

BOARD OF ZONING ADJUSTMENT
SPECIAL EXCEPTION AND VARIANCE APPLICATION

APPLICANT'S PRE-HEARING STATEMENT
BZA Application No. 18784

Observatory Land Trust (Applicant)
3915 Fulton Street, NW, Square 1806, Lot 804

I. Introduction.

Observatory Land Trust (the "Applicant") is proposing the construction of a six-unit apartment house on the property located at 3915 Fulton Street, NW, Washington, D.C., Square 1806, Lot 804 (the "Property"). The Property is located in the R-5-A zone district. In the R-5-A zone, apartment house use is permitted as a matter-of-right; however, pursuant to 11 DCMR § 353, all new residential developments shall be reviewed by the Board of Zoning Adjustment as special exceptions.

The Property consists of a rectangular lot with a width of sixty (60) feet and a length of one-hundred twenty-five (125) feet, for a total land area of 7,500 square feet. The Property is currently improved with a one-family dwelling, which will be razed. The Applicant is proposing to construct a six (6)-unit apartment house, with a floor area ratio of 0.9 and a lot occupancy of forty percent (40%). Six legal parking spaces will be provided at the rear of the Property, accessed via the alley system behind Fulton Street. A map for the Property is attached as Exhibit A.

The proposed building will be two full stories with a partial third story. It will have a maximum height of 36'7". The Applicant originally requested variance relief to expand the permitted lot occupancy to forty-five percent (45%), but the Applicant wishes to amend the Application to remove the requested variance relief, leaving just the Section 353 special exception request. The proposed lot occupancy is now forty percent (40%)

II. Description of the Property and Surrounding Neighborhood.

The Property is located in the R-5-A zone, in a transitional area between a lower density R-2 zone to the east and a higher-density R-5-A zone on this block of Fulton Street and to the west. Attached as Exhibit B is a survey of buildings in the surrounding area, including two 7-story apartment buildings across the street from the Property and several large apartment buildings to the west.

III. The Application Meets the Requirements of Section 353.

This proposal complies with the requirements of 11 DCMR § 353, as follows:

- 353.2 The Board shall refer the application to the D.C. Board of Education for comment and recommendation as to the adequacy of existing and planned area schools to accommodate the numbers of students that can be expected to reside in the project.

At only six (6) apartment units, the Applicant does not expect any material effect on the adequacy of existing and planned area schools from an increase in the number of students.

- 353.3 The Board shall refer the application to the D.C. Departments of Transportation and Housing and Community Development for comment and recommendation as to the adequacy of public streets, recreation, and other services to accommodate the residents of the project and the relationship of the proposed project to public plans and projects.

Because the Application proposes only six (6) units in the R-5-A zone, and provides six (6) parking spaces, it does not present a burden on the adequacy of public streets, recreation, and other services to accommodate the residents of the proposed apartment house.

- 353.4 The Board shall refer the application to the D.C. Office of Planning for comment and recommendation on the site plan, arrangement of buildings and structures, and provisions of light, air, parking, recreation, landscaping, and grading as they relate to the future residents of the project and the surrounding neighborhood.

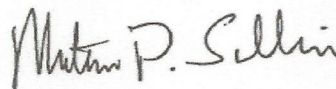
The Applicant believes that the arrangement of the building, provisions of light, air, parking, recreation, landscaping, and grading will be acceptable to the Office of Planning. The Applicant is herewith submitting a landscape plan and a Green Area Ratio (GAR) calculation report, both prepared by a licensed D.C. landscape architect. In addition, the Applicant has

received a report from the traffic engineering firm of Gorove Slade (attached as Exhibit C),
opining that granting the proposed relief will not have an adverse impact on the parking and
traffic situation in the neighborhood.

353.5 In addition to other filing requirements, the developer shall submit to the Board with
the application, four (4) site plans and two (2) sets of typical floor plans and elevations,
grading plans (existing and final), landscaping plans, and plans for all new rights-of-
way and easements.

The Applicant has submitted four (4) site plans and two (2) sets of typical floor plans and
elevations, and will submit a grading plan and landscaping plan. The Application anticipates no
new rights of way or easements.

