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June 14, 2016

Marnique Heath, Chairperson  
Board of Zoning Adjustment  
441 4<sup>th</sup> Street, NW  
Suite 210S  
Washington, DC 20001

**Re: Application No. 19287 – 5004 D Street SE (Square 5322, Lot 32)**  
**Prehearing Statement of the Applicant**

Chairperson Heath and Honorable Members of the Board:

On behalf of the District of Columbia Department of General Services, please find enclosed the Prehearing Statement for the above referenced application. The application is scheduled to be heard before the Board of Zoning Adjustment on June 28, 2016.

Thank you for your attention to this matter.

Sincerely,  
GRIFFIN, MURPHY,  
MOLDENHAUER & WIGGINS,  
LLP



By: Meredith H. Moldenhauer

Cc: Advisory Neighborhood Commission 7E  
c/o Rochelle Bent, Chair (via email)  
Office of Planning (via email)

Board of Zoning Adjustment  
District of Columbia  
CASE NO. 19287  
EXHIBIT NO. 29

**BEFORE THE DISTRICT OF COLUMBIA  
BOARD OF ZONING ADJUSTMENT**

**APPLICATION OF  
DEPARTMENT OF GENERAL SERVICES**

**BZA APPLICATION NO. 19287  
HEARING DATE: JUNE 28, 2016**

**PREHEARING STATEMENT OF THE APPLICANT**

**I. NATURE OF RELIEF SOUGHT**

This statement is submitted on behalf of the District of Columbia Department of General Services (the “Applicant”), the owner of the property located at 5004 D Street SE, (Square 5322, Lot 32) (the “Property”) in support of its application for variance relief, pursuant to 11 DCMR § 3103.2, from the requirements regarding height (§ 400.1), floor-area-ratio (“FAR”) (§ 402.4), lot occupancy (§ 403.2), rear yard (§ 404.1), side yard (§ 405.9), and parking (§ 2101.1), and a special exception pursuant to §§ 3104.1 and 360.1 to allow construction of an emergency shelter in the R-5-A Zone District.

**II. EXHIBITS IN SUPPORT OF THE APPLICATION**

|                   |                                          |
|-------------------|------------------------------------------|
| <b>Exhibit A:</b> | <b>Updated Architectural Plans</b>       |
| <b>Exhibit B:</b> | <b>Resume of Traffic Expert</b>          |
| <b>Exhibit C:</b> | <b>Transportation Assessment</b>         |
| <b>Exhibit D:</b> | <b>Letter from FEMS</b>                  |
| <b>Exhibit E:</b> | <b>Forms and Letter of Authorization</b> |

**III. UPDATED ARCHITECTURAL PLANS**

The Applicant, in response to comments received during community outreach, and input received during community stakeholder and agency meetings, has updated the architectural plans since the filing of the initial application. See, Updated Architectural Plans (“Plans”) at **Exhibit A**. One of the most noticeable changes, pursuant to comments received, was the removal of the green wall. The Applicant instead has proposed a building that is far more in-line with the adjacent multi-family residential building located at the corner of 50<sup>th</sup> and D Streets SE. Even though, the Project will no longer include a green

wall, the Project will have two green roofs and satisfy the Green Area Ratio (GAR) requirement. The Plans also include a revised site section diagram detailing the distance between the proposed building and adjacent properties. As shown on the sheet 13 of the Plans, the proposed building will be over 50 feet from the adjacent multifamily building to the west and over 20 feet from the neighboring detached single-family dwelling. In addition, the Plans include a landscape site plan, which highlights the fact that the Property is setback five feet from the Property line, providing additional greenery to the Project. Overall, the updates to the Plans contextualize the safe and welcoming environment the District seeks to establish at Ward 7's short-term family housing facility.

#### **IV. DESCRIPTION OF PROPERTY AND PROJECT**

The Property, also known as Lot 32 in Square 5322, is a vacant, District owned lot that has approximately 11,061 square feet of land area. The Property fronts on D Street SE. On the west, the Property abuts a parking lot that serves a multifamily walk-up apartment complex, which occupies the entire west end of Square 5322. The Property abuts the parking area for another multifamily walk-up apartment to the north and abuts a single-family detached home on the east. Square 5322 is primarily improved with multifamily walk-up apartments with a few single family detached homes. The Property is zoned R-5-A and abuts the R-3 Zone to the east. The Property is located in the Marshall Heights neighborhood.

The District has a progressive goal of making homelessness in the District a rare, brief, and non-recurring experience in the District by 2020. A key strategy in achieving this goal includes developing a more effective crisis response system and closing D.C. General, the District's largest family shelter. D.C. General is far removed from the services that families need to quickly exit a shelter and get back into permanent housing. Thus, the District proposes to replace D.C. General, which has 260 family units, with smaller, more dignified short-term family housing facilities, with on-site services, in all eight wards of the District. The Applicant's proposal to construct a four-story short-term family housing facility at the

Property is a critical element of the District's eight-ward initiative to developing a more effective crisis response system. The proposed facility would include 35 residential units, space for on-site wrap-around services, administrative offices, and appropriate recreational space for the residents (the, "Project").

**V. APPLICANT MEETS BURDEN OF PROOF FOR AREA VARIANCE**

The Board is authorized to grant an area variance where it finds exceptional condition of the Property, practical difficulties to the applicant and no substantial detriment to the public good or substantial impairment to the Zone Plan. *See French v. District of Columbia Bd. of Zoning Adjustment*, 658 A.2d 1023, 1035 (D.C. 1995) (*quoting Roumel v. District of Columbia Bd. of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980)); *see also, Capitol Hill Restoration Society, Inc. v. District of Columbia Bd. of Zoning Adjustment*, 534 A.2d 939 (D.C. 1987). Importantly, when the applicant is a public service, as in this case, the Board may apply a more flexible standard when applying the variance test. *See Nat'l Black Child Dev. Inst. v. District of Columbia Bd. of Zoning Adjustment*, 483 A.2d 687, 690 (D.C. 1984) (citing *Monaco v. District of Columbia Bd. of Zoning Adjustment*, 407 A.2d 1091, 1096 (D.C. 1979)).

As described in the Statement of the Applicant, this Prehearing Statement, and as will be further explained at the public hearing, all three prongs of the area variance test are satisfied.

**A. The Property is Unusual Because of its Size, Shape or Topography and is Affected by an Exceptional Situation or Condition**

The phrase "exceptional situation or condition" in the variance test applies not only to the land, but also to the property's history. *See, Clerics of St. Viator, Inc. v. District of Columbia Bd. of Zoning Adjustment*, 320 A.2d 291, 294 (D.C. 1974). Moreover, the unique or exceptional situation may arise from a confluence of factors which affect a single property. *Gilmartin v. District of Columbia Bd. of Zoning Adjustment*, 579 A.2d 1164, 1168 (D.C. 1990). As described in the initial submission, the Property is unusual and affected by an exceptional situation and condition as a result of a confluence of

the following factors: (1) the small size of the lot relative to the Project's needs; (2) the unusual shape of the rear lot line; and (3) the Project's programmatic needs.

### *1. Small Lot Size*

Large properties in close proximity to amenities and transit within Ward 7 are few and expensive. The District's goal to provide one short-term family housing facility in each ward, each containing no more than 50 family units, further limited the availability of affordable, and appropriately sized lots in this ward. The District selected the Property as the best option among the sites considered for the short-term family housing location in Ward 7. However, given the Project's needs and the services to be provided on-site, the Property is relatively small.

### *2. Unusual Rear Lot Line*

The Property has an unusual, jagged rear lot line. As shown in the Plans, see **Exhibit A**, the lot ranges in depth from 61.16 feet to 91 feet, due to the jagged shape of the rear lot line.

### *3. Programmatic Needs*

The most unique factor affecting the Property is the proposed use and programmatic requirements associated with the District's initiative to end family homelessness, which includes closing D.C. General, the District's largest shelter, and opening smaller, more dignified short-term family housing facilities in each ward of the District. As noted in previous filings, the D.C. Court of Appeals has held that there is no requirement that the uniqueness "inhere in the land at issue." *Gilmartin*, 579 A.2d at 1168 (citing *Capitol Hill Restoration Society v. District of Columbia Bd. of Zoning Adjustment*, 534 A.2d 939, 942 (D.C. 1987)). Thus, the programmatic needs that uniquely affect this site are an exceptional condition that impact this Property.

The programmatic requirements for the Project are unique and distinguish the Property from other properties in the area. The Applicant proposes to develop the Property with a facility designed to accommodate 35 families, with wrap around services on-site that can assist families to make a successful transition to permanent housing as quickly as possible. Consequently, the building must include certain design features including but not limited to, space to accommodate on-site wrap around services and an

on-site clinic; recreational space for children of all age groups; a computer lab and multipurpose room; dining and laundry facilities; as well as private and family bathing rooms.

**B. Strict Application of the Zoning Regulations would Result in Practical Difficulty**

Due to the Property's exceptional conditions, strict application of the Zoning Regulations with respect to height (§ 400.1), FAR (§ 402.4), lot occupancy (§ 403.2), rear yard (§ 404.1), side yard (§ 405.9), and parking (§ 2101.1) would result in a practical difficulty to the Applicant.

*1. Height*

Pursuant to § 400.1, the maximum permitted height for structures in the R-5-A is 40 feet with a maximum of three stories. The proposed short-term family housing facility has a building height of 49.5 feet and is four stories. Strict application of the height requirement results in a practical difficulty to the Applicant. The need for this relief is directly related to the programmatic needs of the Project. Specifically, in order to achieve the necessary facility, this building will have design features and requirements intended to provide a safe, respectable, short-term family housing facility. For example, the Applicant, pursuant to the District Council legislation authorizing the new short-term family housing facilities, is limiting the number of sleeping units on each floor to 10 to ensure a small, familial environment. In addition, each family is only given access to the ground floor and the floor they reside on. This results in a necessary duplication of facilities as each community (group of no more than 10 families) is provided with their own laundry facility and common room. Moreover, the Project exceeds the legislatively established "family-unit to bathroom" ratio, by ensuring that only two families, at most, share a family bathroom. Adding to the necessary gross floor area for the Project is the fact that the facility will have on-site wrap around services and an on-site clinic, features not found in other residential buildings in the R-5-A Zone, but that are needed to most effectively assist families as they transition from homelessness to permanent housing.

The need to provide safe, dignified, small-scale, community focused, short-term housing facilities has driven the design of the building. To provide a building with direct lines of sight so that parents and security staff can easily observe activity on the floor, and that contains all the amenities and resources noted above, in a building that is only 40 feet in height and three stories would be impossible given the small lot size and design requirements of the proposed use. Moreover, the size of this facility, which is the smallest facility proposed as a part of the 8-Ward solution, cannot be reduced. The District's goal is to provide a District-wide solution to homelessness and to close D.C. General. In order to close D.C. General and replace it (and the capacity it holds) with smaller facilities in each ward, the Project must provide at least 35 sleeping units. To provide 35 sleeping units, while still limiting the number of units per floor, requires a fourth story and the additional height proposed. Ultimately, a matter of right height would cause a practical difficulty for the Applicant's ability to create an efficiently designed, safe and welcoming, short-term family housing facility in Ward 7, and perhaps more importantly, would jeopardize the goal of providing a District-wide, 8-Ward solution to the District's homelessness problem.

## 2. *FAR*

A maximum FAR of 0.9 is permitted in the R-5-A District under § 402.4. The Applicant requests relief to build to an FAR of 2.38. The Project is of similar height and similar design as the adjacent multifamily residential building and aligns with several multifamily residential buildings in the area. However, due to the limited availability of appropriate sites for the Project, the Applicant's ability to develop a parcel with greater lot area is restricted. Likewise, because the Project must be large enough to cover the loss of D.C. General, the Applicant is unable to reduce the size of the Project to fewer family units. Moreover, the provision of on-site wrap around services and an on-site clinic necessitates a minimum number of families for the program to be efficient. Thus, to accommodate the requisite number of families, the facility cannot reduce its size. Accordingly, FAR limitations pose a practical difficulty for the Applicant.

### 3. *Lot Occupancy*

Pursuant to § 403.2 the maximum lot occupancy permitted in the R-5-A District is 40%. The Project has a lot occupancy of 64% on the ground floor and 58% on floors 2-4. The increased lot occupancy on the ground floor is due to the space needed to provide on-site wrap around services at the Property. The roof created by the additional space is not wasted; it serves as a green roof and helps the Project satisfy the GAR requirement.

As noted above, there are a limited number of suitable sites for this Project and the Applicant selected the Property as the most appropriate given the limited options available and the programmatic needs of the Project. The overall size and square footage of the Project cannot be reduced without jeopardizing the ability to cover the loss of D.C. General. More importantly, reducing the Project would eliminate the efficiencies needed to justify the on-site wrap around services. Consequently, the only way to reduce the building footprint but keep the same number of family units would be to add an additional story, which would increase the degree of height relief needed and increase the number of staff needed to manage the facility. In addition, it would result in a building that does not align with the multiple four-story residential buildings in the area, notably the four story multi-family walk-up on the adjacent lot. Therefore, the Applicant faces a practical difficulty in complying with the lot occupancy requirements.

### 4. *Rear Yard*

Under §404.1, a minimum rear yard of 20 feet is required in the R-5-A zoning district. The Project proposes to provide a rear yard of approximately 14.25. The depth of the rear yard varies due to the irregular rear lot line. As such, the mean depth of the rear yard is used to determine the approximate rear yard depth. As shown in the Plans attached as **Exhibit A**, the building is setback from the Property line five feet. The setback permits landscaping in front of the building, and helps the building compliment the adjacent multi-family residential building, which is also setback from its property line. However, as a result of this setback, combined with the need to provide a particular building footprint programmatically,



the building needs rear yard relief. If the building were not setback five feet, the Project would have a rear yard of 19.25 feet and would be able to ask the Zoning Administrator for minor flexibility as to the rear yard. Eliminating the five-foot setback would negatively affect the streetscape, and result in a building confronting pedestrians in an imposing, sterile, manner without any landscaping to welcome them to the short-term family housing facility. As the goal of the Project is to create a safe and welcoming environment for families dealing with temporary homelessness, eliminating the setback and thereby enlarging the rear yard would create a practical difficulty for the Applicant.

#### 5. *Side Yard*

Pursuant to § 405.9, a minimum of three inches per one foot of height is required to satisfy the side yard requirement. For the Project, which has a height of 49.5 feet, the side yard requirement is 12.38 feet. The Project has a compliant side yard on the east, but provides a five-foot side yard on the west. Though a five-foot side yard is provided on the west, the driveway and the parking lot that is in between the Property and the adjacent building, results in a distance of over 52 feet between the adjacent building and the proposed structure. Thus, while side yard relief is needed, the intent of the regulation, which is in part to ensure adequate light and air, is being fulfilled, since there will be over 52 feet between the two buildings.

As with the areas of relief above, the need for side yard relief is directly related to the need to achieve a minimum building footprint to provide the programmatic and wrap-around services that are proposed. As stated above, the Project will provide 35 sleeping units, the minimum number that can feasibly justify the extensive on-site services. Any reduction in building footprint would require the net loss in square footage to be shifted to an additional floor, requiring additional height relief and essentially replacing one form of relief with another. Thus, the Applicant faces a practical difficulty in complying with the side yard requirement.

#### 6. *Parking*

Strict application of the zoning code for off-street parking would result in a practical difficulty for the Applicant. Pursuant to § 2101.1, the required number of off-street parking spaces for a community based residential facility with more than 16 persons is determined by the Board of Zoning Adjustment. The Project seeks relief to provide no parking on-site. As discussed above, the Applicant is extremely limited in the extent to which it can modify the building envelope and footprint. Given the limitations of the lot, this leaves little remaining area for parking. Moreover, the only area that could be available for parking is proposed to be a children's play area and outdoor common area for residents. Because the facility is designed to serve families and approximately 60% of the residents will be children, it is vital to the programmatic needs of the Project to include an outdoor play area.

To confirm that the on-street parking in the neighborhood would be sufficient to meet the parking demands generated by the proposed use, the Applicant retained Gorove Slade as a traffic consultant (the, "Traffic Consultant"). Daniel VanPelt, a principal with Gorove Slade, a professional engineer and an expert in traffic and transportation analysis, managed the transportation study of this site. His resume is included at **Exhibit B**. Pursuant to the Transportation Assessment attached as **Exhibit C**, the Applicant contends that the on-street parking available in the neighborhood will be able to accommodate the parking demands generated by the proposed use without having a negative impact on adjacent properties.

As documented in the Transportation Assessment, the majority of short-term family housing residents rely on public transportation<sup>1</sup>. In recognition of that fact, there are policies in place to alleviate the transit cost for parents and children who live at the facility. Notably, all residents will receive a transit subsidy, and all children who are enrolled in a DC Public School are eligible to receive a DC One Card, which permits free Metrorail or Metrobus rides. The Property is close to several alternative transportation options and is served by multiple WMATA bus routes. In the event that a family does own a vehicle, unrestricted on-street parking is available in front of the Property.

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<sup>1</sup> Currently, at DC General, the District's largest family shelter, less than one percent of the residents own a vehicle.

The Project is expected to have 22-26 staff, with approximately 10-15 staff on-site at any one point in time. It is expected that approximately 16 staff members will working shifts, and the remaining staff will have fixed schedules. There will be a minimum of 10 staff members on site at all times, with a maximum number of staff on-site during the hours of 10AM- 6PM. A parking inventory performed by the Traffic Consultant found that there are 389 unrestricted parking spaces within walking distance to the Property. Further, during peak occupancy, only 40% of those parking spaces were utilized. Strict application of the parking requirement would result in the elimination of valuable recreational space for the children living at the short-term family housing facility, and would be improvident as there is sufficient street parking to accommodate the demand. Therefore, the Applicant seeks parking relief.

**C. No Substantial Detriment to the Public Good or Impairment of the Zone Plan**

There will be no substantial detriment to the public good and no substantial impairment to the intent, purpose, and integrity of the zone plan by approving the zoning relief. Approval of the relief requested will not have a substantial detriment to the public good. The Project is comparable in height and size to other residential buildings in the immediate vicinity. However, it is important to note that, unlike standard residential developments in the R-5-A Zone, this Project cannot avail itself of the bonus density provided from inclusionary zoning, even though the residents of this facility will be within or substantially below the inclusionary zoning requirements for Area Median Income.

The relief requested for lot occupancy, rear yard, and side yard will also have no substantial detriment on the public good. The building is substantially setback from all adjacent buildings. Furthermore, pursuant to the traffic assessment attached at **Exhibit C**, and the availability of unrestricted street parking within walking distance of the Property, granting parking relief for the Project will not have a substantial detriment to the public good. Importantly, despite not having a zoning requirement to provide bicycle parking spaces on-site, the Project will provide 10-long term bicycle parking spaces and eight short-term bicycle parking spaces.

The Project and the relief requested will not cause a substantial impairment to the intent, purpose, and integrity of the zone plan because the proposed use is permitted with a special exception and thus presumed appropriate in the zone. Furthermore, the Project aligns with the stated goals of the Comprehensive Plan. The Comprehensive Plan's Housing Element specifically states, "Provisions to assist the homeless must include emergency shelter, transitional housing, and permanent housing, along with supportive services." 10A DCMR § 516.4. The Project proposes to provide emergency shelter to families and will include on-site supportive services. The Project embodies the Comprehensive Plan directive to:

Encourage the provision of homeless services through neighborhood-based supportive housing and single room occupancy (SRO) units, rather than through institution-like facilities and large-scale emergency shelters. The smaller service model can reduce the likelihood of adverse impacts to surrounding uses, improve community acceptance, and also support the reintegration of homeless individuals back into the community. (Policy H-4.2.8: Neighborhood-Based Homeless Services, 10A DCMR § 516.14)

As a short-term family housing facility with only 35 units, the proposed facility furthers the Comprehensive Plan's goal of providing a smaller service model. The District of Columbia's plan to end homelessness, developed in partnership with the Interagency Council on Homelessness proposes the closure of DC General - a former hospital and "institution-like" facility that has served as the District's largest family shelter for seven years. DC General is too big, too old and geographically removed from the services that individuals experiencing homelessness need to exit a shelter and get back on their feet. The replacement of DC General with short-term family housing facilities across the city furthers the goals of the Comprehensive Plan, and this Project is a critical element of that initiative. For these reasons, approval of the zoning relief requested will not cause a detriment to the public good or Zone Plan.

## **VI. APPLICANT MEETS BURDEN OF PROOF FOR SPECIAL EXCEPTION**

Special exception relief is required to operate an emergency shelter (§ 360.1). Under D.C. Code § 6-641.07(g)(2) and 11 DCMR § 3104.1, the Board is authorized to grant a special exception where it

will be in harmony with the general purpose and intent of the zone plan and will not tend to adversely affect the use of neighboring property, subject to the special conditions specified in each case. Relief granted through a special exception is presumed appropriate, reasonable, and compatible with other uses in the same zoning classification, provided the specific requirements for the relief are met. Therefore, pursuant to § 360.1, the Applicant requests special exception relief under §§ 3104 and 358.

