

Before the Zoning Commission for the District
of Columbia, Case No. 14-13

Supplemental Comments of the Citizens
Association of Georgetown on the Proposed
Rooftop Penthouse Regulations

March 26, 2015

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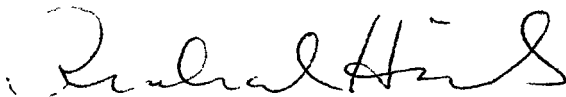
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EXHIBIT NO. 59
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he Citizens Association of Georgetown (CAG) represents over 1200 residents of historic Georgetown, a National and DC Historic District. In its comments dated November 21, 2014 expressed serious concerns about permitting a night club, restaurant or similar establishment on the roof of commercial buildings close to residential areas, as most commercial buildings are in Georgetown. We also expressed opposition to encouraging greater building height, density and mass by giving developers free FAR. CAG asked that any habitable use be counted towards FAR limits in C-2-A in Georgetown.

After reviewing the issues upon which the Commission has recently asked for comments CAG has the following additional comments.

- (1) CAG favors limiting penthouses for habitable use to buildings 50' or more in height in Georgetown. The commercial corridors of Georgetown located on Wisconsin Avenue and M Street, NW are primarily zoned C-2-A which permits building heights of 50'. However most buildings are under 50' and adjoin historic houses which average 35'. Permitting penthouses on the roof of such buildings would encourage roof top terraces and noise that would disturb the peace and quiet of their R-1 and R-3 neighbors. The area south of M Street is primarily W-2 which permits taller buildings. However, even in this zone, it is important to prohibit night club and similar uses.
- (2) Wherever habitable penthouse space is permitted, CAG suggests that any space should be included FAR limits. We are unclear why a .4 FAR exclusion should be given, and suggest that idea be eliminated or at least justified.
- (3) Finally, CAG urges that the parking requirements of the zone be applied to penthouse habitable area, excluding only communal recreation space. Penthouses even more than regular floors of a building are likely to be inhabited by owners with cars. Parking on the street is very limited in Georgetown, and there is inadequate parking for both residences and visitors at the present time. Most 18th and 19th Cent. buildings in Georgetown have no parking and a minor addition such as adding a penthouse would not trigger any parking requirements. However, new construction should be subject to parking requirements so as to not exacerbate the difficult parking availability situation in Georgetown.

CAG appreciates your consideration of these comments.



Pamla Moore, President

Richard Hinds, Legal Advisor