

March 31, 2015

ELECTRONIC MAIL

Lloyd Jordan, Chairperson
D.C. Board of Zoning Adjustment
441 4th Street, NW, Suite 210-South
Washington, D.C. 20001

Re: Case No. 18977: Application for Variance Relief for 3220 Prospect Street

Dear Chairperson Jordan and Members of the Board:

Weaver Prospect, LLC, WT Weaver & Sons Incorporated and McCaffery Interests, Inc. now file the pre-hearing statement in the above-referenced case pursuant to Section 3113.8 of the Zoning Regulations. Since filing its application, the Applicant has made two formal presentations to the Advisory Neighborhood Commission 2E, and it has met with both the Single Member District and the Citizens Association of Georgetown ("CAG") on several occasions. The Applicant is happy to report that both the ANC and CAG support the project contingent on its continued work with District Department of Transportation ("DDOT") to implement a practicable loading zone on Prospect Street.

Included herein is the following information:

- 1) Correspondence with DDOT regarding street-side loading: The Applicant, the SMD, CAG and DDOT have all met on-site to analyze existing loading practices and determine feasible options for street-side loading. DDOT indicated that it believed a loading variance was warranted but that it required additional time and information to determine the proper mode for handling loading on Prospect Street. Attached as Exhibit A is correspondence from DDOT indicating that it will continue to work with the Applicant in providing street-side loading during the permitting process. There are three different schemes currently being considered by the Applicant, DDOT, CAG and the ANC. The first option is to move the existing loading zone on Prospect to mid-block and extend it to 120 feet. The second option is to retain the existing loading zone on Prospect Street and to add a second loading zone with a length of approximately 60-120 feet further west on Prospect Street. Finally, the third option is outlined in DDOT's correspondence and sketch attached as Exhibit A.

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- 2) A letter in support of the Project from CAG, subject to continued dialogue with the community and DDOT, is attached as Exhibit B.
- 3) A geophysical subsurface exploration and analysis report prepared by ECS regarding the location and depth of bedrock on the Property is attached as Exhibit C. This analysis supports the practical difficulty in providing the loading spaces on-site. Providing loading on-site would displace 46 parking spaces from the garage, thus requiring an additional garage level to be excavated in order to maximize the amount of on-site parking. Unfortunately, the bedrock below the Property makes this a virtual impossibility. Blasting through the bedrock would be a very risky and costly proposal given the historic structures in the vicinity of the Property and the resident and pedestrian population immediately adjacent to the Property. An alternative to blasting would be to use a hydraulic hammering device to break up the stone; however, this approach would extend construction by 3-4 months and increase construction costs alone by \$3-4 million. The Applicant would have to increase its monitoring of adjacent properties because of the increased excavation, which would add even more cost the development. Further, market research shows that individuals are reluctant to park on the third floor of below-grade parking, which would minimize returns on any investment to excavate deeper. Finally, the additional level would only yield approximately 18 parking spaces, meaning that providing loading on-site would still result in a net loss of 28 parking spaces and would trigger the need for relief from the parking requirements. Both CAG and the ANC have been supportive of maximizing on-site parking, even if it means loading has to be provided street-side.
- 4) A complete set of updated architectural plans is attached as Exhibit D.
- 5) A transportation impact study is attached as Exhibit E.
- 6) Resumes for Jami Milanovich, an expert in transportation engineering, and Antunovich Architects, experts in architecture, are attached as Exhibit F.
- 7) Outlines of witness testimony are attached as Exhibit G.

We look forward to presenting this application to the Board on April 14, 2015, and will address any questions the Board may have at that time.

Sincerely,



John Epting



Christine A. Roddy

Certificate of Service

I certify that a copy of the foregoing document was served by first class mail, electronic mail or hand delivery to the following addresses on March 31, 2015:

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