**A. The Project is in harmony with the general purpose and intent of the zone plan**

The Project is in harmony with the general purpose and intent of the zone plan. The construction of a new short-term family housing facility with safe and secure accommodations is consistent with the law and policies of the District, and will be a great benefit to families in the District experiencing homelessness. Moreover, the provision of a short-term family housing facility with only 35 family units and wrap around services on-site aligns with the stated goals in the Comprehensive Plan's Housing Element to provide small-scale emergency shelters.

**B. The Project will not tend to adversely affect the use of neighboring property**

The proposed Project will not adversely affect the use of neighboring property. The Property is currently vacant. The proposed Project will improve the Property; result in additional lighting; and activate a dead space between residential buildings. The Project, as reported in the traffic assessment, will not have adverse impact on the on-street parking available in the neighborhood. Importantly, the proposed building will not pose a fire or safety concern for neighboring properties. As noted in **Exhibit D**, a letter from the DC Fire and Emergency Medical Services Office, the "site is fully accessible and in compliance with the fire code for fire department access." Therefore, the Project will not adversely affect the use of neighboring property.

**C. The Project satisfies the provisions of § 358**

Pursuant to § 360.1, the Board may approve an emergency shelter in the R-5-A as a special exception under § 3104, subject to the standards and requirements of § 358. The Project meets these requirements as follows.

*358.2 There shall be no other property containing a community-based residential facility for seven (7) or more persons in the same square.*

There is a community-based residential facility for eight persons and two staff located in Square 5322. As discussed below, the Applicant requests a waiver of this requirement under § 358.7.

*358.3 There shall be no other property containing a community-based residential facility for seven (7) or more persons within a radius of five hundred feet (500 ft.) from any portion of the subject property.*

There is a community-based residential facility for eight persons and two staff located within 500 ft. of the Property. As discussed below, the Applicant requests a waiver of this requirement under § 358.7.

*358.4 There shall be adequate, appropriately located, and screened off-street parking to provide for the needs of occupants, employees, and visitors to the facility.*

As discussed above, the Applicant requests relief from the parking requirements for the Project.

*358.5 The proposed facility shall meet all applicable code and licensing requirements.*

The Project will meet all code and licensing requirements.

*358.6 The facility shall not have an adverse impact on the neighborhood because of traffic, noise, operations, or the number of similar facilities in the area.*

The Project will not have an adverse impact on the neighborhood. The facility will be self-contained, with all necessary services provided on-site. The Applicant proposes to convert approximately 40 feet of curb space on the northern block face of D Street SE in front of the Project into a loading zone. This would be accomplished by combining the existing 20-foot curb cut with 20 feet of unrestricted parking space. This would provide the Project with the loading space it needs while resulting in the loss of only one unrestricted parking space. With the proposed loading zone, the Project will have no adverse impact on the neighborhood because of traffic. The Project anticipates receiving meal deliveries in a van twice a day and trash collection three-to-four times a week. Neither activity is anticipated to disrupt the

flow of traffic in the area. Furthermore, as there is sufficient on-street unrestricted parking to accommodate the parking demand generated by the facility, the development of the Project will not have a negative impact on the parking availability in the area. As to noise, the noise generated by the Project will be comparable to the several multi-family residential buildings in the area. As the Project will have staff on-site at all times, the noise level will be able to be addressed should it ever exceed acceptable levels. Lastly, the Project will have sufficient staff to ensure that the operation of the facility does not have an adverse impact on the neighborhood.

*358.7 The Board may approve more than one (1) community-based residential facility in a square or within five hundred feet (500 ft.) only when the Board finds that the cumulative effect of the facilities will not have an adverse impact on the neighborhood because of traffic, noise, or operations.*

The Project is in the same square and within 500 ft. of a community-based residential facility for eight residents and two staff. The cumulative effect of the two facilities will not have an adverse impact on the neighborhood. The Project will be self-contained, with wrap-around services provided on-site.

*358.8 The Board may approve a facility for more than twenty-five (25) persons, not including resident supervisors or staff and their families, only if the Board finds that the program goals and objectives of the District of Columbia cannot be achieved by a facility of a smaller size at the subject location and if there is no other reasonable alternative to meet the program needs of that area of the District.*

As the detailed discussion above makes clear, the Project's goals and objectives cannot be achieved with a smaller facility serving 25 people or less. In order to justify, from an efficiency perspective, the extensive wrap-around services that will be provided on-site, the Project must serve at least 35 families. The concept proposed by the Homeward D.C. initiative aims to create smaller, family-scale environments on each floor of the Project, but comprehensive on-site services are not feasible for a facility with any fewer than the 35 sleeping units proposed.

*358.9 The Board shall submit the application to the D.C. Office of Planning for coordination, review, report, and impact assessment along with reports in writing of all relevant District departments and agencies, including but not limited to the Departments of Transportation, Human Services, and Corrections, and, if a historic district or historic landmark is involved, the State Historic Preservation Officer.*

This requirement has been met.

## **VII. COMMUNITY OUTREACH**

The Applicant has conducted significant community outreach following the initial submission. On February 8, 2016, senior members of the Mayor's administration, with staff and experts from the Department of Human Services, the Department of General Services and the Mayor's Office on Community Relations and Services, held coffee chats with neighborhood leaders in each ward. The purpose of these meetings was to share the plans with and hear potential concerns from allies and groups that would feel the greatest impact of the short-term family housing facilities in advance of sharing the plans with the public.

On February 11, 2016, the same team of administrative officials who met residents during the coffee chats, hosted community meetings in their respective wards to present the plan to the public, solicit feedback and answer questions. Additionally, members of the Ward 7 short-term family housing facility development team participated in community meetings with ANC 7E at DC General Family Shelter, the Penn Branch Civic Association, and the Hillcrest Civic Association. Finally, members of the Ward 7 short-term family housing facility development team hosted a community meeting on April 6<sup>th</sup> to solicit feedback on some of the design elements of the building as well as the development of Short-Term Family Housing Advisory Teams.

On Saturday, June 11<sup>th</sup>, the Applicant attended a single member district meeting organized by Commissioner Bent to further discuss the BZA application, revised plans, and operational aspects of the project. The Applicant presented to the full ANC 7E on June 14<sup>th</sup> and received a resolution in support of the BZA application and the relief requested therein by a unanimous vote (7-0).

## **VIII. THE RECORD**

The Applicant retained zoning counsel after the initial filing of this application. To ensure the completeness of the record, please find attached a signed Self-Certification form and a Letter of Authorization attached as **Exhibit E**.



**IX. WITNESSES**

The following witnesses will appear on behalf of the Applicant:

1. Ralph Cunningham, Cunningham | Quill Architects
2. Heather Daley, Cunningham | Quill Architects
3. Daniel VanPelt, Gorove Slade
4. Agyei Hargrove, DGS
5. Laura Zeilinger, Director of the District Department of Human Services
6. Any other witnesses as deemed necessary<sup>2</sup>.

**X. CONCLUSION**

For the reasons stated above, and for the reasons enumerated in the Applicant's prior filings in this case, we hereby submit that the application meets the requirements for area variance and special exception relief.

We look forward to presenting our case to the Board on June 28, 2015.

Respectfully submitted,

GRIFFIN, MURPHY,  
MOLDENHAUER & WIGGINS,  
LLP



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<sup>2</sup> The Applicant request flexibility in substituting or adding witnesses based on District staff availability.

# Exhibit A



# SHORT TERM FAMILY HOUSING - WARD 7

JUNE 14, 2016

## BOARD OF ZONING ADJUSTMENT

5004 D STREET SE  
Washington, DC 20019

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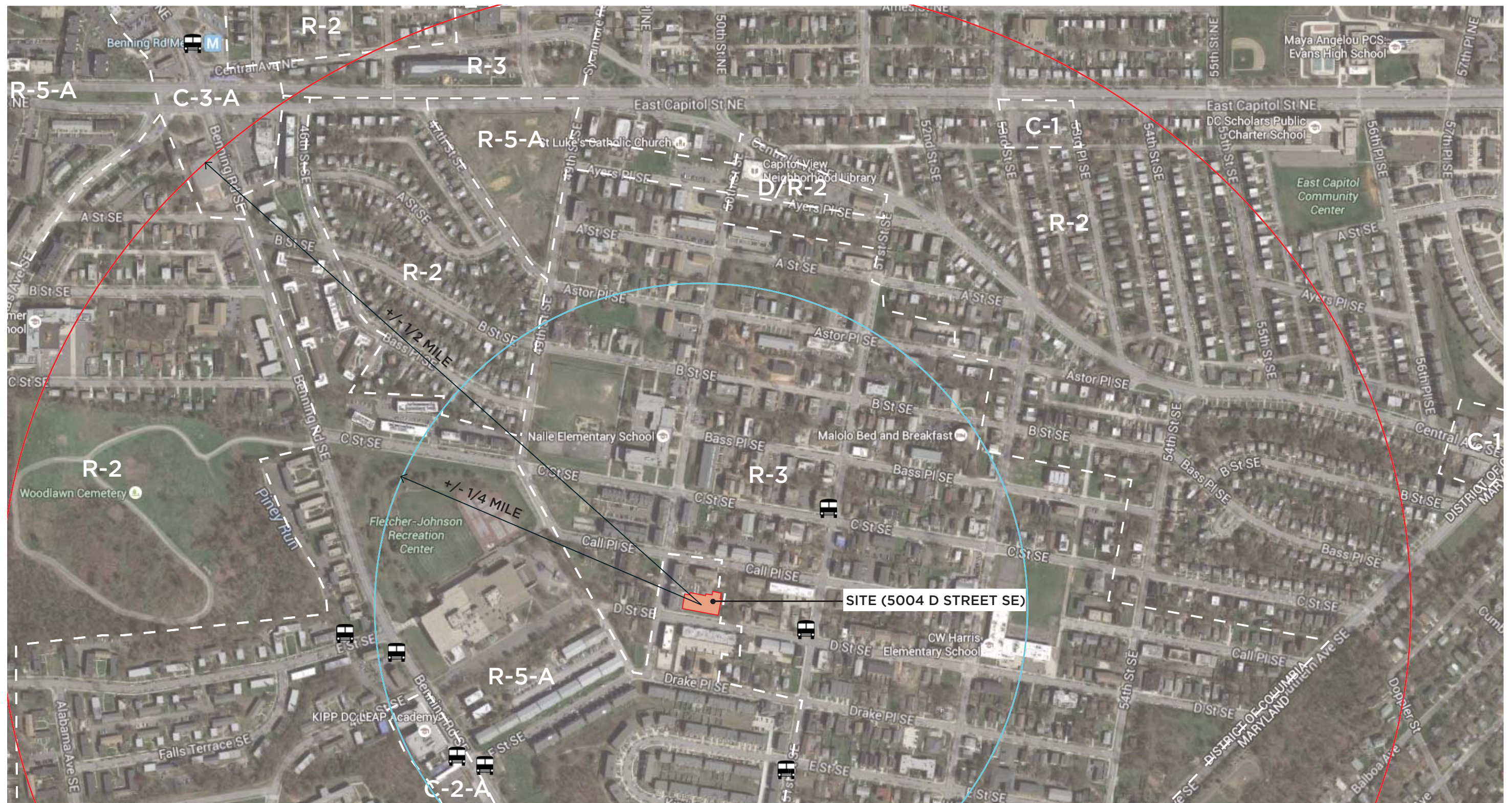
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- Architectural Site Plan.....6
- Landscape Plan.....7
- Ground Floor Plan .....8
- Typical Upper Floor Plan .....9
- Cellar Floor Plan .....10
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## SITE LOCATION + EXISTING ZONING...2

5004 D STREET SE Washington, DC 20019

JUNE 14, 2016



CUNNINGHAM | QUILL ARCHITECTS

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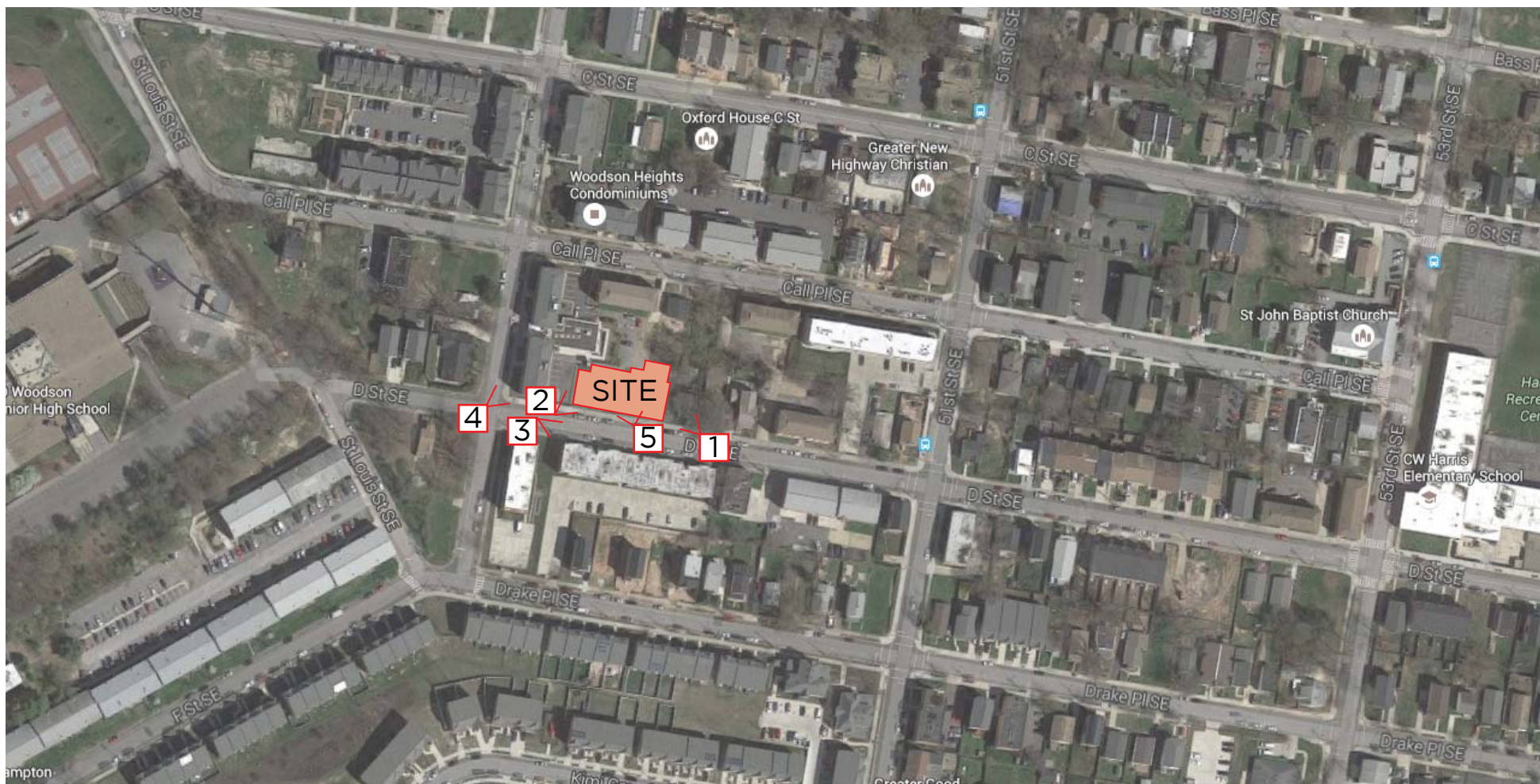


SHORT TERM FAMILY HOUSING - WARD 7

5004 D STREET SE Washington, DC 20019

COMMUNITY CONTEXT...3

JUNE 14, 2016



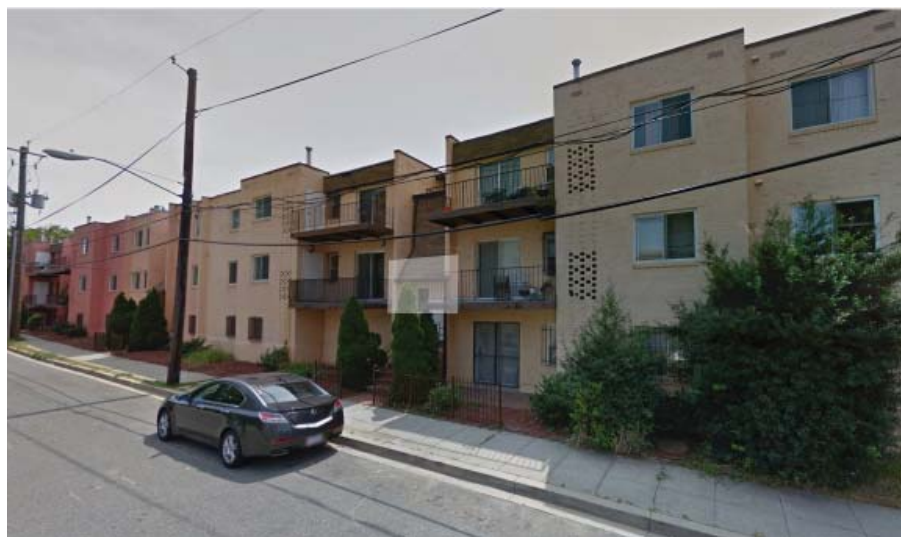
Site Aerial



1. D Street, Looking West to Site



2. Site, Looking Northeast



3. D Street, Looking East (Opposite Site)



4. 50th Street & D Street, Looking North and East



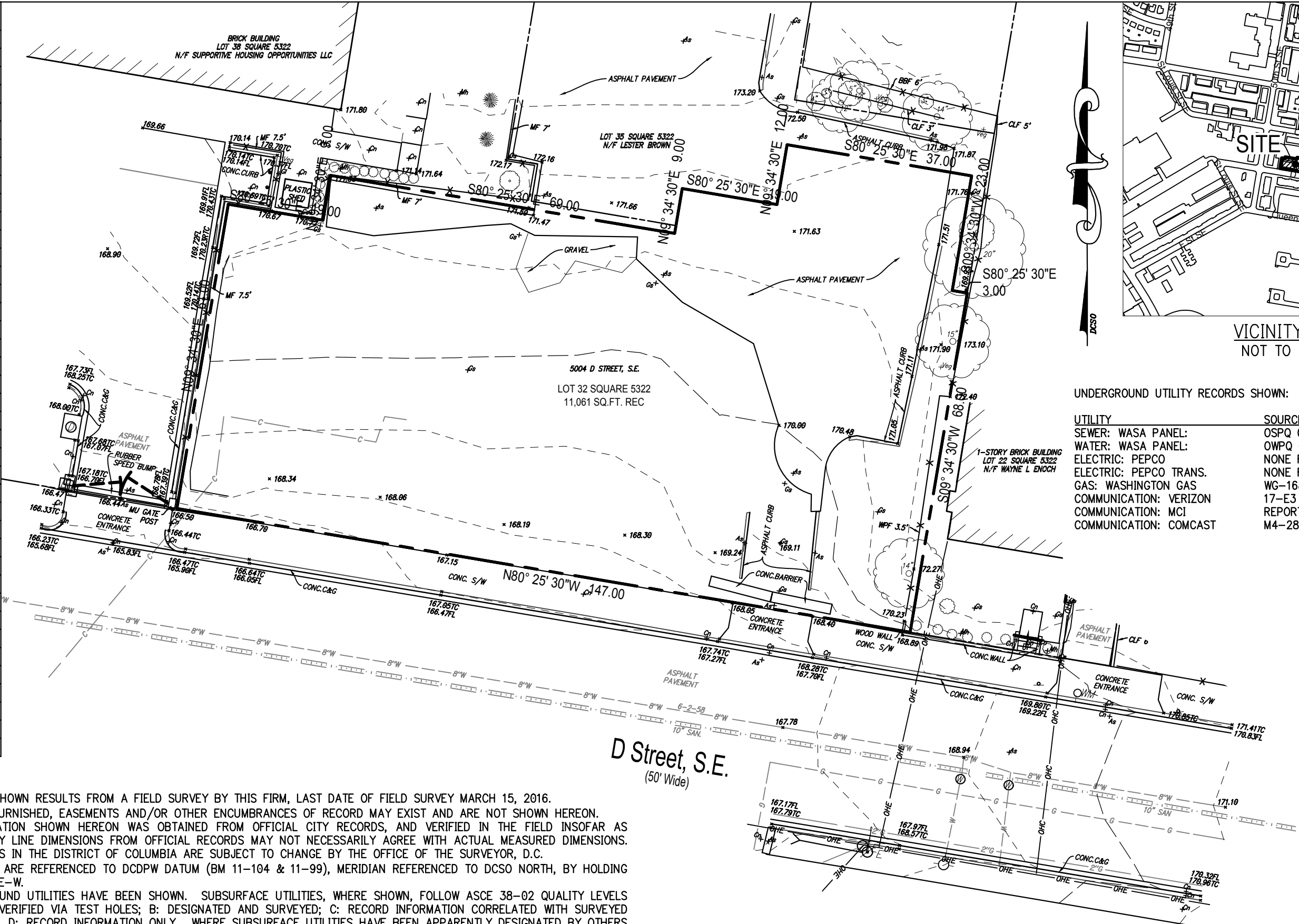
5. Site, Looking Northwest



| LEGEND                   |                           |
|--------------------------|---------------------------|
|                          | OVERHEAD COMMUNICATION    |
|                          | OVERHEAD ELECTRIC         |
|                          | UNDERGROUND COMMUNICATION |
|                          | UNDERGROUND ELECTRIC      |
|                          | UNDERGROUND GAS           |
|                          | UNDERGROUND WATER         |
|                          | UNDERGROUND STORM/SEWER   |
|                          | FENCE LINE                |
|                          | HAND RAIL                 |
|                          | PROPERTY LINE             |
| TC TOP OF CURB           |                           |
| FL FLOWLINE              |                           |
| S/W SIDEWALK             |                           |
| N/F NOW AND/OR FORMERLY  |                           |
| C&G CURB AND GUTTER      |                           |
| CONC. CONCRETE           |                           |
| MU MASONRY UNIT          |                           |
| WPF WOODEN PICKET FENCE  |                           |
| BBF BOARD ON BOARD FENCE |                           |
| CLF CHAIN LINK FENCE     |                           |
| MF METAL FENCE           |                           |
| SINGLE COBRA LIGHT POLE  |                           |
|                          | UTILITY POLE              |
|                          | WATER METER               |
|                          | ELECTRIC POLE             |
|                          | DRAINAGE MANHOLE          |
|                          | BUSH                      |
|                          | WATER MANHOLE             |
|                          | DECIDUOUS TREE            |
|                          | SIGN                      |
|                          | FIRE HYDRANT              |
|                          | ELECTRIC BOX              |
|                          | BOLLARD                   |
|                          | ASPHALT                   |
|                          | CONCRETE                  |
|                          | GRAVEL                    |
|                          | GROUND                    |
|                          | GRASS                     |
|                          | MULCH                     |
|                          | VEGETATION                |

