

Tom Carroll
202 419 2632
tom.carroll@hklaw.com

2006 APR -4 PM 3:02
DC OFFICE
RECEIVED

April 4, 2006

VIA HAND DELIVERY

Board of Zoning Adjustments
441 4th Street, N.W.
Suite 210 South
Washington, DC 20001

Re: BZA Case No. 17309 – Dorchester Associates/Chain Bridge Road

Dear Members of the Board:

Enclosed please find the original and 20 copies of the Applicant's Supplement to its Prehearing Statement for BZA Case No. 17309. This Supplement includes:

- Memo from DDOT dated February 6, 2006 confirming that DDOT has no objection to the proposed site plan
- Letter from the Fire Marshal approving Dorchester's request for a variance of the road width for the project
- Plan Revisions dated March 24, 2006

The Plan Revisions should be placed in the Project Drawings Binder for the Chain Bridge Road Project dated December 1, 2005. We have placed colored paper to indicate under which existing tab the revisions should be placed. The revisions replace existing sheets for:

- Cover Sheet
- Proposed Grading Plan
- SWM Plan
- Landscape Plans, Lots 1-4 & A-I
- Lot 3, South Elevation & West Elevation
- Lot F, Drawings #1-#5
- Lot G, Drawings #1-#4

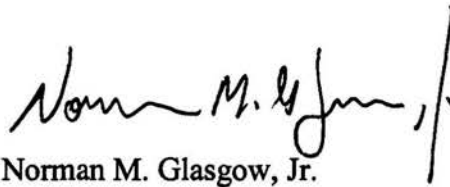
BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 17309
EXHIBIT NO. 100
Board of Zoning Adjustment
District of Columbia
CASE NO. 17309
EXHIBIT NO. 100

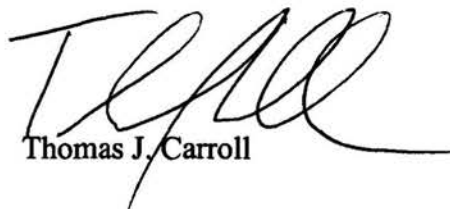
The Storm Water Management Plan was revised in consultation with the Project Arborist to minimize any potential effect on existing trees. Proposed drains and dry wells were relocated away from the root structure of existing trees. The proposed Grading Plan was revised to reflect the changes in the SWM Plan and to reduce the amount of changes in the grade of the site. The Landscape Plans were also revised in consultation with the Project Arborist to remove landscaping from under the canopies of existing trees to prevent possible harm to their root structures.

The House Plans were revised in response to concerns raised by various parties including the Office of Planning, the Park Service and the community. The house proposed for Lot 3 has been setback an additional 8 feet (approximate) from Chain Bridge Road and its height was lowered by approximately 5 feet, leaving it approximately 19 feet below the height limit. We reduced the size of the house on Lot F and gave it a larger setback from the neighboring property. The proposed height of the house is now approximately 19 feet below the height limit and the setback from the neighboring property line has been increased to 25 feet. The Applicant has also reduced the height of the house proposed for Lot G by approximately 13 feet, leaving it substantially below the height limit.

Sincerely,



Norman M. Glasgow, Jr.



Thomas J. Carroll

Encl.

CERTIFICATE OF SERVICE

On April 4, 2006, I caused to be delivered by hand-delivery a copy of this Supplement to Prehearing Statement and attached Exhibits to:

John Patrick Brown
Greenstein Delorme & Luchs
Suite 900
1620 L Street, NW
Washington, DC 20036

Mark Brodsky
1746 N Street, NW
Washington, DC 20036

Advisory Neighborhood Commission 3-D
c/o Alma Gates, Chair
4911 Ashby Street, NW
Washington, D.C. 20007

Office of Planning
c/o J. Steingasser & M. Roberts
Suite 500
801 N. Capitol Street, NE
Washington, DC 20002


Thomas J. Carroll

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

★ ★ ★
[REDACTED]
[REDACTED]

Transportation Policy and Planning Administration

Memorandum

TO: Maxine Brown-Roberts
Development Review Specialist
Office of Planning

FROM: Kenneth G. Laden 
Associate Director

DATE: February 6, 2006

SUBJECT: BZA Application No. 17309 – Dorchester Associates
Second Supplemental Comments

This is to confirm that DDOT has met with the applicant and its Council Mr. Steven E. Sher to review the revised site plan for the road Alignment dated December 1, 2005. The applicant will provide laybys at both the entrances to the driveway from Chain Bridge Road and at the Circle heading back toward the Chain Bridge Road. DDOT has no objection to the revised site plan. For your information, attached is our May 23, 2005 supplemental comments pertaining to the same subject.

Attachment

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Memorandum

TO: Jerrily R. Kress, FAIA
Director, Office of Zoning

FROM: Kenneth G. Laden 
Associate Director

DATE: May 23, 2005

SUBJECT: BZA Application No. 17309 – Dorchester Associates
Supplemental Comments

On April 19, 2005, The District of Columbia Department of Transportation (DDOT) submitted its comments on the above project, which entails constructing 13 single-family residential units on Chain Bridge Road, NW.

Initially, DDOT indicated its preference for the proposed driveway serving nine lots to be a minimum of 20 feet wide for safety reasons. The roadway is planned to be 16 feet, which would only safely accommodate one-way traffic. In order to rectify this situation, the applicant has agreed to provide two shoulder areas to allow cars to wait while vehicles pass in the opposite direction; one "lay by" will be at the front of the driveway and the other will be at the end. This solution is in lieu of widening the road to 20 feet, which would necessitate removing ten trees. In light of this agreement from the applicant, DDOT has no objection to the project.

April 27, 2005

Steven E. Sher
Director of Zoning and Land Use Services
202 663 7278
steven.sher@hklaw.com

VIA HAND DELIVERY

Mr. Kenneth G. Laden
Associate Director
District Department of Transportation
7th Floor
2000 14th Street, N.W.
Washington D.C. 20009

Re: Development on Chain Bridge Road, N.W.

Dear Mr. Laden:

This is in response to our meeting held in your offices on Friday, April 22, 2005, concerning the proposed development of thirteen single family detached dwellings on property located on the west side of Chain Bridge Road between Loughboro Road and MacArthur Boulevard, N.W. The property is the subject of BZA Application No. 17309, which was to have been heard by the Board on April 26, 2005; the hearing has now been postponed until July 19, 2005.

The Department submitted a memorandum, dated April 19, 2005, to the Board raising concerns about the width of the proposed roadway and advising that DDOT would not object to the project if the width of the main driveway is widened to twenty feet. We advised that the width and location of the driveway, now proposed to be sixteen feet, was based on the width and location of the existing driveway on the site and the determination not to impact on the rows of trees on both sides of the driveway.

In our discussions with you and your staff, we determined that DDOT's concern was that cars could be able to safely pass each other on the driveway without having to back-up onto Chain Bridge Road. We suggested and you agreed that widening the driveway to twenty feet on the inbound side at the entrance from Chain Bridge Road and on the outbound side just below the circle at the end would meet that concern. This would allow drivers to view the length of the driveway and use the extra "layby" space to allow cars traveling in the opposite direction to pass. That would achieve DDOT's goal without resulting in removal of additional trees.

Attached, please find a revised version of the overall site plan showing the location of the two "layby" areas which widen the driveway by five feet. Also included are more detailed diagrams of portions of lot 4 (for the inbound "layby") and lot e (for the outbound "layby") showing the dimensions of the widened roadway. We hope that this is satisfactory to DDOT and that you will write to the Board in advance of the hearing withdrawing your objection based on the construction complying with these drawings.

Holland+Knight

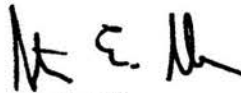
Mr. Kenneth G. Laden

Page 2

April 27, 2005

Please let me know if you have any further concerns regarding this matter. We appreciate your time and attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "S. E. Sher".