Respectfully submitted,



Martin Sullivan
Sullivan & Barros, LLP

List of Exhibits

Exhibit A	Map
Exhibit B	Survey of Surrounding Properties
Exhibit C	Grove Slade Traffic/Parking Report
Exhibit D	Architectural Plans, Plans, Rendering
Exhibit E	Landscape Plan and GAR Calculation

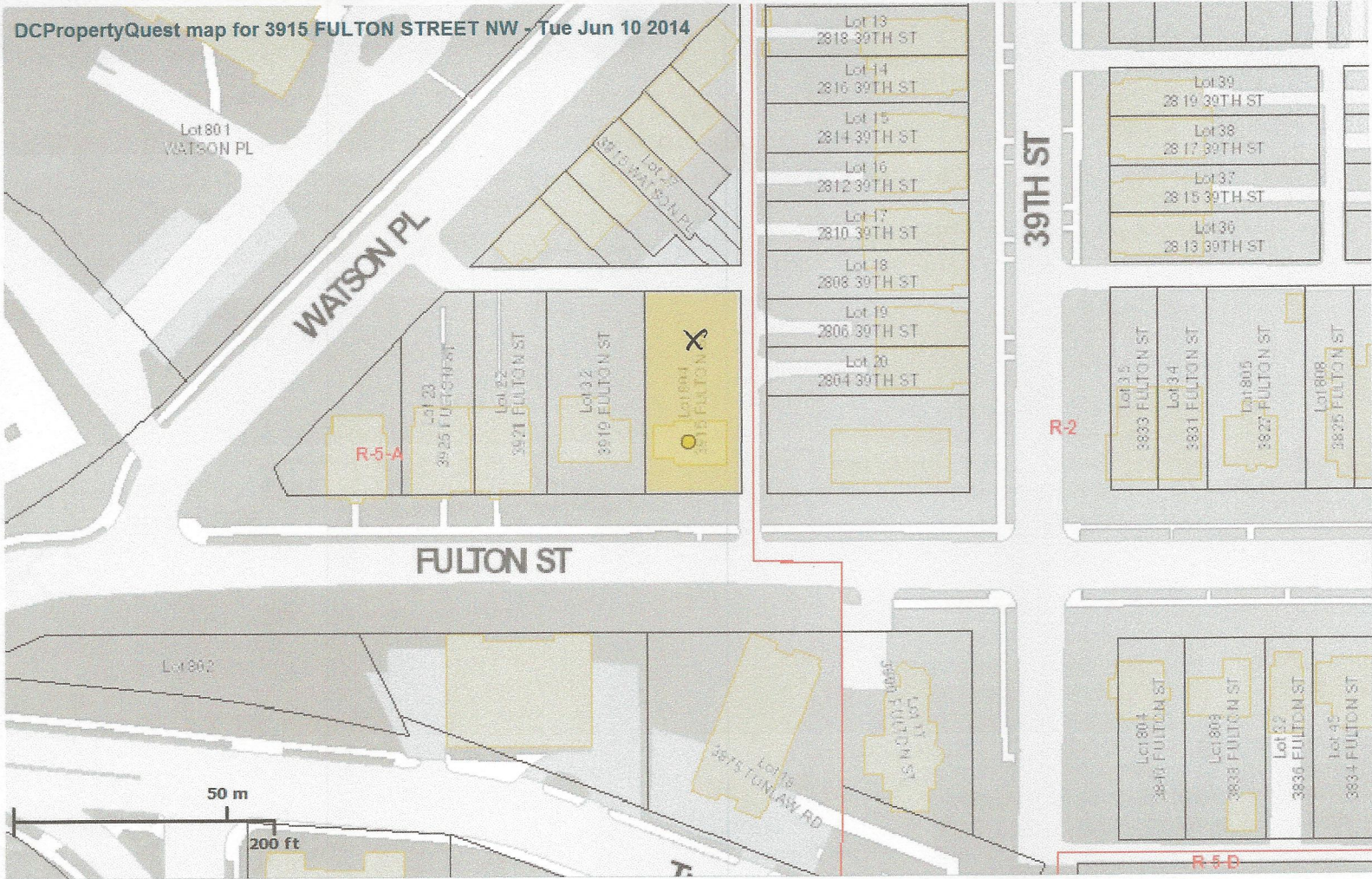


Exhibit A

Exhibit B

Survey of the Area Surrounding 3915 Fulton Street, NW

3919 Fulton Street – Abutting to the West

This is a former one-family dwelling, now vacant, slated for redevelopment as a small apartment house (R-5-A zone).