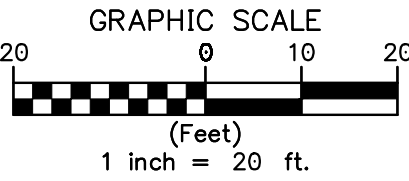
GENERAL NOTES:

- THE INFORMATION SHOWN RESULTS FROM A FIELD SURVEY BY THIS FIRM, LAST DATE OF FIELD SURVEY MARCH 15, 2016.
- NO TITLE REPORT FURNISHED, EASEMENTS AND/OR OTHER ENCUMBRANCES OF RECORD MAY EXIST AND ARE NOT SHOWN HEREON.
- BOUNDARY INFORMATION SHOWN HEREON WAS OBTAINED FROM OFFICIAL CITY RECORDS, AND VERIFIED IN THE FIELD INSOFAR AS POSSIBLE. PROPERTY LINE DIMENSIONS FROM OFFICIAL RECORDS MAY NOT NECESSARILY AGREE WITH ACTUAL MEASURED DIMENSIONS. ALL PROPERTY LINES IN THE DISTRICT OF COLUMBIA ARE SUBJECT TO CHANGE BY THE OFFICE OF THE SURVEYOR, D.C.
- ELEVATIONS SHOWN ARE REFERENCED TO DCDPW DATUM (BM 11-104 & 11-99), MERIDIAN REFERENCED TO DCSO NORTH, BY HOLDING D STREET, S.E. AS E-W.
- VISIBLE ABOVE GROUND UTILITIES HAVE BEEN SHOWN. SUBSURFACE UTILITIES, WHERE SHOWN, FOLLOW ASCE 38-02 QUALITY LEVELS A-D. A: VISUALLY VERIFIED VIA TEST HOLES; B: DESIGNATED AND SURVEYED; C: RECORD INFORMATION CORRELATED WITH SURVEYED SURFACE FEATURES; D: RECORD INFORMATION ONLY. WHERE SUBSURFACE UTILITIES HAVE BEEN APPARENTLY DESIGNATED BY OTHERS ON SITE, THOSE LOCATIONS WILL BE SHOWN AS QUALITY LEVEL C. UTILITIES MAY EXIST THAT ARE NOT SHOWN. UNLESS OTHERWISE LABELED AS ABOVE, THIS SURVEY REPRESENTS QUALITY LEVEL C.
- PROPERTY IS IDENTIFIED AS OTHER AREAS - ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS IDENTIFIED ON FIRM COMMUNITY PANEL 11000 10043C, EFFECTIVE DATE SEPTEMBER 27, 2010.
- AS OF MARCH 29, 2016, THE PROPERTY IS ZONED R-5-A AS DELINEATED ON THE ZONING MAP FROM DISTRICT OF COLUMBIA'S OFFICE OF ZONING (<http://zmap.dcoz.dc.gov>); MINIMUM BUILDING SETBACK, MAXIMUM PERMITTED FLOOR AREA RATIOS, AND MAXIMUM BUILDING HEIGHTS ARE BASED UPON INTERPRETATIONS OF THE PROPOSED USE BY THE DISTRICT OF COLUMBIA ZONING OFFICE.



UNDERGROUND UTILITY RECORDS SHOWN:

| UTILITY                | SOURCE              | DATE:     |
|------------------------|---------------------|-----------|
| SEWER: WASA PANEL:     | OSPQ 01-02 SE       | 2-16-60   |
| WATER: WASA PANEL:     | OWPQ 01-02 SE       | 6-7-55    |
| ELECTRIC: PEPCO        | NONE RECEIVED AS OF | 3-29-2016 |
| ELECTRIC: PEPCO TRANS. | NONE RECEIVED AS OF | 3-29-2016 |
| GAS: WASHINGTON GAS    | WG-168              | 3-21-2016 |
| COMMUNICATION: VERIZON | 17-E3               | 10-27-86  |
| COMMUNICATION: MCI     | REPORTED NONE       | 2-26-2016 |
| COMMUNICATION: COMCAST | M4-28               | 3-2-2016  |

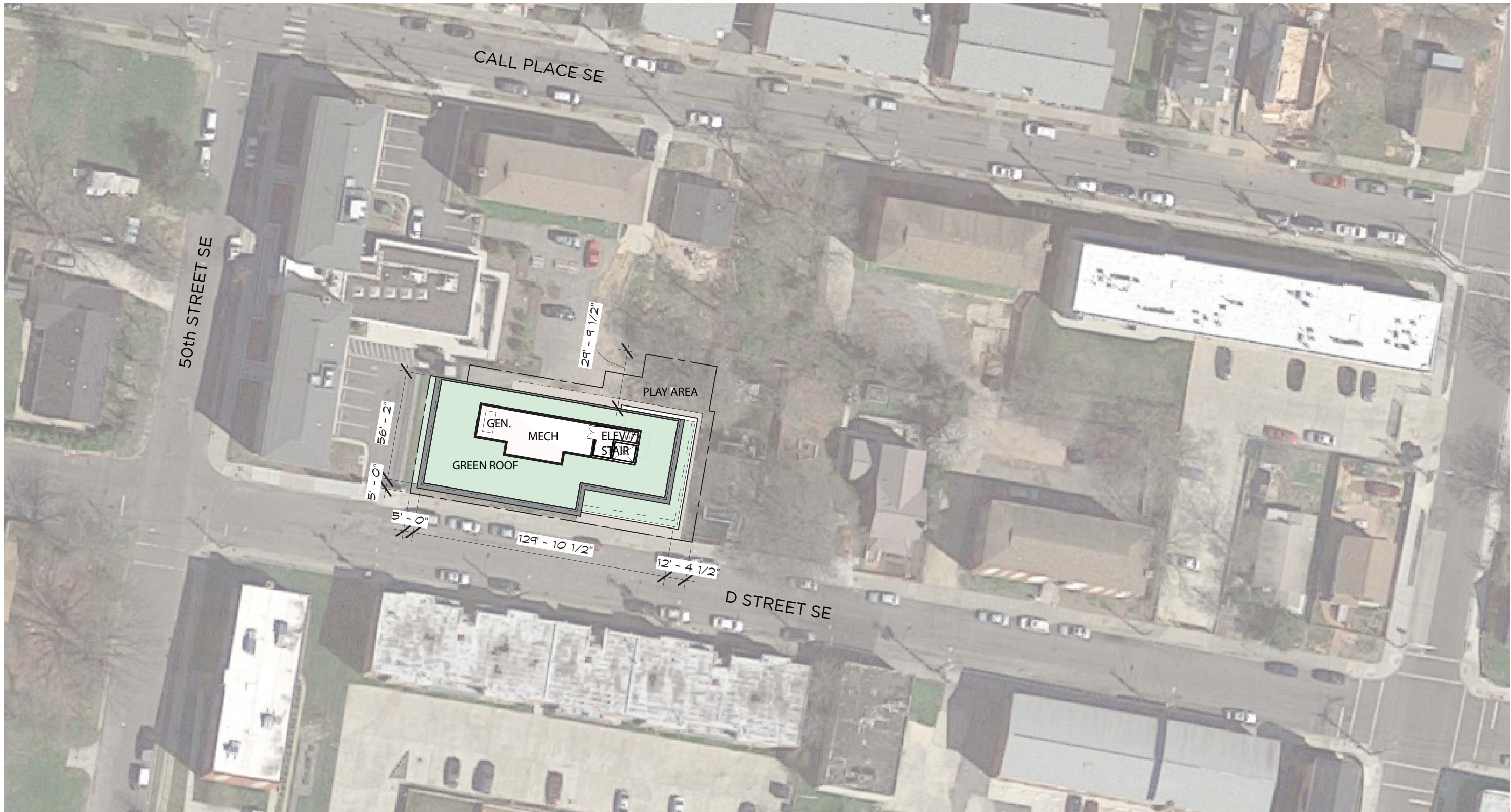


**WILES MENSCH CORPORATION-DC**  
Planning, Engineering, Surveying & Landscape Architecture  
739 8th Street, SE 2nd Floor Washington, DC 20003  
(T) 703-391-7600 (F) 703-264-0959 [www.wilesmensch.com](http://www.wilesmensch.com)

|                                                                         |        |
|-------------------------------------------------------------------------|--------|
| SHEET TITLE:<br>BOUNDARY, TOPOGRAPHIC AND UTILITY SURVEY                |        |
| PROJECT:<br>LOT 32 SQUARE 5322<br>5004 D STREET, S.E., WASHINGTON, DC   |        |
| CLIENT:<br>CUNNINGHAM QUILL ARCHITECTS PLLC<br>ADVANCED COPY 2016-03-24 |        |
| SCALE: 1" = 20'                                                         | Page 4 |







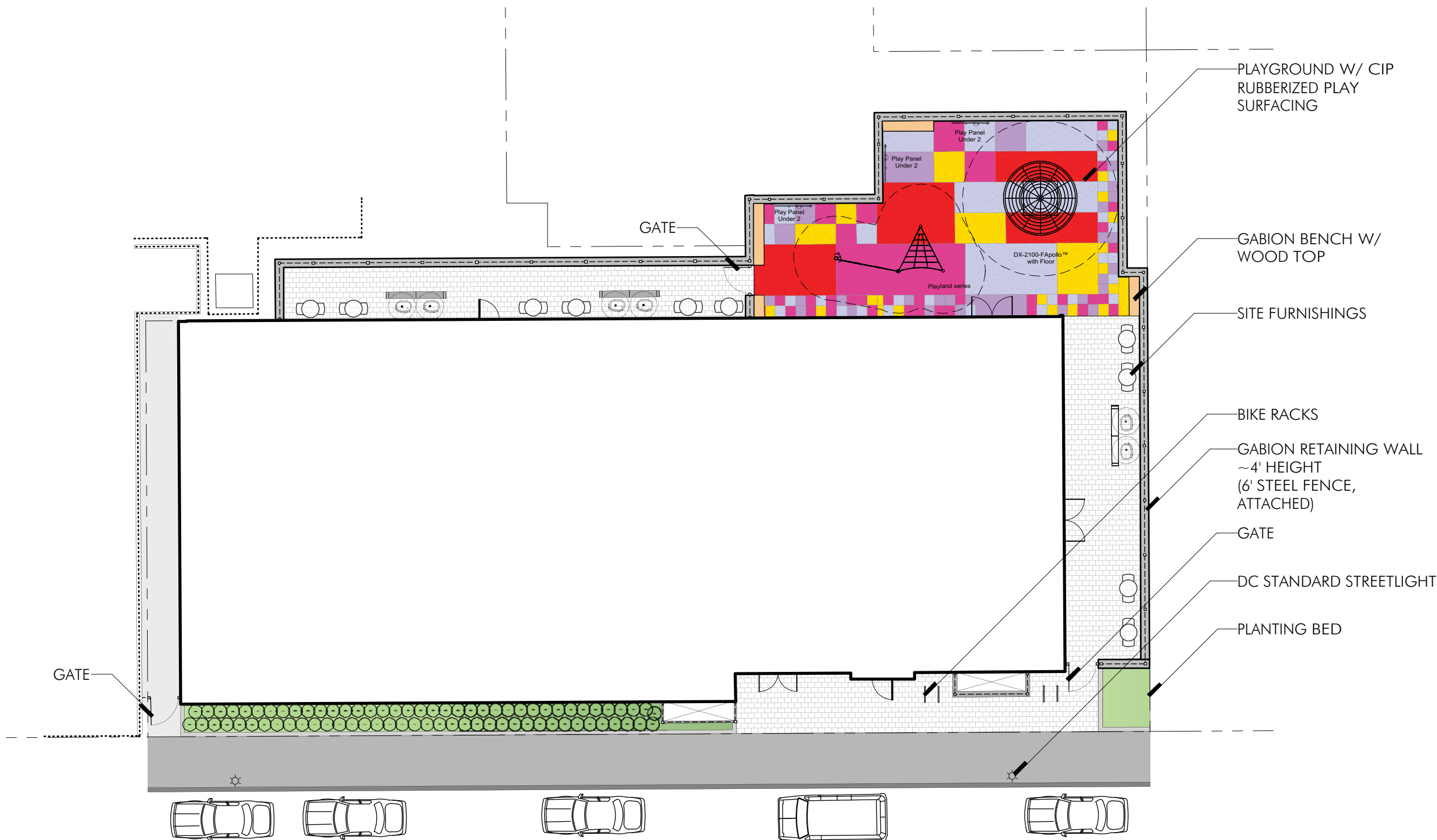


SHORT TERM FAMILY HOUSING - WARD 7

5004 D STREET SE Washington, DC 20019

LANDSCAPE PLAN...7

JUNE 14, 2016

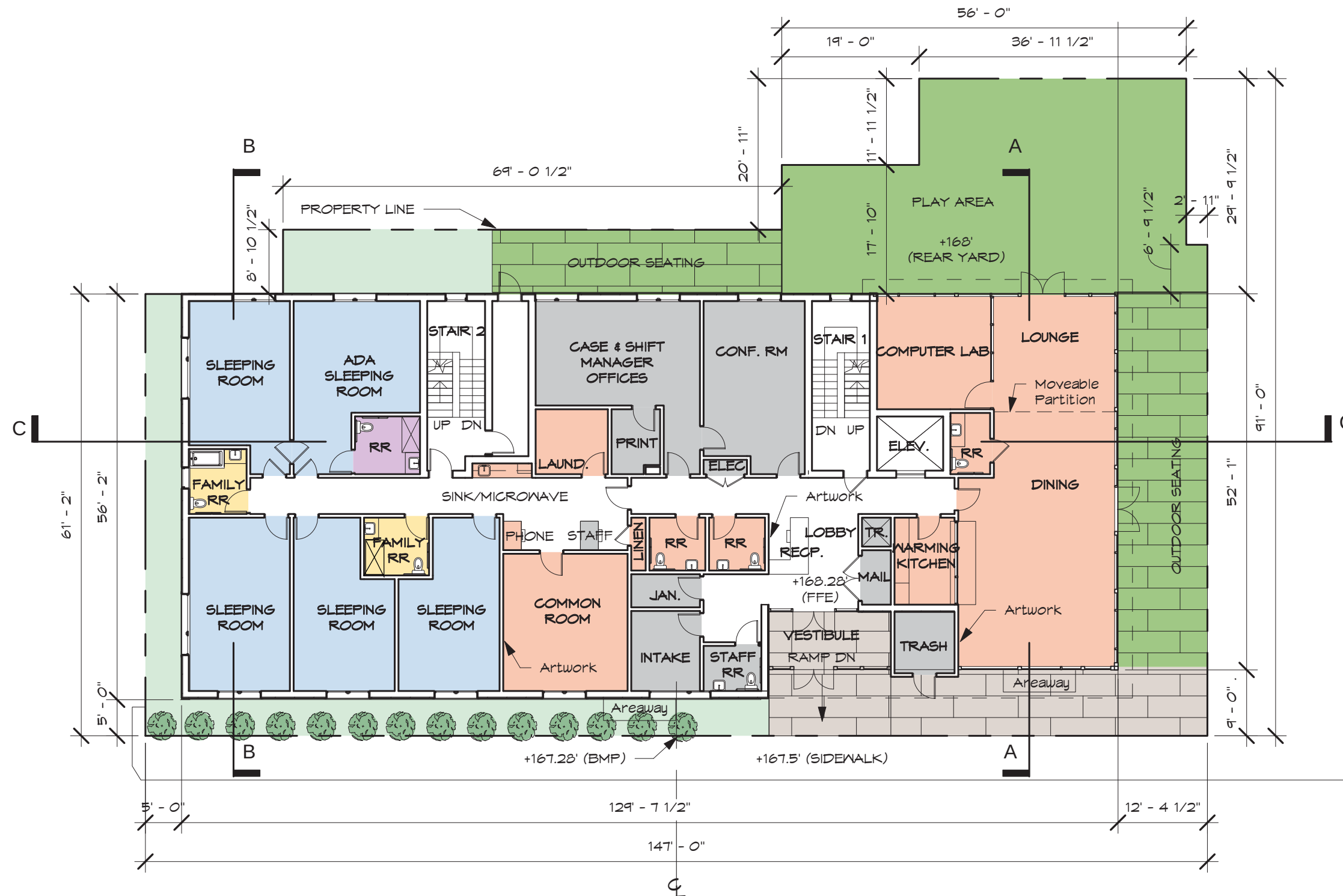


## SHORT TERM FAMILY HOUSING - WARD 7

5004 D STREET SE Washington, DC 20019

## GROUND FLOOR PLAN...8

JUNE 14, 2016



This building contains a total of 35 sleeping units for families. In addition, spaces are provided for wrap-around services for families, including case worker meals, computer facilities, and additional area for outside program providers. The ground floor contains 5 sleeping units and much of the needed space for services.

All meals are provided to families in the dining area. Meals are delivered daily and are to be stored and heated in the warming kitchen.

**KEY:**

- Residential Units
- Family Bathrooms
- Private Bathrooms
- Administrative / Bldg. Services
- Common Spaces
- Indoor / Outdoor Play Areas

SCALE: 1" = 16'-0"

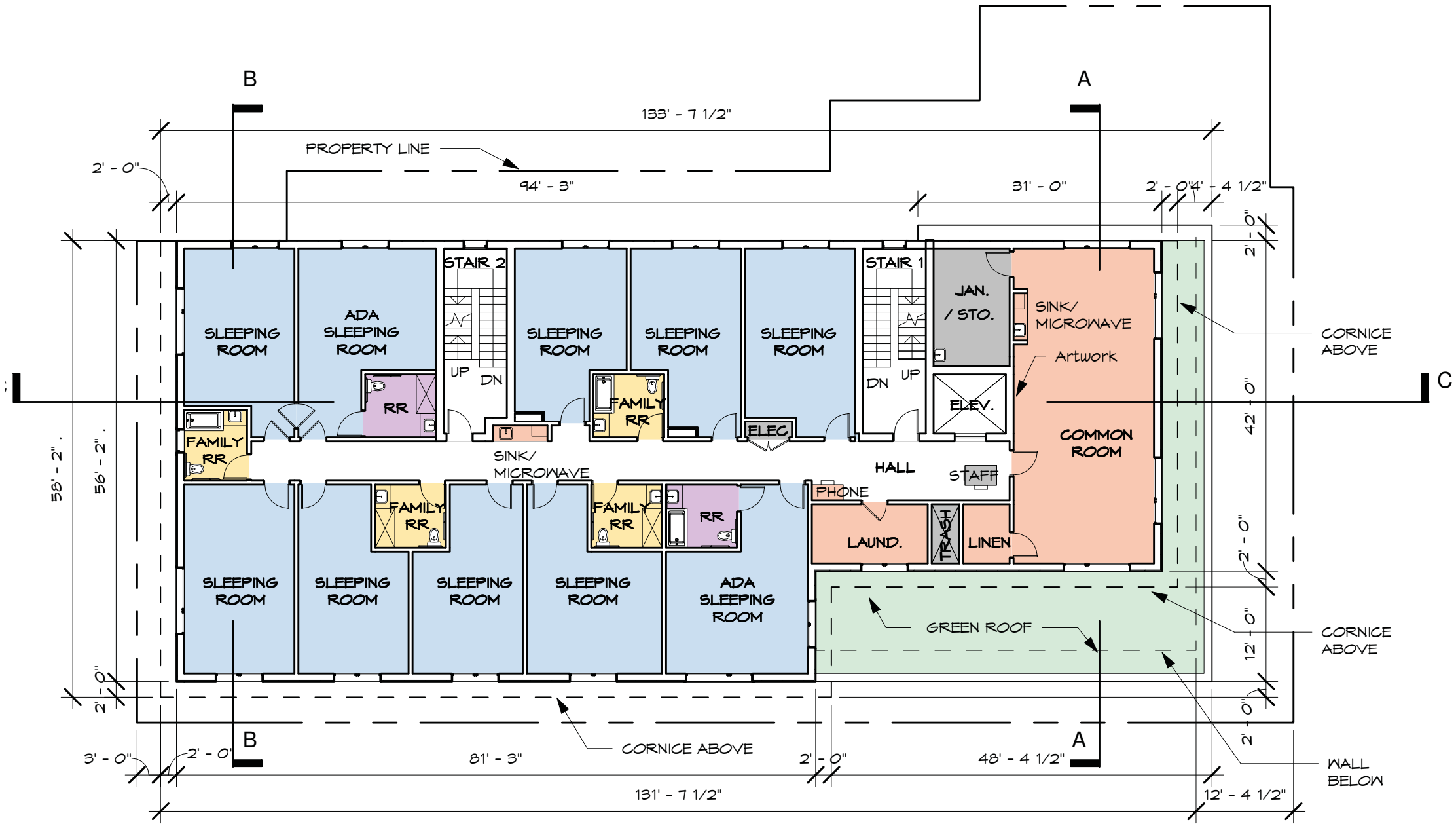


SHORT TERM FAMILY HOUSING - WARD 7

5004 D STREET SE Washington, DC 20019

TYPICAL UPPER FLOOR PLAN...9

JUNE 14, 2016



Each of the 3 upper floors contains 10 sleeping rooms, including 2 accessible rooms with private baths. The remaining 8 sleeping rooms share 4 family-style bathrooms on each floor. Each floor is also provided with laundry facilities and a common room, both for use by families.