Steven E. Sher

Director of Zoning and Land Use Services

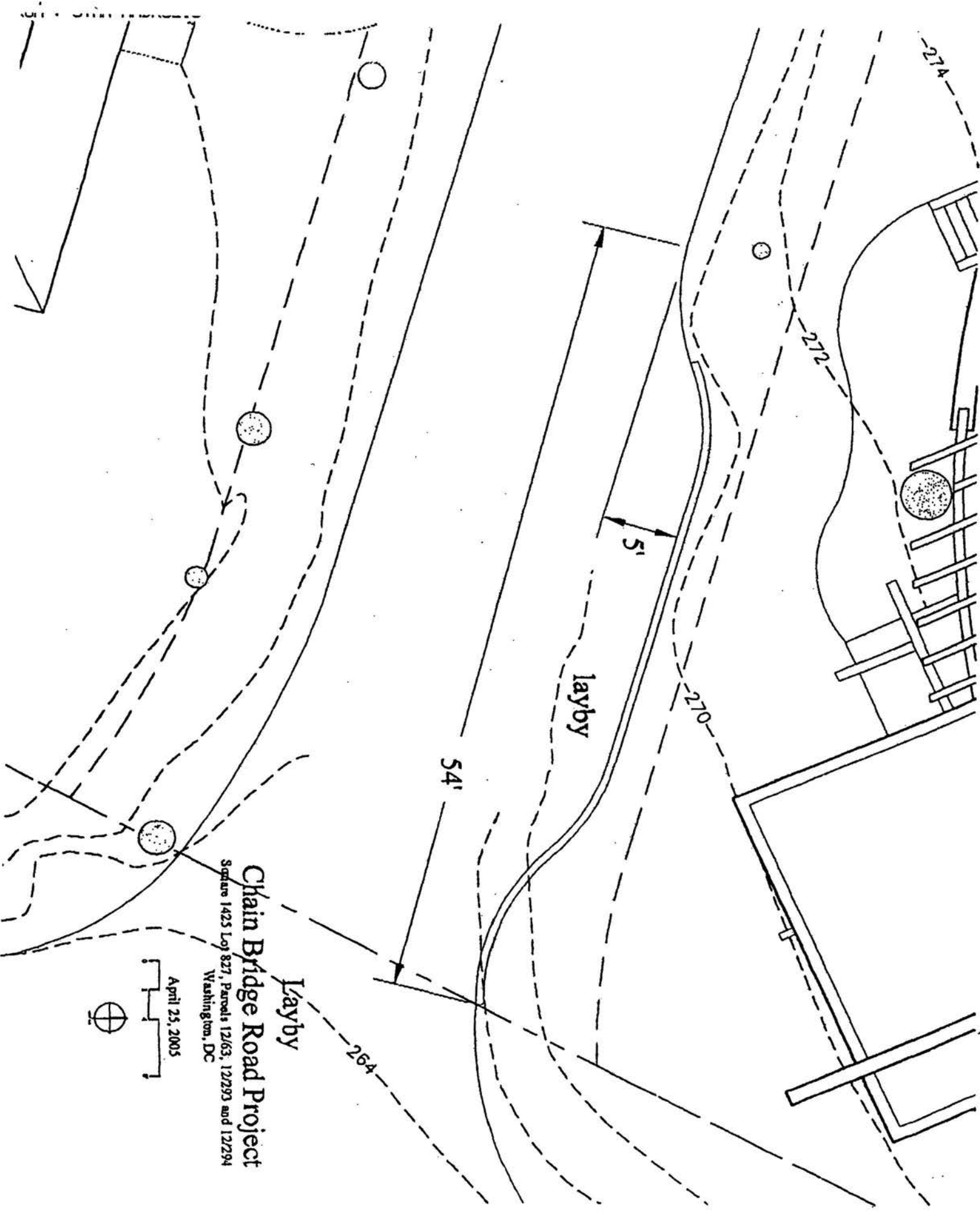
Attachments

cc: Abdoulaye Bah, DDOT
Morton Bender, Dorchester Associates

2803931_v1

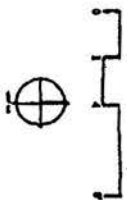


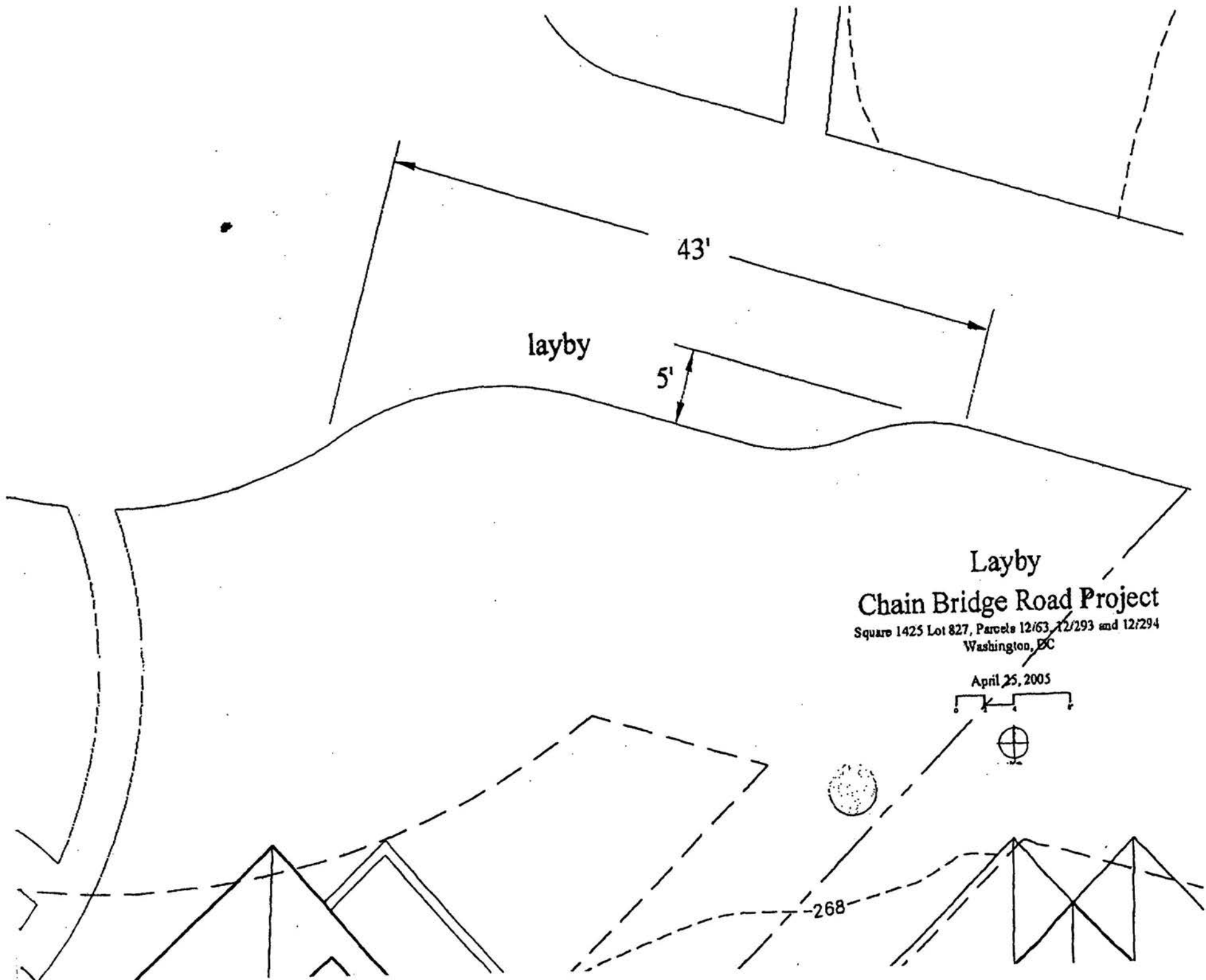
Impervious Area		
area	impervious sf	total area sf
shared space	11,985	14,288
lot 1	3,902	9,610
lot 2	3,408	9,766
lot 3	4,677	9,620
lot 4	3,853	9,511
lot A	3,492	9,502
lot B	4,642	9,509
lot C	4,305	9,504
lot D	5,956	12,160
lot E	3,639	9,586
lot F	4,227	9,565
lot G	3,658	10,620
lot H	4,041	10,437
lot I	3,288	9,512
impervious	65,073	
total area		143,190
pervious %	45.4%	



Chain Bridge Road Project
Squares 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
Washington, DC

April 25, 2005





LUP

GOVERNMENT OF THE DISTRICT OF COLUMBIA
FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT
WASHINGTON, D.C. 20001



October 25, 2005

Mr. Morton A. Bender
Dorchester Associates, LLC
1025 Connecticut Avenue, NW, Suite 606
Washington, DC 20008

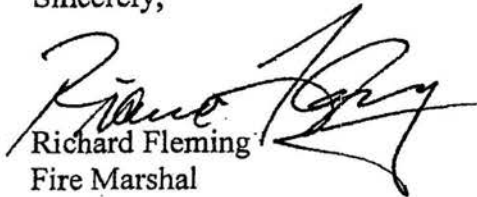
Dear Mr. Bender:

In response to your letter requesting a variance for the road width for a proposed project on Chain Bridge Road, NW, the following is submitted.

After reviewing your request, and the proposed development plans listed in your letter dated September 27, 2005, and an on-site visit to the property, your request for a variance is approved.

If you have any questions, please contact my office at 727-3659.

Sincerely,


Richard Fleming
Fire Marshal

**DORCHESTER ASSOCIATES, LLC
1025 CONNECTICUT AVE. N W
SUITE 606
WASHINGTON, D.C. 20008**

September 27, 2005

Fire Marshall
441 4th Street, N.W. Suite 370
Washington, DC 20001

Gentlemen:

In accordance with our discussions, we request a variance of the road width for our project on Chain Bridge Road, N. W. This variance is requested, due the difficult topography of the site, as well as the large existing trees which would have to be removed to make the road wider which is a difficult task to accomplish due to the tree overlay for the area.

As part of our development plans:

- We will install two (2) new fire hydrants, one (1) on the right side at the beginning of the main entrance road and one (1) at the beginning of the cul-de-sac on the left side of the main entrance road.
- A lay by will be installed forty-nine feet (49) long by five feet (5) wide at the entry to the main entrance road on the right side.
- The main entrance road would therefore be eighteen feet six inches (18'6") wide at the lay by twelve feet six inches (12'6") wide from the lay by for one hundred forty six feet (146) then twenty feet (20) wide for the next sixty-two feet (62) to the cul-de-sac.
- Finally all houses will be sprinklered.

All the foregoing is shown on the enclosed drawing.

Very truly yours,


Morton A. Bender

Chief,

Over the past several months, myself and Lt Murphy have been working with Mr. Morton Bender, President of Dorchester Associates, LLC, on a project he is initiating in NW along Chain Bridge Road. The property referred to is the site of an old school, and has existing improved roadways on the property. At issue, is one of the roadways, which is undersized [12'6" in one section], and due to topography, and existing trees on the lot portions of that road cannot be widened. Neighborhood arborist and community watchdog groups have voiced objections to Mr. Bender removing any of the mature trees along the roadway, and due to the natural slope of the property, it would be impractical and financially unfeasible to try to reroute the roadway or bypass the trees on the site.

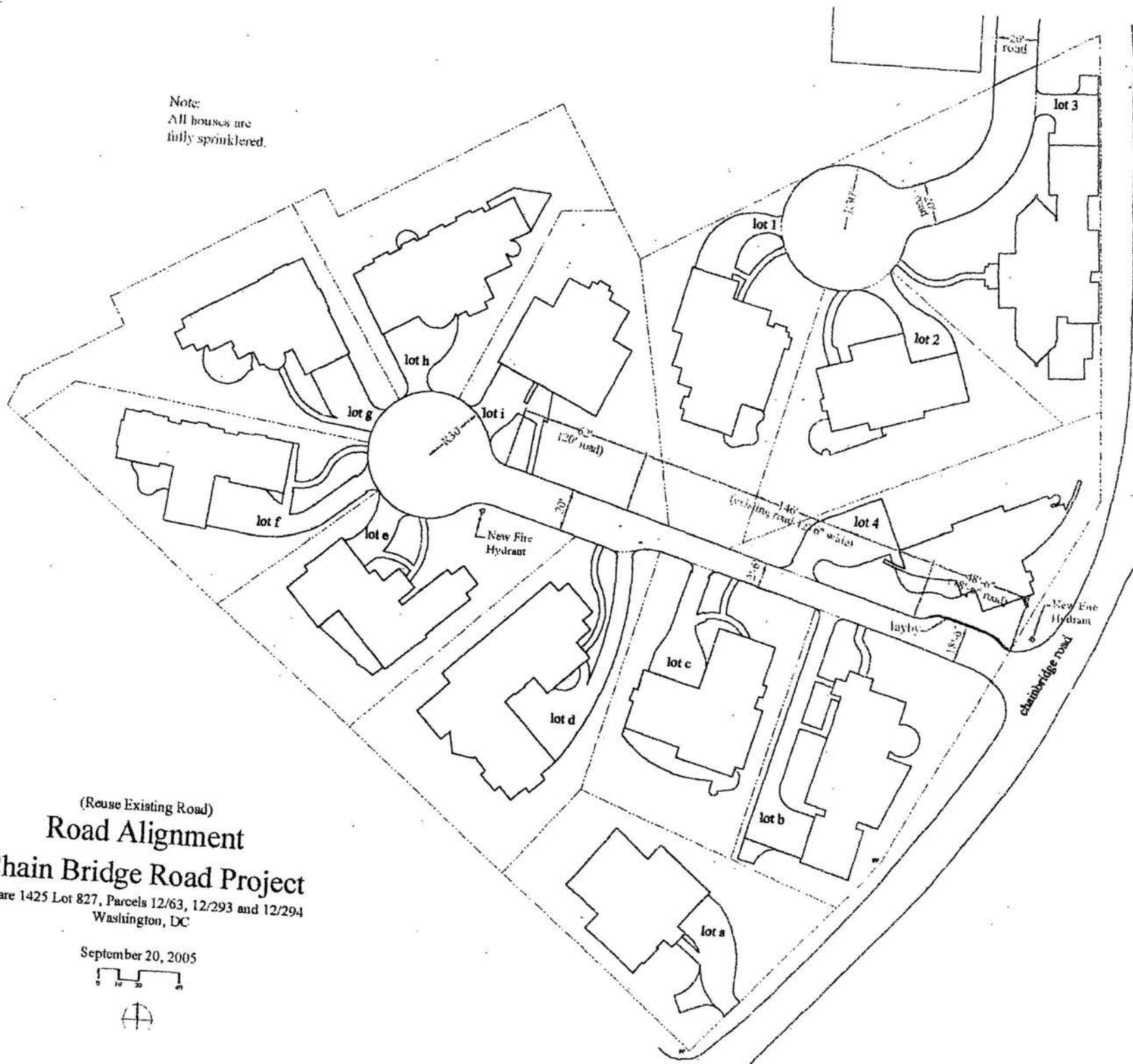
Mr. Bender has proposed to widen the first 48 feet of the roadway at the entrance to Chain Bridge Rd to 18' 6", [see attached diagram], and the last 62' of the roadway to the cul-de-sac widened to 20'. This would leave a portion of the original road, a length of 146', at a minimum of 12'6" in some portions. To assist Fire Department operations, he proposes to install hydrants at the entrance to the property at Chain Bridge Rd., and also in the cul-de-sac at the end of the road. There are also hydrants on Chain Bridge Rd. within 300 feet of the entrance to the property. All of the proposed home sites will be sprinklered per code requirement, with municipal water supplies.

