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Kyrus L. Freeman
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June 11, 2013

VIA HAND DELIVERY

Board of Zoning Adjustment
441 4th Street, N.W.
Suite 210S
Washington, DC 20001

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2013 JUN 11 PM 2:09

Re: Application No. 18575 - PreHearing Statement

Honorable Members of the Board:

On behalf of Donatelli Development and the District of Columbia, the owner of the property located at 3812-3829 Georgia Avenue, N.W. (Square 3028, Lot 818) (the "Site"), enclosed please find one original and twenty copies of the Applicant's prehearing submission in support of its application to the Board of Zoning Adjustment filed pursuant to 11 DCMR §3103.2 for an area variance from the off-street parking requirements under Section 2101.1 of the Zoning Regulations to allow the construction of a new residential building in the GA/C-3-A District at the Site.

Thank you for your attention to this application.

Sincerely,


Kyrus L. Freeman

Enclosure

cc: Stephen J. Mordfin, D.C. Office of Planning (Via Hand, with enclosure)
Advisory Neighborhood Commission 4C (Via U.S. Mail, with enclosure)

BOARD OF ZONING ADJUSTMENTS
District of Columbia
CASE NO. 18575
EXHIBIT NO. 25

**BEFORE THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT**

**APPLICATION OF
DONATELLI DEVELOPMENT
ON BEHALF OF THE
DISTRICT OF COLUMBIA**

**BZA APPLICATION NO. 18575
HEARING DATE: JUNE 25, 2013
ANC 4C**

**PREHEARING STATEMENT
OF THE APPLICANT**

**I.
NATURE OF RELIEF SOUGHT**

This Prehearing Statement of the Applicant is submitted by Donatelli Development (the "Applicant"), on behalf of the District of Columbia, the owner of the property located at 3812-3829 Georgia Avenue, N.W. (Square 3028, Lot 818) (the "Site"), in support of its application pursuant to 11 DCMR §3103.2 for an area variance from the off-street parking requirements under Section 2101.1 of the Zoning Regulations to allow the construction of a new residential building in the GA/C-3-A District at the Site.

**II.
JURISDICTION OF THE BOARD**

The Board of Zoning Adjustment (the "Board" or "BZA") has jurisdiction to grant the variance relief requested herein pursuant to Section 3103.2 of the Zoning Regulations.

**III.
EXHIBITS IN SUPPORT OF THE APPLICATION**

Exhibit A: Portion of the Baist and Sanborn Atlas plats showing the Site.

Exhibit B: Portion of the Zoning Map showing the Site.

- Exhibit C:** Architectural Plans and Elevations.
- Exhibit D:** Parking Assessment Memorandum Prepared by Osborne R. George, P.E., PTOE, O. R. George & Associates, Inc.
- Exhibit E:** Outline of Testimony of Christopher Donatelli, Donatelli Development.
- Exhibit F:** Outline of Testimony of Bill Bonstra, Bonstra Haresign Architects LLP.
- Exhibit G:** Outline of Testimony of Osborne R. George, P.E., PTOE, O. R. George & Associates, Inc.

IV. DESCRIPTION OF SITE & PROPOSED DEVELOPMENT

The Site is located at 3825-3829 Georgia Avenue, N.W. and includes Lot 818 in Square 3028. Square 3028 is located in the northwest quadrant of the District of Columbia and is located on the east side of Georgia Avenue. Square 3028 is bounded on the north by Randolph Street, on the south by Quincy Street, on the west by Georgia Avenue, and on the east by 8th Street. (See plats attached hereto as Exhibit A). The Site is rectangular in shape, but is relatively small and only contains approximately 5,757 square feet of land area. The Site abuts a 15-foot public alley to the east, Georgia Avenue to the west, and existing structures on the north and south. The Site is located within the C-3-A District and the Georgia Avenue Overlay District. (See Zoning Map attached hereto as Exhibit B). Lot 818 is a vacant lot.

As shown on the Architectural Plans and Elevations attached hereto as Exhibit C, the Applicant proposes to construct a new residential building on the

Site. The project will include 32 residential units and 4 off-street parking spaces. The project complies with all applicable provisions of the Georgia Avenue Overlay District requirements. However, due to a number of site constraints, the Applicant is seeking an area variance from the off-street parking requirements of Section 2101.1 of the Zoning Regulations.

V.
THE APPLICANT MEETS THE BURDEN
OF PROOF FOR VARIANCE RELIEF

Variance relief is required from the off-street parking (§ 2101.1) requirements in this case. Under D.C. Code §6-641.07(g)(3) and 11 DCMR §3103.2, the Board is authorized to grant an area variance where it finds that three conditions exist:

- (1) the property is affected by exceptional size, shape or topography or other extraordinary or exceptional situation or condition;
- (2) the owner would encounter practical difficulties if the zoning regulations were strictly applied; and
- (3) the variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose and integrity of the zone plan as embodied in the Zoning Regulations and Map.

See French v. District of Columbia Board of Zoning Adjustment, 658 A.2d 1023, 1035 (D.C. 1995) (quoting *Roumel v. District of Columbia Board of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980)); see also, *Capitol Hill Restoration Society, Inc. v. District of Columbia Board of Zoning Adjustment*, 534 A.2d 939 (D.C. 1987). As discussed below, and as will be further explained at the public hearing, all three prongs of the area variance test are met in this application.

A. The Property Is Unusual Because of its Size, Shape or Topography and is Affected by an Exceptional Situation or Condition.

The phrase "exceptional situation or condition" in the above-quoted variance test applies not only to the land, but also to the existence and configuration of a building on the land. See Clerics of St. Viator, Inc. v. D.C. Board of Zoning Adjustment, 320 A.2nd 291, 294 (D.C. 1974). Moreover, the unique or exceptional situation or condition may arise from a confluence of factors which affect a single property. Gilmartin v. D.C. Board of Zoning Adjustment, 579 A.2nd 1164, 1168 (D.C. 1990).

In this case, the Site is uniquely affected by the combination of the Site's narrow shape and the fact that it is immediately adjacent to existing buildings to the north and south. The combination of these factors results in an extraordinary and exceptional condition that imposes a number of significant development constraints on the Site. In addition, the Site is bounded by a major street and a public alley, which impacts access to the Site and the configuration of the proposed development of the Site.

The shape of the Site, in particular its small dimensions of approximately 57 feet by 103 feet, and its relative limited land area and narrowness, severely limits the depth of any below-grade excavation for the development. Finally, the presence of adjacent structures to the north and south of the Site, particularly the presence of a funeral home to the north, also restricts the type of shoring and underpinning techniques that can be employed on the Site while the development is being constructed.

B. Strict Application of the Zoning Regulations Would Result in a Practical Difficulty to the Owner

The strict application of the off-street parking requirements in this case would result in a practical difficulty to the Applicant. Pursuant to Section 2101.1 of the Zoning Regulations, an apartment house or multiple dwelling in the C-3-A District is required to provide one (1) off-street parking space for each two (2) dwelling units. The project includes 32 residential units, and is thus required to provide a total of 16 off-street parking spaces. However, as shown in the plans, the Applicant is seeking a variance to instead provide a total of 4 off-street parking spaces located at the rear of the Site.

The Applicant has maximized the number of surface parking spaces on the Site. However, due to the need for a residential lobby and associated spaces on the ground floor of the building, the Applicant cannot increase the number of surface parking spaces. The Applicant cannot provide any below-grade parking due to the dimensions and narrowness of the Site, which limits the Applicant's ability to construct below-grade parking. Due to the Site's dimensions, it would be practically difficult for the Applicant to construct all of the required parking spaces and to comply with all of the applicable parking size, turning, and access requirements in Section 2115, 2116 and 2117 of the Zoning Regulations. For example, due to the dimensions of the Site, it is impractical to construct a ramp in the available area which could meet the maximum recommended ramp slope of 12% and the ramp minimum width of 14 feet, and still provide an adequate number of parking spaces per level. In addition, once a vehicle reaches the foot of the ramp, the resulting

amount of accessibility and maneuvering space would not meet the requirements of the Zoning Regulations, while still providing enough parking spaces per level.

Additionally, deeper below-grade excavation in order to provide parking would require additional underpinnings and shoring. The impact of that work could compromise the stability and integrity of the adjacent buildings to the north and south of the Site. Thus, in order to avoid being severely restricted in the design and construction of the development by the shape of the Site and its proximity to existing structures, the Applicant is seeking relief from the off-street parking requirements.

C. No Substantial Detriment to the Public Good Nor Substantial Impairment to the Intent, Purpose and Integrity of the Zone Plan

There will be no substantial detriment to the public good and no substantial impairment to the intent, purpose and integrity of the zone plan by approving the project as proposed. The construction of the proposed residential building in the GA/C-3-A District will significantly contribute to the vibrancy of the neighborhood while supporting the City's goals for this area.

The Site is well-serviced by a number of bus routes along Georgia Avenue, and is in convenient walking distance to the Georgia Avenue-Petworth Metrorail station. The Site is also within 0.78 miles of the Columbia Heights Metrorail station, and 1.5 miles of the U Street Metrorail Station. In addition, according to Walkscore.com, which measures the walkability and transit access of properties, the Site is rated as "Very Walkable" and scores 88 points out of a possible 100; is rated as an "Excellent" transit location given the Sites access to transportation options,

access to amenities and other services within close walking distance to the Site; and is rated as "Very Bikeable" and scores 84 points out of a possible 100. Several Zipcar car sharing locations are also within blocks of the Site.

Thus, the Applicant anticipates that the existing transit access to the Site will result in a significant amount of transit and pedestrian access to the Site, resulting in a decrease in the number of vehicle trips that would otherwise be generated, or the number of off-street parking spaces that would be needed, if the property were not in such close proximity to public transportation options.

Moreover, as indicated in the Parking Assessment Memorandum prepared by O.R. George & Associates, Inc. and attached hereto as Exhibit D, the requested relief will not have any adverse impacts on the local area given the availability of multiple transit options near the site, as well as the availability of additional, unutilized parking in a number of buildings, including buildings owned by the Applicant, which can be utilized by residents of the proposed building if necessary.

VI. WITNESSES

- A. Christopher Donatelli, Donatelli Development.
- B. Bill Bonstra, Bonstra Haresign Architects LLP.
- C. Osborne R. George, P.E., PTOE, O. R. George & Associates, Inc.