**KEY:**

- Residential Units
- Family Bathrooms
- Private Bathrooms
- Administrative / Bldg. Services
- Common Spaces
- Indoor / Outdoor Play Areas

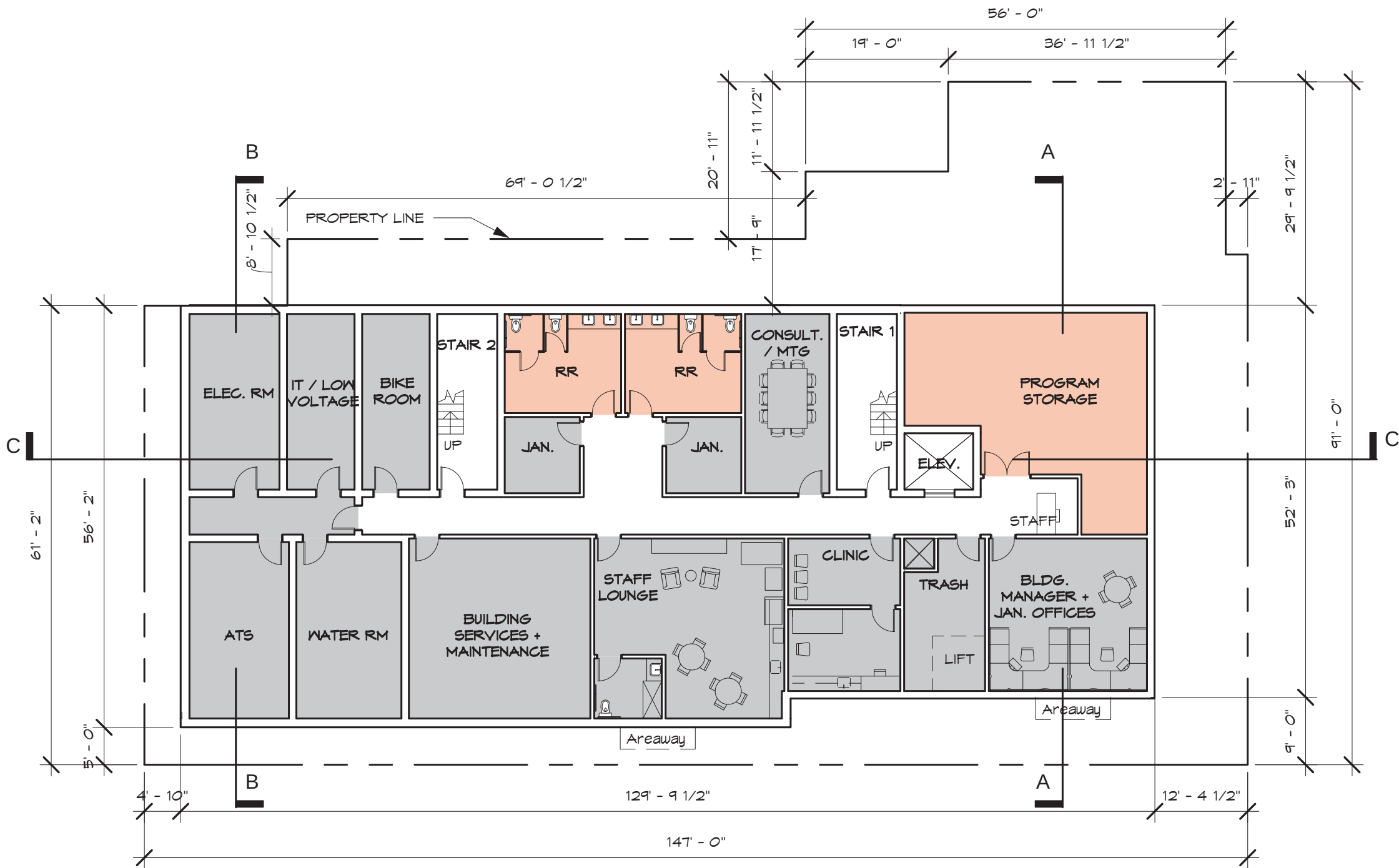


SHORT TERM FAMILY HOUSING - WARD 7

5004 D STREET SE Washington, DC 20019

CELLAR FLOOR PLAN...10

JUNE 14, 2016



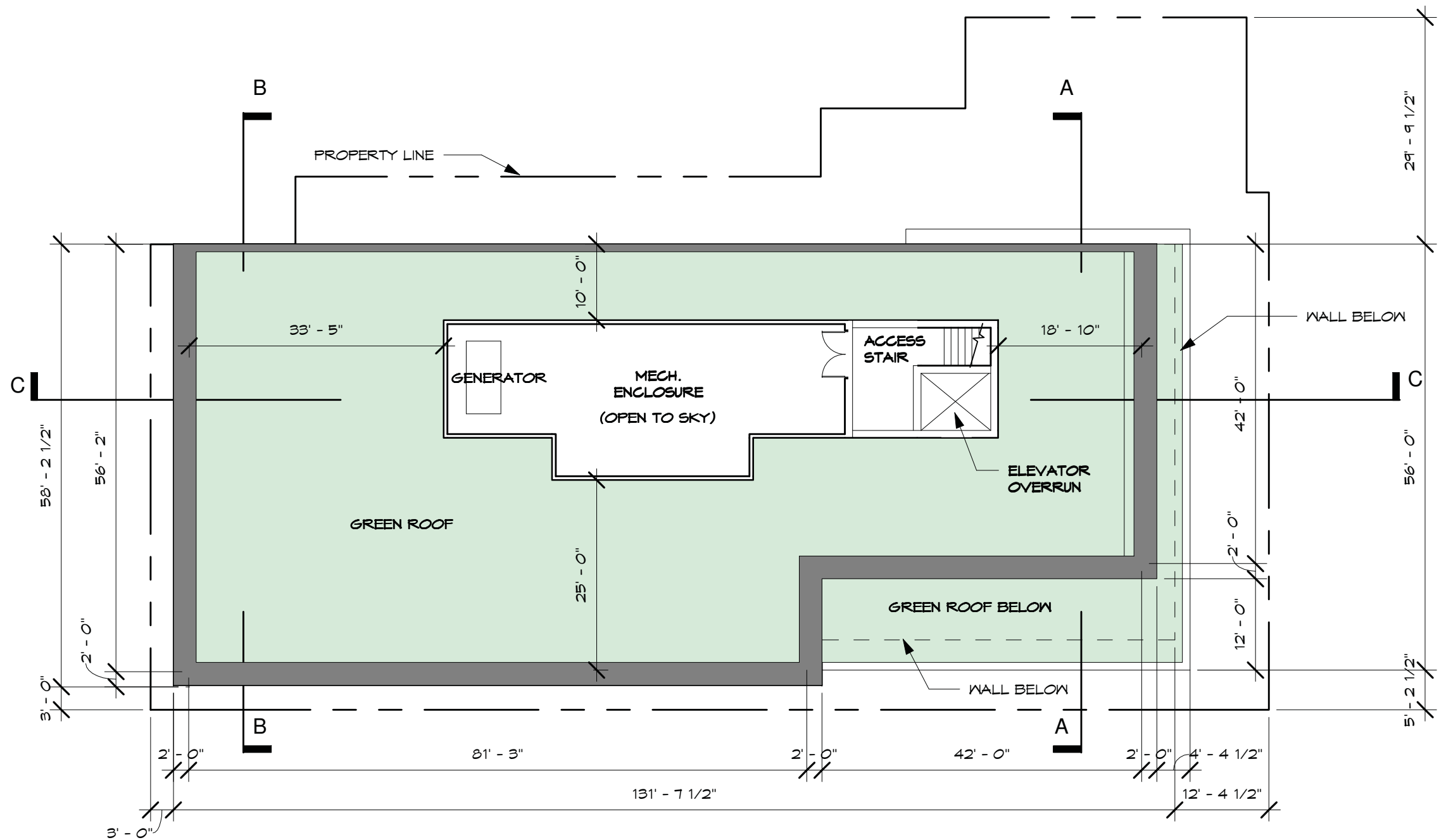
The cellar floor contains additional staff offices and lounge as well as much needed storage space for donated items and outside providers. This floor also contains a small wellness clinic.

KEY:

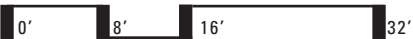
- Residential Units
- Family Bathrooms
- Private Bathrooms
- Administrative / Bldg. Services
- Common Spaces
- Indoor / Outdoor Play Areas







SCALE: 1" = 16'-0"

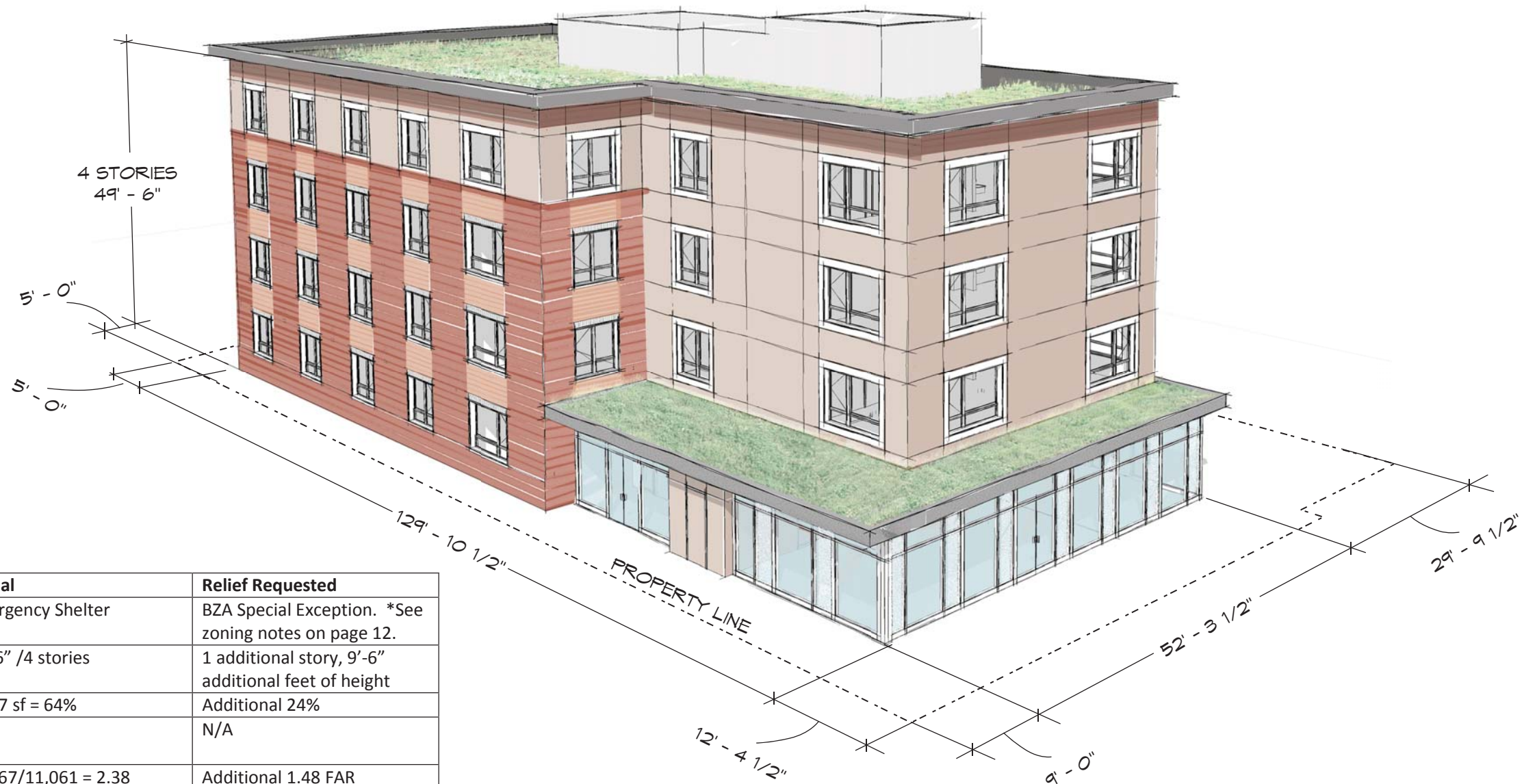


SHORT TERM FAMILY HOUSING - WARD 7

ZONING DIAGRAM...12

5004 D STREET SE Washington, DC 20019

JUNE 14, 2016



Ward 7: 5004 D Street SE  
Lot area: 11,061 sf  
Zone: R-5-A  
Lot: 0032  
Square: 5322

|                          | Allowed                                                                                         | Actual                                                                                  | Relief Requested                                     |
|--------------------------|-------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|------------------------------------------------------|
| Use                      | Emergency Shelter                                                                               | Emergency Shelter                                                                       | BZA Special Exception. *See zoning notes on page 12. |
| Height                   | 40'/3 stories                                                                                   | 49'-6" /4 stories                                                                       | 1 additional story, 9'-6" additional feet of height  |
| Lot Occupancy            | 40% x 11,061 = 4,424 sf                                                                         | 7,067 sf = 64%                                                                          | Additional 24%                                       |
| Lot Occupancy Floors 2-4 | N/A                                                                                             | 58%                                                                                     | N/A                                                  |
| Floor Area Ratio         | 0.9 x 11,061 = 9,955 sf                                                                         | 26,267/11,061 = 2.38                                                                    | Additional 1.48 FAR                                  |
| Rear Yard                | 20'                                                                                             | 14.3' average                                                                           | Additional 5.7'                                      |
| Side Yard                | 2 required, 3" per 1' of building height = 12'-4-1/2"                                           | +/- 5'-0" provided on west; 12'-4 1/2" provided on east                                 | +/- 7'-4 1/2" on west                                |
| Parking                  | BZA determination for Community-based residential facility housing more than 16 persons.        | None provided                                                                           | No on-site parking will be provided.                 |
| Loading                  | None required                                                                                   | None                                                                                    | None                                                 |
| Penthouse                | 12' maximum height/1 story, set back from front, side, and rear by distance equal to its height | 10' height/1 story, set back from front, side, and rear by distance equal to its height | None                                                 |
| Pervious Surface         | No Minimum                                                                                      |                                                                                         | N/A                                                  |
| GAR                      | 0.4                                                                                             | 0.4                                                                                     | None ***See zoning notes on page 12.                 |
| Projections              | Cornices and eaves may project over any req. yard by 2 ft. max                                  | 2 ft. roof overhangs over side yards                                                    | None                                                 |

| Building Data                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Zoning Notes                           |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-----------|--------------|-----------|--------------|-----------|-------------|-----------|--------------|-----------|----------------|----------------------------------------|----------------|----|------|-----|---------------------------------------------|----|---------------------------------------------|---|-----------------------------------------------|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div><div>Ward 7 Short Term Family Housing: Building Data</div><div><div>BUILDING AREA</div><table><tr><td>Cellar</td><td>7,067 GSF</td></tr><tr><td>Ground Floor</td><td>7,067 GSF</td></tr><tr><td>Second Floor</td><td>6,400 GSF</td></tr><tr><td>Third Floor</td><td>6,400 GSF</td></tr><tr><td>Fourth Floor</td><td>6,400 GSF</td></tr><tr><td>Total Building</td><td>33,334 GSF (26,267 GSF without Cellar)</td></tr></table></div><div><div># OF SLEEPING ROOMS AND BATHROOMS</div><table><tr><td>Sleeping Rooms</td><td>35</td></tr><tr><td>Beds</td><td>116</td></tr><tr><td>Shared Family Style Restrooms for Residents</td><td>14</td></tr><tr><td>Private ADA restrooms within Sleeping Rooms</td><td>7</td></tr><tr><td>Additional Restrooms For Public Space &amp; Staff</td><td>7</td></tr></table></div></div> | Cellar                                 | 7,067 GSF | Ground Floor | 7,067 GSF | Second Floor | 6,400 GSF | Third Floor | 6,400 GSF | Fourth Floor | 6,400 GSF | Total Building | 33,334 GSF (26,267 GSF without Cellar) | Sleeping Rooms | 35 | Beds | 116 | Shared Family Style Restrooms for Residents | 14 | Private ADA restrooms within Sleeping Rooms | 7 | Additional Restrooms For Public Space & Staff | 7 | <div><div>* 360.1 Emergency shelters for five (5) to twenty-five (25) persons, not including resident supervisors or staff and their families, shall be permitted as special exceptions in an R-5 District if approved by the Board of Zoning Adjustment under § 3104, subject to the standards and requirements of § 358.</div><div><div>*** This assumes 8” deep green roof in all locations currently shown. If this changes due to constructability or value engineering, relief may be needed for this requirement.</div></div></div> |
| Cellar                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 7,067 GSF                              |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Ground Floor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 7,067 GSF                              |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Second Floor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 6,400 GSF                              |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Third Floor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 6,400 GSF                              |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Fourth Floor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 6,400 GSF                              |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Total Building                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 33,334 GSF (26,267 GSF without Cellar) |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Sleeping Rooms                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 35                                     |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Beds                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 116                                    |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Shared Family Style Restrooms for Residents                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 14                                     |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Private ADA restrooms within Sleeping Rooms                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 7                                      |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Additional Restrooms For Public Space & Staff                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 7                                      |           |              |           |              |           |             |           |              |           |                |                                        |                |    |      |     |                                             |    |                                             |   |                                               |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |







View from D Street  
looking East

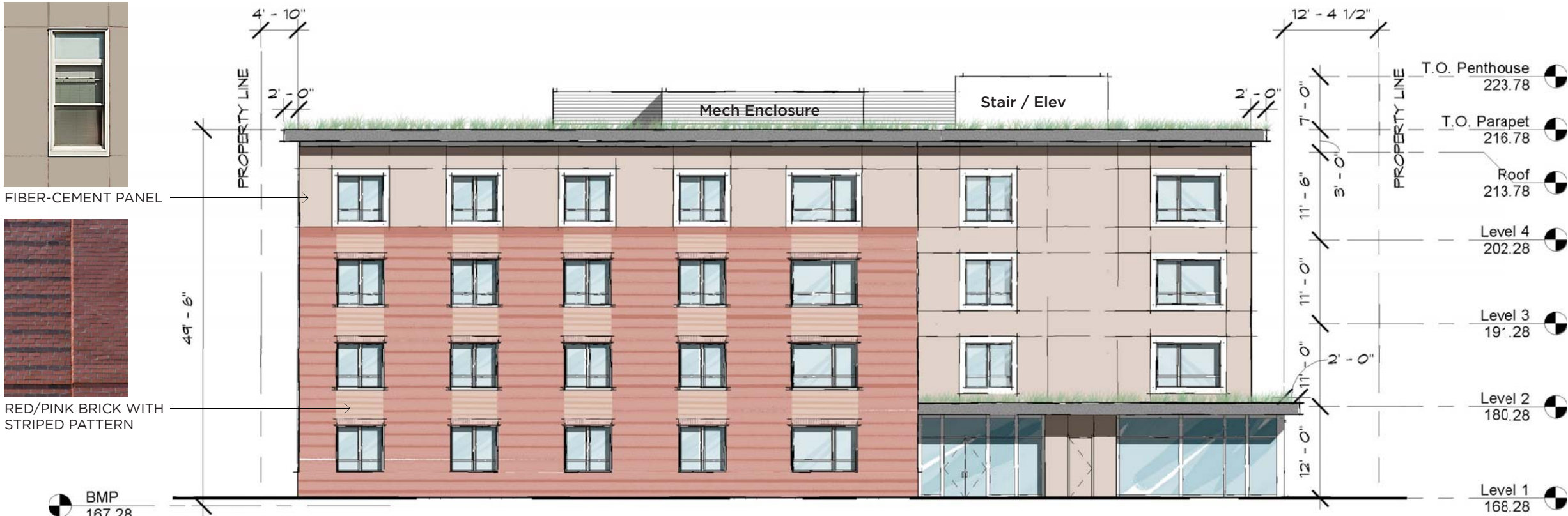


SHORT TERM FAMILY HOUSING - WARD 7

5004 D STREET SE Washington, DC 20019

ELEVATIONS...16

JUNE 14, 2016



SCALE: 1" = 16'-0"