Mr. Bender is requesting a variance of the required road width as indicated in the 2000 ICC Fire Code, which indicates that apparatus access roads shall have an unobstructed width of **20'** [Sec.503.2.1].

Note:
All houses are
fully sprinklered.

(Reuse Existing Road)
Road Alignment
Chain Bridge Road Project
Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
Washington, DC

September 20, 2005



March 24, 2006

Re: **Chain Bridge Road Project**
Revisions 3.24.2006

Attached please find Revisions dated March 24, 2006 for the Chain Bridge Road Project. These Revisions should be placed in the Project Drawings Binder for the Chain Bridge Road Project dated December 1, 2005.

Each colored piece of paper indicates under which existing tab the separate revisions should be placed. *(The existing drawings may be removed when placing the new or the existing can be left in the binder. Leaving the existing superseded drawings in the binder allows one to easily contrast the revisions with the originals.)*

List of Revisions:

- Cover Sheet**
- Proposed Grading**
- SWM**
- Landscape Plans**
 - Lots 1-4 & A-I
- Lot 3**
 - South Elevation
 - West Elevation
- Lot F**
 - Drawings #1-#5
- Lot G**
 - Drawings #1-#4

Project Drawings

Chain Bridge Road Project

Square 1425 Lot 827 Parcels 12/63, 12/293 and 12/294

December 1, 2005

Revisions: March 24, 2006



Legend

- existing contour
- proposed contour

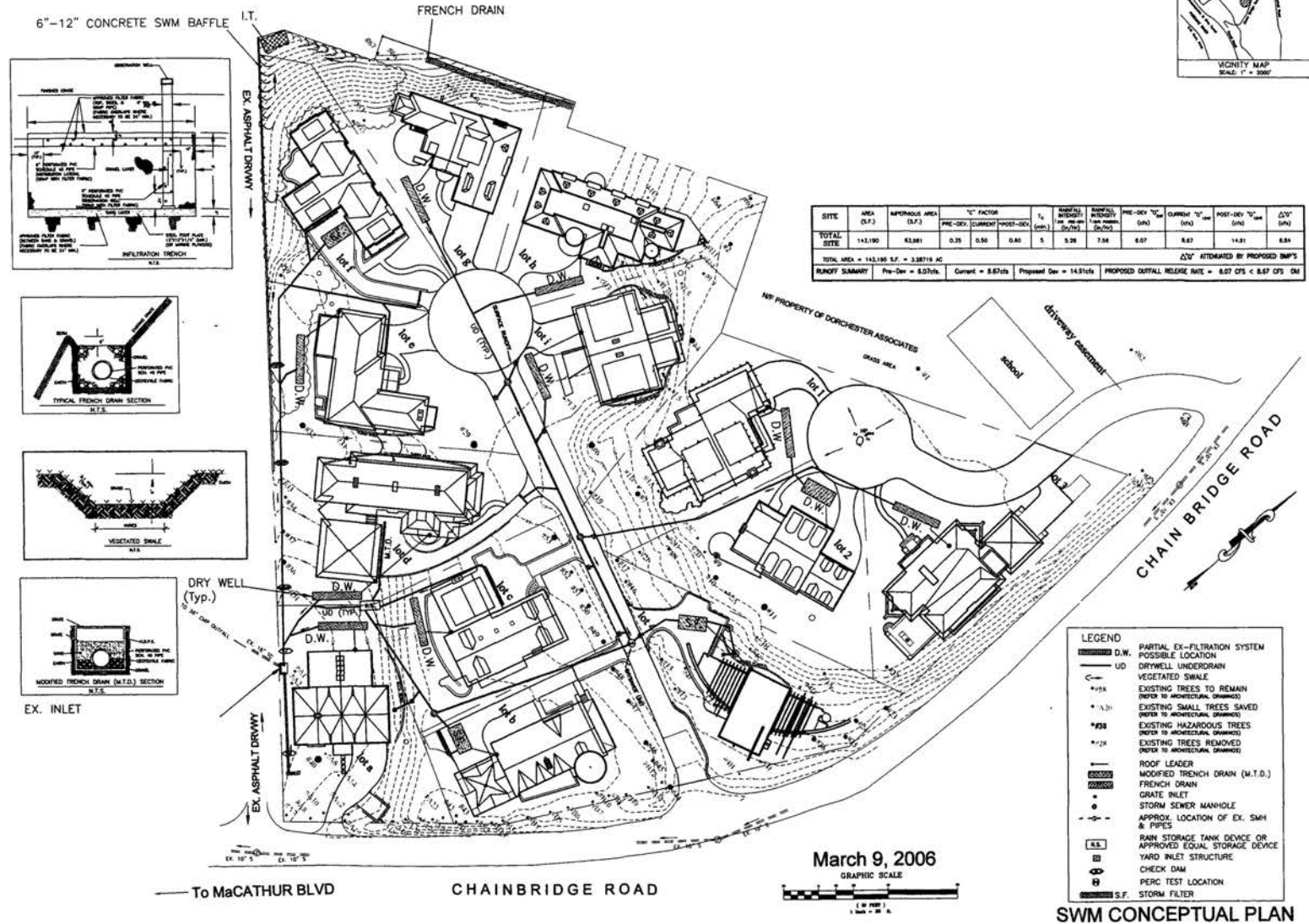
Proposed Grading Plan
Chain Bridge Road Project
Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
Washington, DC

March 24, 2006



GENERAL NOTE:

IT IS THE VIEW OF DC WATERSHED PROTECTION DIVISION (SWM REVIEW DIV.), AULTEC, INC. AND THE OWNER THAT UNANTICIPATED FIELD CONDITIONS MAY NECESSITATE MINOR CHANGES TO THIS CONCEPT PLAN.



SWM CONCEPTUAL PLAN

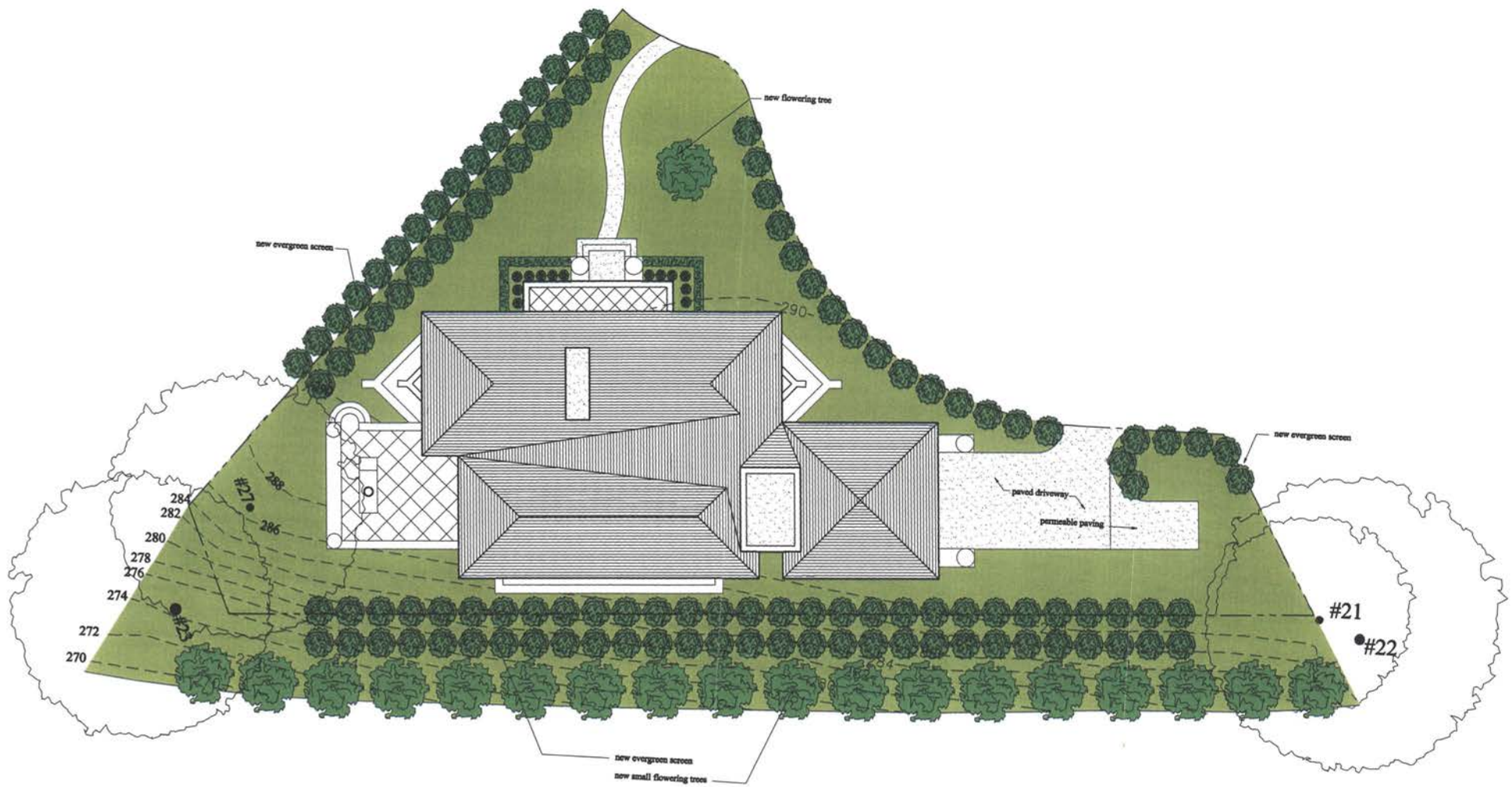


Lot 1
 Landscape Plan
 Chain Bridge Road Project
 Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
 Washington, DC