VII.
CONCLUSION

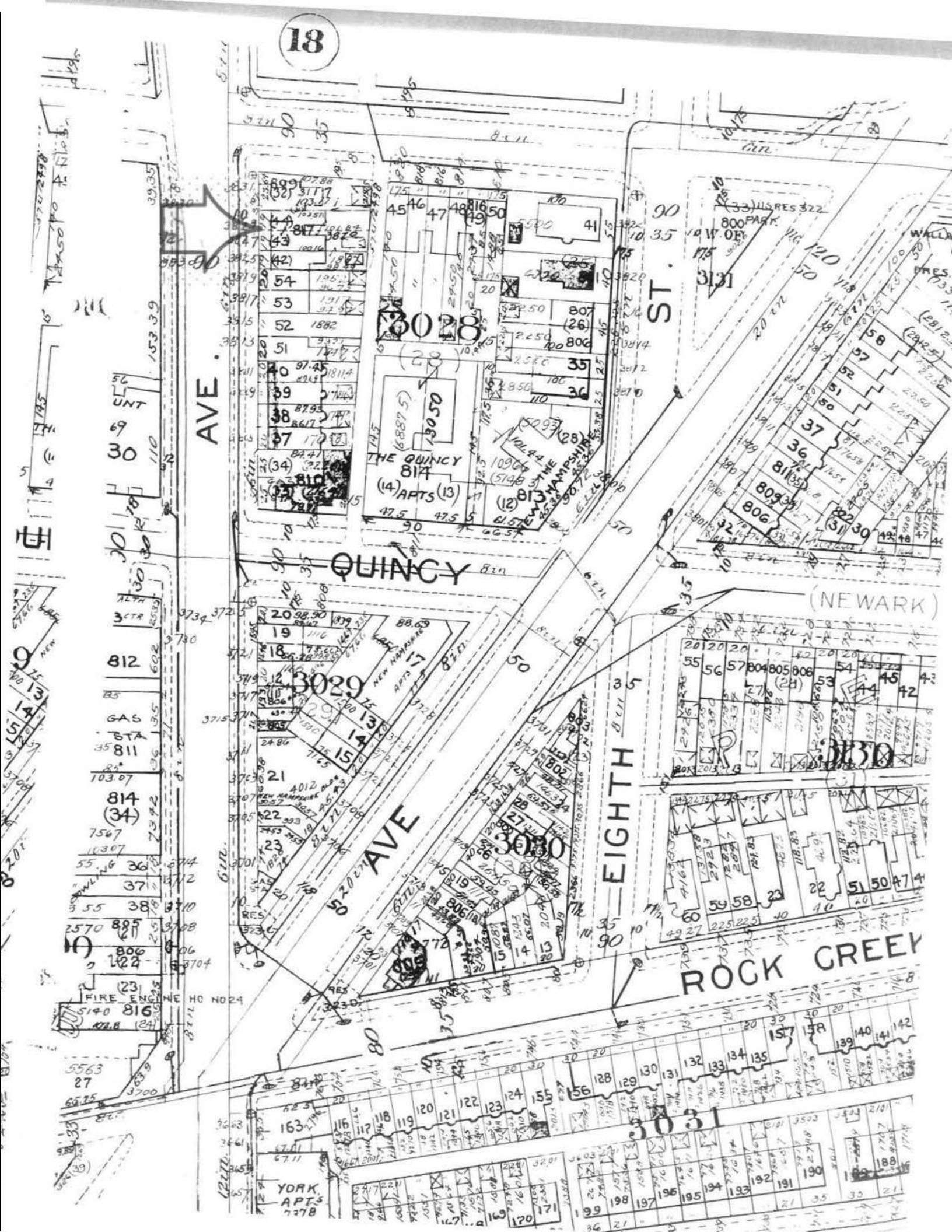
For the reasons stated above, the requested relief meets the applicable standards for variance relief under the Zoning Regulations. Accordingly, the Applicant respectfully requests that the Board grant the application.

Respectfully submitted,

HOLLAND & KNIGHT, LLP

By: 

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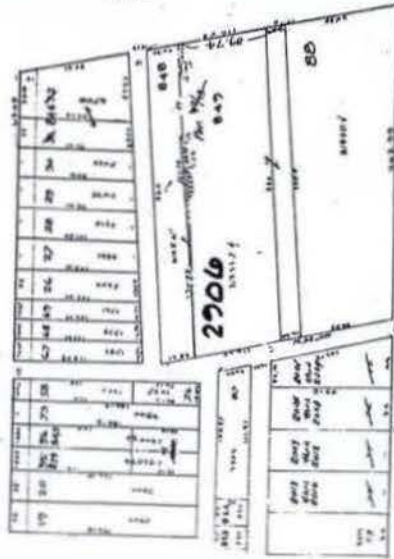


604

TAYLOR



SHEPHERD



RANDOLPH



QUINCY

604
(115-328)

612



TAYLOR N. W.

TAYLOR N. W.

SHEPHERD N.W.

GEORGIA AV N.W.

ST. N.W.

603

605

RANDOLPH N.W.

QUINCY N.W.



S E E U O I U M E

T h r e e



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District of Columbia Office of Zoning

EXTRACT OF THE DISTRICT OF COLUMBIA ZONING MAP

June 10, 2013



Zoning Layers

	Zone Districts		Overlays Districts		TDRs		Air Rights Zone
	Pending Zones		Pending Overlay Districts		Pending PUDs		Baist Index
	Historic Districts		Campus Plans		Active PUDs		CEA

To certify zoning on any property in order to satisfy a legal requirement, contact the Office of Zoning at (202) 727-6311.

Exhibit C

Architectural Plans & Elevations
(Attached Separately)



BOARD OF ZONING ADJUSTMENT SUBMISSION
 3825 - 3829 GEORGIA AVENUE, NW
 Washington, DC 20010
 Square 3028, Lot 0818
 Zoning District: C-3-A / Georgia Ave Overlay

- A1 COVER SHEET
- A2 ZONING TABULATIONS
- A3.1-3.2 EXISTING SITE PHOTOS
- A4 SITE MAP
- A5 3-D SITE IMAGE
- A6 EXISTING CIVIL PLAN
- A7 PROPOSED CELLAR FLOOR PLAN
- A8 PROPOSED GROUND / FIRST FLOOR PLAN
- A9 PROPOSED TYPICAL FLOOR PLAN (FLOORS 2-4)
- A10 PROPOSED ROOF / PENTHOUSE PLAN
- A11 PROPOSED WEST ELEVATION (FRONT)
- A12 PROPOSED NORTH ELEVATION (SIDE)
- A13 PROPOSED EAST ELEVATION (REAR)
- A14 PROPOSED SOUTH ELEVATION (SIDE)
- A15 PROPOSED BUILDING SECTION (EAST/WEST)
- A16 PROPOSED BUILDING SECTION (NORTH/SOUTH)

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3825 - 3829 Georgia Avenue, NW Washington, DC 20011				
Applicable Section(s)	Requirements	Values	C / NC / NA / P	Relevant Criteria
Washington, DC 20011 Applicable Section(s) DC Zoning Map	Requirements Site Data:	Values Lot: 818	C / NC / NA / P	Relevant Criteria
	Square:	3028		
Client provided information	Site Area:	5,757 SF		From DC Real Property report
DCMR 11 - DC Zoning Map	Zoning Data:	Zone: GAI C-3-A		Georgia Avenue Overlay
DCMR11 1328	Georgia Ave Overlay			
DCMR11 1328.2	Frontage- 75% of street wall		C	Built to front property line
DCMR11 1328.4	Parking structure frontage- 65% commercial space		NA	
DCMR11 1328.5	Entrances- 50% of surface area		C	Includes entrances to commercial, read lobby, display windows
DCMR11 1328.7	Commercial use- Individual public entrances		C	
DCMR11 1328.8	Distance between entries- 40 feet max (32'-7" proposed)		C	excluding vehicular access
DCMR11 1328.9	Ground floor ceiling height- 14 ft clear min. (14'-10 9/16" proposed)		C	uniform height
DCMR11 350.4	Existing Use:	Vacant	C	
DCMR11 350.4	Proposed Use: R-2 Multi Family		C	
DCMR11 2602.1	Inclusionary Zoning: Required		C	C-3-A, >10 new dwelling units
DCMR11 2603.2	Set aside requirements:			Dedicate greater of 8% of its marketable density of 50% of its achievable bonus density to inclusionary units.
DCMR11 2603.4	Moderate-income units:		C	100% of req'd 12 units
DCMR11 770.1	Allowable Building Height:	65 feet - no limit in the number of stories	C	Vertical distance measured from curb to top of parapet at building centerline 199.1
DCMR11 1328.10	Bonus height:	70 feet (63'-11 1/2" proposed)	C	5 add ft when 1328.9 applies
DCMR11 771.2	FAR: 4.0 max residential		C	4.0 max mixed use
DCMR11 2604.1	20% IZ bonus- 4.8 max		C	
DCMR11 772.1	Lot Occupancy:	75% max	C	
DCMR11 2604.2	IZ bonus:	80% - 4,806 sf max. (4,806 sf proposed)	C	
DCMR11 771.2	Allowable Building Area:	27,634 sf (22,825 sf proposed)	C	4.8 x site area
	Allowable commercial area:	14,393 sf	NA	2.5 x site area
DCMR11 774.1	Rear Yard:	12.0' min (8' x 2.5' = 11.875')	C	2.5 in per 1 ft of height, from the mean finished grade at the middle of the rear of structure to top of parapet, but not >12'
DCMR11 775.5	Side Yard:	8' min, if provided (none proposed)	C	If provided must be 2" wide for each foot of height of building, but not less than 6'
DCMR11 777.411	Roof Structures			
DCMR11 411.3	Shall be a single penthouse structure or linked to create a single structure.		C	
DCMR11 411.5	Single enclosure:			
DCMR11 400.7	Enclosing walls: Shall be of equal height		C	
	Penthouse height: 18'-6" max (18'-6" proposed)		C	Height above the roof, mach eqgap shall not extend above 18'-6", height of housing
DCMR11 400.7	Penthouse setback:	1:1 setback from exterior walls	C	
DCMR11 411.7	Area determined by GFA- 2,130 sf max (1,210 sf proposed)		C	Shall not exceed .37 FAR
DCMR11 2100.1	Parking			
DCMR11 2101.1	Residential required spaces- 16 spaces			1 per 2 dwelling units
DCMR11 2115.2	Residential proposed spaces- 4 spaces		NC	32 units proposed
DCMR11 2115.1	Compact spaces:		C	8 min 25 spaces req'd then 40% may be compact
DCMR11 2115.3	Size of spaces- 9ft wide x 10ft long		C	
DCMR11 2115.5	Size of compact spaces- 8ft wide x 10ft long		C	
DCMR11 2115.5	Vertical clearance- 8'-6" minimum		C	
DCMR11 2117.4	Alley width- 10 ft minimum		C	15' alley width
DCMR11 2117.5	Alley width- 20ft minimum		C	For 90 deg. Parking
DCMR11 2117.5(a)	Driveway grade:	12% maximum	C	
DCMR11 2117.5(c)(2)	Required driveway width- 14 ft minimum		C	For two-way circulation
DCMR11 2201.1	Loading Requirements:			
	Residential less than 50 units 0 loading berth req'd		C	55 ft deep
	0 loading platform			200 SF
	0 service/delivery spaces			20 ft deep
The information contained herein has been prepared utilizing client provided data and with reasonable code interpretations made by the architect to the best of their ability and general knowledge. The architect makes no guarantee as to the accuracy of this information subject to interpretation by the District of Columbia code officials.				

