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Mr. Geoffrey Griffis
Chairman
Board of Zoning Adjustment
One Judiciary Square #210S
441 Fourth Street, NW
Washington, DC 20004

RE: APPLICATION # 16996 - Martin Block, 3348 Military Road, NW
Applicant's Request to Amend Application for On-Site Parking Relief

Dear Mr. Griffis:

I respectfully request that this supplemental letter covering the above referenced request be waived into the record.

When Application #16996 came before ANC 3/4G on 3/10, Sections 2101 and 2116 had not been advertised, nor included on the Zoning Self-Certification form, as "Relief Sought." Therefore, parking requirements attendant to this application were not thoroughly reviewed. The ANC subsequently learned that the applicant wants to amend his application to request parking relief. This letter comments on that request.

Title12 DCMR, Chapter 2 (*Building Lines)*, 5-205 (Exceptions for existing buildings; control of parking) states: "The Mayor of the District of Columbia, whenever he deems it desirable in the interest of economy, may permit buildings existing at the time said building lines are established and which project beyond said lines to remain **until such time as the owner of said buildings desires to reconstruct or substantially alter the said buildings; provided, that #5-204 shall apply to all parkings established under this chapter,** and the control of said parkings otherwise shall be vested in the Mayor of the District of Columbia, and the Council of the District of Columbia is hereby authorized to make, and the Mayor is hereby authorized to enforce, all reasonable and necessary regulations for their care and preservation."

BZA
Case No. 16996
Exhibit No. 27

Board of Zoning Adjustment
District of Columbia
CASE NO. 16996
EXHIBIT NO. 27

The applicant plans to discard the parking requirement by eliminating his Nevada Avenue garage in order to enlarge his sunroom and wife's home office to the maximum extent possible (save a small storage area for bikes and lawnmowers). This creates a further non-conforming aspect to a one-family dwelling that is required to have one on-site parking space. Instead of redesigning the property to accommodate a parking area inside the building restriction line, the applicant proposes to substitute an enlarged addition for his garage, leaving the only off-street parking space extending beyond the building restriction line.

Were it not for the fact that the applicant "desires to reconstruct or substantially alter the said building," this residential parking issue would never have arisen. It does not appear that Mr. Block explored a design which incorporates a required on-site parking space. Instead he argues for relief from the parking requirement and ends with the caveat: "...keep in mind that even though it is an "illegal" parking space, we will continue to park a car in the driveway while we live here!"

CONCLUSION: 1) Nevada Avenue on-street parking, close to the Military Road corner, is problematic. As the ANC pointed out in its 3/17 submission to the Board, that corner was the site of a tragic accident several years ago. Street parking is always "at your own risk." An on-site parking space, per the regulations, should be retained whenever possible. 2) While the applicant's triangular lot is encumbered by two building restriction lines, other irregularly-shaped, corner lots (also with building line restrictions and garages) can be found in Chevy Chase. The Block's lot is not that unusual. 3) Relaxation of the on-site parking requirement for single-family residences pushes more cars onto the streets as garages and parking pads are converted to other uses.

I urge the Board to carefully weigh the value of on-site parking and **support** said parking requirement for Application #16996.

Sincerely yours,

Anne Mohnkern Renshaw
Commissioner, ANC 3/4G-03