3901 Fulton Street – Across Alley – Just East of 3915 Fulton Apartment house with 10 units

3921 and 3925 Fulton Street NW – Abutting to the West 2 semi-detached multi-family units

3901 Tunlaw Rd. – Across Fulton Street 7-story apartment building

3875 Tunlaw Rd – Across Fulton Street 7-story apartment building

3909 – 3921 Watson - Across the Rear Alley A row of seven (7) row houses (this is also in the R-5-A zone)

2804 – 2822 39th Street, NW A set of five (5) duplexes

Other nearby structures in the R-5-A zone include:

The Archbold – 2725 39th St NW – 5-story, 63 unit apartment building

3900 Tunlaw – a 100-unit cooperative apartment building

4000 Tunlaw – an 11-story, 291 unit apartment building

The Colonnade – 2801 New Mexico Avenue, NW – a 9-story, 180 unit apartment building

3900 Watson Place, a 130-unit cooperative apartment building

MEMORANDUM

To: Guy Prudhomme
Martin Sullivan, Esq.

Observatory Land Trust
Sullivan & Barros, LLP

From: Erwin Andres, P.E.
Jim Watson, PTP

Date: June 10, 2014

Subject: 3915 Fulton Street NW Traffic and Parking Statement

INTRODUCTION

This memorandum presents the proposed traffic and parking impacts associated with the proposed residential development at 3915 Fulton Street NW in the Glover Park neighborhood of northwest Washington, DC. This traffic and parking statement identifies the potential traffic and parking demand related to the proposed site plan. The proposed redevelopment consists of replacing the existing single-family house with a 6-unit apartment house with 6 parking spaces in the rear of the building accessed by the existing public alley system.

TRAFFIC IMPACTS

The number of morning and afternoon peak hour trips generated by a 6-unit apartment building consists of two (2) morning peak hour trips and two (2) evening peak hour trips. During the morning and evening peak hours, the proposed trip generation associated with the 6-unit development is equivalent to one vehicle every 30 minutes. Additionally, the daily trip generation associated with the 6-unit development is 22 trips.

According to the District Department of Transportation *Design and Engineering Manual, April 2009*, a full Traffic Impact Study is not required if the peak hour trips in the peak direction are less than 25 vehicles and the daily trip generation is less than 300 vehicles. The proposed trip generation for this 6-unit apartment is well below the threshold for peak hour and daily trips and does not warrant study for DDOT given the minimal impact of traffic on the surrounding roadway network. As a basis for comparison, Tunlaw Road and Garfield Road in the vicinity of the proposed development carry approximately 670 and 400 vehicles during the morning and evening peak hours, respectively, compared to the two (2) morning and two (2) evening peak hour trips.

It is also important to note that, based on Census Bureau statistics, 23% of the residents in the census tract that this development is in currently do not own a personal vehicle. Additionally, 44% of the households in this census tract commute to work by non-driving modes. These demographics provide support that not all renters within this census tract are completely dependent on driving modes for commuting and not all renters in the census tract own a personal vehicle.