DONATELLI DEVELOPMENT

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ZONING TABULATIONS

3825 - 3829 GEORGIA AVE, NW



① GEORGIA AVE, NW (LOOKING EAST)



② RANDOLPH STREET (LOOKING SOUTH)



③ (REAR) ALLEY (LOOKING WEST)



④ GEORGIA AVE, (LOOKING SOUTHEAST)

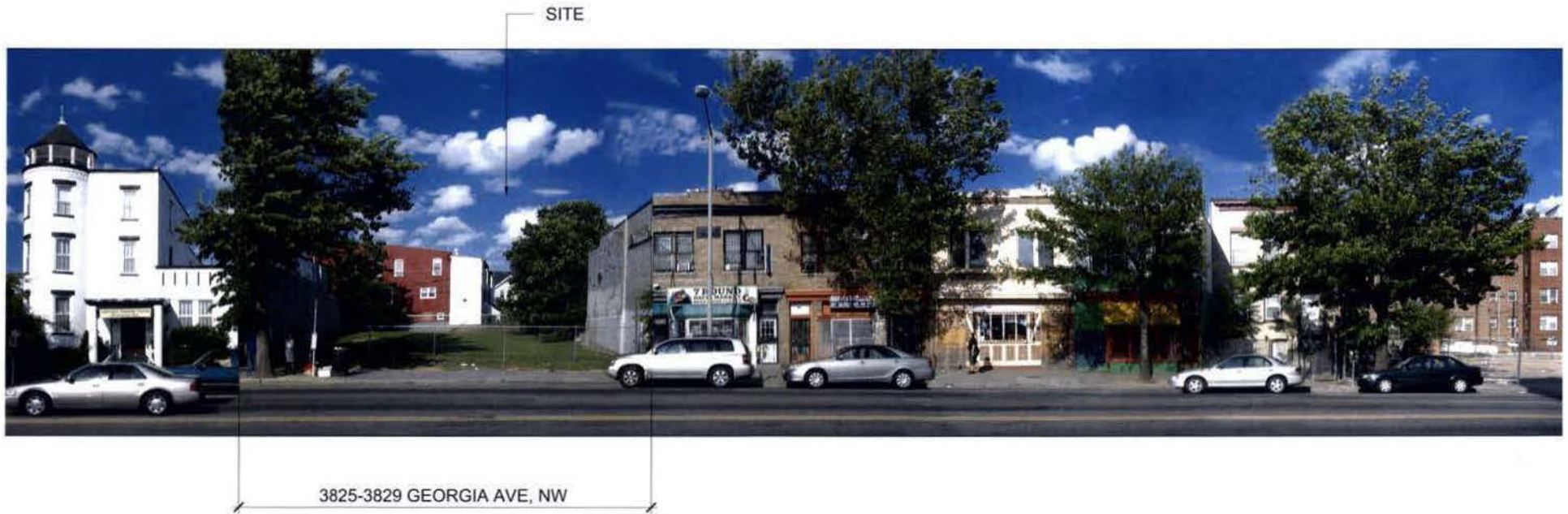
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EXISTING SITE PHOTOS

3825 - 3829 GEORGIA AVE, NW

A3.1 Bonstra | Haresign
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GEORGIA AVE, NW ELEVATION LOOKING EAST

3825 - 3829 GEORGIA AVE, NW

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3825-29 GEORGIA AVE. NW



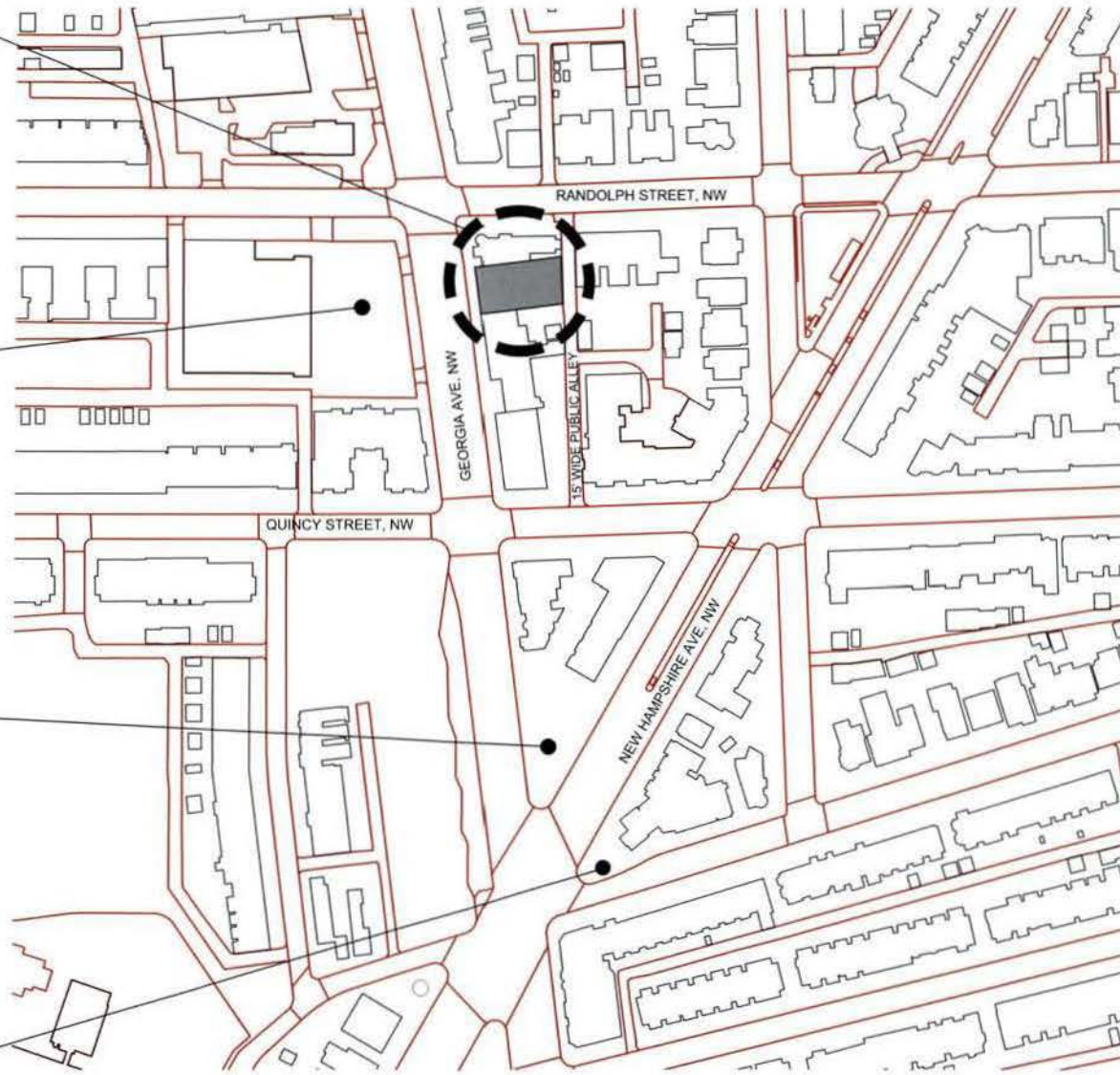
PETWORTH SAFEWAY
CONSTRUCTION SITE



GEORGIA AVE / PETWORTH
METRO STATION



CAPITAL BIKESHARE



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SITE MAP
NTS

3825 - 3829 GEORGIA AVE. NW

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3D SITE IMAGE

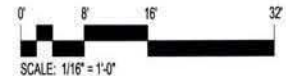
3825 - 3829 GEORGIA AVE, NW

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ABBREVS. AND LEGEND



- BUILDING
- PROPERTY LINE
- PIPE RAILING
- CHAIN LINK FENCE
- STORM DRAIN MANHOLE
- FIRE HYDRANT
- WATER METER
- WATER VALVE
- GAS METER
- GAS VALVE
- COMBO SEWER MANHOLE
- CLEANOUT
- ROOF DRAIN
- OVERHEAD UTILITY
- ELECTRIC MANHOLE
- POWER POLE
- ST. LIGHT ON PWR POLE
- WALL MOUNTED CAMERA
- BOLLARD
- TRAFFIC SIGNAL POLE
- TRAFFIC CONTROL BOX
- SATELLITE DISH
- MAILBOX
- DOOR
- TRASH CAN
- SIGN
- PARKING METER
- DECIDUOUS TREE
- ASPH
- CONCRETE
- WROUGHT IRON FENCE