March 24, 2006



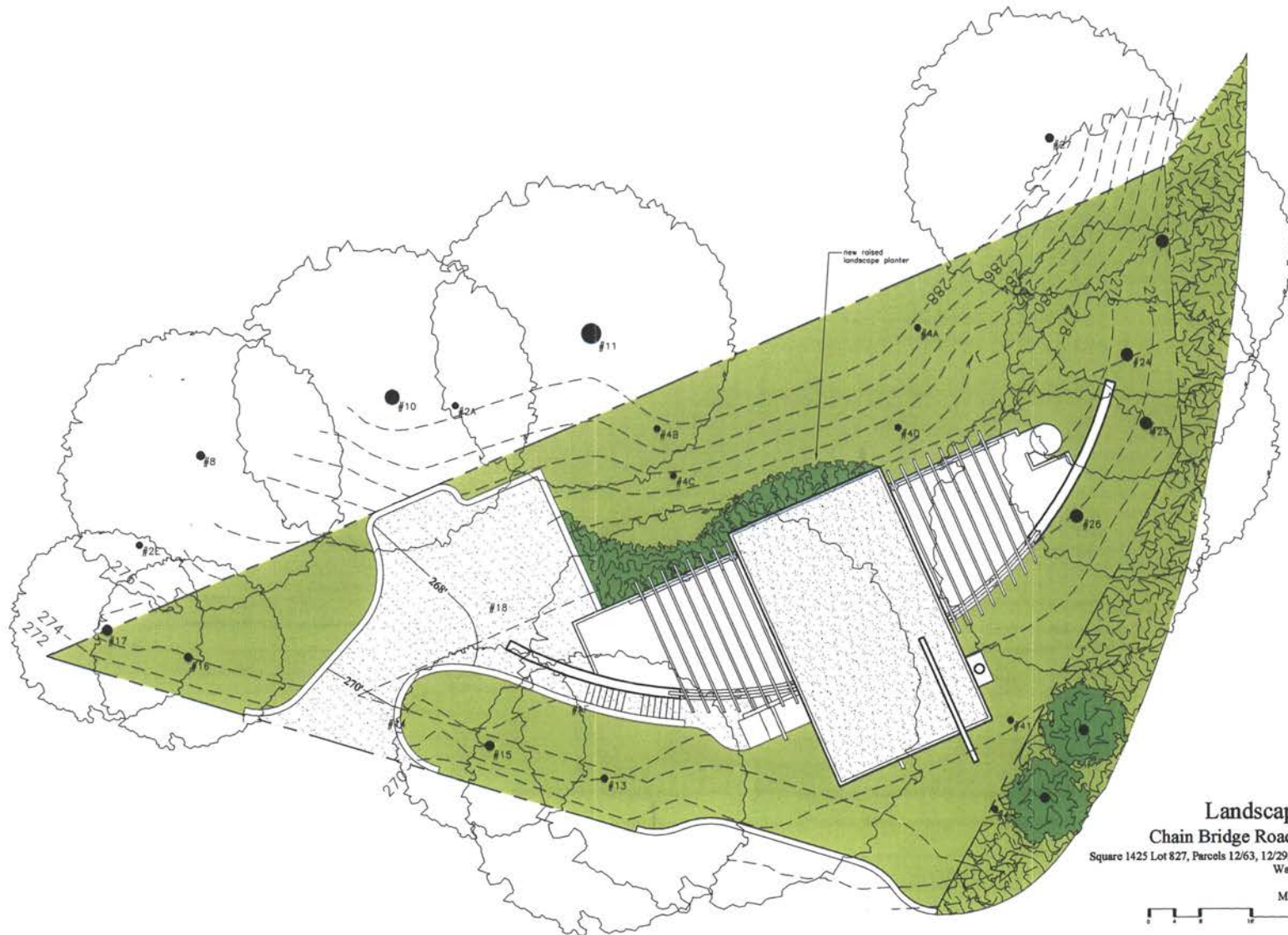




Lot 3
 Landscape Plan
 Chain Bridge Road Project
 Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
 Washington, DC

March 24, 2006

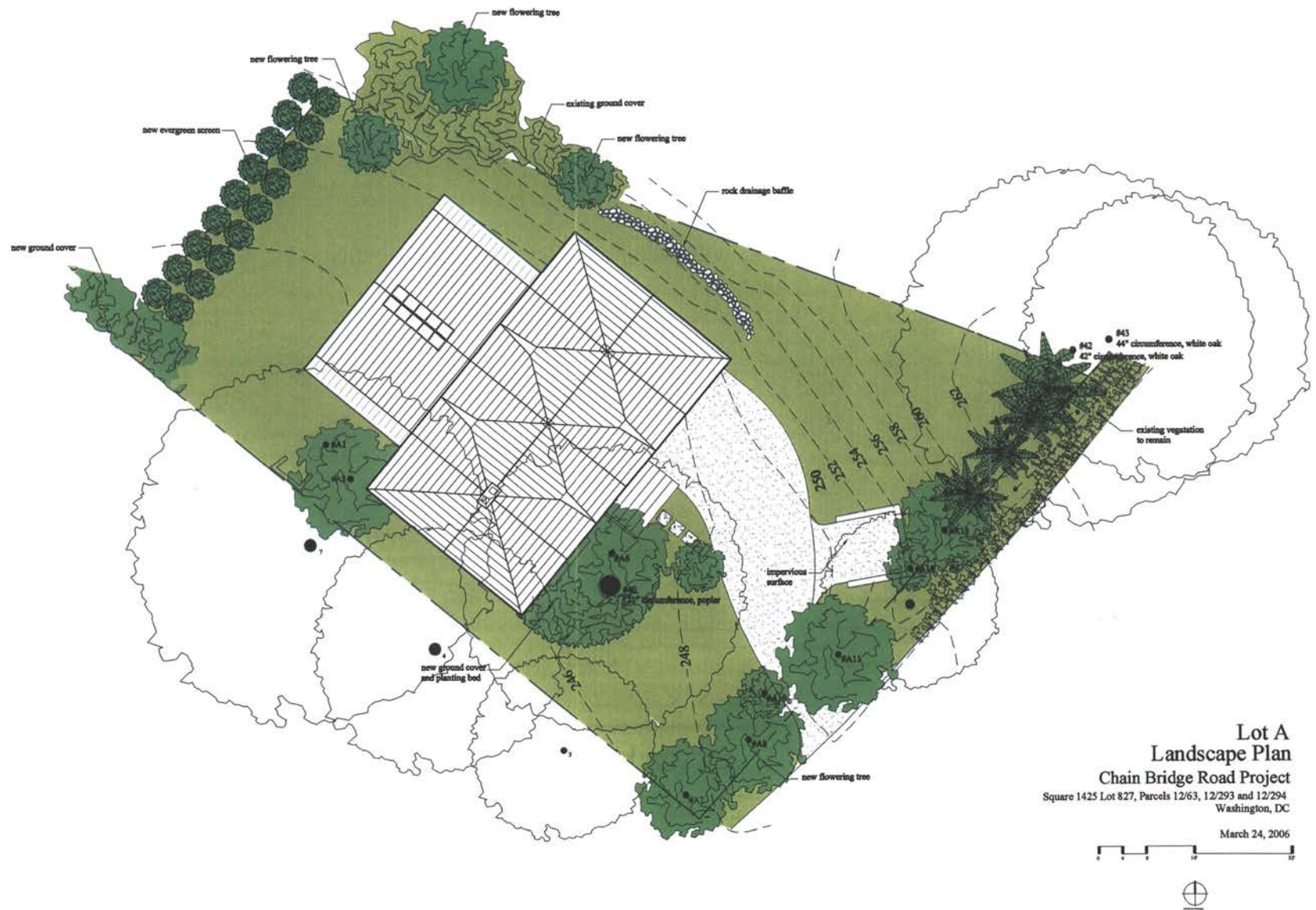




Lot 4
Landscape Plan
Chain Bridge Road Project
Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
Washington, DC
March 24, 2006

0 4 8 12 16 20 24 28 32

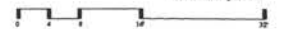
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Lot B
 Landscape Plan
 Chain Bridge Road Project
 Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
 Washington, DC

March 24, 2006

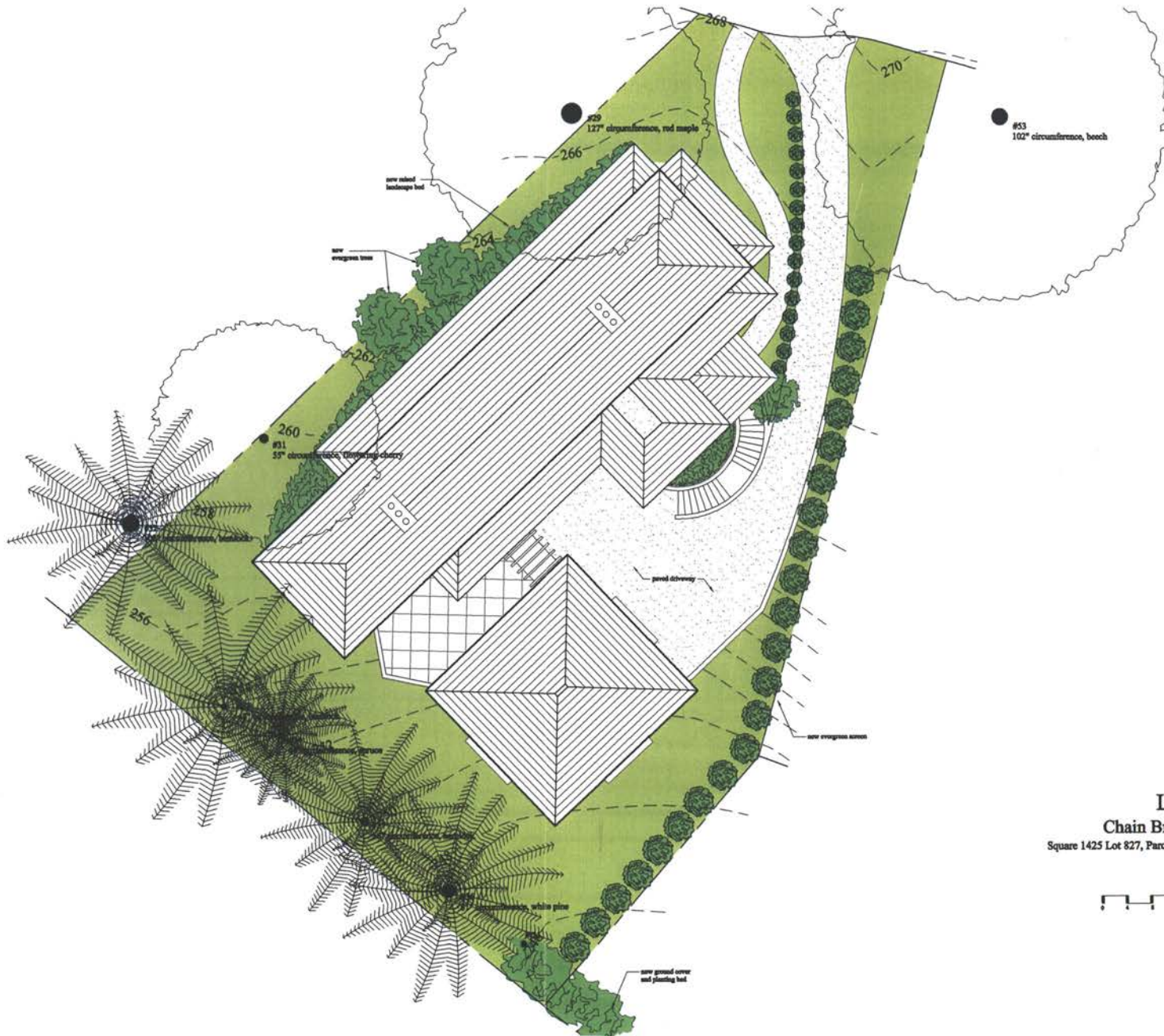




Lot C
Landscape Plan
Chain Bridge Road Project
Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
Washington, DC

