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March 17, 2016
36 Florida Ave, NW
Washington, DC 20001

Office of Zoning
Government of the District of Columbia
441 4th St. NW, Suite 200 S
Washington, DC 20001

Re: BZA 19243

Dear Board Members:

Development is finally coming to the “prison yard” which we have endured next door for many years: a vacant lot surrounded by a dilapidated chain-link fence topped with rolled barbed wire, a haven for drunks, drug abusers, prostitutes, as well as serving as a bedroom and latrine for the transients after dark. Despite the anticipated loss of sunlight into my east facing windows and the daily loss of a few watts of electricity because of shading to my solar panels, I am not unhappy. Now there will be a buffer between my home and our nastiest neighbor: the Valero gas station. It’s dirty, a crime magnet (murder, assault, burglaries, thefts and drug dealing on premises), and dangerous. Trucks full of gasoline pull in to offload in the dead of night while parked partially into Florida Avenue at a time when the nightclubs further up toward U Street are spewing out drunk drivers. Hopefully, my fears will never materialize and the neighborhood won’t go up in flames.

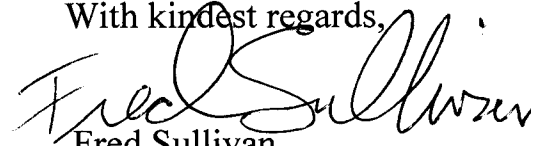
Whether the new building has 1 or 5 parking spaces would have less than negligible impact on the off-street parking situation, which is at times now impossible. It is not unusual to circle a 3 or 4 block radius several times before finding an open space, especially in the evenings when the nightclubs on N. Capitol St. are open. However, there is a more important issue which deserves consideration.

Those of us that live in the unit block of Florida Ave., south side (which soon will include the new building), the unit block of Q Street, north side and along 1st Street on the west, which are part of Truxton Circle, share the alley which runs east and west parallel to both Florida Avenue and Q Street. The alley is narrow, but could accommodate a trash truck except that the entrances (from 1st

Street and the two from Florida Ave.) are angled at the intersections of the alley to such a degree that a truck cannot fit through the turns. All those contiguous to the alley keep their trash cans in front of the house because there is no place else to put them and the city picks up there. They smell and are completely unsightly. The homeless are continually spilling the contents as they rifle through looking for items which interest them. The sidewalk is always a mess and at the beginning of each month we have renters moving in and out leaving trash cans overflowing and trash everywhere. All of this is observed by the 25,000 or so automobiles that pass by daily. Many of our side streets, which are seldom seen, are very pretty. Florida Ave., Q and 1st St. are just plain ugly. However, there is a solution. Trash truck access to the alley could be obtained through the lot behind the proposed building. There is plenty of room back there for an alley extension (I believe there is some kind of right-of-way back there now). There already is a curb cut at the northeast corner which served for many years as an entrance to the lot (obviously a prescriptive right-of-way has already been established giving access to the back of the building and onto Florida Avenue from the lot). This would greatly benefit many people on Florida Avenue, Q and 1st Streets, the residents of the new building and the community at large.

With that said, I am sure that S2 Florida Ave LLC will probably push back against this because it doesn't comport with the cookie-cutter design (placed on an "odd shaped lot," their words) of the proposed building. The odd shape of the lot was known to the developer when recently purchased. Now, the community is being asked to reconfigure the proverbial round hole to accommodate the square peg proposed by the builders. Their current design attempts to maximize profits by cramming as many units as possible into the odd shaped space; however, it gives no consideration to the needs of the neighborhood or the people who will ultimately become part of the neighborhood after purchasing the homes. More importantly the curb cut to Florida Avenue was an overlooked gift not exploited in the design. The parking situation, the alley and trash situation nor neighborhood beautification was considered in the design. In reality, only profit was considered. "Practical difficulties and unique conditions," again the developer's words, are solvable problems by visionary architects who take into consideration more than just space. Out there somewhere is a design for this lot which takes advantage of all its attributes and will result in greater profits for the builders, neighborhood and our soon to be new neighbors who will be here with us long after the developer takes its profits and leaves. I ask that the Zoning Board send this back for a design which is compatible with the needs of the community. Once this building goes up, the opportunity will be lost.

With kindest regards,



Fred Sullivan

Cc: Distribution List

Terry Janine Quinn
1708 2nd St., NW
Washington, DC 20001

S2 Florida Ave LLC
1509 Rhode Island Avenue NE
Washington DC 20018



Board of Zoning Adjustment
District of Columbia
CASE NO. 19243
EXHIBIT NO. 6

DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C., October 29, 2015

Plat for Building Permit of: SQUARE 614 LOT 115

Scale: 1 inch = 20 feet Recorded in Book 165 Page 110

Receipt No. 16-00689

Furnished to: LEE SIMON

Surveyor, D.C.

By: A.S.

I hereby certify that all existing improvements shown thereon, are completely dimensioned, and are correctly platted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and platted and agree with plans accompanying the application; that the foundation plans as shown hereon is drawn, and dimensioned accurately to the same scale as the property lines shown on this plat; and that by reason of the proposed improvements to be erected as shown hereon the size of any adjoining Lot or premises is not decreased to an area less than is required by the Zoning Regulations for light and ventilation; and it is further certified that all Lot divisions or combinations pending at the Office of Tax & Revenue are correctly depicted, and it is further certified and agreed that accessible parking area where required by the Zoning Regulations will be reserved in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb and alley grade will not result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats, or in excess of 12% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 12% across the public parking and private restricted property.) Owner/Agent shall indemnify, defend, and hold the District, its officers, employees and agents harmless from and against any and all losses, costs, claims, damages, liabilities, and causes of action (including reasonable attorneys' fees and court costs) arising out of death of or injury to any person or damage to any property occurring on or adjacent to the Property and directly or indirectly caused by any acts done thereon or any acts or omissions of Owner/Agent; provided however, that the foregoing indemnity shall not apply to any losses, costs, claims, damages, liabilities, and causes of action due solely to the gross negligence or willful misconduct of District or its officers, employees or agents.

Date: _____

(Signature of owner or his authorized agent)

NOTE: Data shown for Assessment and Taxation Lots or Parcels are in accordance with the records of the Department of Finance and Revenue, Assessment Administration, and do not necessarily agree with deed description.