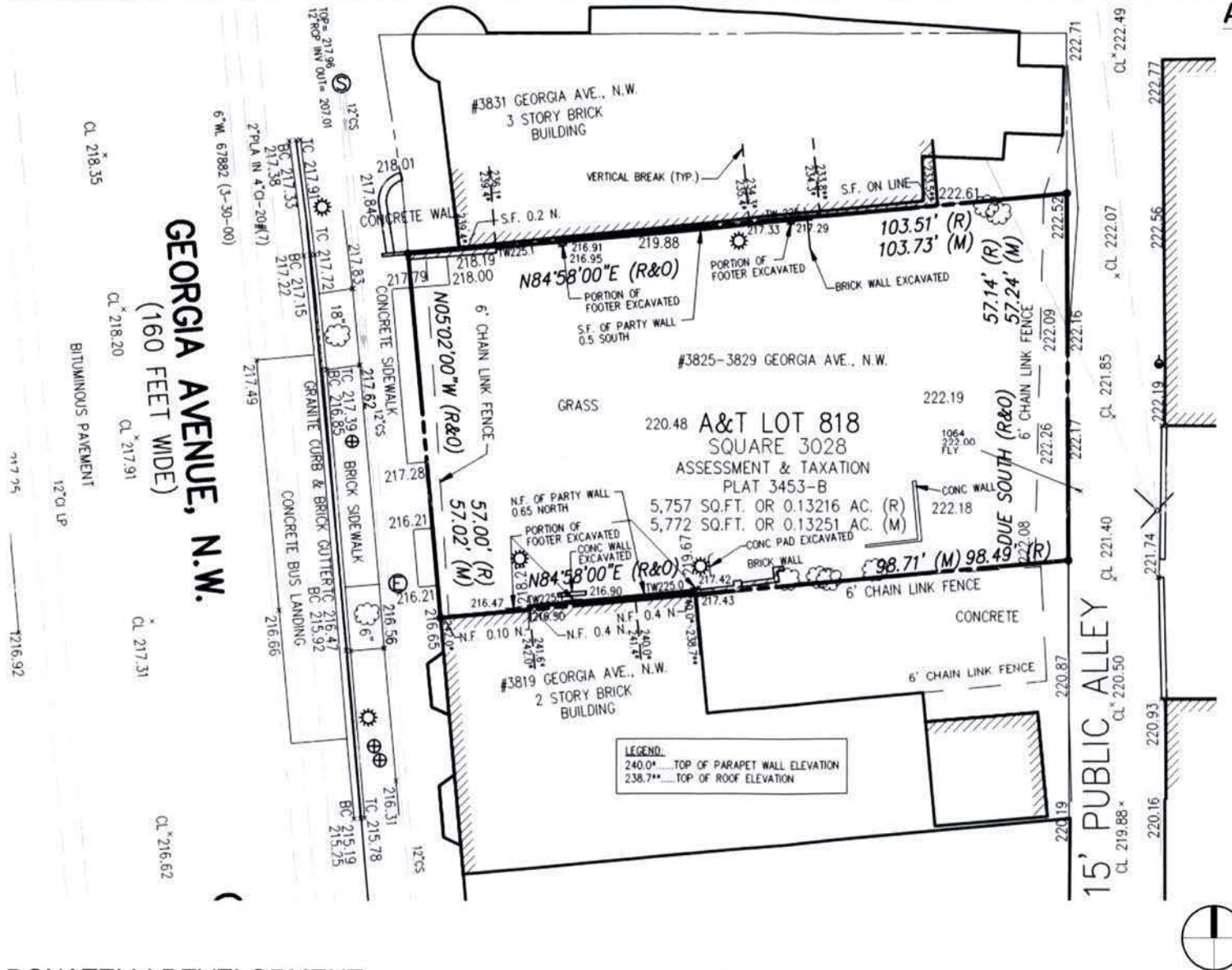
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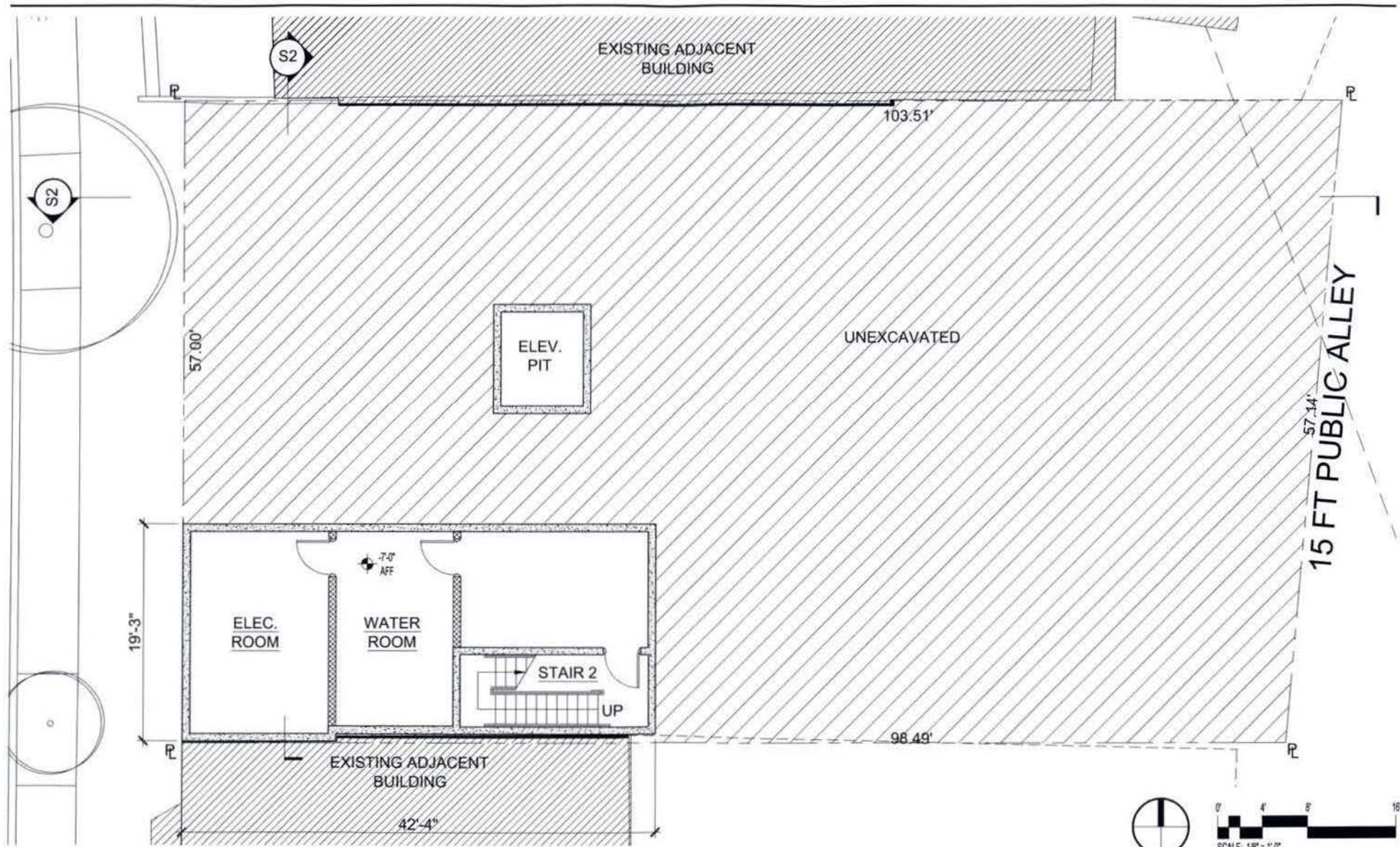
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EXISTING CIVIL PLAN

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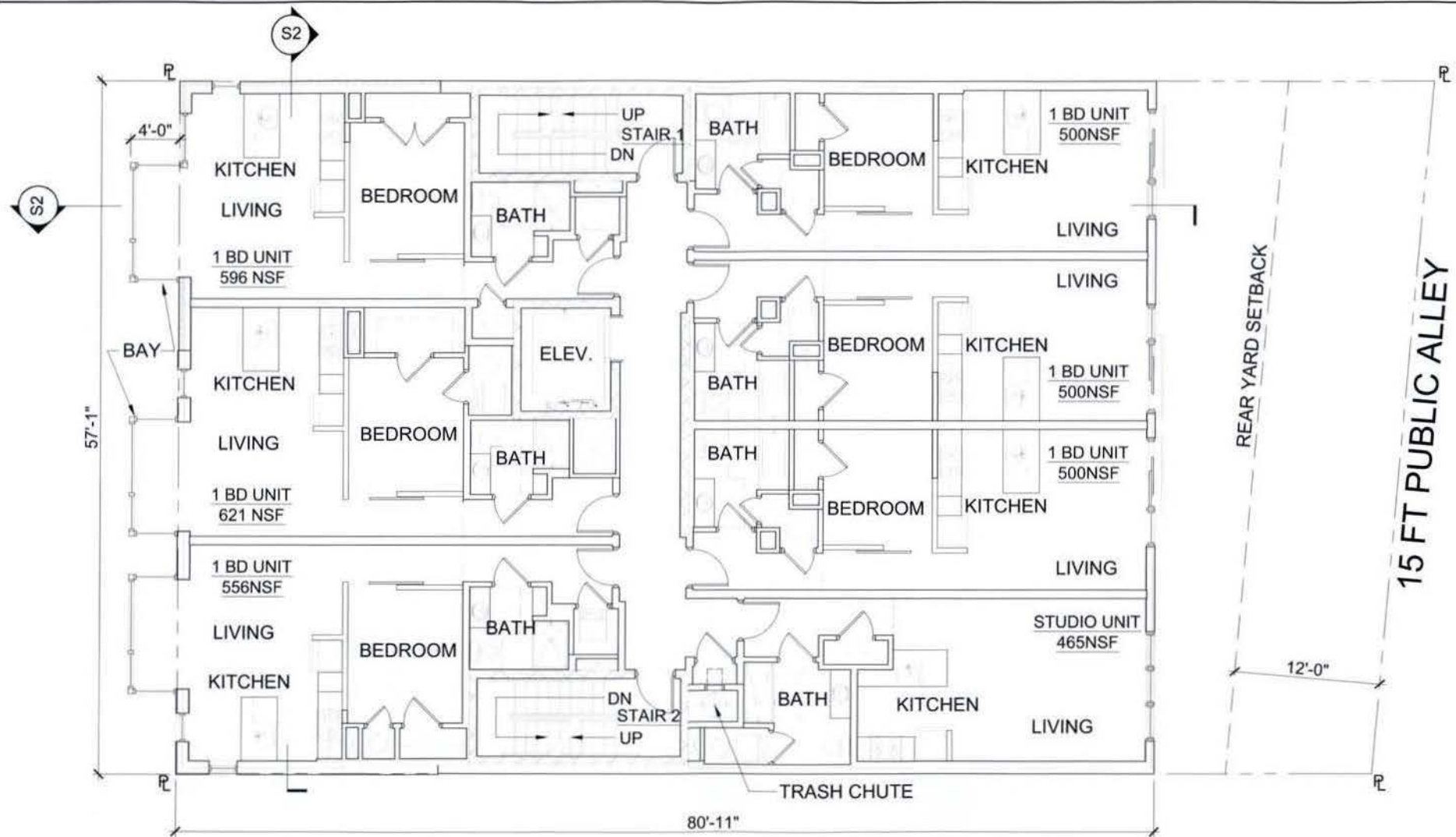
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PROPOSED CELLAR FLOOR PLAN