March 24, 2006

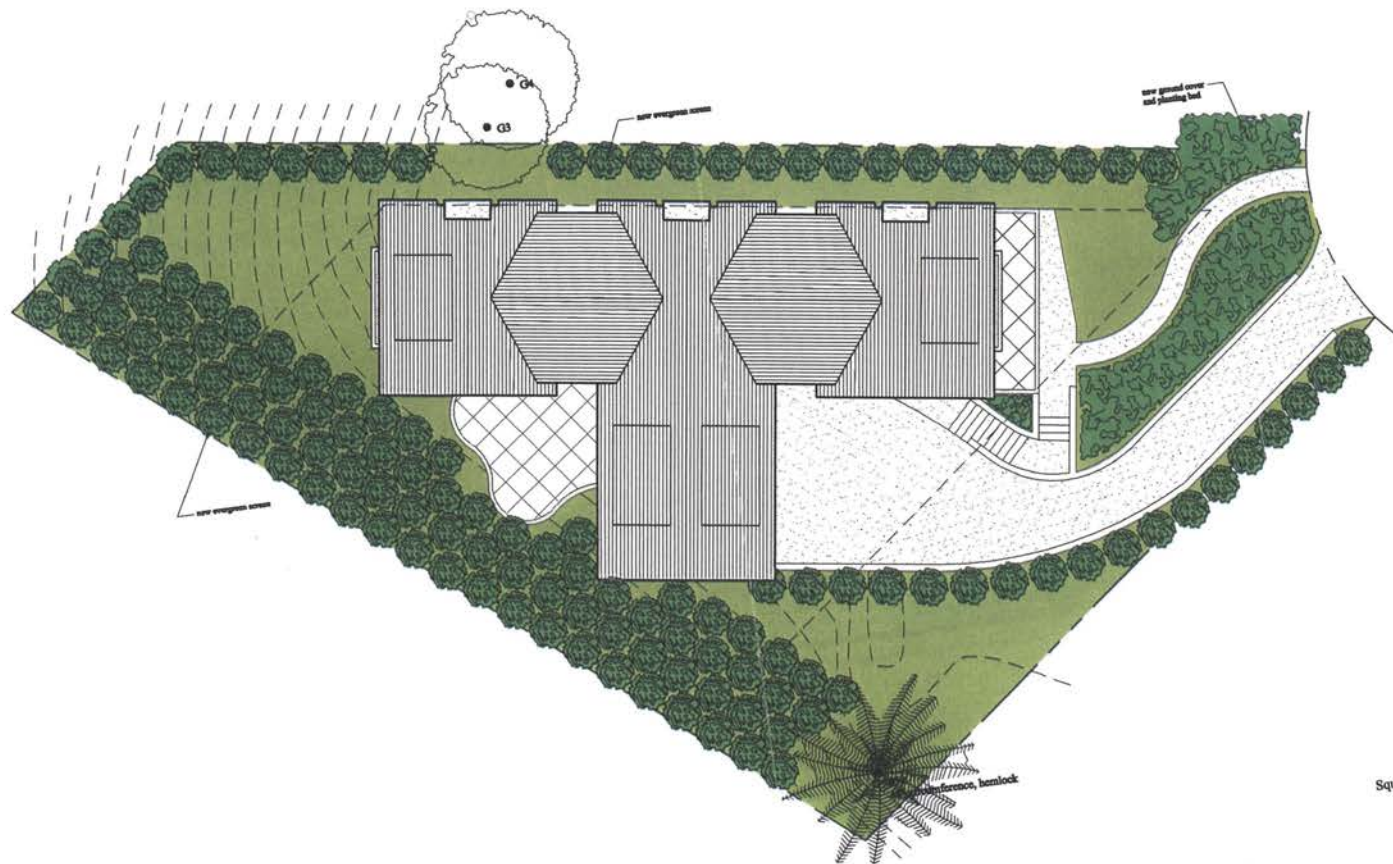




Lot D
Landscape Plan
Chain Bridge Road Project
 Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
 Washington, DC

March 24, 2006

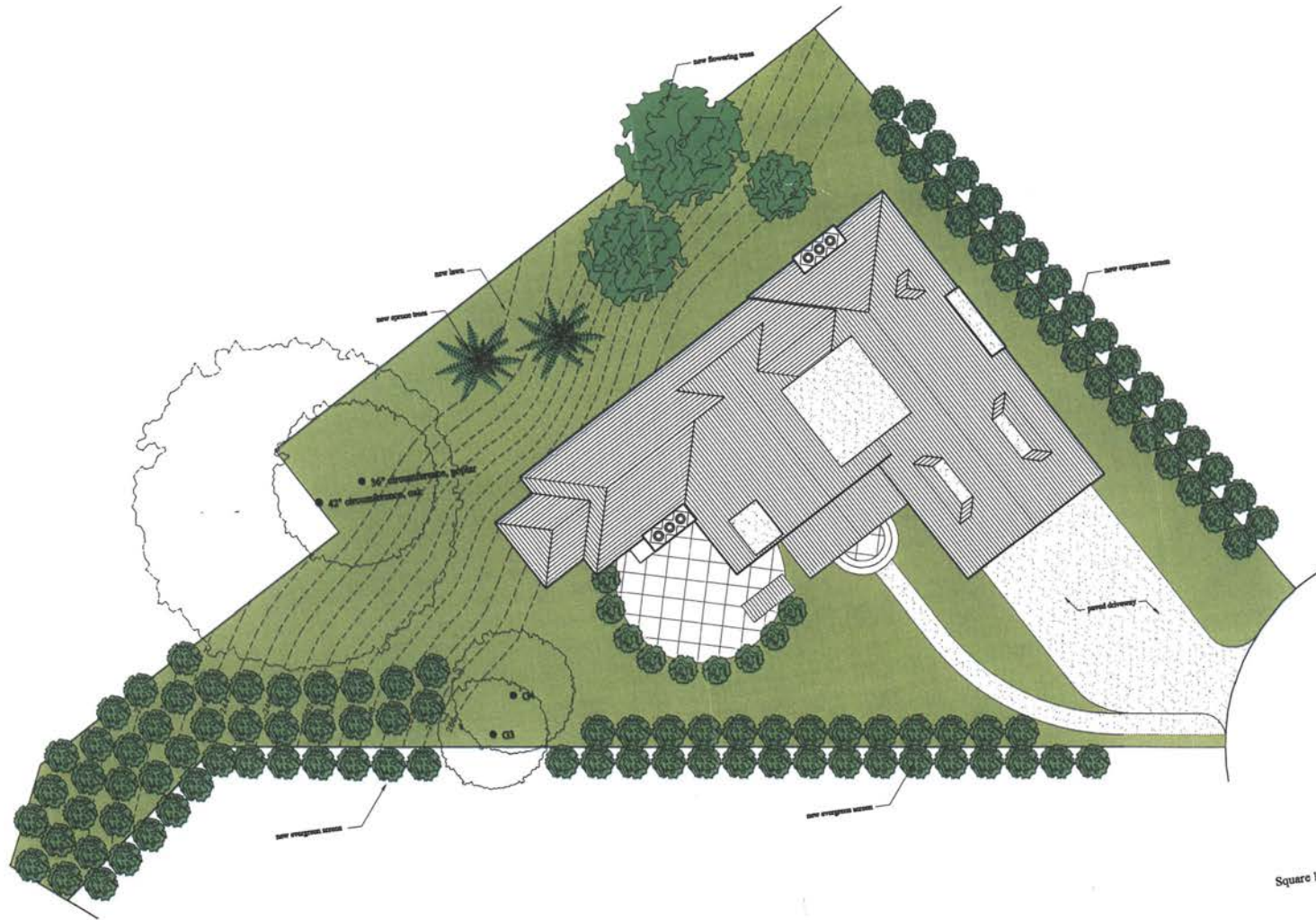




Lot F
 Landscape Plan
 Chain Bridge Road Project
 Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
 Washington, DC

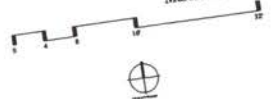
March 24, 2006

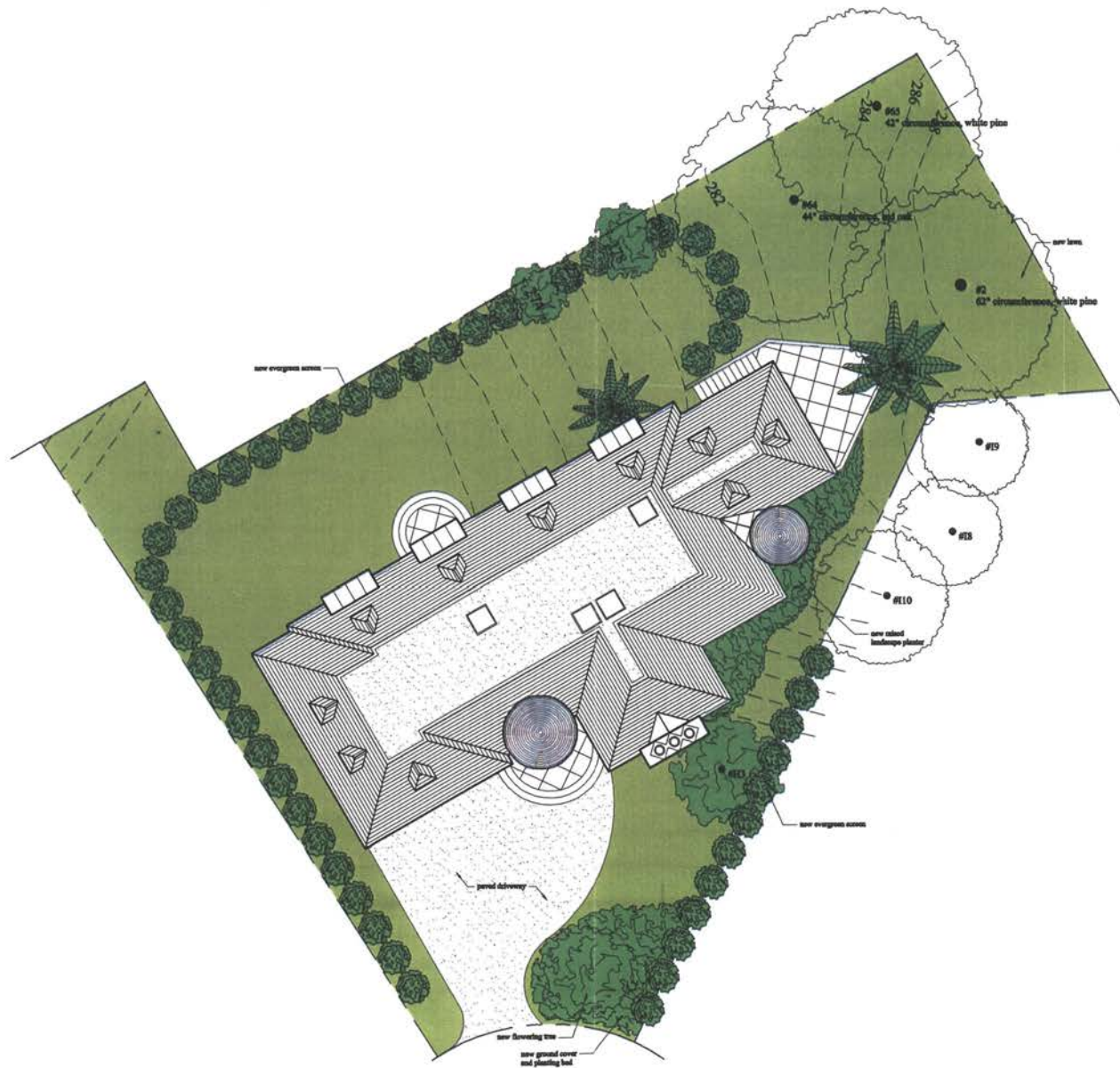




Lot G
Landscape Plan
Chain Bridge Road Project
 Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
 Washington, DC

March 24, 2006





Lot H
 Landscape Plan
 Chain Bridge Road Project
 Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
 Washington, DC

