

Answer to opposition from Refuge of Hope Disciple Center (Exhibit No 31)

I will try to answer to all points and concerns that Refuge of Hope mentioned on their opposition. (Bullets are from the opposition letter.)

- **We are opposing to any additional variance being granted for parking.**

The parking impacts of the site will be minimal due to the following various considerations:

- The NoMa Metro station is a short four minute walk from the site.
- Six bus lines serve stops within two intersection walking distance of the site.
- 8 P St NE is served by four Capital Bikeshare stations.
- Metropolitan Branch Trail is around the corner.
- More than 20 Carshare locations are within a short walk from the site.
- Bicycle parking for at least ten bicycles is planned inside of the building.
- 8 P ST NE area has a walkability score of 87 as calculated by WalkScore.com.
- Site has a Bike score of 94, it is Biker's Paradise. Daily errands can be accomplished on a bike.
- Lots of neighborhood amenities exist and are planned within a short walking distance of the site, thereby reducing the need for vehicular travel for day-to-day trips.

Given all these facts and the urban nature of the site and its proximity to many modes of transportation and other nearby neighborhood amenities, the site will adequately serve the transportation needs of the development.

- **We are opposed to any 5 story building.**
 - Zoning for the lot is C3C it could go up to 9 story heights.
 - 6P St NE is 4 story
 - 26 P St NE is 5 story
- **There is no guarantee that only bicycles will be used.**
 - To help encourage non-auto transportation uses, the Applicant will provide the occupants of each residential unit with a \$200 SmartTrip card, a Capital Bikeshare membership, or a car sharing membership for a period of five (5) years from opening to further alleviate the reliance on personal vehicles.

- A TransitScreen will be installed in the residential lobby to keep residents and visitors informed on all available transportation choices and provide real-time transportation updates.
- **A TDM marketing program will be established that provides detailed transportation information and promotes walking, cycling, and transit**
- The Applicant will encourage all alternative transportation modes including bicycling to residents and retail employees. Bicycling will be promoted with the provision of on-site bicycle parking spaces as described above which provides more than the required number of bicycle parking spaces in a secure space in the building. The site plan specifies that a portion of each level will be utilized for dedicated long-term bike parking, which will include at least 2 bike storage spaces for each floor (at least 10 storage space).
- **Mr. Yousefi has not submitted any proposed construction documents.**
 - Construction documents are available on the BZA case # 19089
- **He is not an architect, construction contractor, etc.**
 - I am the owner and investor; don't need to be one of those.
 - I used to be a construction contractor.
- **We don't even know the competency of who he has secured to do any work.**
 - (Fathi & Associates, Inc) Mr. Abbas Fathi a very successful local developer will oversee the 8 P St NE development. Mr. Fathi developed lots of building in this area including Old Engine 12 Restaurant 1626 North Capitol St NW
 - Some of New Development Projects List in this area include:
 - 315 H Street NW
 - 1251-1253 4th Street NW
 - 57 N Street NW
 -
- **Underpinning and excavation construction would weaken, compromise, cracks,...**
 - The depth of underpinning is limited to a few feet <5 ft. The risk of settlement and building damage to adjacent buildings is very low.
 - b. The party walls on both sides shall be surveyed prior to start of the work, and all cracks, building settlement signs should be recorded, because the existing building on one side has been built on in the last few years. The adjacent party walls shall be monitored during construction.
 - c. The proposed building will have deep foundation; therefore the proposed building would have little or no adverse structural impact on the adjacent buildings in the long term.
 - d. Auger-cast micropiles would be used in the construction of the proposed building. The adverse impact due to such piling operations on the adjacent buildings would be minimal.

- **Mr. Yousefi has not shared what types of plans he has for this mixed use and first floor retail. He has not stated what this use could be i.e. night club, indoor/outdoor restaurant with liquor license, pool hall, variety shop, etc**
 - First floor retail space is very small (about 530 square feet). For sure it can't be any of those. It will be small retail shop.

Parking

The parking requirement for this lot should be waived. As far as we know, none of existing building on 8th Street had been designed to accommodate onsite parking for vehicles. When these buildings were constructed there were few cars on the road and people parked their cars on the streets. From an engineering stand point, any indoor parking space at this site would be impractical and put public safety at risk:

- a. The width of the subject property is less than 25 ft. If the width of the party walls and intermediate columns are deducted the width of the building would allow one garage entry, and only allow back to back parking spaces. The maximum garage door width would be 20 ft, and the garage door would become the only means of egress for the building. This would put the tenants at risk during a building fire.
- b. In order to comply with the three parking space requirements, all cars must be parked back to back on the first floor. In case one car is to be removed, the car(s) behind it must be moved. This option would be impractical, and could result in backup on the street or accidents.
- c. The conventional pipe-stem in new subdivisions cannot be applied to crowded city sidewalks. In pipe stems the driver does not need to worry about people walking on the driveway when they back out their car from the garage. In this property, the driver would not be able to see the foot traffic before two thirds of the car backs out of the indoor garage. **Obviously, this will put the pedestrians at high risk.**
- d. There is not enough space for any car to make a U-turn in this property and exit the property while the drive moves in the forward mode. Even if the cars could make a U-turn inside this property, this lot could not accommodate a parking garage. Any vehicle leaving the garage and entering the sidewalk would need 10 ft space on each side of the car. In other words, the minimum width of the garage door should be at least 27 ft to accommodate safe entry into the sidewalk; the width of this property is even less than 25 ft. and the maximum theoretical width of a garage door in this property is only 20 ft; as discussed in item .a.

Thanks,
 Nezam Yousefi
 240 476 2390
 10/17/2015