3825 - 3829 GEORGIA AVE, NW

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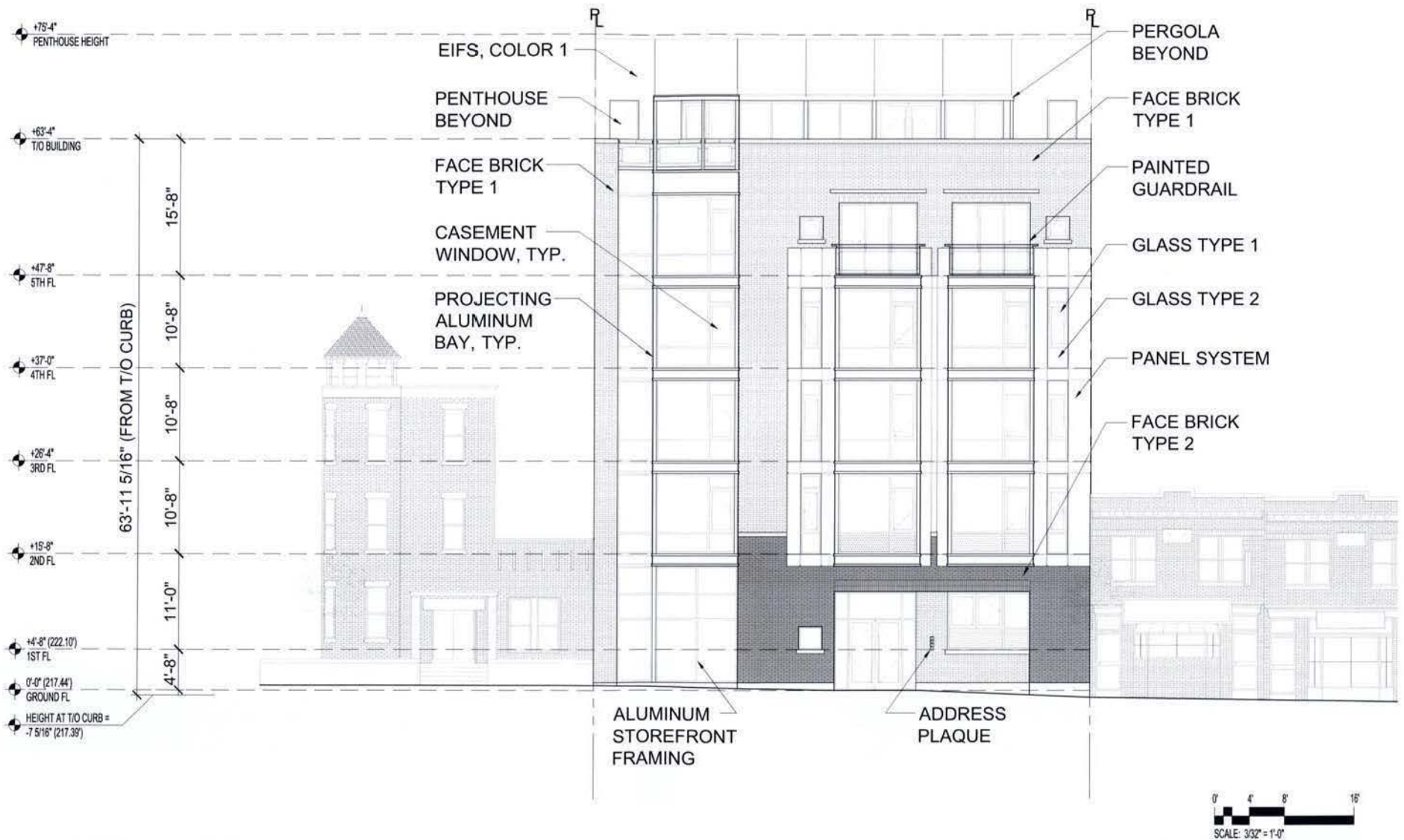
PROPOSED TYPICAL FLOOR PLAN (FLOORS 2-4)

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3825 - 3829 GEORGIA AVE, NW

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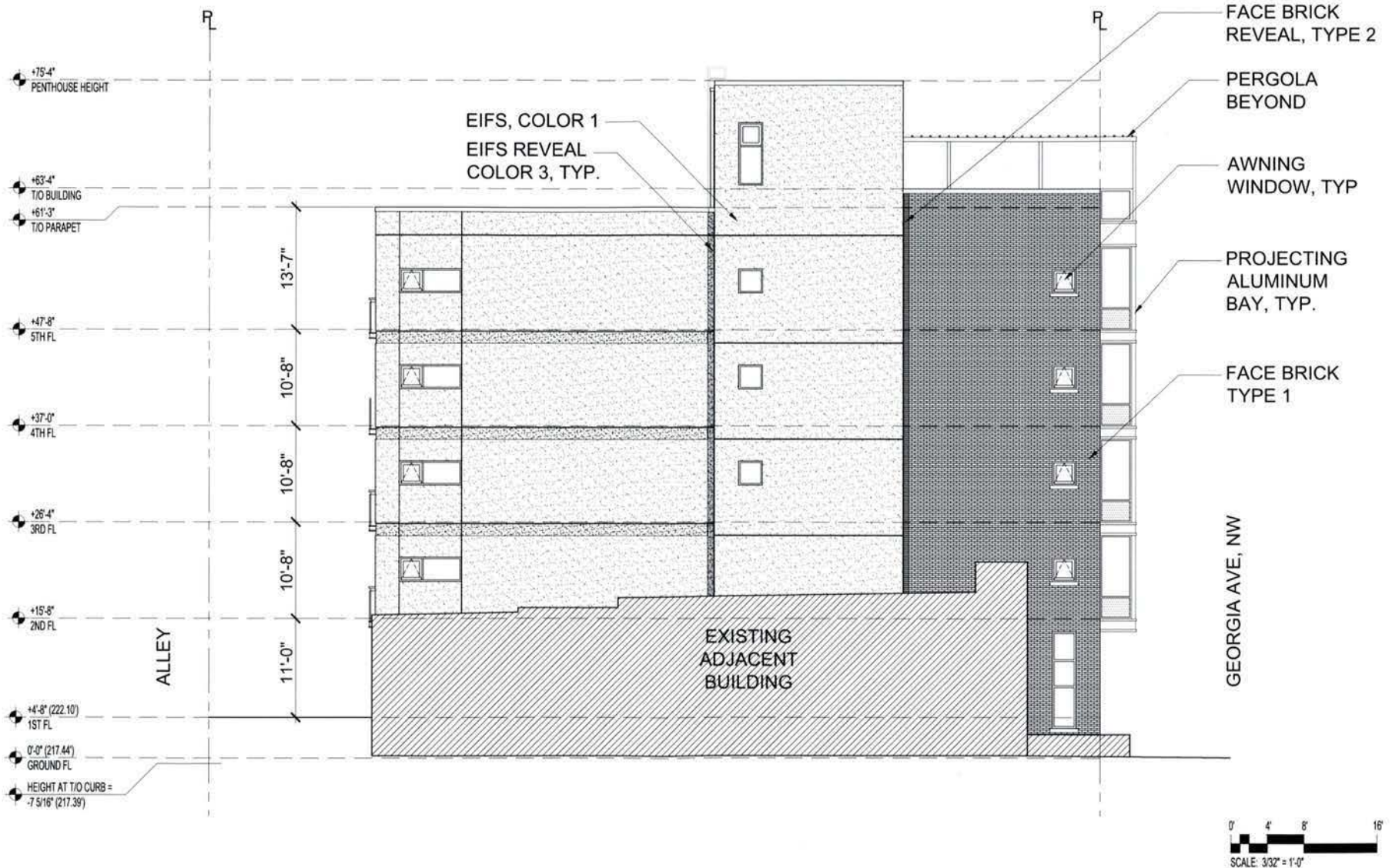
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PROPOSED WEST ELEVATION (FRONT)

3825 - 3829 GEORGIA AVE, NW

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PROPOSED NORTH ELEVATION (SIDE)

3825 - 3829 GEORGIA AVE, NW

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PENTHOUSE
ROOF ACCESS
LADDER

EIFS, COLOR 1

SLIDING GLASS
DOOR, TYP.

PAINTED
JULIETTE
GUARDRAIL

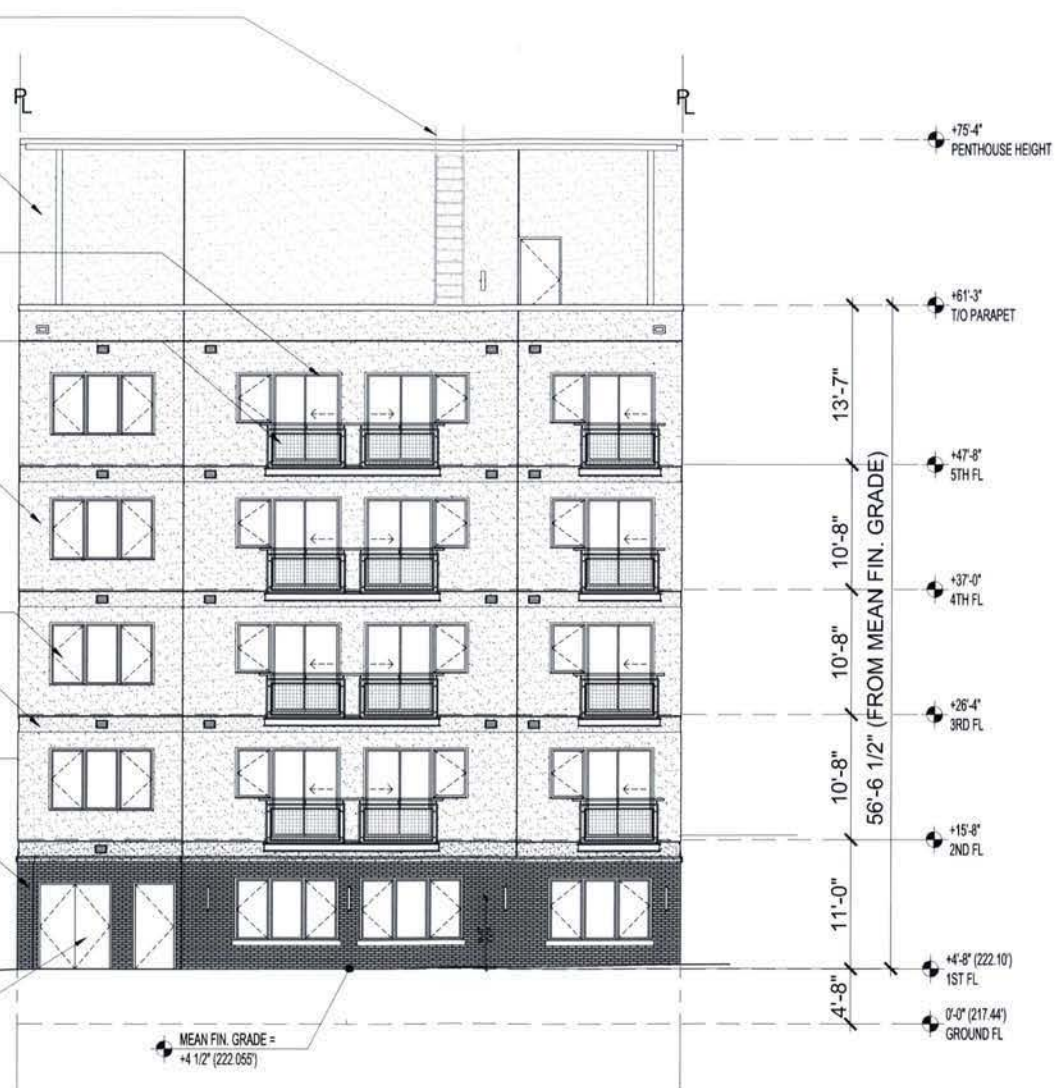
EIFS, COLOR 1

CASEMENT
WINDOW, TYP

EIFS REVEAL,
COLOR 2, TYP.

