

# RECOMMENDATION TO THE ZONING BOARD OF REVIEW

JUNE 10, 2020

*Application Type*

Use Variance

*Neighborhood*

Elmwood

*Applicant*

Bludog Capital Partners LLC

*Parcel*

AP 52 Lot 351

*Address*

126 Adelaide Ave

*Parcel Size*

± 20,000 SF

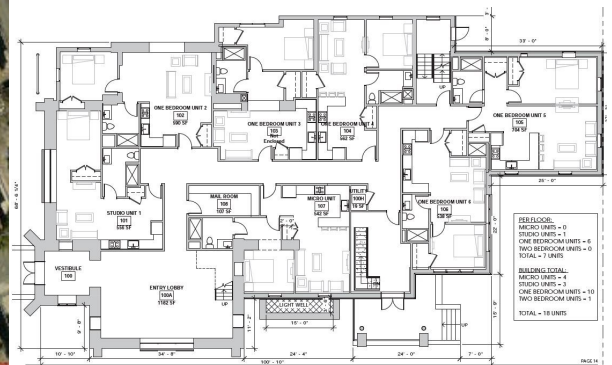
*Zoning District*

R-2; HD overlay

*Variance Requested*

Use variance to change use of existing church to 16 unit multifamily dwelling; dimensional variance for parking

## 126 ADELAIDE AVE



Location Map

Proposed first floor plan

### SUMMARY

#### Project Description

The applicant is seeking use and dimensional variances from Table 12-1 for the conversion of the property from a Place of Worship to a Multi-Family Dwelling with 18 units, and from Table 14-1 to provide 16 parking spaces where 18 would be required.

#### Discussion

The subject property is a former place of worship located in the R-2 zone under a historic district overlay. The applicant is proposing to redevelop the site for use as an 18 unit multifamily dwelling, which requires a use variance, as it is not permitted in this zone.

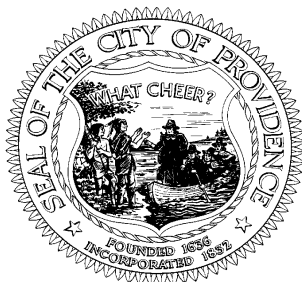
Given the building's design and character, conversion to the permitted uses of a one or two family dwelling would be inappropriate, and possibly detract from its historic character. Per the application, the church has not been in operation for a number of years. Based on plans provided, the multifamily dwelling is suited to the building's character as it would make appropriate use of the size and massing of the structure. It is the DPD's opinion that denial of the variance may result in a lack of all beneficial alternatives.

The development has been reviewed by the Historic District Commission (HDC) who granted a certificate of appropriateness for major alterations.

A dimensional variance for parking has also been requested as 18 spaces are required but 16 will be provided. Parking will be provided in the existing lot and the lack of parking can be attributed to the unique character of the property, which has an existing lot. It is possible for the applicant to introduce more parking, but that would entail an increase in paving, and a loss of pervious surface and greenery, which would affect the character of the site. With bicycle parking provided, and the site being in proximity to public transport, the dependence on parking will be reduced. Therefore, the relief requested is the least necessary.

#### Recommendation

Based on the foregoing discussion, the DPD recommends that the requested relief be granted.



Updated: June 1, 2020