SHORT TERM FAMILY HOUSING - WARD 7

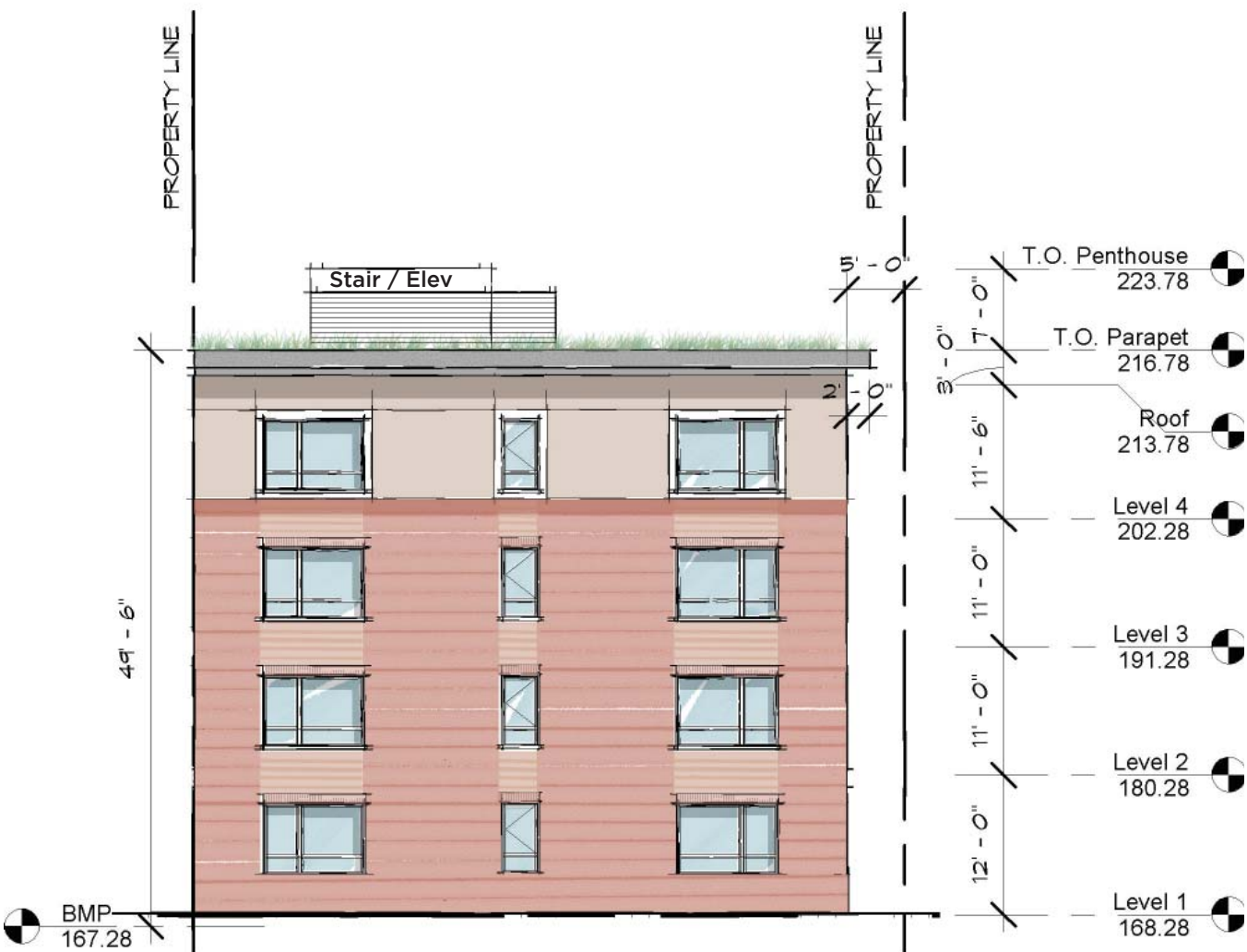
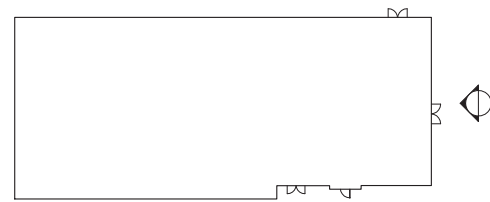
5004 D STREET SE Washington, DC 20019

ELEVATIONS...17

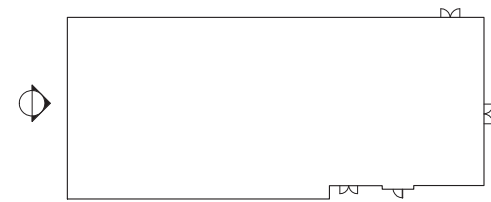
JUNE 14, 2016



EAST ELEVATION



WEST ELEVATION



SCALE: 1" = 16'-0"



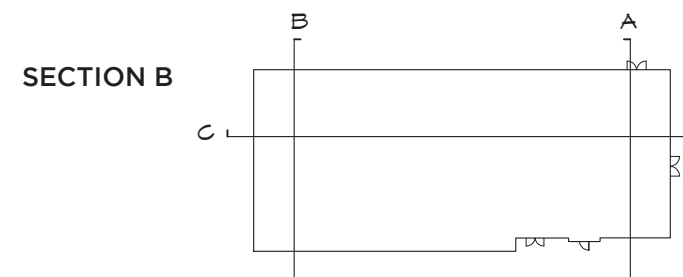
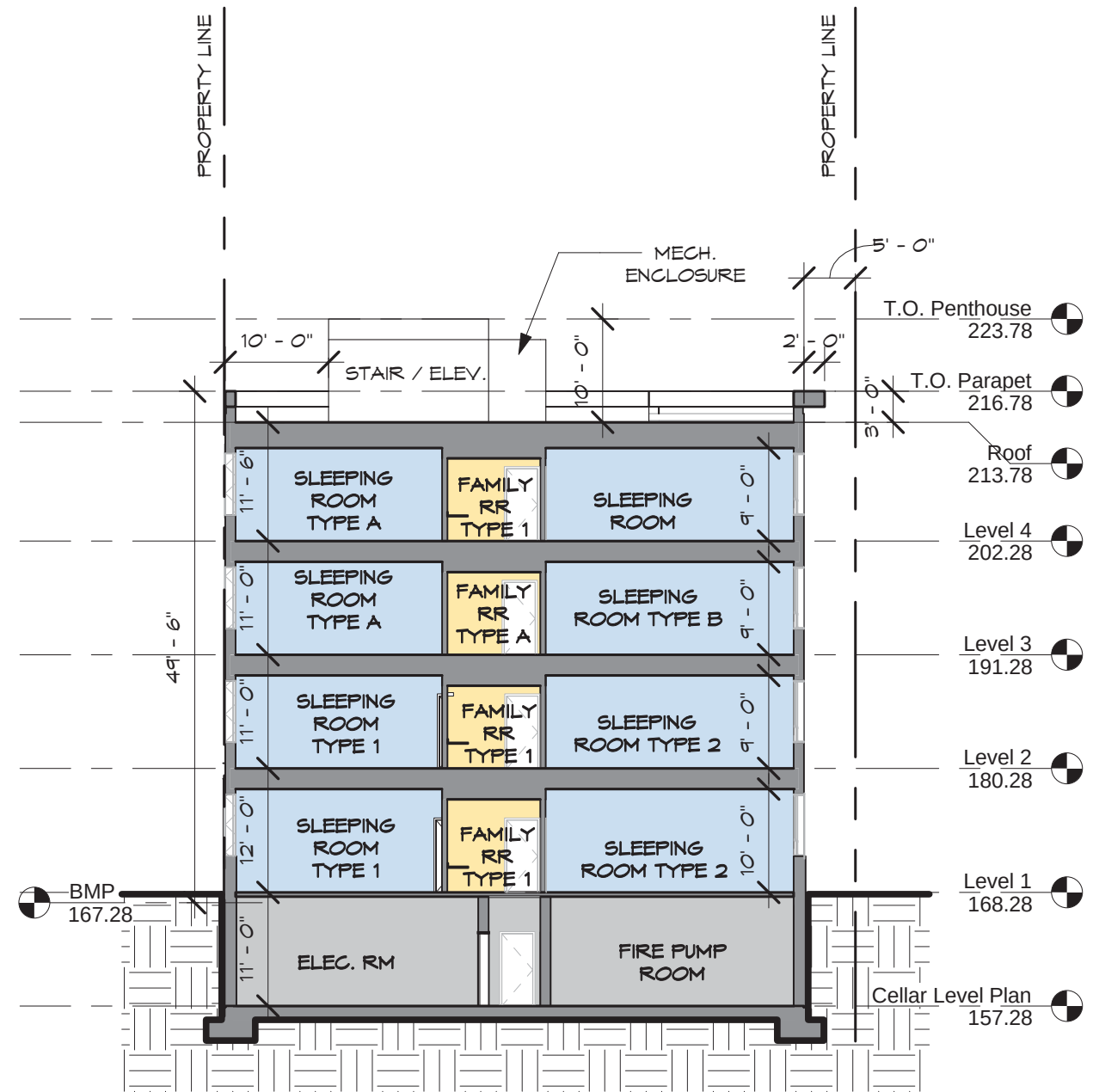
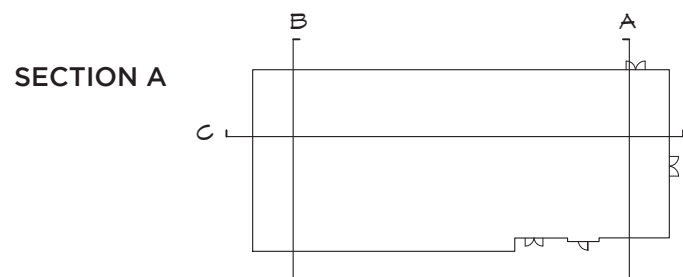
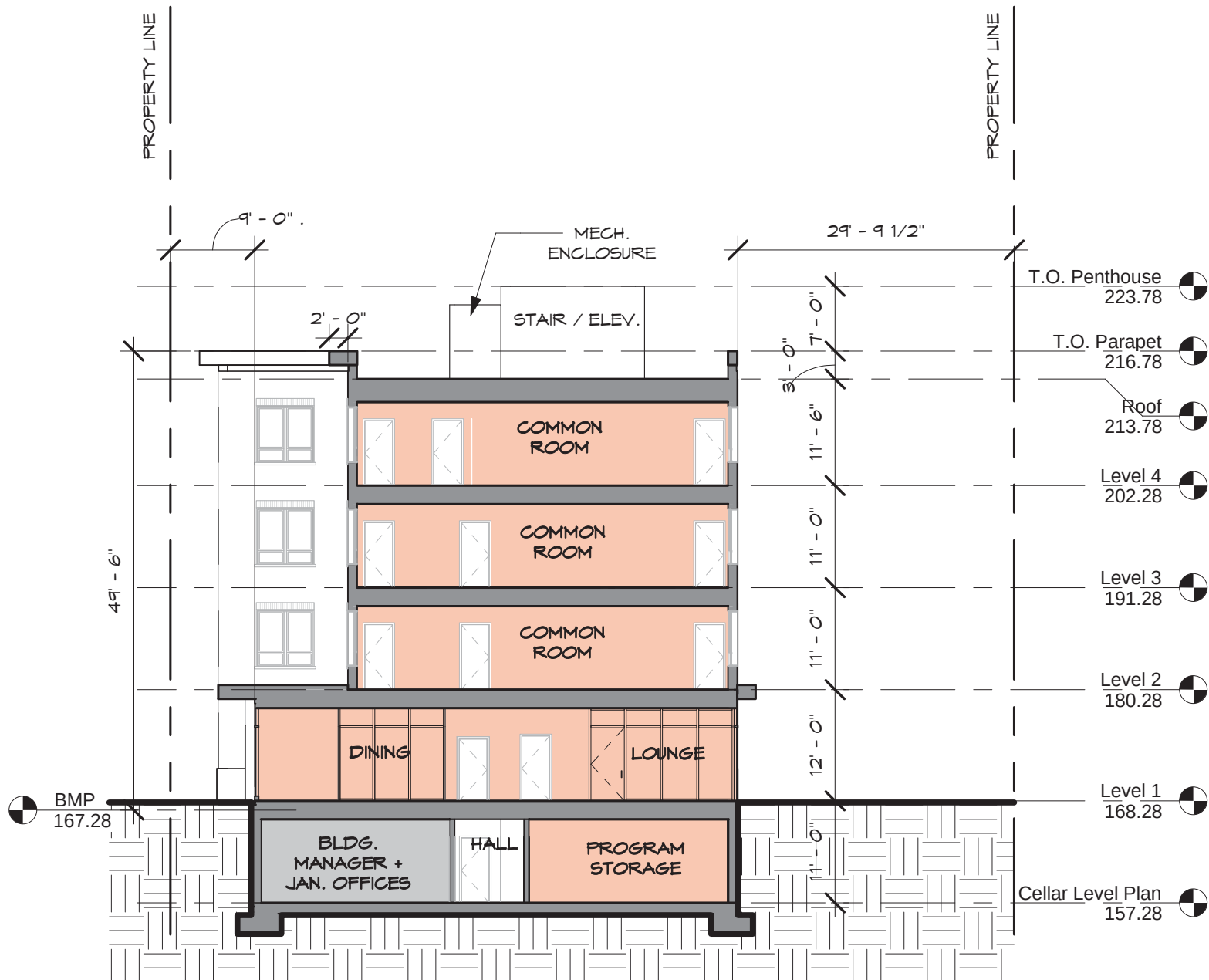


SHORT TERM FAMILY HOUSING - WARD 7

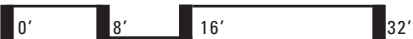
5004 D STREET SE Washington, DC 20019

SECTIONS...18

JUNE 14, 2016



SCALE: 1" = 16'-0"





## SHORT TERM FAMILY HOUSING - WARD 7

5004 D STREET SE Washington, DC 20019

## SECTIONS...19

JUNE 14, 2016



SCALE: 1" = 16'-0"



# Exhibit B

**QUALIFICATIONS**

Mr. VanPelt has more than 18 years of experience in a wide range of traffic and transportation projects including: traffic impact studies, site access and circulation planning, multimodal studies, functional parking lot and garage design, parking demand analysis, corridor studies, campus master planning, major data collection efforts, loading dock design, intersection improvement design, signal design, signing and pavement marking design, and expert witness testimony. He has worked for public, private and institutional sector clients throughout the United States and has worked internationally on projects in the United Arab Emirates, China, Venezuela, Brazil and Mexico.

**SELECT PROJECT EXPERIENCE****Multi-modal System Design/Planning**

- DDOT Post-Construction Study, Washington, DC
- DC2024 Olympic Bid Transportation Planning, Washington, DC
- DC North-South Corridor Streetcar Planning Study, Washington, DC
- DC Multifamily Residential Parking Study, Washington, DC
- DC Circulator Transit Plan Update, Washington, DC
- Millwood Avenue Diversion Study, Winchester, VA
- Potomac Yard State of the Commute ('08-'15), Arlington, VA

**CREDENTIALS**

Discipline:  
Transportation Planning and Engineering

Education:  
Master of Science in Civil Engineering,  
Washington University in St. Louis  
Bachelor of Science in Civil Engineering,  
Washington University in St. Louis  
Bachelor of Science in Physics,  
Bethany College

Registrations:  
Professional Engineer – District of  
Columbia, Virginia, Maryland,  
Pennsylvania, and West Virginia

Registered Professional Traffic  
Operations Engineer

**Mixed-Use Development**

- Robinson Terminal North, Alexandria, VA
- Brookland Manor, Washington, DC
- Union Market/Angelika Theater, Washington, DC
- Union Market/1270 4<sup>th</sup> St NE, Washington, DC
- McMillan Sand Filtration Site, Washington, DC
- Gateway at King and Beauregard, Alexandria, VA
- The Wharf/SW Waterfront Redevelopment, Washington, DC
- The Randall School Redevelopment, Washington, DC
- Waterfront Station, Washington, DC
- Ballpark Square, Washington, DC
- The Yards, Washington, DC
- Crystal Square, Arlington, VA
- 223 23<sup>rd</sup> Street/Crystal Plaza 5, Arlington, VA

**Residential**

- 400 Army Navy Drive, Arlington, VA
- Ingleside at Rock Creek, Washington, DC
- WeLive/Crystal Plaza 6, Arlington, VA
- Monroe Street Market Lot A2, Washington, DC
- The Kingsley, Alexandria, VA
- The Fillmore, Alexandria, VA
- Waterfront Station NW Parcel, Washington, DC
- M Street Town Center, Washington, DC
- St. Matthews' Redevelopment, Washington, DC

**Office/Commercial**

- Old Post Office/Trump Hotel, Washington, DC
- 1900 N Street NW, Washington, DC
- Pinstripes at Georgetown Park, Washington, DC
- 900 16<sup>th</sup> Street NW, Washington, DC
- 1000 Connecticut Avenue NW, Washington, DC
- 1900 Crystal Drive, Arlington, VA
- 1700 K Street NW, Washington, DC
- DC USA, Washington, DC
- The Citadel Harris Teeter, Washington, DC

**Colleges, Universities and Institutional Master Planning**

- Sylvan Theater at Washington Monument, Washington, DC
- US Capitol Complex Framework Plan, Washington, DC
- National Zoo Lower Entry Plan, Washington, DC
- Georgetown University Campus Plan, Washington, DC
- American University Campus Plan, Washington, DC
- Howard University Campus Plan, Washington, DC
- American University Campus Master Plan, Washington, DC
- Indiana University, Bloomington, IN
- The Ohio State University, Columbus, OH





# Exhibit C

## TECHNICAL MEMORANDUM

To: Agyei Hargrove  
Wanda Sherrod  
District Department of General Services  
District Department of General Services

Cc: Meridith Moldenhauer  
Ajoke Agboola  
Heather Daley-Rao  
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Date: June 14, 2016

Subject: DC Homeward Initiative – Ward 7  
Transportation Statement

## INTRODUCTION

This memorandum presents the findings of a Transportation Statement conducted for the DC Homeward Initiative Ward 7 Short-term Family Housing (STFH) development located at 5004 D Street in Southeast Washington, DC in support of its Board of Zoning Adjustment (BZA) application (Case No. 19287). Figure 1 identifies the site location within the District. The development will replace an unimproved lot (approximately 11,000 square feet) with an emergency/short-term housing facility for families.

The proposed development will contain 35 family units with 116 beds and approximately 3,500 square feet of office space for support staff, as part of a larger, citywide emergency and short-term housing program. In addition, spaces are provided for wrap-around services for families, including case workers, meals, computer facilities, and additional area for outside program providers. The ground floor will contain five (5) sleeping units and much of the needed space for services, as well as a dining area where all meals will be provided to families residing in the facility. Each floor will have laundry facilities and a common room, both for use by families. Finally, the cellar floor will contain additional staff offices and lounge, as well as storage space for donated items and outside providers.

Based on the location of the facility less than 0.8 miles from the nearest Metrorail Station, the unique nature of the use, and site constraints, the development is not proposing to supply any on-site vehicular parking spaces or on-site loading facilities.

The purpose of this statement is to determine if the proposal would generate detrimental impacts to surrounding traffic or parking systems. The following sections of this document:

- Provide a summary of major transportation features near and adjacent to the site including reviewing transit, pedestrian, bicycle, and carshare facilities;

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- Collect parking inventory and occupancy data along block faces within walking distance of the site in order to determine the utilization of on-street parking during the evening, when residential demand is at its highest;
- Review the proposed loading facilities and operations, including a loading management plan; and
- Outline the proposed transportation demand management plan for the development.