FACE BRICK
TYPE 2

OPEN TO
BEYOND

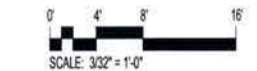


DONATELLI DEVELOPMENT

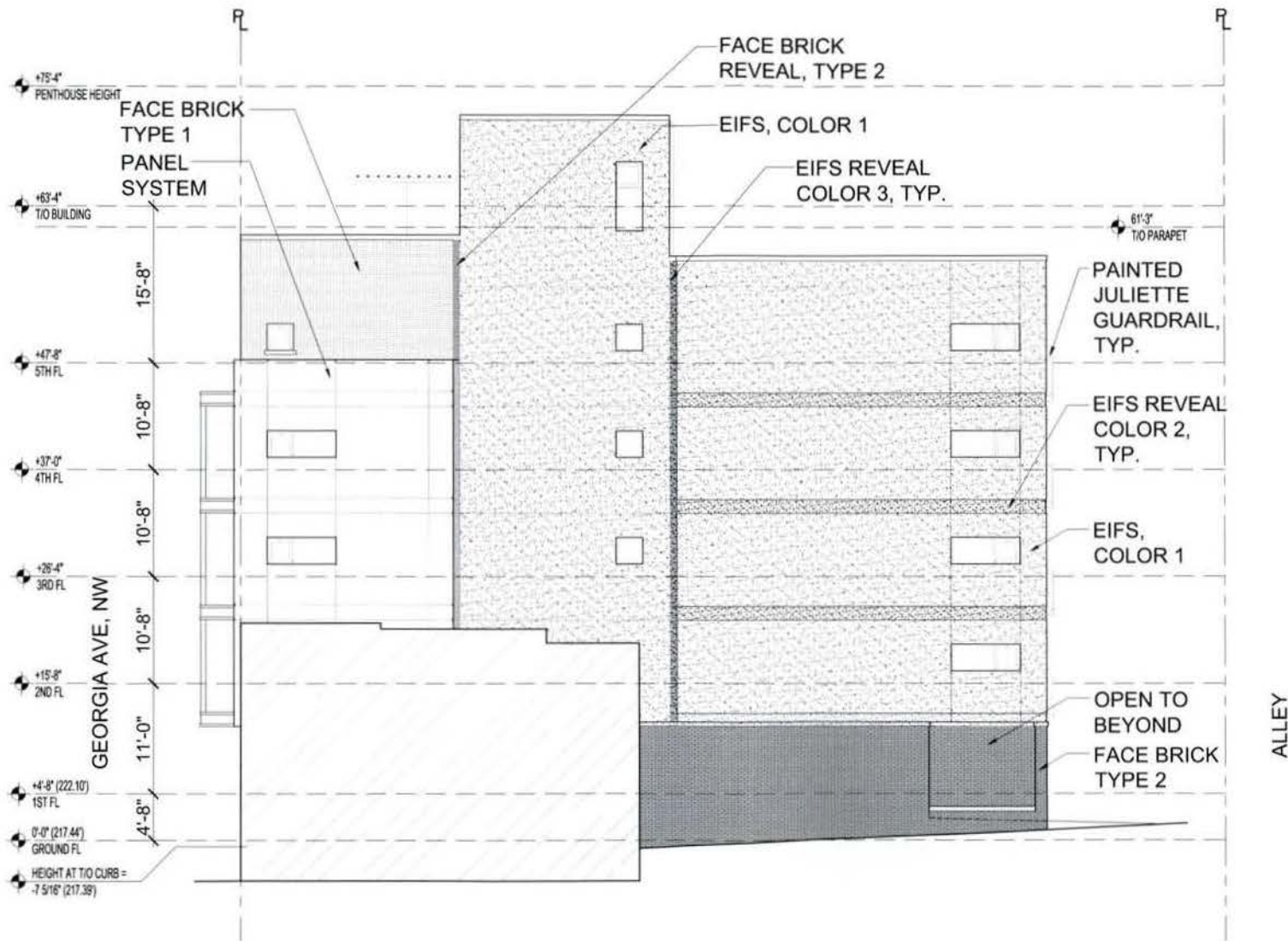
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PROPOSED EAST ELEVATION (REAR)

3825 - 3829 GEORGIA AVE, NW



A13 Bonstra | Haresign
ARCHITECTS



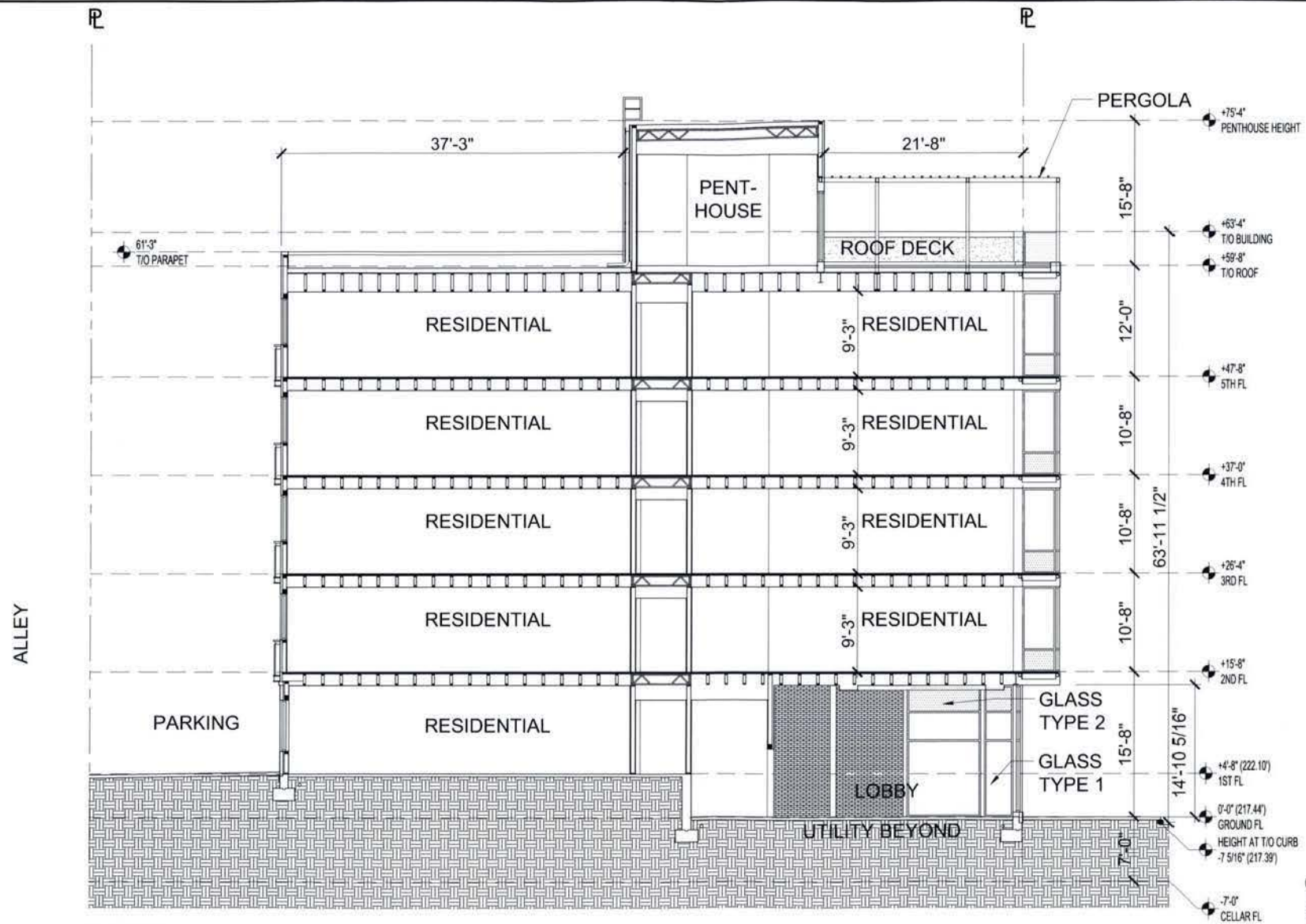
DONATELLI DEVELOPMENT

PROPOSED SOUTH ELEVATION (SIDE)

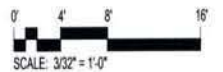
3825 - 3829 GEORGIA AVE, NW

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A14 Bonstra | Harsign
ARCHITECTS