March 24, 2006



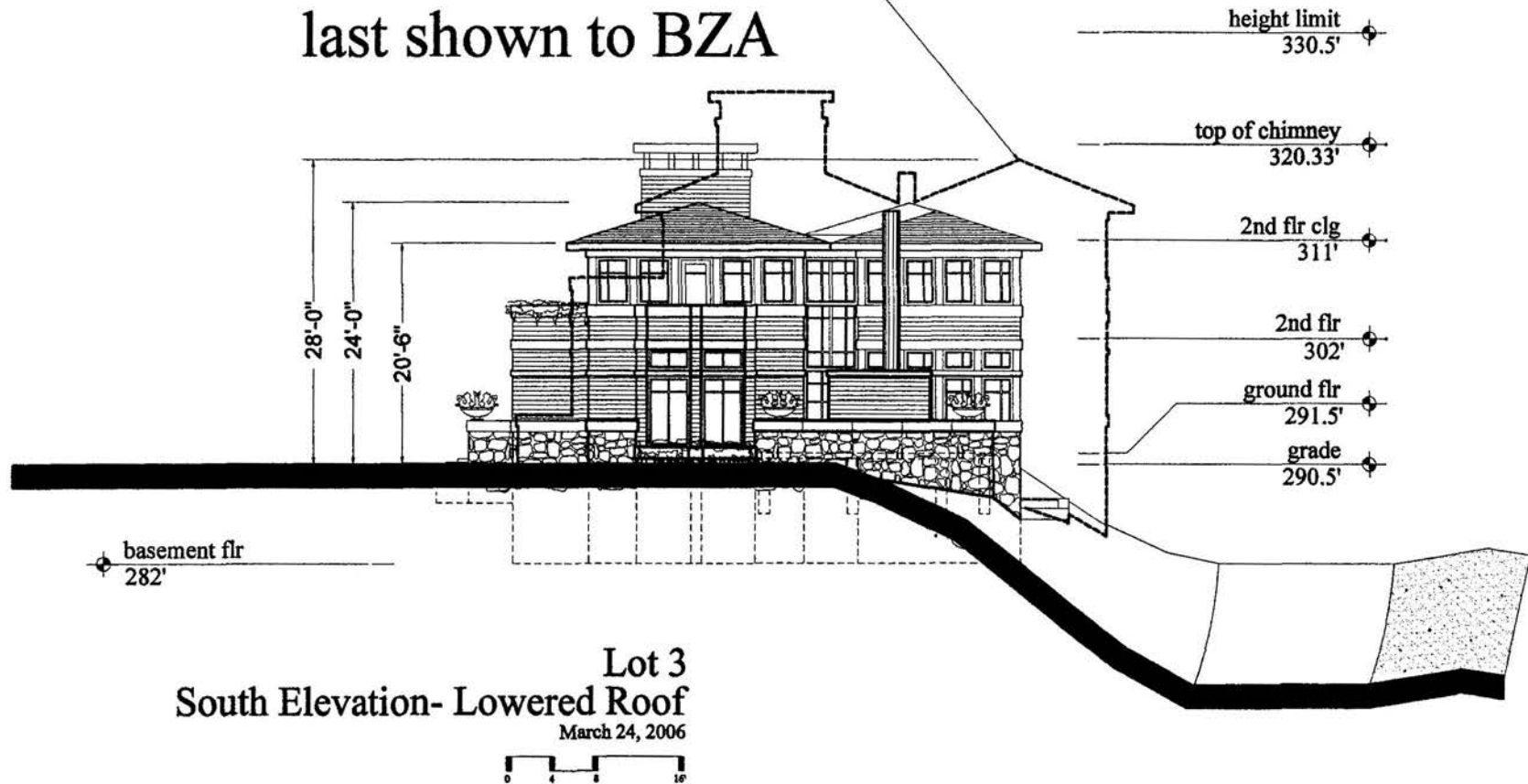


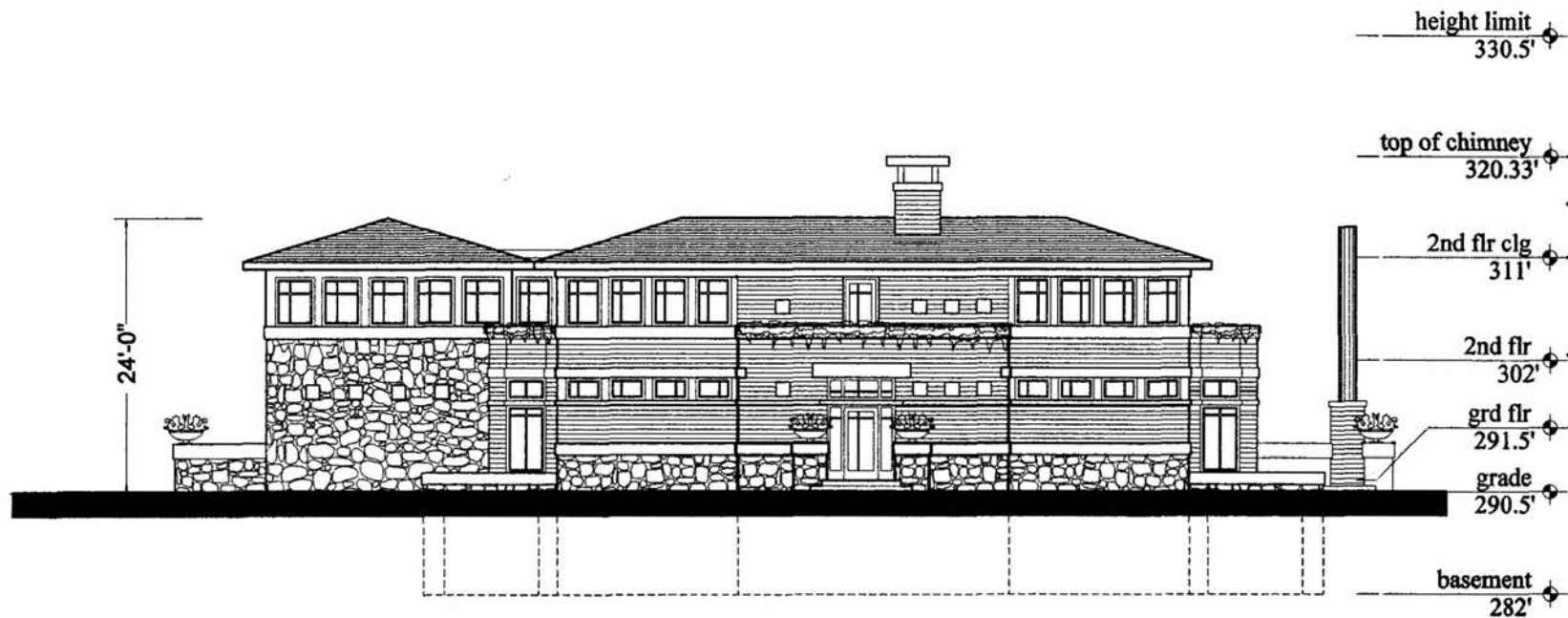
Lot I
Landscape Plan
Chain Bridge Road Project
 Square 1425 Lot 827, Parcels 12/63, 12/293 and 12/294
 Washington, DC

March 24, 2006



Outline of House last shown to BZA





Lot 3
West Elevation- Lowered House
March 24, 2006

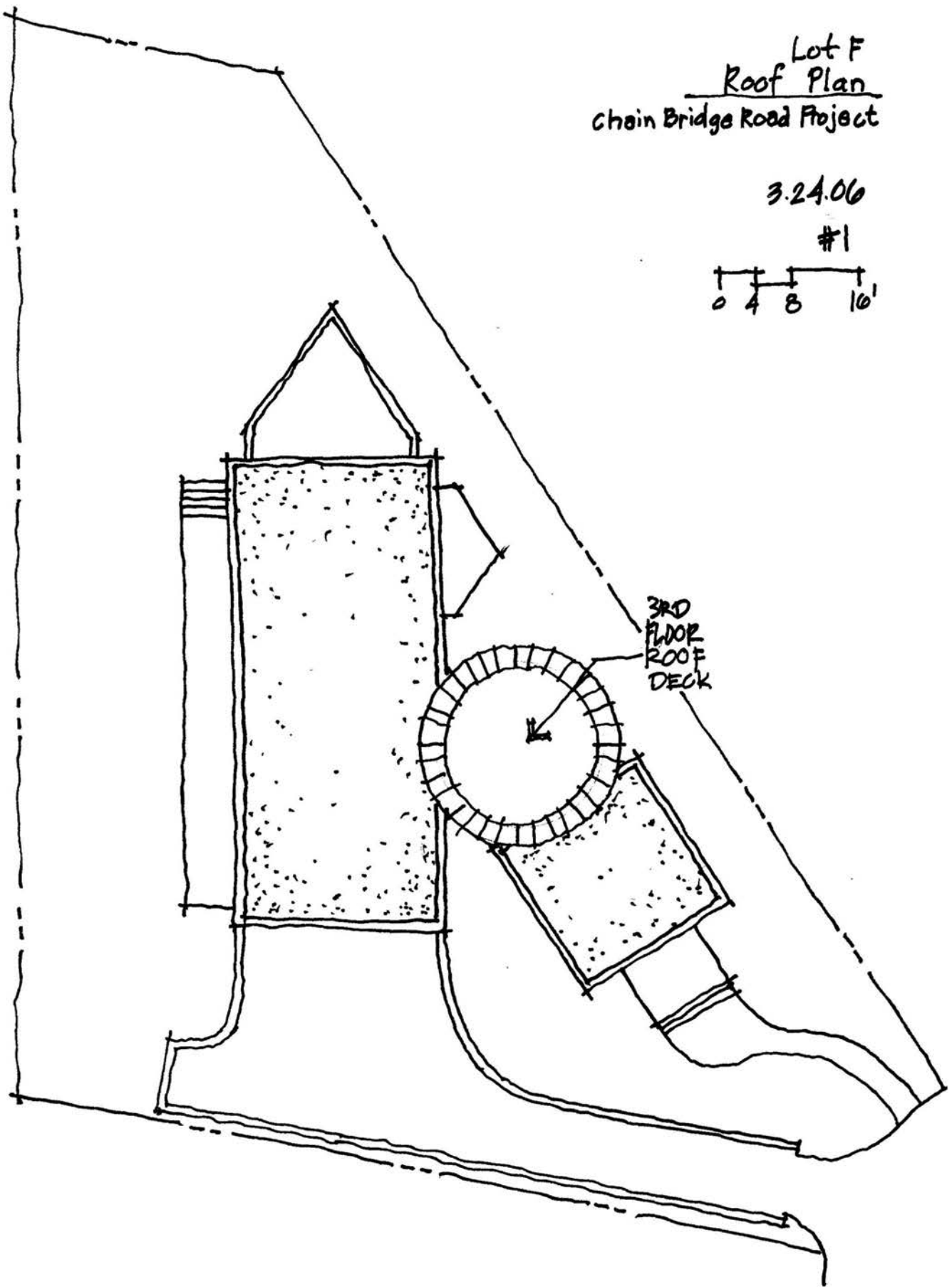
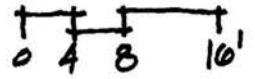


Lower ground floor 6"
Decrease ground to second flr 6"
Decrease second to ceiling 6"
Lower roof height 14"
Total 32"