This statement concludes that the proposal will not generate detrimental impacts for the following reasons:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation.
- Based on the site location near ample transit services, the neighborhood-oriented use of the site, and the site design elements that encourage non-auto transportation, it was determined that the exclusion of parking on-site will not have a detrimental impact to the surrounding neighborhood.
- The proposed loading plan is adequate given the amount of loading activity expected at the facility. Although these activities will occur at curb-side, a loading management plan will be implemented and trash/recycling pickup will occur on-street in order to reduce potential conflicts with pedestrians.
- A Transportation Demand Management (TDM) plan for the development will include the implementation of a TDM coordinator, on-site services, and bicycle amenities.

## EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, and pedestrian facilities in the site vicinity. The site is served by several public transportation sources, including Metrorail and Metrobus. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by an on-street bicycle network, consisting of trails, bike lanes, and signed bicycle routes nearby.

### *Transit*

Local transit services that provide access to and from the Ward 7 STFH site primarily include Metrorail via the Benning Road station, which is located approximately 0.8 miles from the building and multiple Metrobus routes. Figure 2 illustrates the site proximity to the Benning Road Metrorail Station as well as existing Metrobus routes.

Table 1 shows a summary of the bus route information for the lines that serve the study area, including service hours and headways. The closest Metrobus stop is located on the northwest corner of the 51<sup>st</sup> Street and D Street intersection, and serves the U5 and U6 Metrobus routes.

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**Table 1: Bus Route Information**

| Route Number | Route Name                           | Service Hours                                           | Typical Headway |
|--------------|--------------------------------------|---------------------------------------------------------|-----------------|
| 96, 97       | East Capitol Street - Cardozo Line   | Weekdays: WB 4:52 am – 12:45 am<br>EB 4:46 am – 1:40 am | 15 - 35 minutes |
|              |                                      | Saturdays: WB 5:00 am – 1:58 am<br>EB 4:52 am – 3:03 am |                 |
|              |                                      | Sundays: WB 5:10 am – 12:50 am<br>EB 5:00 am – 12:21 am |                 |
| U5, U6       | Mayfair-Marshall Heights Line        | Weekdays: EB 4:33 am – 12:40 am                         | 15 - 30 minutes |
|              |                                      | Saturdays: EB 5:10 am – 2:10 am                         |                 |
|              |                                      | Sundays: EB 5:32 am – 12:39 am                          |                 |
| U8           | Capitol Heights-Benning Heights Line | Weekdays: SB 4:30 am – 2:10 am<br>NB 4:42 am – 2:20 am  | 10 - 30 minutes |
|              |                                      | Saturdays: SB 4:30 am – 3:40 am<br>NB 4:39 am – 3:22 am |                 |
|              |                                      | Sundays: SB 4:42 am – 1:12 am<br>NB 4:53 am – 1:23 am   |                 |
| W4           | Deanwood-Alabama Avenue Line         | Weekdays: SB 5:00 am – 2:06 am<br>NB 5:00 am – 1:35 am  | 10 - 30 minutes |
|              |                                      | Saturdays: SB 6:00 am – 2:00 am<br>NB 6:00 am – 1:30 am |                 |
|              |                                      | Sundays: SB 6:00 am – 12:30 am<br>NB 6:15 am – 12:00 am |                 |

### ***Bicycle Facilities***

An inventory of the bicycle facilities found throughout the study area is provided in Figure 3. Although there are some roadways with poor bicycling conditions, there are existing bike facilities and local streets with safe conditions surrounding the site. Existing bicycle facilities include the Watts Branch Trail which runs east-west to the north of the site, north-south bike lanes and shared lanes along 49th Street, and an on-street signed bicycle route along Southern Avenue, 54<sup>th</sup> Street, Central Avenue, and 55<sup>th</sup> Street.

In addition, the Capital Bikeshare program has placed over 350 bike share stations across Washington, DC, Arlington, and Alexandria, VA, and Montgomery County, MD with more than 3,000 bicycles provided. Figure 3 identifies existing station locations in the study area. Capital Bikeshare currently has one existing bike share locations within a mile walk of the site. The nearest station is located along East Capitol Street, near the Benning Road Metrorail Station.

### ***Pedestrian Facilities***

Most roadways in the immediate vicinity of the proposed development provide satisfactory pedestrian facilities and connectivity throughout the area. The presence of on-street parking along one or both sides of many roadways in the site vicinity act as a barrier between the sidewalk and the travel way. The majority of crosswalks within the study area comply with DDOT and ADA standards, but gaps do exist. Figure 4 shows a detailed inventory of the existing pedestrian infrastructure surrounding the site. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT's Public Realm Design Manual in addition to ADA standards. Sidewalk widths and requirements for the District are shown below in Table 2.



**Table 2: Sidewalk Requirements**

| Street Type                           | Minimum Sidewalk Width | Minimum Buffer Width                 |
|---------------------------------------|------------------------|--------------------------------------|
| Residential (Low to Moderate Density) | 6 ft                   | 4 ft (6 ft preferred for tree space) |
| Residential (High Density)            | 8 ft                   | 4 ft (6 ft preferred for tree space) |
| Commercial (Non-downtown)             | 10 ft                  | 4 ft                                 |
| Downtown                              | 16 ft                  | 6 ft                                 |

### ***Car Sharing***

Three car-sharing companies serve the District: Zipcar, Enterprise CarShare, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Both Zipcar and Enterprise CarShare have locations near the project site. Table 3 lists the car-sharing locations near the project and shows that 4 carsharing vehicles are available within a mile of the site.

**Table 3: Car Share Locations and Vehicles**

| Carshare Location                                       | Number of Vehicles |
|---------------------------------------------------------|--------------------|
| <b>Zipcar</b>                                           |                    |
| 4800 East Capitol St NE                                 | 1 Vehicle          |
| 4552 Central Ave NE                                     | 1 Vehicle          |
| <b>Enterprise CarShare</b>                              |                    |
| Benning Road Metro                                      | 2 Vehicles         |
| <b>Total Number of Car Share Vehicles in Study Area</b> | <b>4 Vehicles</b>  |

Car sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar and Enterprise CarShare, Car2Go can be used for one-way rentals. Car2Go currently has a fleet of vehicles located throughout the District. Car2Go vehicles may park in any non-restricted metered curbside parking space or Residential Parking Permit. Members do not have to pay the meter or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however, availability is tracked through their website, which provides an additional option for car-sharing patrons.

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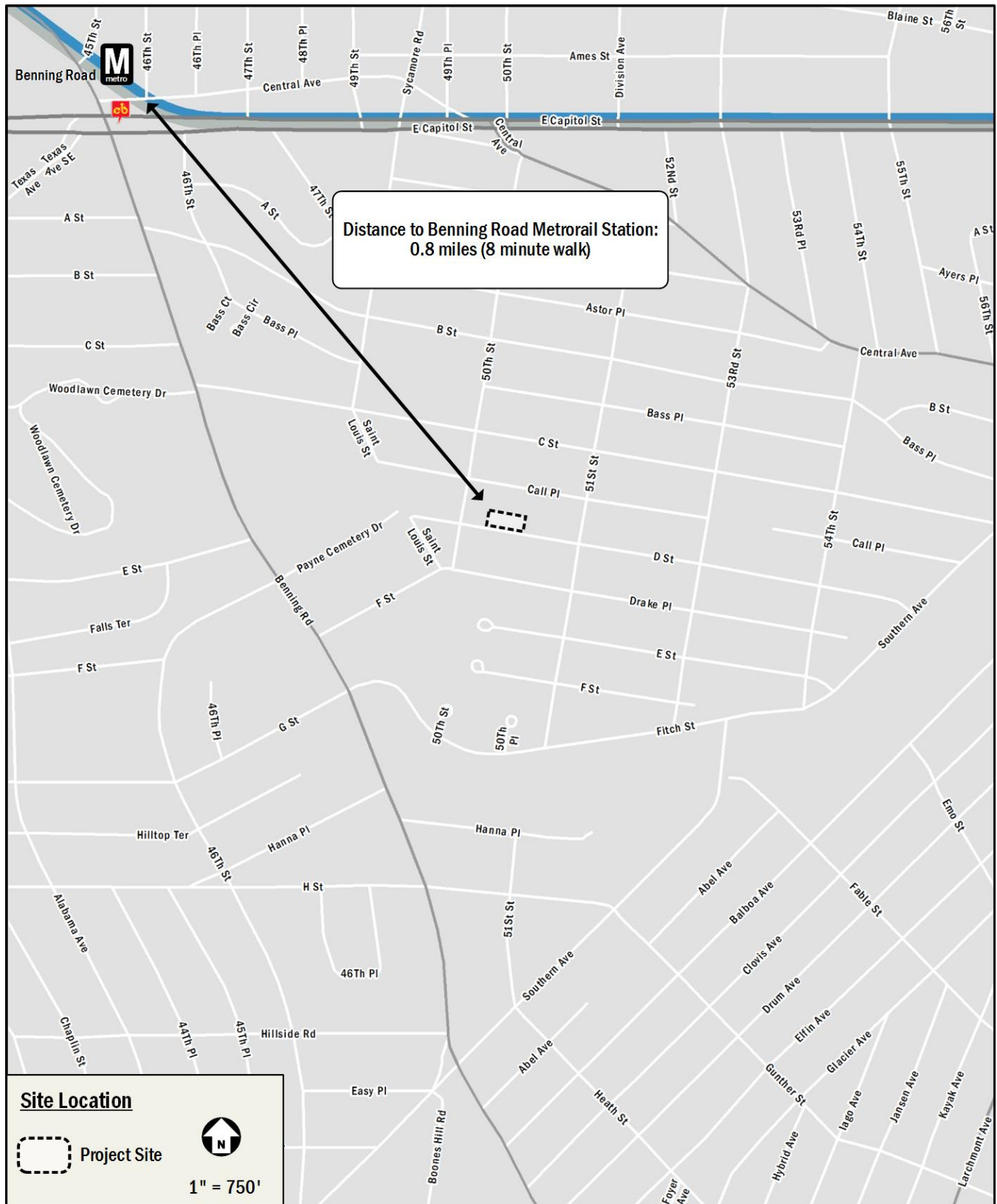


Figure 1: Site Location

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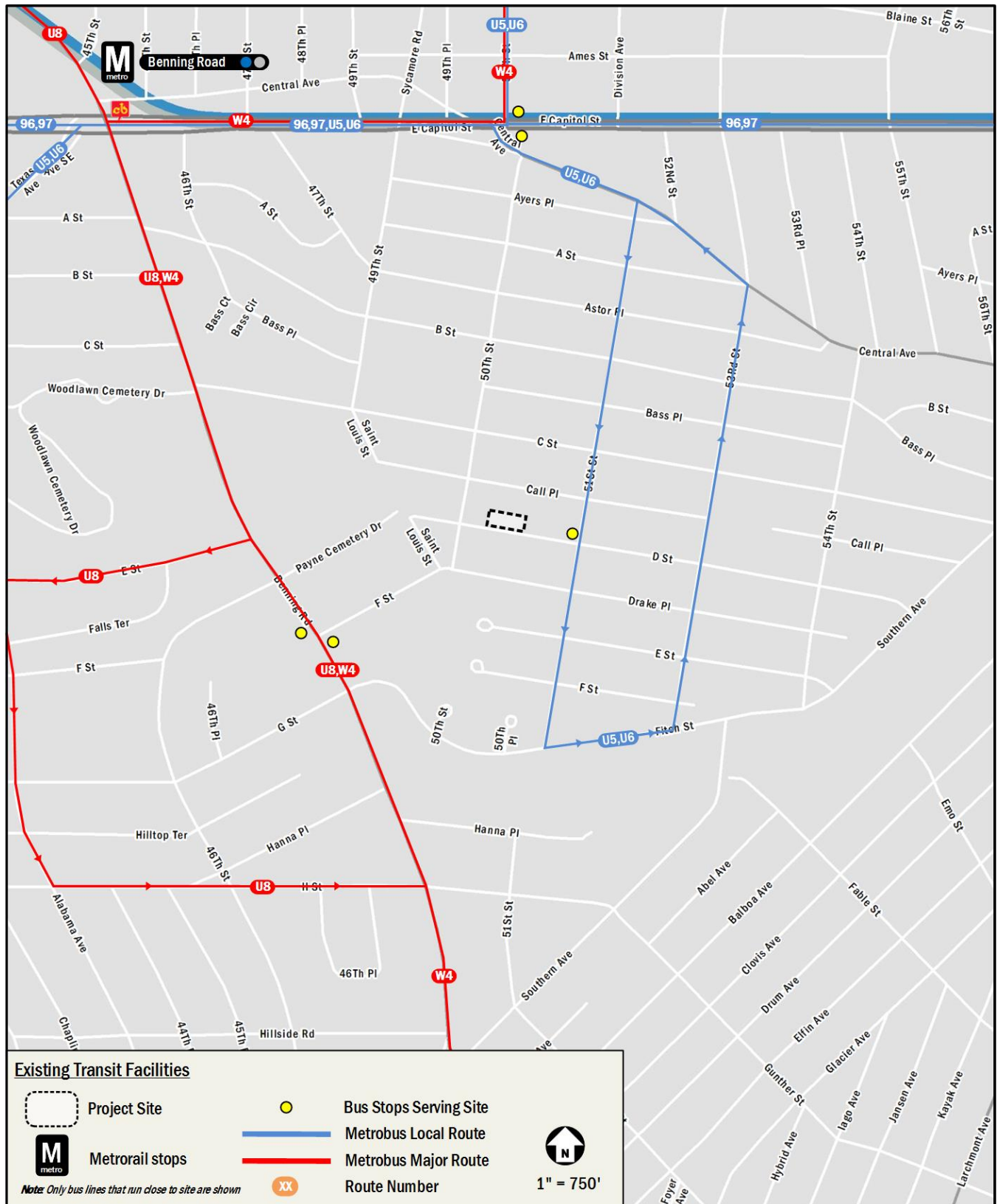


Figure 2: Existing Transit Facilities

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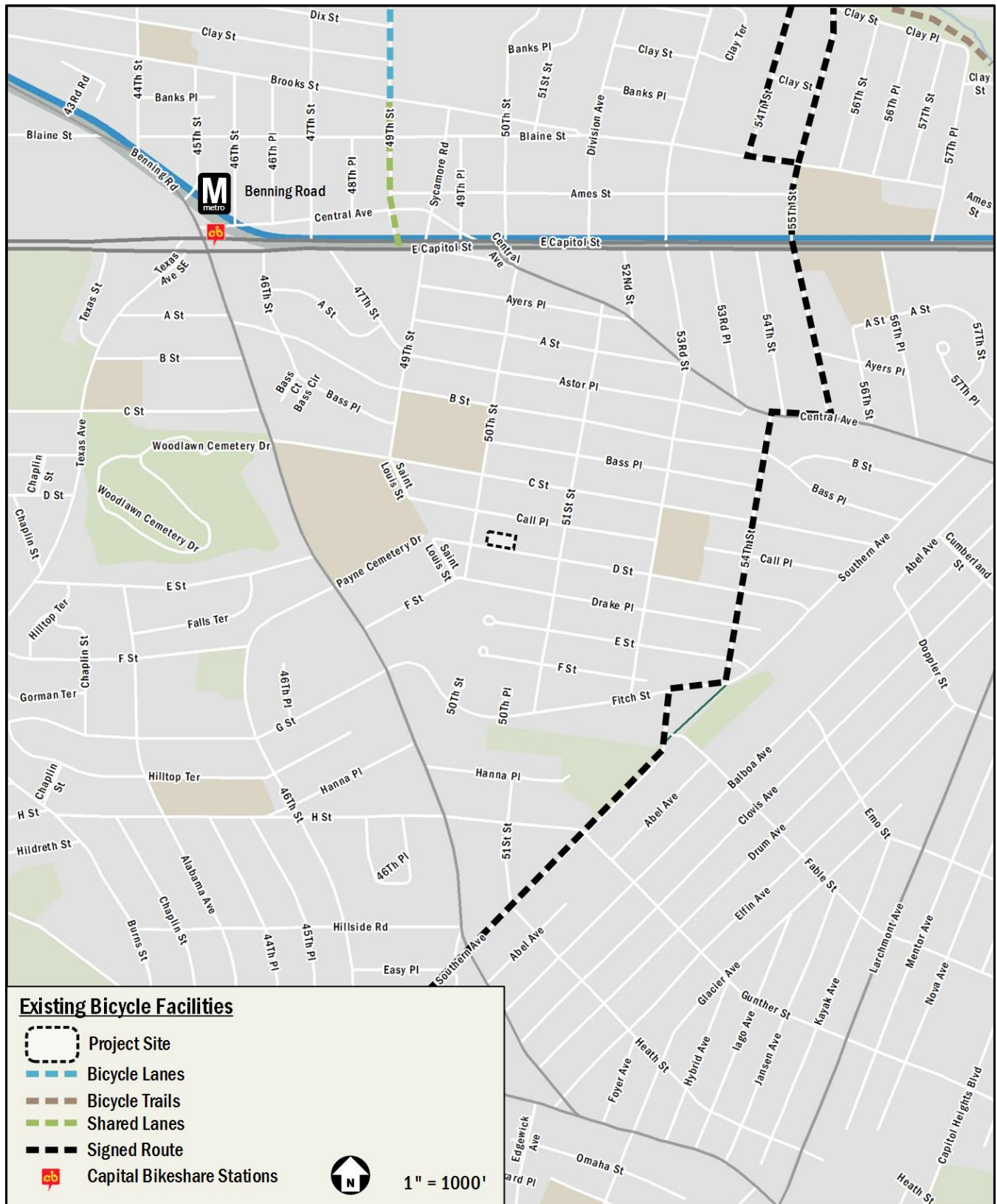


Figure 3: Existing Bicycle Facilities



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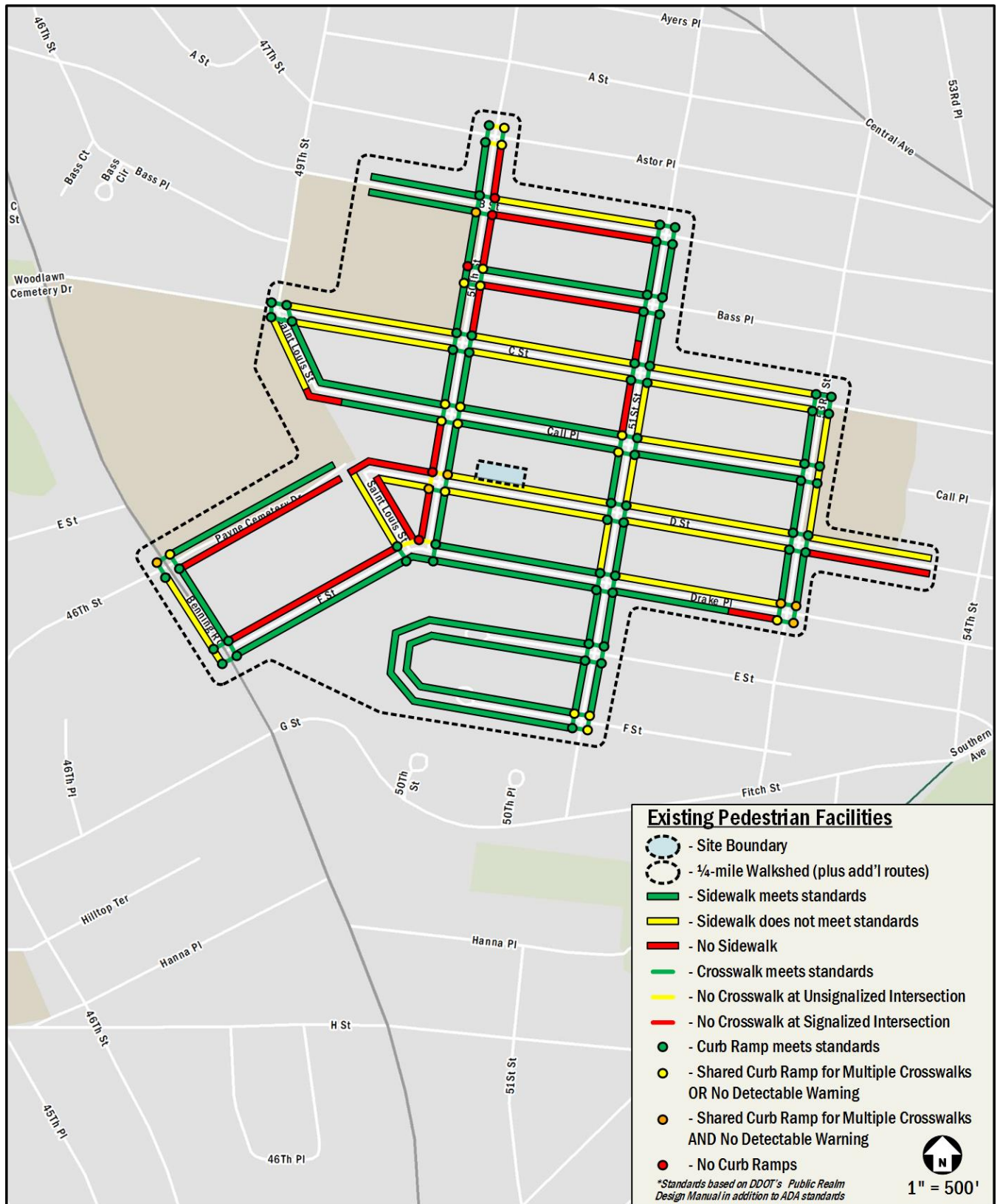


Figure 4: Existing Pedestrian Facilities

## DESIGN REVIEW

This section provides an overview of the transportation features of the proposed development. The development will replace an existing unimproved lot with an emergency/short-term housing facility. The proposed development will contain 35 family units with 116 beds, and approximately 3,500 square feet of office space for support staff, as part of a larger, citywide emergency and short-term housing program. In addition, spaces are provided for wrap-around services for families, including case workers, meals, computer facilities and additional area for outside program providers. The ground floor will contain five (5) sleeping units and much of the needed space for services, as well as a dining area where all meals will be provided to families residing in the facility. Each floor will have laundry facilities and a common room, both for use by families. Finally, the cellar floor will contain additional staff offices and lounge, as well as storage space for donated items. Five (5) secure long-term bicycle spaces will be available inside the facility and four (4) short-term bicycle racks will be installed by the facility entrance along D Street. Overall, the facility is expected to have at least ten (10) staff on the premises at all times, with a maximum of 22-26 staff during peak activity. Figure 7 displays the proposed site plan.

