDITIONS TO ONE-FAMILY DWELLINGS OR FLATS (R-1) AND FOR NEW OR ENLARGED ACCESSORY STRUCTURES**

*223.1 An addition to a one-family dwelling or flat, in those Residence districts where a flat is permitted, or a new or enlarged accessory structure on the same lot as a one-family dwelling or flat, shall be permitted even though the addition or accessory structure does not comply with all of the requirements of §§ 401, 403, 404, 405, 406, and 2001.3 shall be permitted as a special exception if approved by the Board of Zoning Adjustment under § 3104, subject to the provisions of this section.*

A flat is a permitted use in this zone. The proposed two-story rear addition requires special

<sup>1</sup> Information provided by applicant.

exception review under § 223 from the requirement for lot occupancy (§ 403.2). The construction would include a connection to the existing residence via a covered walkway.

223.2 *The addition or accessory structure shall not have a substantially adverse affect on the use or enjoyment of any abutting or adjacent dwelling or property, in particular:*

(a) *The light and air available to neighboring properties shall not be unduly affected;*

The proposed two-story portion of the addition would be located thirty-six feet (36 ft.) from the existing dwelling and would be connected to the latter via an (approximately) nine-foot tall trellis. Overall, the proposed addition would be located well beyond the rear of the homes to the east and west, and it would abut the garages of the adjoining properties. This should not cast significant shadows on those properties. Therefore, the proposed addition should not substantially impact the light and air available to the adjacent dwellings. The subject property would maintain a twenty foot (20 ft.) rear yard.

(b) *The privacy of use and enjoyment of neighboring properties shall not be unduly compromised;*

The privacy of use and enjoyment of neighboring properties should not be unduly compromised. The proposed addition would not have windows along the shared property lines. The windows proposed on the south elevation would provide light to the stairwell and bedroom of the addition and would face into the courtyard area that would be created. Further, existing fences along the side property lines would remain. The combined depth of the rear yards at the subject and the adjoining properties should be sufficient to ensure that privacy would not be affected.

(c) *The addition or accessory structure, together with the original building, as viewed from the street, alley, and other public way, shall not substantially visually intrude upon the character, scale and pattern of houses along the subject street frontage; and*

The proposed addition should conform to the character, scale, and pattern of the existing dwelling and other dwellings in the square. The square has alley access but the addition would not be visible from any street. The proposed materials for the addition would be in keeping with the character of the neighborhood, including at the rear. The Historic Preservation Review Board (HPRB) staff report (April 24, 2014) states that “*Such an outbuilding would not be atypical in alleys behind homes of this caliber and vintage.*”

(d) *In demonstrating compliance with paragraphs (a), (b) and (c) of this subsection, the applicant shall use graphical representations such as plans, photographs, or elevation and section drawings sufficient to represent the relationship of the proposed addition or accessory structure to adjacent buildings and views from public ways.*

The submission provided sufficient information about this proposal.

223.3 *The lot occupancy of all new and existing structures on the lot shall not exceed fifty percent (50%) in the R-1 and R-2 Districts or seventy percent (70%) in the R-3, R-4, and R-5 Districts.*

The proposed lot occupancy of sixty-five (65) percent does not exceed the maximum seventy (70) percent permitted by special exception within the R-4 district.

223.4 *The Board may require special treatment in the way of design, screening, exterior or interior lighting, building materials, or other features for the protection of adjacent and nearby properties.*

No special treatment is recommended.

223.5 *This section may not be used to permit the introduction or expansion of a nonconforming use as a special exception.*

No nonconforming use would be established under this proposal.

## **VI. COMMENTS OF OTHER DISTRICT AGENCIES**

The District Department of Transportation (DDOT) in its report dated June 27, 2014, determined that the proposal will have no adverse impacts in the District's transportation network. No comments were received from other District agencies to date.