GEORGIA AVE, NW



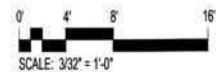
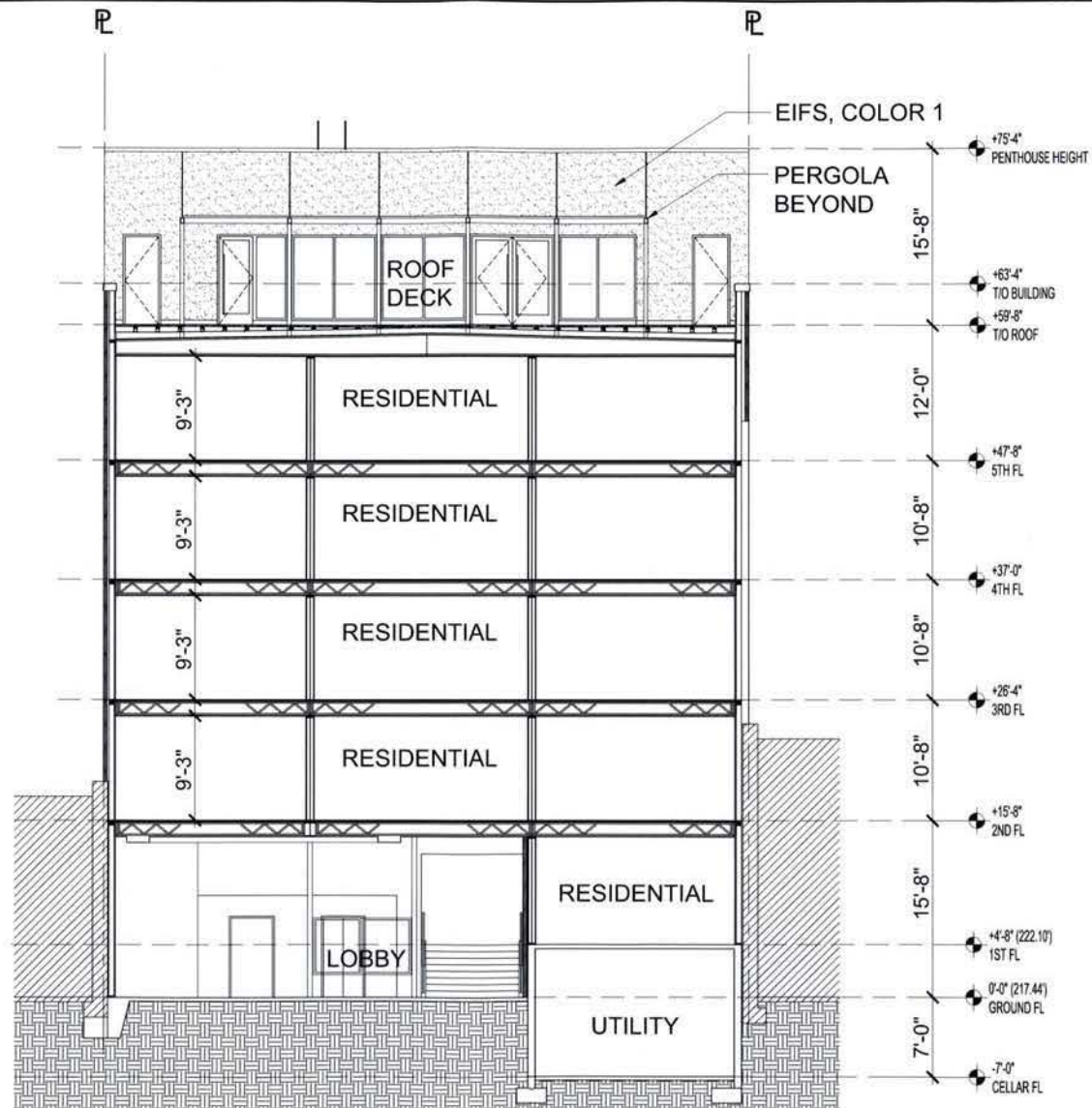
DONATELLI DEVELOPMENT

S1 - PROPOSED BUILDING SECTION (EAST / WEST)

3825 - 3829 GEORGIA AVE, NW

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DONATELLI DEVELOPMENT

S2 - PROPOSED BUILDING SECTION (NORTH / SOUTH)

3825 - 3829 GEORGIA AVE, NW

JUNE 11, 2013 - BZA SUBMISSION
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TECHNICAL MEMORANDUM

DATE: June 4, 2013

TO: Donatelli Development
Attn: Larry Clark, P.E., Vice President

FROM: Osborne R. George, P.E., PTOE/James C. F. See

RE: Parking Study in Support of Board of Zoning Adjustment Application -
for 3825-3829 Georgia Ave., N.W., Washington, DC., (Case No. 18575)

BACKGROUND AND PURPOSE

This memorandum was prepared in support of the referenced application to the Board of Zoning Adjustment (BZA) for the District of Columbia. The application is seeking an Area Variance from the off-street parking requirements. As an overview, it is noted that the subject property is situated at 3825-3829 Georgia Avenue, and consists of Lot 818 within Square 3028. The property is situated mid-block between Quincy Street to the south and Randolph Street to the north, is bounded by Georgia Avenue on the west and by a public alley on its east frontage. It is also relevant to note that the development will be situated approximately 500 ft. from the Georgia Avenue-Petworth Metro Station. Exhibit 1 shows the property location.

The Applicant plans to develop 31 apartment units on the property and under the City's Zoning Regulations, sixteen (16) off-street parking spaces are required. The variance request is for relief to provide four (4) spaces and the Applicant is required to demonstrate that, if granted, the relief will not tend to adversely impact the health, welfare and safety of owners and users of abutting properties and others within the immediate vicinity of the property. This memorandum addresses the Applicant's requirements, primarily from the prospective of parking supply and demand within the local area, but also addresses other elements of the City's transportation system, which provide context for the data presentation and discussion.

In keeping with the City's review process for technical analyses supporting development applications, the Consultant held discussions with the staff of the District Department of Transportation (DDOT), Policy, Planning and Sustainability Administration. Copies of correspondence with the agency are included as attachment A. This assessment concludes that the relief, which the Applicant is seeking, will not adversely impact the local area; and the remaining sections of this memorandum present data and discussion as the basis for this conclusion.



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Exhibit 1: Site Location Map

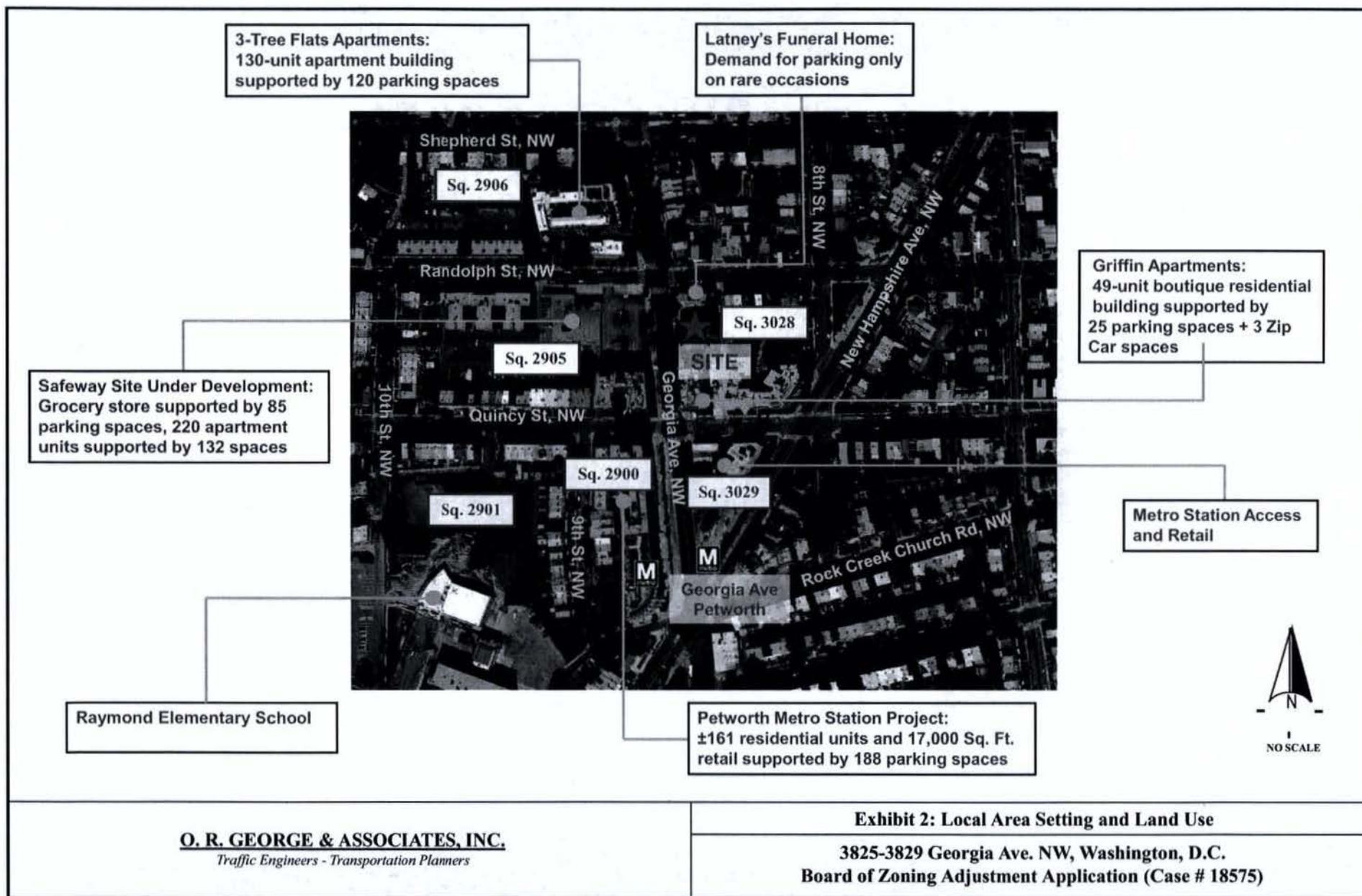
3825-3829 Georgia Ave. NW, Washington, D.C.
Board of Zoning Adjustment Application (Case # 18575)

LAND USE AND LOCAL AREA SETTING

Exhibit 2 shows the site location and the area that was agreed upon with DDOT for this assessment. The exhibit also highlights the principal land uses within the defined study area, and the following factors are noted as further background to the assessment:

- a) The property is situated approximately 500 ft from Georgia Avenue-Petworth Metro Station with safe and convenient access to the station provided along the east side of Georgia Avenue.
- b) Square 3028, in which the property is situated, is improved with a mix of uses.
 - The eastern section of the Square is dominated by single-family row dwellings, many of which have off-street parking through the alley system serving the Square, and the abutting parking along roadways is regulated by the City's Residential Permit Parking (RPP) program (This issue is discussed later in greater detail in the section dealing with the local area parking situation, beginning on page 5.)
 - The property is abutted by the Latney's Funeral Home to the north, which generates significant demand for parking only on rare occasions, and primarily during day-time hours.
 - Immediately to the south of the property is the recently-developed Griffin Apartment building (at 3801 Georgia Avenue, NW), which has 49 units supported by 25 off-street parking spaces, plus 3 ZipCar spaces.
- c) Within Square 2905, directly across Georgia Avenue from the subject property, development of the large "Safeway" site is on-going. This development will consist of a grocery store supported by 85 parking spaces, as well as 220 apartment units, supported by 132 parking spaces, which is well in excess of the City's current requirements.
- d) Much of the properties within Square 2900 (located diagonally to the southwest), were recently developed with 161 residential apartment units and 17,000 Sq. Ft. of retail uses, supported by 188 parking spaces, well in excess of the City's requirements.
- e) Diagonally across Georgia Avenue to the northwest (within Square 2906), is the 3-Tree Flats 130-unit apartment residential building, which is supported by 120 off-street parking spaces, in excess of the City's requirements.
- f) Directly to the south is the small triangular-shaped Square 3029, which is almost entirely improved with the facilities of the Georgia Avenue Petworth Metro Station.

