Chevy Chase
Advisory Neighborhood Commission 3/4G
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12 April 2004

RE: BZA APPEAL NO. 17127. 5111 CONNECTICUT AVE. NW.

Dear Sirs,

As I am not able to attend the hearing, this memo expresses my support for the Nebraska Avenue Neighborhood Association in their appeal in the above referenced case.

I am the ANC Commissioner for the neighborhood in which Sunrise is located and am also a D. C. registered architect who has practiced here for 28 years. I testified against aspects of the Sunrise development before this BZA in May, 2002 as an expert witness for NANA who believed that there were a number of tactics that the developer was using to improperly increase the size of his building.

There are two issues in the appeal that I want to express my concern about. Both of them are the result of changes were done through revision permits which were approved by the City. The drawings from which these revision permits were granted were not able to be viewed by community representatives thus no-one was able to see the changes until they were built.

Issue 1, Sunrise exceeds the allowable FAR. In May, 2002 we testified against the dubiously legal devise of placing large dirt filled planters along the alley side of the garage making it a cellar instead of a basement. One worry was that it would be too easy at a later date to not build the planters, which would save money and be more functional. In fact, most of the planters were not built and this face of the garage is now mostly basement, increasing the FAR above what is allowable.

Issue 2, Sunrise has only one loading berth where two are required. The developer has placed their electric transformer where the second loading berth was originally located. This has created a hardship for the neighborhood. As the Sunrise shuttle van parks in the only provided loading berth, service vehicles have to park in the alley blocking neighbors' access to their parking spaces. Large trucks have recently damaged adjacent property as they do not have adequate space to maneuver in the confined alley/loading area.

This situation could be greatly improved by simply relocating two alley light poles which interfere with the movement of vehicles. 1) The pole at the bend of the alley could be moved north across the alley thereby freeing up a great deal of space for truck movement. 2) The pole at the south end of the development could be moved further south to the property line of the adjacent lot and the paved loading area could be

BZA
Case No. 17127
Exhibit No. 18

Board of Zoning Adjustment
District of Columbia
CASE NO.17127
EXHIBIT NO.18

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extended to the property line. This second move would provide a large loading area off the alley for exclusive Sunrise use.

As the building project is complete, it is not reasonable to expect Sunrise to demolish part of it to bring it into FAR compliance. However, as the loading situation can be readily improved, I request that the BZA consider requiring Sunrise to do so.

Christopher Fromboluti, AIA
Commissioner 3G07