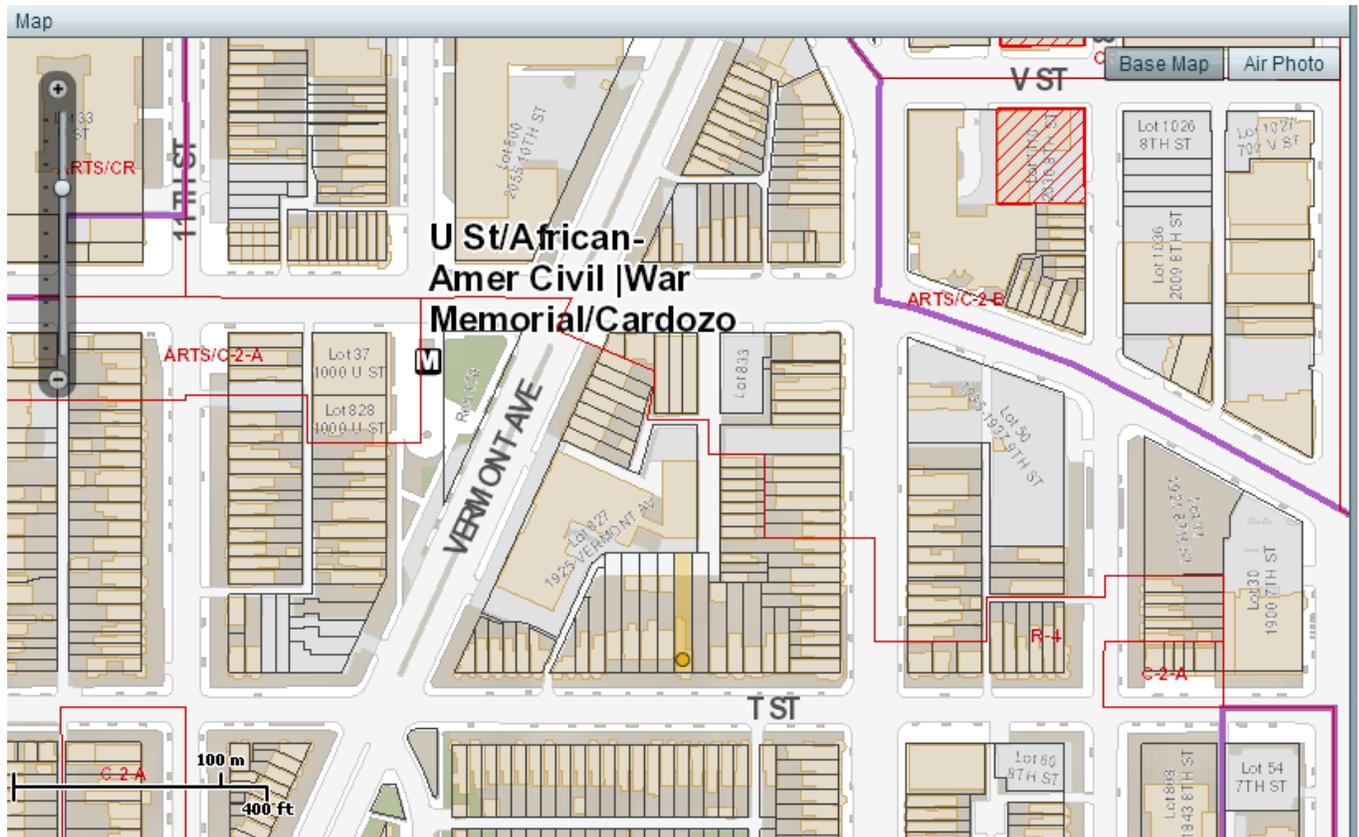
## **VII. COMMUNITY COMMENTS**

The adjacent neighbors have signed letters in support of the proposal, according to the applicant. The letters would be submitted to the record. Other neighbors have not indicated objections to the proposed addition as noted in the record to date.

The Historic Preservation Review Board staff has provided concept approval to the proposal in its report date April 24, 2014.

The Design Review Committee of the ANC recommended approval of the project and the ANC will vote on September 4, 2014 at its regularly scheduled meeting. The ANC's report will be forwarded to the record separately.

ATTACHMENT: Location Map



**HISTORIC PRESERVATION REVIEW BOARD  
STAFF REPORT AND RECOMMENDATION**

Property Address:	<b>919 T Street NW</b>	X	Agenda
Landmark/District:	<b>U Street Historic District</b>		Consent Calendar
Meeting Date:	<b>April 24, 2014</b>	X	Concept Review
H.P.A. Number:	<b>14-297</b>	X	Alteration
Staff Reviewer:	<b>Anne Brockett</b>		New Construction

In February, the Board approved an addition to the rear of this rowhouse in the U Street Historic District which will infill the dogleg and incorporate a modern design into the rear elevation. The owner, again working with architect Patrick Jones, now seeks conceptual review to build a two-story carriage house-like addition at the alley using the same aesthetic as the rear of the main house. The house was constructed singly in about 1885. The lot faces a partially residential alley, formerly named 9½ Street NW, and the rear is visible from the existing residential structures in the alley.

**Project Description**

The proposed addition takes on the form and siting of a separate carriage house, although it is attached to the house via a trellis for zoning purposes. Such an outbuilding would not be atypical in alleys behind homes of this caliber and vintage.

The addition would measure 22 feet wide (the full width of the lot) by 30 feet deep and would stand about 19 feet tall, aligning in height with the adjacent outbuilding to the east. Constructed of brick, the building would accommodate two parked cars on the first floor, with residential quarters above. This arrangement is reflected in the alley-facing elevation with its double garage door below paired casement windows and a small awning window.

The yard-facing elevation contains a large amount of glazing, consistent with the new rear elevation of the house, and would contain a door that exits onto the walkway to the main dwelling.

**Evaluation**

The design of the addition has been modified pursuant to HPO comments to lower the height and break up the large expanse of glazing previously proposed on the alley-facing elevation. The reduced height and smaller windows help reflect a more traditional carriage house design, while still retaining the modern aesthetic desired by the owner. The brick walls also echo typical alley buildings as does the building's simple rectilinear form.

**Recommendation**

The HPO recommends that the Board find the proposed concept for an addition compatible with the character of the historic district and consistent with the purposes of the preservation act, and delegate further review to staff. Approval should not be construed as support for any necessary zoning relief.