

November 12, 2015

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Board of Zoning Adjustments
441 Fourth Street NW, Suite 200S
Washington DC 20001

RE: Case #19099
Applicant RP 3701 NW LLC
Square 3130 Lot 805

It is my understanding that the proposed 21 condo unit development for the Sweet Mango site is required to produce 13 off-street parking spaces and the Rooney Properties LLC does not want to provide any of the off-street parking on the site. The potential impact of additional cars from the condo owners along with the condo owners' guests plus the proposed ground level retail customers will exacerbate an already challenging parking problem in our neighborhood. Our neighborhood is unique and our streets cannot support these additional parked cars.

First, we are already absorbing cars from buildings in our neighborhood that have received parking variances in the last 12 months. At 3825-29 Georgia Avenue, which is one block north of the Sweet Mango site, the City already waived the parking requirement for a 12 unit condo building. There is also the 20 unit building located at 3831 Georgia Avenue (Latney Funeral Home) which is also one block north of this site and it is only required to produce 2 off-street parking spaces. The City also waived the parking requirement at 3619 Georgia Avenue which is one and half blocks south of the Sweet Mango site for a 27 unit building. As a result of all of the approved parking variances on the east side of Georgia Avenue, which are in a 3 block stretch in our neighborhood, there is the potential for 80 new residential units (all of the buildings are proposing first floor retail) and they are only required to build a total of two off-street parking spaces. Approval of these parking variances in such a small geographic area will put a tremendous burden on the residents.

Another unique feature of our neighborhood is that the street that is in the back of the proposed building is a dividing point for Wards 1 and 4. Rock Creek Church Road, 8th Street, and Quincy Street are all zoned for parking for Ward 4 and Ward 1 residents. Based on our close proximity to the Petworth Metro, we receive commuter parkers from two different wards who park on our streets in the morning to take the Metro and do not leave until the late evening. When I leave in the morning to take my children to school, there are many mornings when cars are waiting for me to leave to take my parking space. When I return from my

morning drop off, I often have to park two blocks away. Other neighborhoods do not have the unique aspect of having two wards coming together literally at a Metro Station.

There is also a long standing child care center in the same block as the proposed site which has parents dropping off and picking up small children during morning and evening peak times. These parents are often struggling to identify parking spots for a safe drop off/pick-up experience for their children. If the parking variance is approved, these parents will be unable to find any safe and legal parking spaces for their drop off/pick up.

The Developer is exploring contacting The Swift Building and Park Place Building (located on the west side of Georgia Avenue) to determine if they can provide parking spaces at no cost to the condo owners for a limited time. The monthly parking fee for these buildings is \$175 – \$180 and will be the responsibility of the condo owner after 3 years. After the parking amenity expires, it is likely that these condo owners will be applying for residential parking permits instead of paying an extra \$2,160 per year. They have also said the building amenities will include Metro cards, bike share and car share for a limited time. The bike share station near us is often empty and the developer cannot guaranty where the car share service provider will locate or be able to get the dedicated spaces. All of these mitigation strategies are temporary and do not fully offset the long term harm to the community. Also, the developer cannot force participation in these temporary programs. If a person buys one of these condo units and owns a car then that car will most likely park on Rock Creek Church Road, 8th Street or Quincy Street along with all of the other people that I have described who are looking for limited parking spaces.

Finally, there have been suggestions that several houses in the 700 block of Rock Creek Church Road have access to off street parking spaces in their rear yard. While some residents have access to off street parking spaces, a significant percentage of the residents do not have such an off-street parking option. In addition, the 700 block of Rock Creek Church Road has always maintained several rooming houses and multi-family unit buildings. Currently 48% of the houses on Rock Creek Church Road are rooming houses, multi-family unit buildings and recently converted condominium buildings, not single family houses. Any suggestion of estimating rear yard parking spaces does not take into account the large percentage of houses with multiple car owners trying to identify parking spaces.

Our neighborhood is not typical and this site is not a good site to waive the requirement for producing off-street parking. For the reasons described above, approving the parking variance would be a detriment to our neighborhood which is already struggling with a parking problem. The off-street parking requirement is included in the DC regulations for a reason. The development of residential buildings in the District of Columbia such as the Sweet Mango site should adhere to the off-street regulatory standards to promote the development of safe and

livable communities We have to receive the required off-street parking for our neighborhood to continue to grow in a productive, safe and responsible manner.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mitzie Smith-Mack', with a long horizontal flourish extending to the right.

Mitzie Smith-Mack
731 Rock Creek Church Road NW
Washington DC 20010