Lot F
Roof Plan
Chain Bridge Road Project

3.24.06

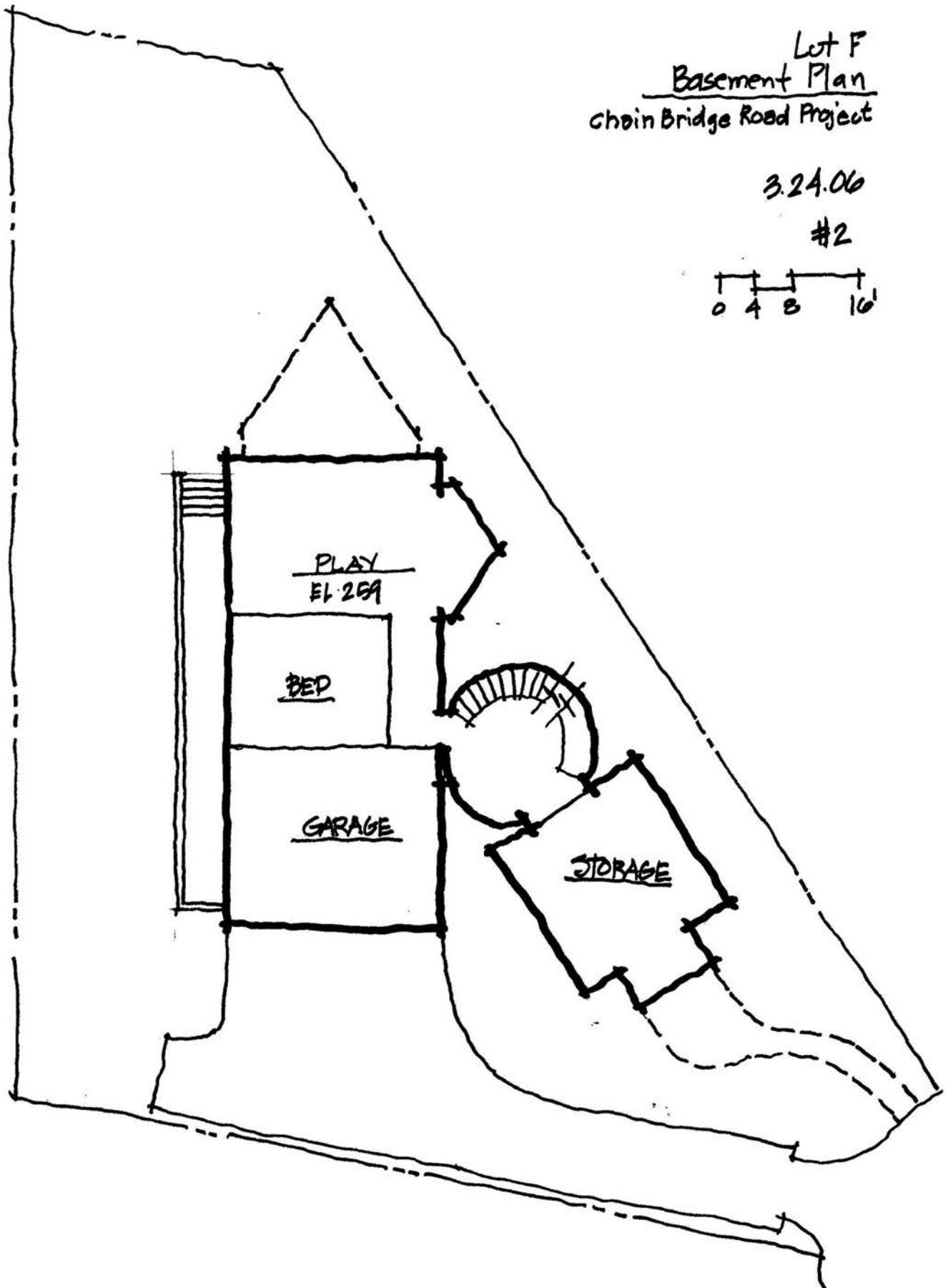
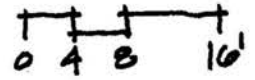
#1



Lot F
Basement Plan
Chain Bridge Road Project

3.24.06

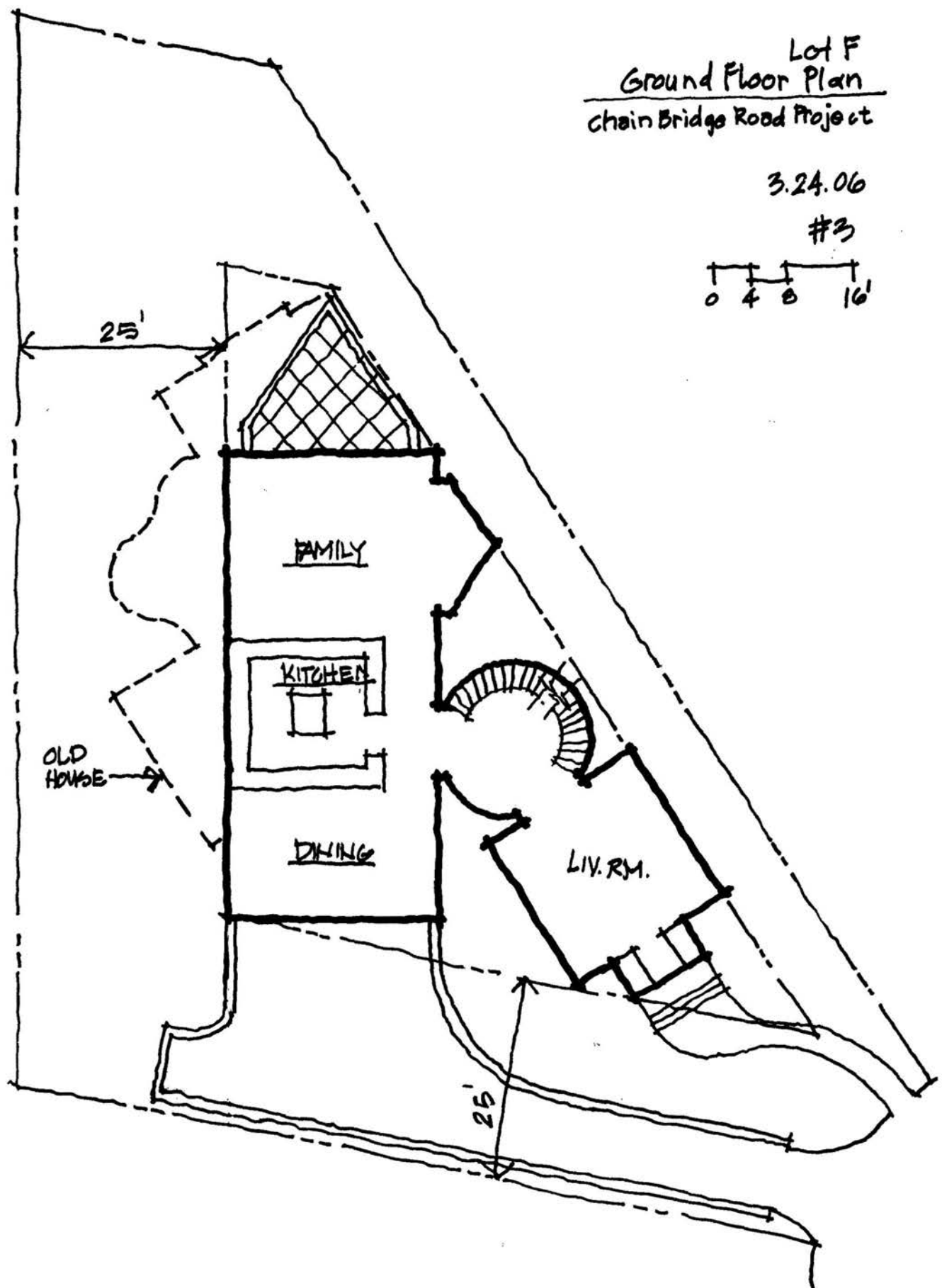
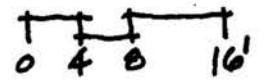
#2



Lot F
Ground Floor Plan
Chain Bridge Road Project

3.24.06

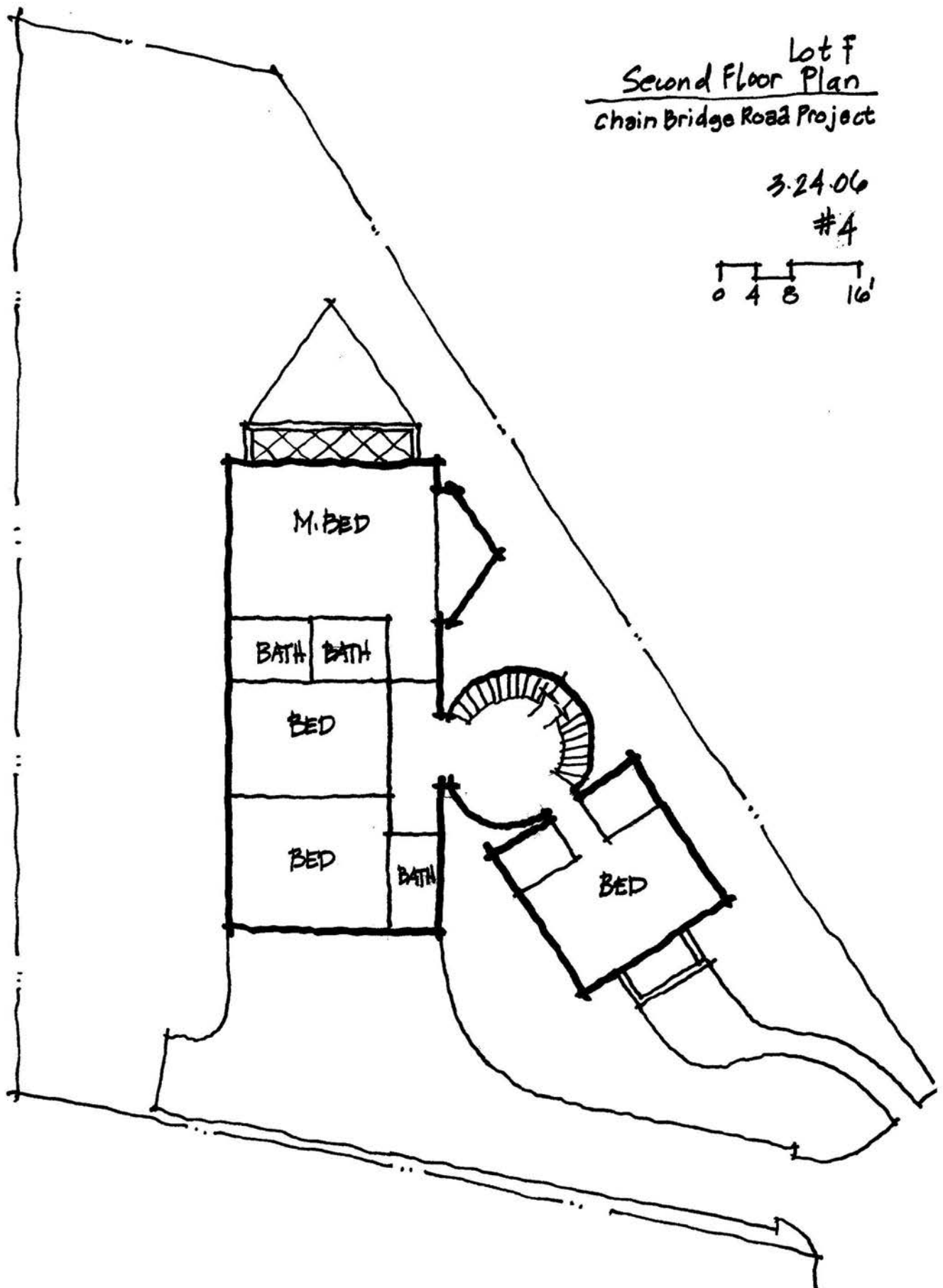
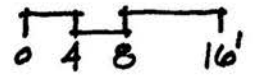
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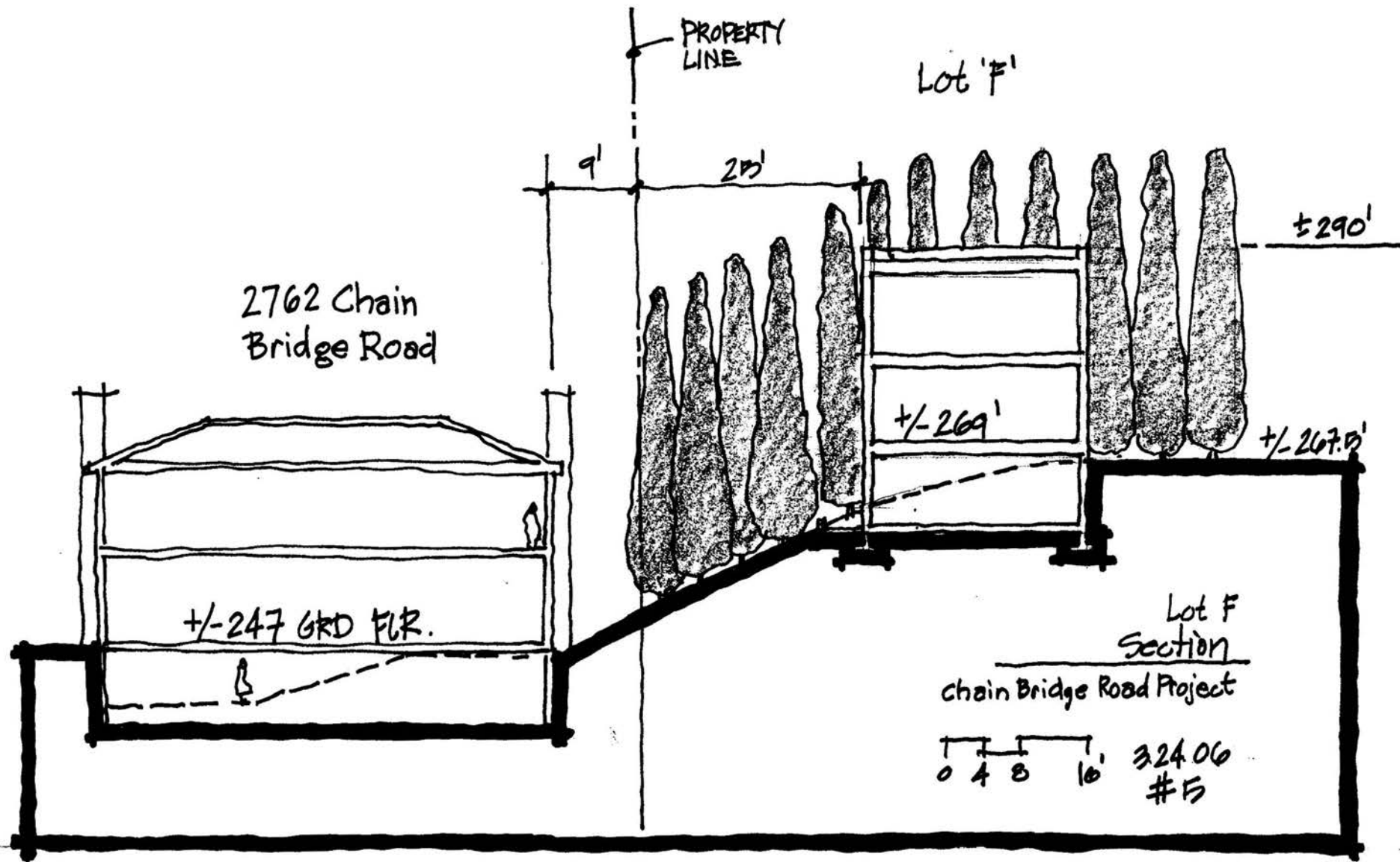