Under Zoning Regulations, a community-based residential facility of this size is not required to provide any loading berths, and the number of required parking spaces is to be determined by the Board of Zoning Adjustment. Parking generated by the development is expected to occur on-street within the near vicinity of the site. Loading and unloading activities are expected to occur curbside on D Street in front of the proposed development. As such, the Applicant is proposing to convert 40' of curb space on the northern blockface of D Street in front of the proposed development into a loading zone. This would be facilitated by converting the existing 20' curb cut and an additional 20' of unrestricted parking space into a 40' curbside loading zone. This would result in a net loss of one (1) unrestricted parking space, and would allow the facilitation of frequent curbside loading and unloading activities that are expected as a result of the development. Figure 8 displays the existing and proposed curbside management plan.

### ***Trip Generation***

Given the proposed facility does not conform to traditional Institute of Transportation Engineers (ITE) land uses, information has been provided by the Applicant to develop a trip generation profile for the proposed use. Detailed trip generation assumptions and mode split assumptions are included as attachments. Table 4 shows the mode splits for the residential and staff components of the facility.

**Table 4: Mode Split**

| User Group  | Mode Split |         |      |      |
|-------------|------------|---------|------|------|
|             | Auto       | Transit | Bike | Walk |
| Residential | <1%        | 90%     | 0%   | 10%  |
| Staff       | 70%        | 22%     | 5%   | 3%   |

### **Resident Trips**

To determine the number of trips generated by residents, information regarding residential auto ownership policies was obtained from the Applicant. As residents are not allowed to park vehicles onsite and the number of residents who own vehicles is negligible, it was assumed no vehicular peak hour trips would be made by residents. Based on information provided by the District Department of General Services (DGS), at the existing DC General facility less than one percent of residents own vehicles. Additionally, at the existing DC General facility bicycles are not stored for residents and DGS staff are not aware

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of any residents that use bikes as a mode. A summary of the multimodal trip generation for the residential component of the development is provided in Table 5 for the morning and afternoon peak hours.

**Table 5: Residential Trip Generation (based on ITE rates)**

| Mode    | AM Peak Hour |           |           | PM Peak Hour |           |           |
|---------|--------------|-----------|-----------|--------------|-----------|-----------|
|         | In           | Out       | Total     | In           | Out       | Total     |
| Auto    | 0 veh/hr     | 0 veh/hr  | 0 veh/hr  | 0 veh/hr     | 0 veh/hr  | 0 veh/hr  |
| Transit | 5 ppl/hr     | 17 ppl/hr | 22 ppl/hr | 24 ppl/hr    | 14 ppl/hr | 38 ppl/hr |
| Bike    | 0 ppl/hr     | 0 ppl/hr  | 0 ppl/hr  | 0 ppl/hr     | 0 ppl/hr  | 0 ppl/hr  |
| Walk    | 1 ppl/hr     | 1 ppl/hr  | 2 ppl/hr  | 3 ppl/hr     | 1 ppl/hr  | 4 ppl/hr  |

**Staff Trips**

Staff trip generation was determined based on information provided by the Applicant. The Applicant provided information on staffing levels at proposed facility and estimations on when and how employees would arrive and depart. This was used to determine a distribution of arrival and departure times. It should be noted that the ultimate number of staff will be determined by the operator of the facility, but these assumptions are expected to depict a worst case. Using this information, a daily vehicular trip generation was determined for staff as shown in Figure 5. By mapping daily trip generation, peak hours were determined around staff shift changes which will be at 7:00AM, 3:00PM, and 11:00PM. A conservative detailed listing of staffing levels is as follows:

- Security Staff – shifts beginning at 7:00AM, 3:00PM, and 11:00PM
  - 3 at all times (outdoors, rover, reliever)
  - 2 at front desk
  - 1 on each floor x 5 floors
  - Max of 10 security staff
- Case workers – 10:00AM to 7:00PM typically
  - 3 case works
  - 1 intake case worker
  - Max of 4 during day time hours
- Building management
  - 1 building manager – 8:00AM to 5:00PM
  - 1 shift manager – 24 hour position (3 shifts beginning at 7:00AM, 3:00PM, and 11:00PM)
  - 2 janitors – 7:00AM to midnight (2 shifts beginning at 7:00AM and 4:00PM)
  - 1 monitor on each floor with sleeping rooms (4 monitors) – 7:00AM to 11:00PM (2 shifts beginning at 7:00AM and 3:00PM)
- Additional programming

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- 2 people twice per week

Based on the above breakdown of staff, there will be approximately 10 staff on site at all times, with 22-26 staff being present at peak staffing times, depending on additional programming. A summary of the multimodal trip generation for the staff of the facility is provided in Table 6 for the morning, afternoon, and night shift change hours.

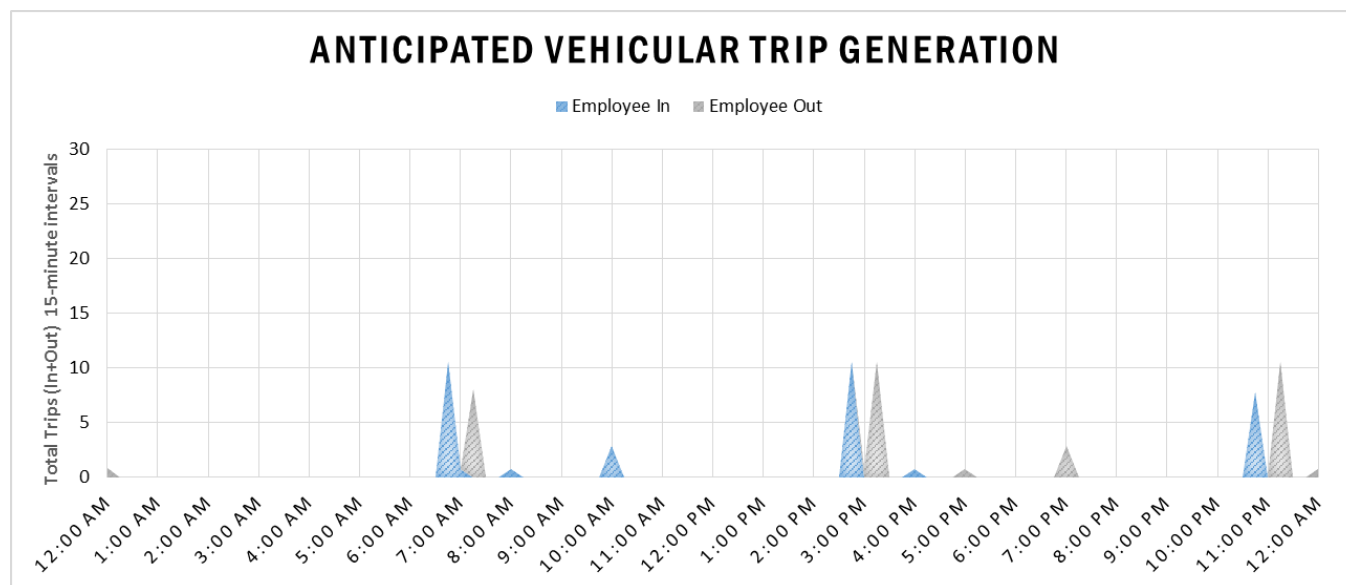


Figure 5: Staff Anticipated Vehicular Trip Generation

Table 6: Staff Trip Generation (based on information provided by Applicant)

| Mode    | Morning Shift Change<br>(6:45-7:45AM) |          |           | Afternoon Shift Change<br>(2:45-3:45PM) |           |           | Night Shift Change<br>(10:45-11:45PM) |           |           |
|---------|---------------------------------------|----------|-----------|-----------------------------------------|-----------|-----------|---------------------------------------|-----------|-----------|
|         | In                                    | Out      | Total     | In                                      | Out       | Total     | In                                    | Out       | Total     |
| Auto    | 12 veh/hr                             | 8 veh/hr | 20 veh/hr | 11 veh/hr                               | 12 veh/hr | 23 veh/hr | 8 veh/hr                              | 11 veh/hr | 19 veh/hr |
| Transit | 3 ppl/hr                              | 2 ppl/hr | 5 ppl/hr  | 3 ppl/hr                                | 3 ppl/hr  | 6 ppl/hr  | 2 ppl/hr                              | 3 ppl/hr  | 5 ppl/hr  |
| Bike    | 1 ppl/hr                              | 1 ppl/hr | 2 ppl/hr  | 1 ppl/hr                                | 1 ppl/hr  | 2 ppl/hr  | 1 ppl/hr                              | 1 ppl/hr  | 2 ppl/hr  |
| Walk    | 1 ppl/hr                              | 1 ppl/hr | 2 ppl/hr  | 1 ppl/hr                                | 1 ppl/hr  | 2 ppl/hr  | 1 ppl/hr                              | 1 ppl/hr  | 2 ppl/hr  |

## Parking

As mentioned previously, the project will not be providing on-site parking spaces. Under § 2101, the parking requirement for a community-based residential facility (including emergency shelters) with 16 or more persons housed is as determined by the Board of Zoning Adjustment. The Applicant requests a variance from § 2101 to provide no parking for the proposed development. The Applicant is extremely limited in the extent to which it can modify the building envelope and footprint. Given the limitations of the lot, this leaves little remaining area for parking. Moreover, the only area that could be available for parking is proposed for a children's play area and outdoor common area for residents. Because the facility is designed to serve families and approximately 60% of the residents will be children, it is vital for the Project to include an outdoor play area.

It is acceptable that the proposed development will include no on-site parking given the following considerations:



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- The Benning Road Metrorail Station is located less than 0.8 miles from the site, serving the Blue and Silver Lines.
- The U5 and U6 Metrobus routes have stops located less than 0.1 miles from the site. The site is further served by four more Metrobus routes with stops located less than 0.5 miles from the site.
- The development will include five (5) secure long-term bicycle spaces inside the facility and four (4) short-term bicycle racks along the entrance to the facility on D Street.
- Residents of the facility are expected to have very low rates of car-ownership.

It is expected that approximately 80% of staff will commute via personal cars, with the rest commuting via transit or other methods.

### *On-Street Parking*

This section presents the findings of an on-street parking study, including full inventory of available parking spaces and a parking occupancy count within walking distance of the proposed development. The purpose of these counts was to determine the amount of parking supply and demand on streets within a walking distance of the site and to identify and trends or patterns associated with this parking demand.

#### **Parking Inventory and Occupancy Counts**

An on-street parking study was conducted within a 600 to 800 foot walkshed of the proposed development. An inventory of available on-street parking facilities was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. A total of 389 parking spaces were inventoried within the study area. Of these, all 389 are unrestricted spaces. Figure 9 shows a breakdown of parking inventory and type by block face within the study area.

Parking occupancy data was collected on Wednesday, May 25, 2016 from 5:00 PM to 11:00 PM to gather information on the parking occupancies of weekday evening conditions, when residential parking rates are at their highest. Table 7 gives a summary of the hourly utilization percentages for the study period.

It was determined that the parking peak occurs from 10:00 to 11:00 PM with an overall parking utilization of 40 percent (or 154 vehicles occupying the 389 available spaces). Table 5 gives a summary of the inventory and occupancy results for the peak hour. Figure 8 shows the parking utilization during the weekday peak.

**Table 7: Weekday (Wednesday) Hourly Utilization Percentages**

|                     | 5:00 PM | 6:00 PM | 7:00 PM | 8:00 PM | 9:00 PM | 10:00 PM |
|---------------------|---------|---------|---------|---------|---------|----------|
| <b>Occupancy</b>    | 111     | 121     | 125     | 131     | 136     | 154      |
| <b>Total Spaces</b> | 389     | 389     | 389     | 389     | 389     | 389      |
| <b>Utilization</b>  | 29%     | 31%     | 32%     | 34%     | 35%     | 40%      |

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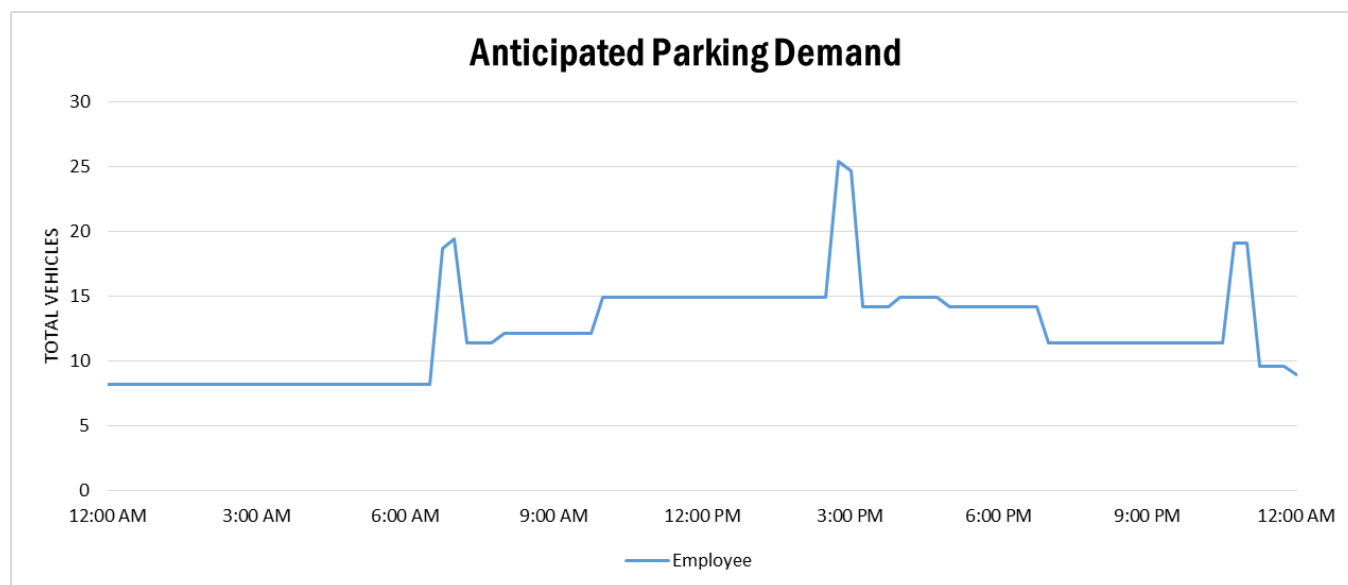
**Table 8: Peak Hour Inventory and Occupancy Summary**

| Space Type                  | Peak Period (10-11 PM) |            |             |            |
|-----------------------------|------------------------|------------|-------------|------------|
|                             | Spaces                 | Occupancy  | Utilization | Available  |
| RPP                         | 0                      | 0          | N/A         | 0          |
| Metered                     | 0                      | 0          | N/A         | 0          |
| Loading                     | 0                      | 0          | N/A         | 0          |
| Carshare                    | 0                      | 0          | N/A         | 0          |
| Unrestricted                | 389                    | 154        | 40%         | 235        |
| Handicap                    | 0                      | 0          | N/A         | 0          |
| <b>All On-Street Spaces</b> | <b>389</b>             | <b>154</b> | <b>40%</b>  | <b>235</b> |

Parking utilization remained generally low throughout the entirety of the study period. An increase in the number of vehicles occupying parking spaces corresponded with typical patterns seen in residential areas, where parking utilization rates increase further into the night, representing residents returning home. However, even at its peak the majority of parking spaces are empty.

Since the community-serving use of this site is unique in nature, information was provided by the Applicant to help project the practical demand for parking. This information was used to plot out arrival and departure times by staff. The results of the parking demand analysis, shown in Figure 6 forecast a peak demand parking of 25 spaces, which will only occur for a relatively short amount of time during the afternoon shift change.

The results of the on-street parking study show that the area surrounding the site, where parking demand is most likely to increase as a result of the proposed development, has more than enough capacity to absorb any increase in parking demand that will be generated by the proposed development.

**Figure 6: Anticipated Parking Demand**

### **Loading**

Zoning regulations do not require loading facilities for the proposed development as a community-based residential facility of this size is not required to provide any loading berths. However, loading and unloading activities are expected to occur

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curbside on D Street in front of the proposed development. As such, the Applicant is proposing to convert 40' of curb space on the northern blockface of D Street in front of the proposed development into a loading zone. This would be facilitated by converting the existing 20' curb cut and an additional 20' of unrestricted parking space into a 40' loading zone. This would result in a net loss of one (1) unrestricted parking space, and would allow the facilitation of frequent curbside loading and unloading activities that are expected as a result of the development. As discussed with DDOT, if a loading zone is not granted in front of the facility, it is expected that vehicles attempting to load and unload would double-park along D Street. This is not preferred, but would also have little impact as it is a relatively low-volume street.

Based on discussions with District Department of General Services staff, the amount of loading activity expected for the facility will average on 6.2 daily deliveries/trips, and 35 weekly deliveries/trips. Table 9 breaks down the expected loading activity for the facility by programmatic elements and expected vehicle type by day and week.

**Table 9: Anticipated Loading Demand**

| Programmatic Element      | Expected Type of Vehicle | Anticipated Daily Loading Demand                               | Anticipated Weekly Loading Demand                                |
|---------------------------|--------------------------|----------------------------------------------------------------|------------------------------------------------------------------|
| Supplies Delivery         | Van (approx. 25')        | 0.6 van deliveries                                             | Three (3) van deliveries                                         |
| Trash                     | Truck (approx. 35')      | 0.6 truck deliveries                                           | Three (3) truck deliveries                                       |
| Food Delivery             | Van (approx. 25')        | Two (2) van deliveries                                         | 14 van deliveries                                                |
| Resident Pick-up/Drop-off | Shuttle (approx. 25')    | One (1) shuttle trip<br>(assumes resident turnover of 90 days) | Five (5) shuttle trips<br>(assumes resident turnover of 90 days) |
| School Pick-up/Drop-off   | Shuttle (approx. 25')    | Two (2) shuttle trips                                          | Ten (10) shuttle trips                                           |
| <b>Total</b>              |                          | <b>6.2 daily deliveries/trips</b>                              | <b>35 weekly deliveries/trips</b>                                |

Based on this information, there are likely to be 6 to 7 deliveries per day, all of which will take place curbside in front of the site. This amount of loading can easily be accommodated; however, a loading zone would be recommended to ensure that loading activities occur in front of the facility. In addition, the Applicant proposed the following Loading Management Plan:

- A loading manager will be designated by the building management. The loading manager will coordinate and schedule deliveries where possible, and will be on duty during delivery hours.
- The loading operations will be limited to daytime hours of operation, with signage indicating these hours posted prominently at the loading zone.
- Trucks using the loading zone will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine idling), the regulations set forth in DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
- The loading manager will be responsible for disseminating DDOT's Freight Management and Commercial Vehicle Operations document to drivers to encourage compliance with District laws and DDOT's truck routes.

Based on DDOT's truck and bus route system map, it is likely that service vehicles will access and egress the site along 50<sup>th</sup> Street, 51<sup>st</sup> Street, and F Street as they provide the most direct routes to Benning Road, East Capitol Street, and Central Avenue, which are the nearest roadways designated as preferred truck routes. C Street, between Benning Road and 50<sup>th</sup> Street, is restricted to trucks.

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***Pedestrian Facilities***

Pedestrian facilities along the perimeter of the site will be improved over existing conditions. Under existing conditions, as shown on Figure 4 the sidewalks along D Street do not meet DDOT requirements by not having adequate buffer space. As part of the development, sidewalks abutting the site along D Street will be rebuilt. However, the limited right of way limits the Applicants ability to improve sidewalks to DDOT's standards. As such, the proposed development will include a landscaped area between the sidewalk and the building, an improvement over existing conditions.

***Bicycle Facilities***

The development will incorporate several elements that promote cycling as a mode of transportation to and from the facility. Five (5) secure long-term bicycle spaces and four (4) bicycle racks will be located near the entrance, which will accommodate eight (8) short-term bicycle parking spaces.



