

1/24/2012
STATEMENT: 1

As there seems to be some misunderstanding in section VII –COMMUNITY COMMENTS of the District of Columbia Office of Planning I would like to take this opportunity to clarify:

DC office of planning states "ANC1B Voted on December 1, 2011 to support the application provided the applicant agreed to restrict residents of the proposed development from obtaining Residential Parking Permits."

As the ANC has great weight and the ANC's specific language is important, I would like to read directly from the ANC1B letter to the BZA dated January 11, 2011.

ANC1B letter of January 11, 2011:

"ON THE CONDITION THAT residents of 1905-1919 14th Street are restricted from obtaining Residential Zone On-Street Parking Permits from the DC Department of Motor Vehicles regardless of the 1905-1919 14th Street building ownership, and for the life of the building."

The ANC1B supports the proposed special exceptions and variances"

SINCE NO DC OFFICE OR PERSON WITH PERVIEW HAS CLAIMED or DEMONSTRATED THIS DMV RESTRICTION CAPABILITY IN WRITING, THE CITIZENS OF ANC1B as supported by the ANC1B's aforementioned letter and evidenced by a Petition of over 50 signatures respectfully request that BZA reject all parking variances requested by L2 and 14th Street Properties and insist that L2/14th Street Properties provide the required parking.

Actions have been taken by ANC1B residents to contact DDOT, BZA, OPM regarding this matter, and to date we have requested but not received convincing, legally binding documentation that a DMV restriction on parking permits for the proposed building is possible, forthcoming, or enforceable. In fact, the conclusion is exactly the opposite. Citing section 2411 of the DC Code for residential parking Damon Harvey, DDOT Acting City-Wide Program Support Manager indicates that the proposed parking ban is not enforceable.

If the BZA cannot commit to implement and enforce a DMV restriction on RPP Permits for residents of 1905-1919th street for the life of the building at this hearing, then as ANC1B has stated in her letter and the residents have confirmed in their petition ANC1B respectfully request that the variance for parking be denied. Not enforcing the required parking will set a dangerous precedent for future projects in the 14th and U neighborhood. The UTOPIA project was required by BZA to have enough parking spaces to meet the legal requirement because of the impact on local parking. The traffic study in that case demonstrated that traffic and parking would be affected on nearby streets.

The DMV restriction for no permits for the life of the building was a critical component in the neighborhood's concession to the Applicant for the requested parking variances for which there was also widespread objection. Not providing parking or a formal DMV restriction will increase already overtaxed street parking. The related congestion significantly increases risk of pedestrian and vehicular injury and death.

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Board of Zoning Adjustment
District of Columbia
CASE NO.18306
EXHIBIT NO.40

STATEMENT: ②

The OPM Report States:

Relating to item # 3. Can the relief be granted without substantial detriment to the public good and without substantially impairing the intent, purpose and integrity of the Zoning Regulations and Map?

Off-Street Parking and Percentage of Compact Spaces: The Applicant has provided a traffic impact study and proposed mitigation strategies and has demonstrated that the relief could be granted without substantial harm to the public or the Zoning Regulations.

The site is located on a principal arterial roadway with two blocks of a metro station, is served by several Metrobus lines and the D.C. Circulator, four Capital Bikeshare stations, and nearby private parking operators.

and

The Transportation Management Plan (TMP) would unbundle parking spaces from dwelling units and would "restrict residents from obtaining RPP [Residential Parking Permit] stickers from the District", which could discourage residents from owning vehicles and parking them on nearby streets. The applicant would also provide 60 more on-site bicycle spaces than are required by zoning regulations. The building's designated TDM coordinator would be charged with providing building residents with information about transportation alternatives to private automobiles. Initial residents would be provided with SmarTrip cards containing \$25.

The applicants statements that parking and traffic will be mitigated by bicycles and proximity to the metro are unfounded and simplistic. The applicant has not provided a traffic study to the residents or the ANC1B. At current density levels the public systems are not functional and traffic is untenable. Metro busses are consistently late and the Metro system also is has ongoing outages. Current residents already use cars and tax the roadways /parking to the limit with the extreme case in evenings and weekends. It is utterly simplistic to expect that a 25\$ metro card and proximity to the busses and metro will change the use of the metro and bus systems. Additionally, even without DC parking permits, the 140 units will add a parking and traffic load as friends and relatives visit or meet in evenings and on weekends which is currently the worst traffic and parking load. This issue has not been considered in the discussion of the transportation mitigation plan. Federal and City employees which have reimbursable public transport do not use the metro system.

Daniel MKey

1/24/2012

1315 T ST NW

3

STATEMENT:

The applicants project does not meet the goals of the Comprehensive Plan for the District of Columbia which calls for mid density in this area. There is no significant benefit to the community offered by the project as the units are too small to be sustainable and will encourage high turnover and transient residents and subsequent deterioration which will logically follow. The comprehensive plan is being ignored in the development of this, and other buildings in the area to the detriment of the community. There is a compulsion to follow the plan unless there is an OVERWHELMING reason not to follow it. What is the rationale for not following the Comprehensive Plan?

Number of units

At approximately 20 feet x 20 feet these are basically dorm or hotel size rooms. This building does nothing to serve the housing needs of the neighborhood. This is a mid density area and these units do not meet the criteria required for mid-density.

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- St NW