It is also relevant to note that the Raymond Elementary School (within Square 2901 to the southwest) is a long-standing community asset, which occupies a considerable portion of the land within the study area. The nature of this use is such that 1) It requires relatively low parking, and 2) It typically generates no parking demand on the area during weekday night-time hours and on weekends, that would compete with the residential and retail uses within the study area.



LOCAL AREA PARKING SITUATION

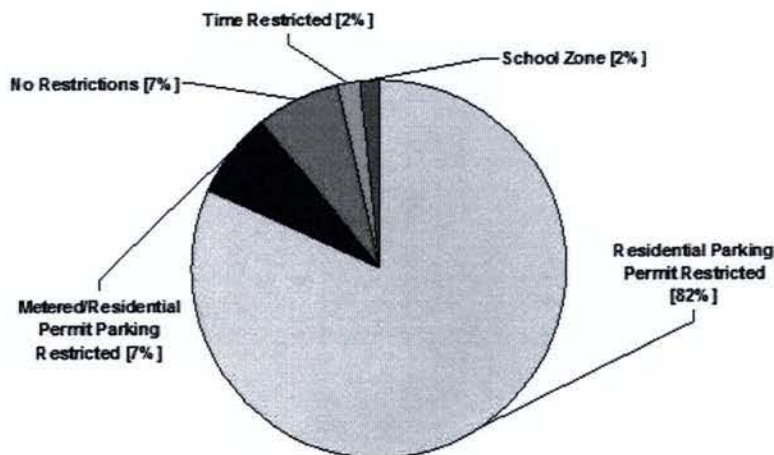
As agreed with DDOT, the consultant conducted an inventory and usage survey of all on-street parking spaces within the local area. For this purpose, we subdivided the area into seven (7) sub-areas (or zones) as shown on Exhibit 3. The inventory data is detailed in the exhibit and summarized in Table 1. For ease of presentation, the parking categories and associated supply are also illustrated in the graphic following.

Table 1: Parking Inventory Summary Data

Parking Area/Zone*	Predominant Land Use	Parking Use Designation/Control					Total
		RPP Restricted	Metered	No Restrictions	Time-Restricted	School Zone**	
A	Residential/Mixed	53	16	4	0	0	73
B	Residential	88	10	14	4	0	116
C	Residential	66	16	0	0	0	82
D	Residential	73	6	0	8	0	87
E	Institutional (Elementary School)	67	0	9	0	12	88
F	Residential/Mixed	33	0	0	0	0	33
G	Residential	218	6	27	2	0	253
Total		598	54	54	14	12	732

*See Exhibit 3 (Page 6) **Restricted school use between 8 AM and 4 PM on weekdays.

Note: Number of parking spaces shown is approximate.



Parking Inventory Summary Graphic



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Exhibit 3: Parking Inventory

3825-3829 Georgia Ave. NW, Washington, D.C.
Board of Zoning Adjustment Application (Case # 18575)

As noted in the summarized descriptions shown in Exhibit 2 (and Table 1), the land uses within the study area consists mainly of low and medium density residential and community-serving retail. Based upon this factor and considering the focused purpose of the analysis, we selected the following time-frames for conducting the parking usage surveys:

Time-Frame

Primary Consideration

- 1) Late afternoon/early evening Friday
(4:00 PM to 10:00 PM)

Reflects the period of high activity for transit-related ridership and commuter activity, as well as retail, and residential uses

- 2) Early morning Saturday
(4:00 AM to 7:00 AM)

Represents the period of typical highest demand for residential uses

The survey was performed daily one (1) Friday afternoon/early evening and two (2) Saturday mornings in late May and early June, 2013. The usage survey data for the two time periods are summarized in Table 2, and representative field survey and summary sheets are included as Attachment B.

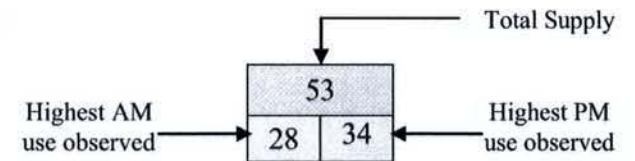
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Table 2: Parking Usage Summary Data (By Zone)

Parking Area/ Zone	Predominant Land Use	Parking Controls										Total (Utilization Percentage)	
		RPP Restricted		Metered		Un- Restricted		Time Restricted		School Zone*			
A	Residential/ Mixed	53		16		4		0		0		73	
		28	34	3	12	2	2	0	0	0	0	33 (45%)	48 (66%)
B	Residential	88		10		14		4		0		116	
		81	74	7	6	12	11	3	3	0	0	103 (89%)	94 (81%)
C	Residential	66		16		0		0		0		82	
		56	49	3	8	0	0	0	0	0	0	59 (72%)	57 (70%)
D	Residential	73		6		0		8		0		87	
		59	53	1	1	0	0	1	4	0	0	61 (70%)	58 (67%)
E	Institutional (Elementary School)	67		0		9		0		12		88	
		54	51	0	0	9	9	0	0	9	8	72 (82%)	68 (77%)
F	Residential/ Mixed	33		0		0		0		0		33	
		24	27	0	0	0	0	0	0	0	0	24 (73%)	27 (82%)
G	Residential	218		6		27		2		0		253	
		137	140	6	5	26	26	1	1	0	0	170 (67%)	172 (68%)
Total		598		54		54		14		12		732	
		439	428	20	32	49	48	5	8	9	8	522 (71%)	524 (72%)

*Restricted to school hours from 8:00 AM to 4:00 PM on weekdays.

Note: Numbers of parking spaces shown are approximate.



The results of the survey indicate that overall parking utilization falls well below the available supply. For ease of presentation, the maximum observed usages for the various categories during the two periods of observation are summarized in Table 3 below

Table 3: Parking Usage Survey/Key Statistics (Study Area)

Parking Category	Available Spaces	Peak Early* Morning Usage	Peak Late Afternoon/ Evening Usage**
1) RPP or Restricted	598	439 (73%)	428 (72%)
2) Metered	54	20 (37%)	32 (59%)
3) Unrestricted	54	49 (91%)	48 (89%)
4) Time Restricted	14	5 (36%)	8 (57%)
5) School Zone	12	9 (75%)	8 (67%)
Total	732	522 (71%)	524 (72%)

* Between 4 00 and 7 00 AM Saturday ** Between 4 00 and 10 00 PM Friday

Source O R George & Associates

The above usage pattern for the area parking appears to be quite consistent with general expectations, considering that the entire study area falls within a Transit Oriented District, and includes only a limited level of retail activity and no major employment uses. Furthermore, the inventory shows that approximately 82% of the on-street parking is designated as RPP, with emphasis on protecting the residential uses within the area. It is also noteworthy that even at the highest level of occupancy during early morning periods (when parking demand would be the greatest) approximately 30% of the designated RPP spaces remain available.

The Consultant finds that the data presented above shows quite conclusively that parking within the area currently provides a good level of service to users. It is also relevant to reiterate that the on-going construction activities within the Safeway site (Square 2905) have likely resulted in some temporary parking spaces being unavailable. This fact, in conjunction with the temporary parking demands by site workers, may also be reflected in the current parking usage levels summarized in Tables 2 and 3.

SUMMARY AND CONCLUSION

Based on the data and discussion presented in the memorandum, it appears that the area surrounding the property that is the subject of the current BZA application is well served by on-street parking. The principal findings are as follows:

- a) The entire area falls within the Transit Oriented District of the Georgia Avenue-Petworth Metrostation, and the area is also well-served by Metrobus routes along Georgia Avenue and New Hampshire Avenue.

- b) Land uses within the area are dominated by low and medium density residential. There are also no major employment uses, and retail activities are either local or community serving.
- c) Most of the on-street parking within the area falls under the City's Residential Parking Permit program; and the maximum usage observed was approximately 70% of available spaces.
- d) A number of significant residential and retail developments were recently completed within the study area, all having parking supply in excess of the City's current parking requirements. Anecdotal information obtained from some of the responsible property management organizations indicate that current demand falls below the available supply.

The Consultant also wishes to note that the City recently considered development applications for properties within comparably situated TOD zones, that included requests for significant reduction from the required parking. Two notable developments include 1) the Babes Billiards site (4600 Wisconsin Avenue, NW) - 68 spaces required, approved with one car-share space (PUD Case #. 10-23), and 2) the Metro Village residential development (7700 block of Park Place, NW) - 75 spaces required, approved with 39 spaces (BZA Case # 18503 & 18505). These cases are noted because considerable supporting documentation was provided regarding changing demographic patterns, including low vehicle ownership and travel mode choices that are relevant to the subject application.

We believe the above fully responds to DDOT's requirements. Please let us know if you have any questions regarding this submission. Thank you.

ORG/JS

Attachments. As noted

OUTLINE OF TESTIMONY
CHRISTOPHER DONATELLI
DONATELLI DEVELOPMENT

- I. INTRODUCTION
- II PROPOSED DEVELOPMENT
- III CONCLUSION

OUTLINE OF TESTIMONY
BILL BONSTRA
BONSTRA HARESIGN ARCHITECTS LLP

- I. INTRODUCTION AND PROFESSIONAL QUALIFICATIONS
- II. SITE AND LOCATION DESCRIPTION
 - A. OVERVIEW OF SITE, VICINITY AND LAND USE/ZONING
 - B. SITE PLANNING – SIZE, LOT CONFIGURATION, TOPOGRAPHY
- III. DESCRIPTION OF PROJECT AND REQUESTED RELIEF
- IV. CONCLUSION

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- I INTRODUCTION
- II. PROPOSED DEVELOPMENT
- III. CONCLUSION