3DG
District Design Development Group, LLC

Applicant's Burden of Proof Statement

District Design Development Group, LLC (3DG)
Square 2814, Lot 44, commonly known as
3313 11th Street, N.W., Washington, DC 20010.

3DG hereby applies for a variance that would allow us to refrain from building a parking space on-site for our proposed two-unit condominium building at 3313 11th St., NW. The constraints of the lot severely restrict our ability to conform to the zoning regulations regarding minimum parking space requirements.

Parking in the rear of the lot is impossible, due to the lot-locked nature of our site. The only access we have to the alleyway behind the property is through an easement across the neighboring property, no wider than eight feet. This makes vehicular access to the rear of the property infeasible.

Furthermore, if we were to attempt a curb cut in order to create the required parking within the structure, we would be reducing the street parking capabilities by the same number of spots we would be creating, not to mention the detrimental effect of cutting a driveway across the pedestrian traffic of 11th Street. The width of our lot is a mere seventeen feet, and if we were to create a garage/carport, we would be losing more than half of our frontage space along 11th Street, not to mention 171 of a possible 690 square feet of footprint space allowed by the lot dimensions, nearly 25%.

The site is zoned C-2-A, and traffic throughout the area is light, and hence street parking is rarely at maximum capacity. The addition of one vehicle to the current street parking population would not have a significant effect on the parking capacity of the streets. The buildings (single-family residences) directly next to our site have no on-site parking and parking is provided on the street for these buildings. Furthermore, the previous building plan (currently, a mold-infested, one-story liquor store) doesn't contain a parking space.

Creating a curb cut for a private garage/carport would simply replace a public parking space with a private one, reducing public parking availability, and as such, have a negligible or negative impact on the public parking situation while seriously impacting the feasibility of our project, due to our site's awkward shape and small size.

We believe this to be a common exception granted to many developers of small residential condominium buildings around the city, and that such variance would not be inconsistent with the intent of the Zoning Maps and Regulations.

Please contact us using the below information with any questions or concerns regarding this variance application. Thank you for your time and consideration.

1353 Parkwood Place, NW
Washington, DC 20010
202.291.3282 office
202.318.4276 fax

info@3dgllc.com
www.3dgllc.com

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 17255
EXHIBIT NO. 9

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