Exhibit C



Figure 1
Site Location Map for 3915 Fulton Street NW

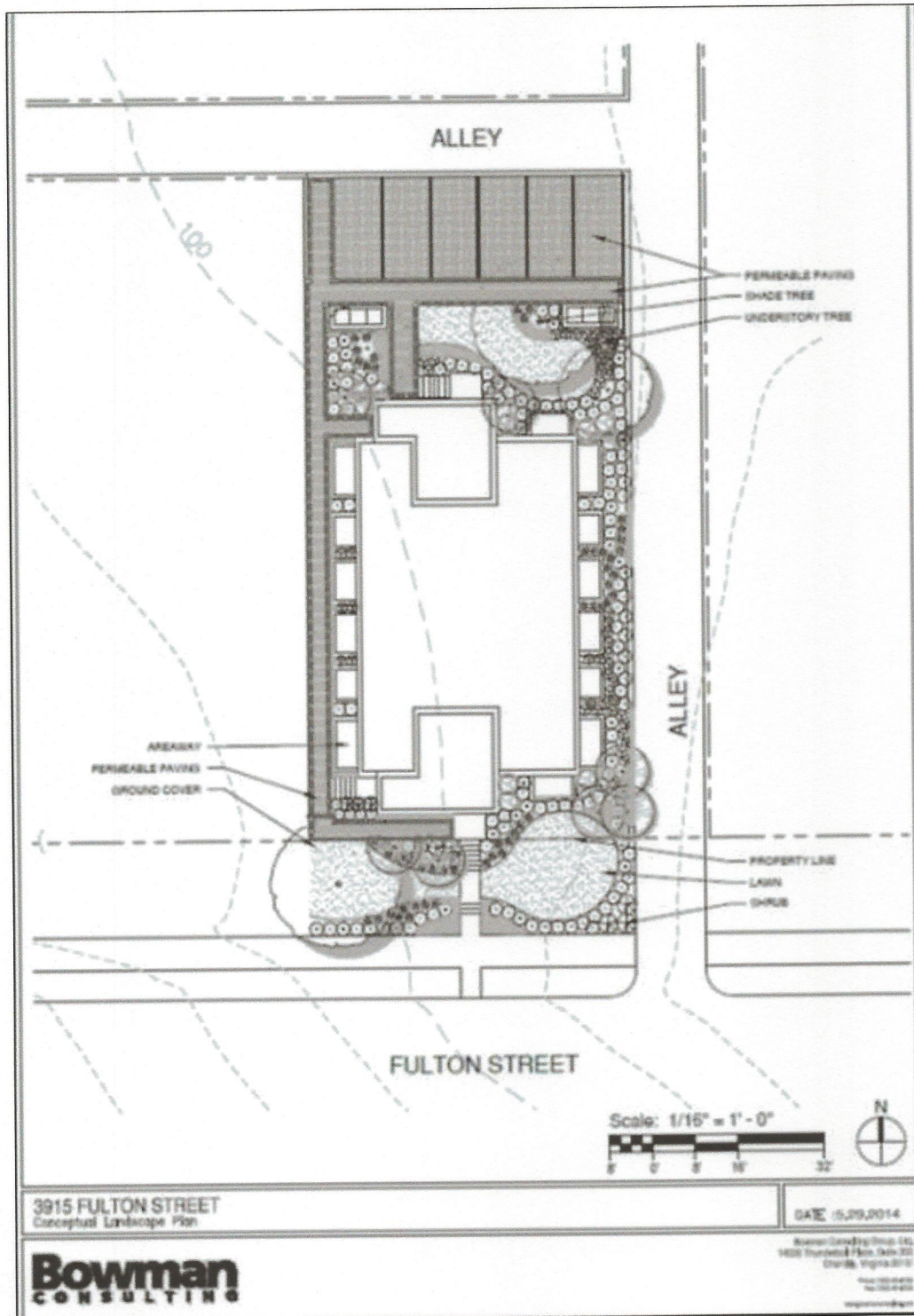


Figure 2
 Proposed Site Plan for 3915 Fulton Street NW

PARKING IMPACTS

Based on current District zoning regulations, within the R-5-A zone, the parking requirement is one parking space for each residential unit. This development complies with the zoning regulations given that 6 spaces are provided for the units within the building. As a matter of comparison, the draft Zoning Rewrite identifies that the development would require one space for every two units and would qualify for a 50% credit due to its ¼ mile proximity to the Wisconsin Avenue Bus Priority Corridor, which would only generate a parking requirement of 2 parking spaces that this development would adequately meet.

A parking occupancy study was performed for the street segments surrounding the site identified that there is currently available on-street to serve any potential parking demand generated within the neighborhood. A parking demand survey was performed at 11:30 p.m. on Monday, June 9, 2014 that identified 14 available parking spaces on Watson Street between 39th Street and Fulton Street just north of the site and 9 available parking spaces just east of the site on 39th Street south of Watson Street. The survey was performed late night to ensure that practically all of the residents in the vicinity of the site were already parked for the evening.

ACCESS AND CIRCULATION REVIEW

The six parking spaces serving the site are accessed via an existing alley system, which complies with the policy set within the District Department of Transportation *Design and Engineering Manual, April 200*. Chapter 31 within this document outlines DDOT's driveway design policy that access for parking spaces serving a proposed development should be provided from the existing alley system.

The existing alley system serving the site consists of a 15'-wide north-south alley that runs from Fulton Street to Watson Street to the north. This alley intersects with another 15'-wide alley that runs east-west that also connects with Watson Street. Because this alley system provides two access points on Watson Street to the north and northwest of the site and one access point on Fulton Street NW just east of the site, it provides the various residences that are served by this alley system several options to access the carports to the rear of the existing residences to either Watson Street or Fulton Street.

CONCLUSIONS

Because of the size of the proposed development, the traffic and parking demand generated by the development will not have an adverse impact on the surrounding neighborhood. The traffic review identifies that the development would only generate two (2) morning peak hour trips and two (2) evening peak hour trips, which would not perceptibly impact existing traffic operations in the neighborhood. The access and circulation review confirms that the site complies with DDOT policies regarding access to parking and that the existing alley system provides three options to access the public roadways Watson Street and Fulton Street from the existing alley system. The parking review confirms that the development meets the current zoning requirement and exceeds the future draft Zoning Rewrite requirements, with up to 23 available spaces within one block away that can provide reserve capacity for any potential parking demand generated within the neighborhood.