Lot F
Second Floor Plan
Chain Bridge Road Project

3.24.06

#4





2762 Chain
Bridge Road

PROPERTY
LINE

Lot 'F'

± 247 GRD FLR.

$\pm 269'$

$\pm 290'$

$\pm 267.75'$

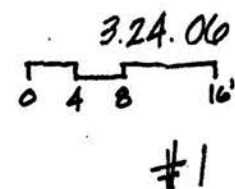
Lot F
Section

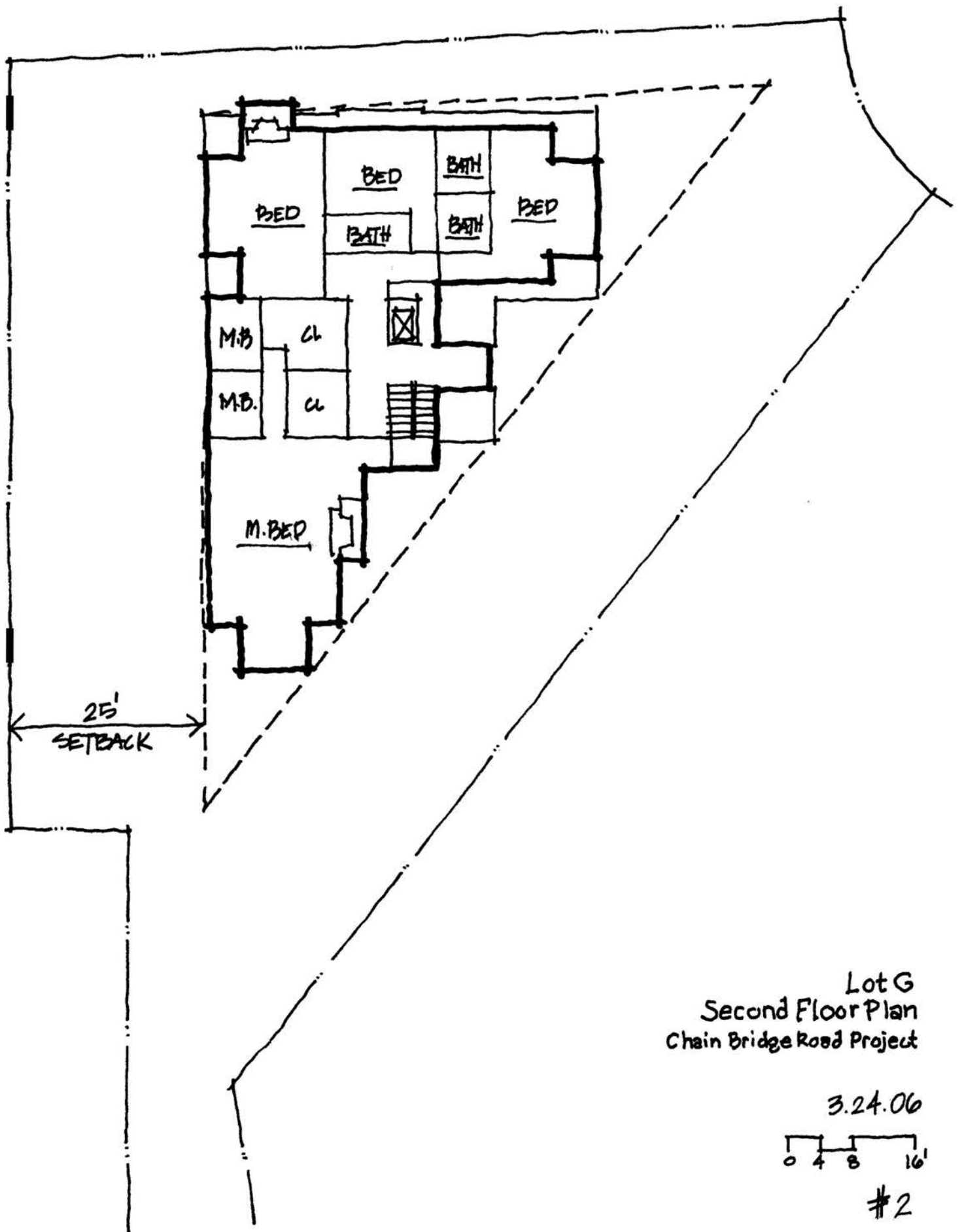
Chain Bridge Road Project

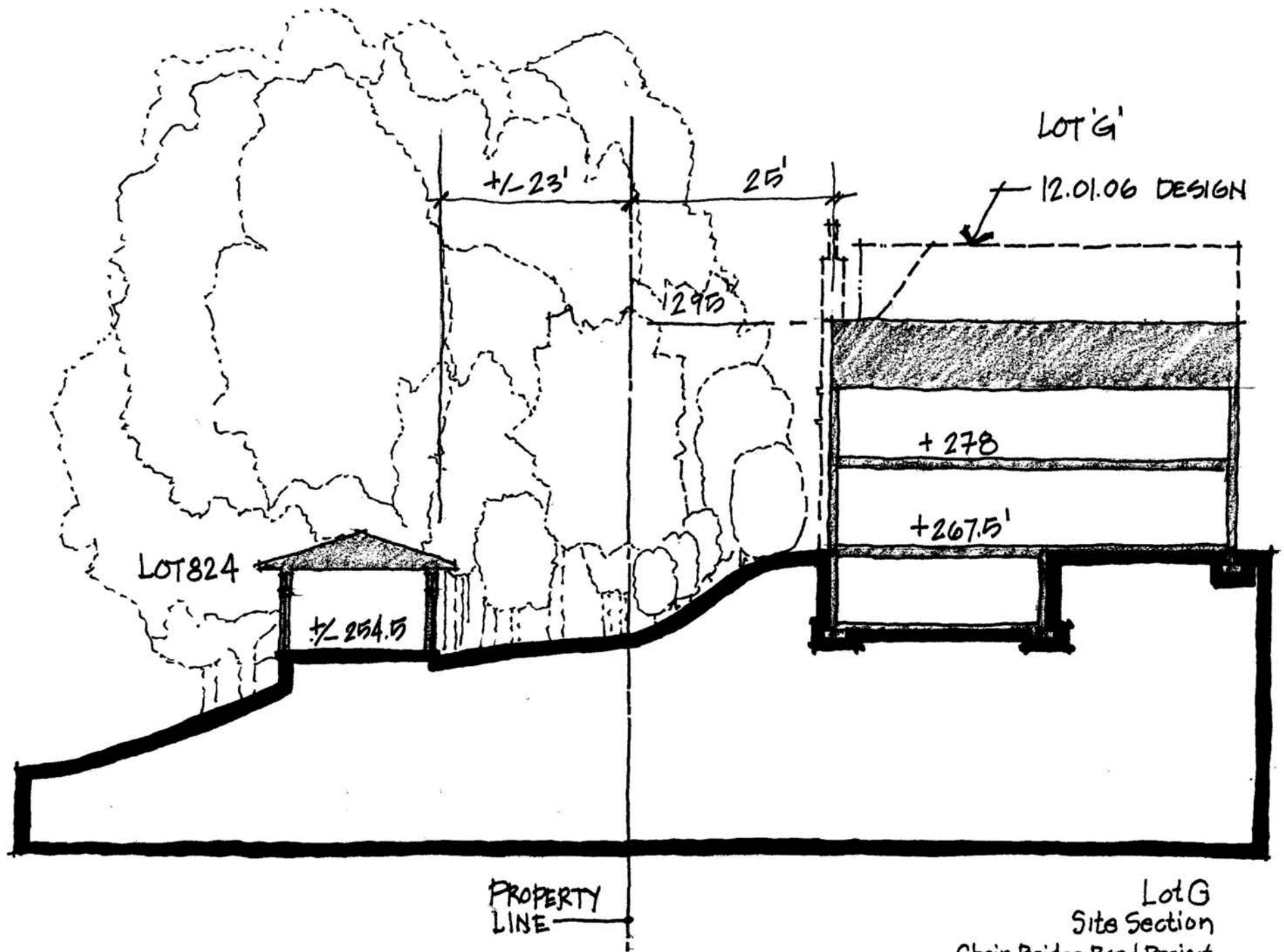
0 4 8 16' 324.06
#5



Lot G
South Elevation
Chain Bridge Road Project







Lot G
Site Section
Chain Bridge Road Project

3.24.06

#3

~~December 1, 2005~~ MAR. 24, 2006 REDESIGN

Chain Bridge Road Project

Lot 'G'

Zoning - R1-A
CBUT Overlay District

	<i>required</i>	<i>provided</i>
Lot Size Minimum	9,500 sf	10,619 sf
Lot Occupancy (< 30% or 3150sf)	3,186 sf	2,874 sf
Maximum Impervious Surface (50%)	5,310 sf	3,626 sf
Average Lot Width	75'	93.8
Off Street Parking	1	2

Building Area:

Cellar	~~1,663~~ sf	1600 SF
Basement	~~263~~ sf	250 SF
Ground Floor	~~2,466~~ sf	2400 SF
Second Floor	~~2,379~~ sf	2100 SF
Total	~~6,771~~	6350 SF ±

#4