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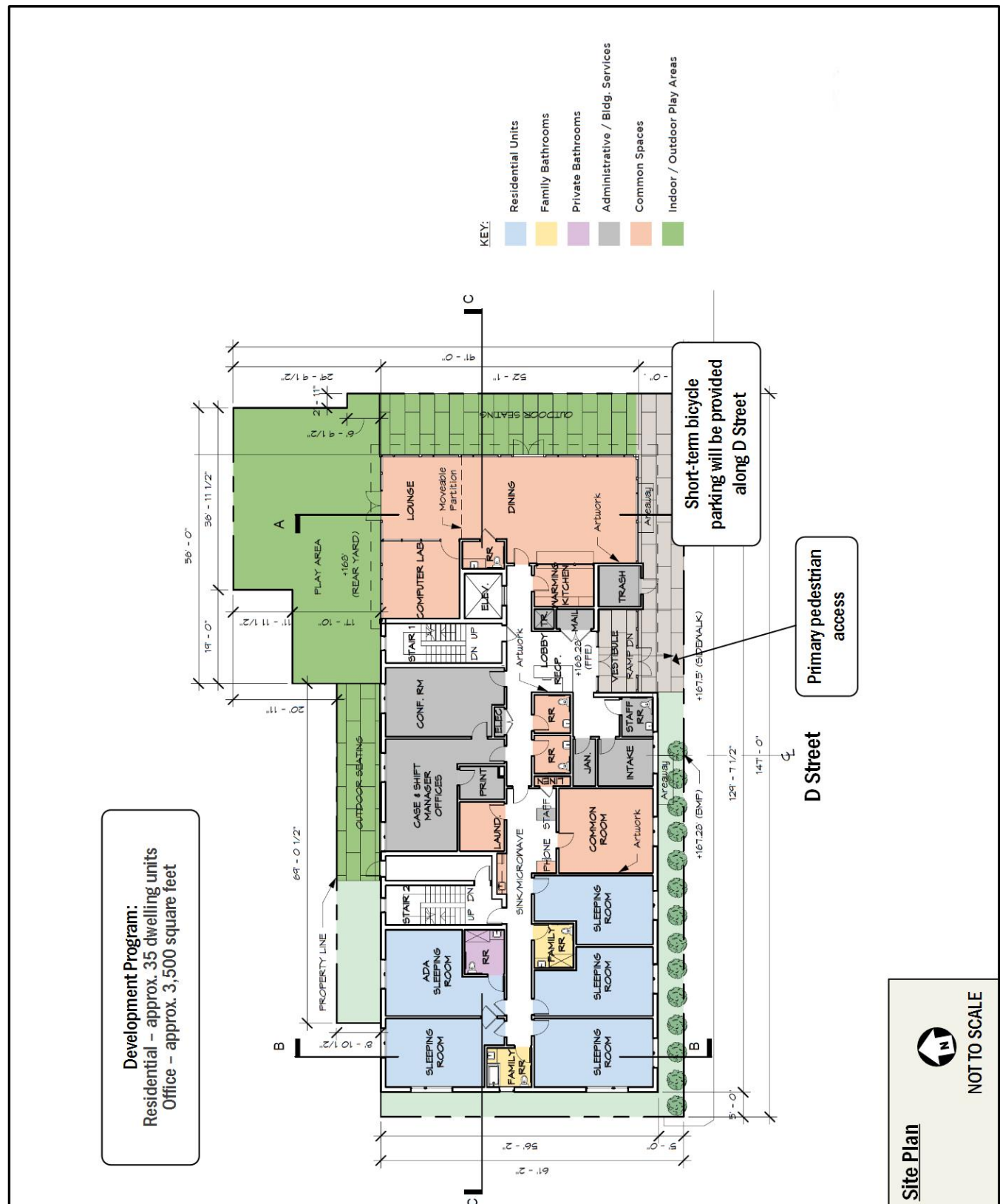


Figure 7: Site Plan

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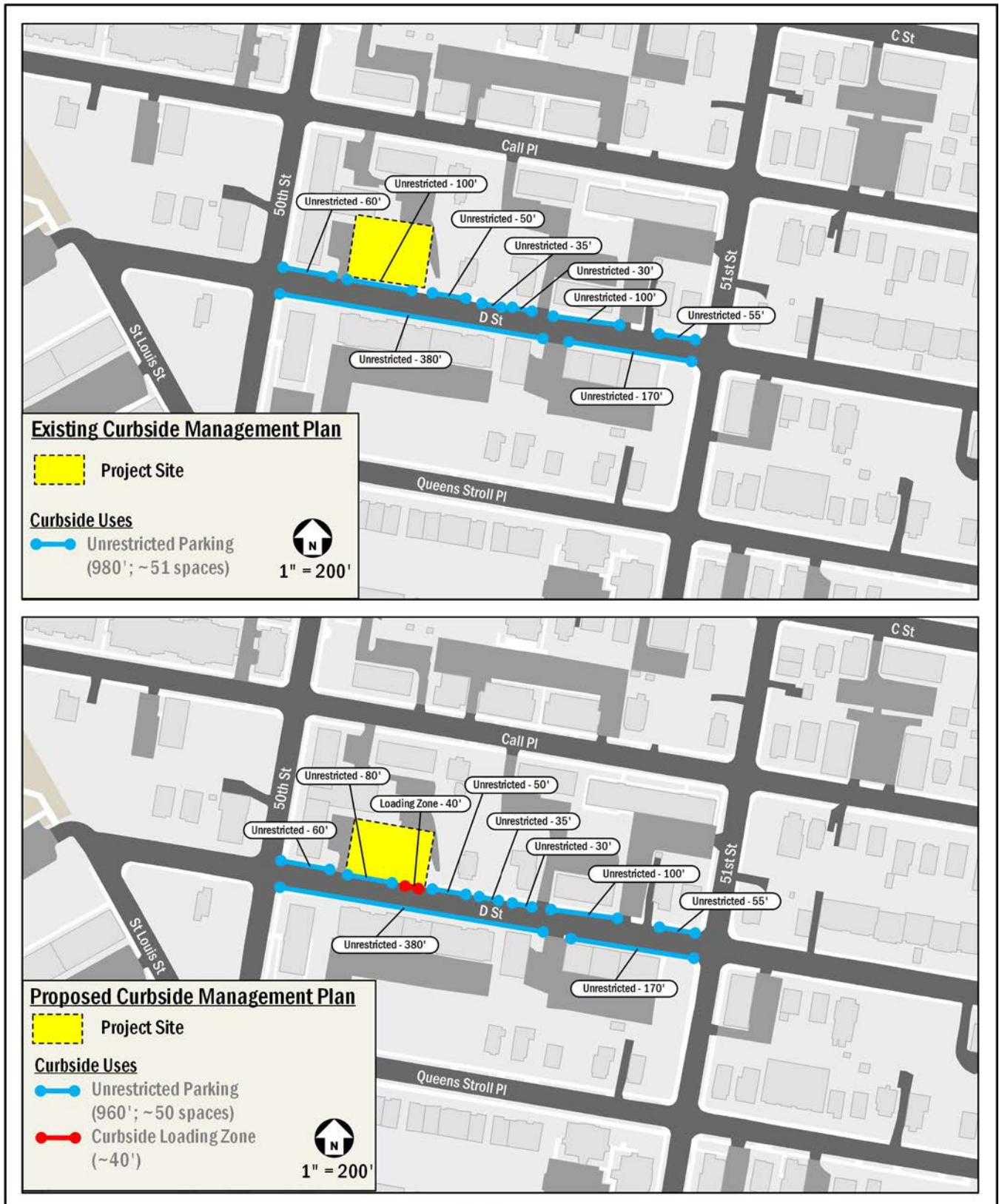


Figure 8: Curbside Management



### Figure 9: On-Street Parking Inventory



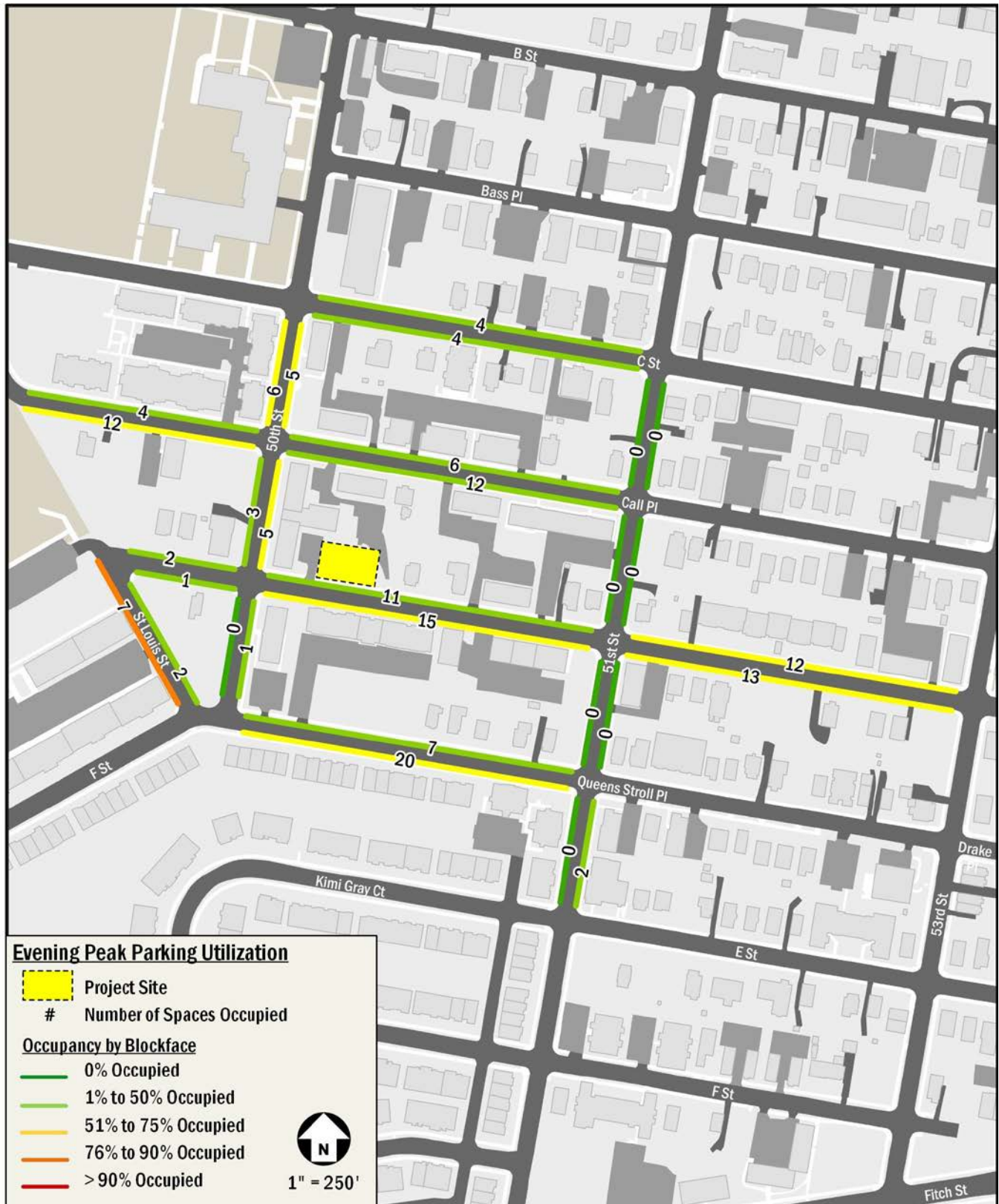


Figure 10: Weekday Evening Peak Parking Utilization



## ***Transportation Demand Management***

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM primarily focuses on reducing the demand of single-occupancy private vehicles during peak period travel times. TDM plans implemented for private developments reduce the demand on public parking and contribution to traffic congestion by incentivizing usage of other modes of transportation. TDM's importance within the District is highlighted within section T-3.1 of the DC Comprehensive Plan, where it has its own dedicated section including TDM policies and actions.

### ***Proposed TDM Plan***

Based on the DDOT expectations for TDM programs, success with other TDM programs for similar development sites, and analyzing the specific attributes of the development site, the following outlines the proposed TDM plan for the Ward 7 Short Term Family Housing project:

- **Transportation Management Coordinator (TMC)**  
Effective TDM programs require a coordinator to implement and manage them. An employee of the facility would be a point of contact and would be responsible for coordinating, implementing, and monitoring the TDM strategies. This would include the development and distribution of information and promotional brochures to employees regarding transportation facilities and services including transit, pedestrian, and bicycle facilities and linkages. The contact information for the TMC would be provided to DDOT/Zoning Enforcement with annual contact updates.
- **On-Site Services**  
The TMC will make printed materials related to local transportation alternatives available to employees upon request.
- **Bicycle Amenities**  
The Applicant will provide short-term bicycle parking spaces along the perimeter of the site. The marketing program will include brochures on bicycling in the District and for Capital Bikeshare.
- **Transit Cards**  
The facility will provide residents with transit subsidy (SmartTrip cards) for use when traveling between the facility and other areas of the District for compulsory appointments. Additionally, students enrolled in DC Public Schools or charter schools are eligible for a DC One Card, which allows students to ride free on Metrobus and Metrorail.

## ***Conclusions***

The Ward 7 Short Term Family Housing development consists of replacing an unimproved lot with a new emergency/short-term housing facility as part of the DC Homeward Initiative program. The following conclusions were made regarding the Ward 7 Short term Housing Facility development:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation.
- Based on the site location near ample transit services, the unique use of the site, and the site design elements that encourage non-auto transportation, it was determined that the exclusion of parking on-site will not have a detrimental impact to the surrounding neighborhood.
- There exists ample available parking within the vicinity of the site to absorb any additional demand for parking as generated by the proposed development.
- The proposed loading plan is adequate given the amount of loading activity expected at the facility. A 40' loading zone abutting the entrance of the facility is recommended to facilitate all the various loading needs of the development. A loading management plan will be implemented to minimize potential timing conflicts, and to ensure as minimal a footprint as possible from loading activities.
- A Transportation Demand Management (TDM) plan for the development will include the implementation of a TDM coordinator, on-site services, and bicycle amenities.

# Exhibit D



District of Columbia Fire & EMS Department  
Fire Prevention Division  
1100 4<sup>th</sup> Street SW Suite E700  
Washington, D.C. 20024



June 9, 2016

Stephen Campbell, Senior Planner  
Department of General Services  
2000 14<sup>th</sup> Street N.W.; 5<sup>th</sup> Floor  
Washington, D.C. 20009

Re: Preliminary Fire and Emergency Medical Services Preliminary Review  
Short Term Family Housing Initiative Ward 7 \_ 5004 D Street, SE (Case# 19287)

Dear Mr. Campbell,

The DC Fire and Emergency Medical Services Office of the Fire Marshal is in support of the Mayor's "A Plan for Short Term Family Housing in All 8 Wards" Initiative.

In a preliminary project review meeting with Ms. Chin on May 12, 2016, we had an opportunity to review site plans and test fit layouts for each of the proposed sites. Upon conclusion of our meeting we identified access roads, verified building heights, viewed turning radius for trucks as well as identifying perimeter access to assure the site is fully accessible and in compliance with the fire code for fire department access. As our mission is to preserve life and promote health and safety, we trust our initial feedback was beneficial and you find this letter in full support of your continued efforts and no objects to your BZA Application.

FEMS will have another opportunity to review each site once construction documents have been formally submitted thru the Districts Department of Consumer and Regulatory Affairs permit process. In the interim, we are available to address any additional questions you and or your team may have in preparation for your upcoming June 28, 2016 BZA hearing.

| Ward | Site         | Zoning | Proposed Use      | Relief Sought                       | Sections of Title 11 DCMR    |
|------|--------------|--------|-------------------|-------------------------------------|------------------------------|
| 7    | 5004 D St SE | R5A    | Emergency Shelter | Special Exception<br>Area Variances | 360.1<br>400.1, 402.4, 403.2 |

Please do not hesitate to contact me if you have any questions or concerns at (202) 727-3292.

Sincerely,

Tony Falwell  
Battalion Fire Chief  
FEMS Office of the Fire Marshal

(202) 727-1614 (office)

(202) 727-3238 (fax)

[www.fems.dc.gov](http://www.fems.dc.gov)

*"Fire Sprinklers and Smoke Alarms Save Lives"*



# Exhibit E

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF GENERAL SERVICES



June 8, 2016

VIA IZIS

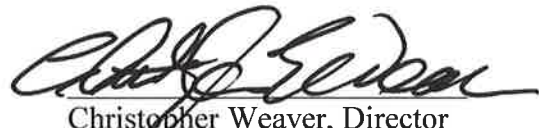
Marnique Heath, Chairperson  
Board of Zoning Adjustment  
441 4th St NW  
Suite 210S  
Washington, D.C. 20001

**Agent Authorization for 5004 D Street SE**

Dear Chairperson Heath and Honorable Members of the Board:

The District Department of General Services is the owner of the property located at 5004 D Street SE (Square 5322, Lot 32). This letter serves as notice that Griffin, Murphy, Moldenhauer & Wiggins, LLP, with Meridith Moldenhauer as counsel, will be the authorized agent in connection with the application before the Board of Zoning Adjustment.

Sincerely,



Christopher Weaver, Director  
Department of General Services



BEFORE THE BOARD OF ZONING ADJUSTMENT  
DISTRICT OF COLUMBIA



FORM 135 – ZONING SELF-CERTIFICATION

| Project Address(es) | Square | Lot(s) | Zone District(s) |
|---------------------|--------|--------|------------------|
| 5004 D Street SE    | 5322   | 0032   | R-5-A            |
|                     |        |        |                  |
|                     |        |        |                  |

Single-Member Advisory Neighborhood Commission District(s): 7E05

CERTIFICATION

The undersigned agent hereby certifies that the following zoning relief is requested from the Board of Zoning Adjustment in this matter pursuant to:

|                         |                                                 |                                                             |                                                               |
|-------------------------|-------------------------------------------------|-------------------------------------------------------------|---------------------------------------------------------------|
| Relief Sought           | <input type="checkbox"/> §3103.2 - Use Variance | <input checked="" type="checkbox"/> §3103.2 - Area Variance | <input checked="" type="checkbox"/> §3104.1-Special Exception |
| Pursuant to Subsections |                                                 | 400.1, 402.4, 403.2,<br>404.1, 405.9, 2101.1                | 360-1                                                         |

Pursuant to 11 DCMR §3113.2, the undersigned agent certifies that:

- (1) the agent is duly licensed to practice law or architecture in the District of Columbia;
- (2) the agent is currently in good standing and otherwise entitled to practice law or architecture in the District of Columbia; and
- (3) the applicant is entitled to apply for the variance or special exception sought for the reasons stated in the application.

The undersigned agent and owner acknowledge that they are assuming the risk that the owner may require additional or different zoning relief from that which is self-certified in order to obtain, for the above referenced project, any building permit, certificate of occupancy, or other administrative determination based upon the Zoning Regulations and Map. Any approval of the application by the Board of Zoning Adjustment (BZA) does not constitute a Board finding that the relief sought is the relief required to obtain such permit, certification, or determination.

The undersigned agent and owner further acknowledge that any person aggrieved by the issuance of any permit, certificate, or determination for which the requested zoning relief is a prerequisite may appeal that permit, certificate, or determination on the grounds that additional or different zoning relief is required.

The undersigned agent and owner hereby hold the District of Columbia Office of Zoning and Department of Consumer and Regulatory Affairs harmless from any liability for failure of the undersigned to seek complete and proper zoning relief from the BZA.

The undersigned owner hereby authorizes the undersigned agent to act on the owner's behalf in this matter.

I/We certify that the above information is true and correct to the best of my/our knowledge, information and belief. Any person(s) using a fictitious name or address and/or knowingly making any false statement on this form is in violation of D.C. Law and subject to a fine of not more than \$1,000 or 180 days imprisonment or both.  
(D.C. Official Code § 22-2405)

Owner's Signature  
  
Agent's Signature  


Owner's Name (Please Print)  
D.C. Department of General Services

Agent's Name (Please Print)  
Meredith H. Moldenhauer

Date 6/7/2016 D.C. Bar No. 494695 or Architect Registration No.

FOR OFFICIAL USE ONLY

Based upon review of the application and self-certification, the Office of Zoning determines, pursuant to 11 DCMR §3113.2, this application is

- ☐ Accepted for filing.
- ☐ Referred to the Office of the Zoning Administrator within DCRA, for determination of proper zoning relief required.
- ☐ Rejected for failure to comply with the provisions of ☐ 11 DCMR §3113.2; or ☐ 11 DCMR - Zoning Regulations.
- Explanation \_\_\_\_\_

Signature

Date

ANY APPLICATION THAT IS NOT COMPLETED IN ACCORDANCE WITH THE INSTRUCTIONS ON THE BACK OF THIS FORM WILL NOT BE ACCEPTED.

Case No. \_\_\_\_\_

District of Columbia  
CASE NO. 19287  
EXHIBIT NO. 24