

TMASSHLDG, LLC

1252 Half Street SW
Washington, D.C. 20024
202-679-9539

February 19, 2016

Contact: Tyler G. Merkeley
202-679-9539
tyler.merkeley@gmail.com

VIA Hand Delivery

Anthony J. Hood, Chairperson
District of Columbia Zoning Commission
441 4th Street, NW, Suite 200S
Washington, D.C. 20001

RE: Zoning Commission Case #16-01
Pre-Hearing Supplemental Statement for Zoning Commission Design Review under
Capitol Gateway (CG) Overlay and Area Variance Relief for Development of Property
located at 1542 1st Street SW (Square 0656, Lot 813).

Dear Mr. Hood:

In preparation for our Design Review Hearing on March 17th in front of the D.C. Zoning Commission we submit this "Prehearing Supplemental Statement" as an update to our application accepted by the D.C. Zoning Office on January 8, 2016 as Zoning Commission Case # 16-01.

I. Revised Architectural Drawings (Tab #1)

We have revised two of the drawings/pages in our Architectural Deck and they are attached herein and were also submitted on line through IZIS. The Revised sheets are as follows:

- A. SD-0.03 Zoning Analysis (v.2 - 2/19/16)
- B. SD-0.072 DC Surveyor Plat Map (v.2 - 2/19/16)

II. Statement of Intended Use of building

Applicant intends this building to be either held as apartment rental units or developed as condominium units. Any and all reference to the intended use of the project should refer to either of these residential uses.

III. Reference to building Materials in "Applicant Statement"

The following correction is made to the following section under "Applicant Statement," "III. Description of Project" by striking "fiber-cement boards panels" and replacing with "Exterior Insulation and Finishing System (EIFS)."

The revised sentence reads as follows... "The building has been designed to mirror the industrial texture of Buzzard Point's historical use pattern with brick clad exteriors on the east and west walls with an Exterior Insulation and Finishing System [EIFS] emulating brick façade with textures/patterns on the common walls expected to be some day hidden by adjacent parcel development.

IV. Transportation Assessment Memo to D.C. Department of Transportation (DDOT) (Tab #2)

Attached hereto and previously uploaded through IZIS.

V. Proposed Design Flexibility Parameters

The Applicant is requesting that the following design flexibility parameters be included in a Zoning Commission order approving the Project. (The proposed parameters are typical of most approved Planned Unit Development (PUD) projects which are regulated pursuant to more stringent zoning standards than is contemplated in the CG overlay regulations.)

- a) To vary the location and design of all interior components, including but not limited to partitions, structural slabs, doors, hallways, columns, windows, stairways, bicycle/trash storage rooms, shower and changing room, and mechanical rooms, provided that the variations do not change the exterior configuration of the building;
- b) To make refinements to the floor-to-floor heights, so long as the maximum height (+/- 7.5%) and total number of stories as shown on the plans do not change;
- c) To vary the final selection of the exterior materials within the color ranges and material types as proposed, based on cost, availability and market trends at the time of construction, provided that there is no reduction in quality;
- d) To make minor refinements to exterior materials, details and dimensions, including belt courses, sills, bases, cornices, railings, and trim, or any other changes to comply with the District of Columbia Building Code or that are otherwise necessary to obtain a final building permit or any other applicable approvals;
- e) To adjust the placement of windows, balconies, balcony railings, and privacy screens as necessary based upon the final unit count and layout of demising walls, so long as the adjustments do not materially change the exterior appearance of the building;
- f) Exceed by not more than two percent (2%) of lot occupancy or gross floor area of the Project;
- g) Finally, the Applicant requests that the Zoning Commission order approving the Project be valid for a period of three (3) years from the date of the order. Given the current real estate market and the pioneering nature/location of the Project, three (3) years is a reasonable but still ambitious schedule. Zoning Commission Case # 08-30 and # 10-21 involving other CG overlay review projects are a precedent for a three (3) year approval.

VI. Letters of Support (Tab #3)

The Applicant has attached letters of support for the project.

This project has received strong support from the community, Advisory Neighborhood Commission (ANC) 6D and the neighbors adjacent to the property. As a longer term resident invested in this southwest community, the Applicant looks forward to presenting this application to the Commission at the public hearing on March 17, 2016. The support of the commission will ensure the Applicant can proceed forward with the construction of the Stadium District Lofts and invest with the community to ensure this community can continue to be a positive home for our current and future neighbors.

Please feel free to contact me directly if you have any questions or requests.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T. Merkeley', with a stylized flourish at the end.

Tyler G. Merkeley, President
TMASSHLDG, LLC

Enclosure

Cc Jennifer Steingasser (Office of Planning)
Andy Litsky (Chairperson ANC 6D)
Rhonda Hamilton (ANC 6D06 Single Members District)
Jonathan D. Rogers (District Department of Transportation)

CERTIFICATE OF SERVICE

I hereby certify that on February 19, 2016 copies of the attached letter and enclosures were hand delivered by Tyler Merkeley to the following:

D.C. Office of Planning
1100 4th Street SW, Suite E650
Washington, DC 20024

ANC 6D
1101 4th Street SW, Suite W130
Washington, DC 20024



Tyler G. Merkeley, President
TMASSHLDG, LLC

Tab #1



1542 1st Street SW
Zoning Commission Submittal

DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C.,

Plat for Building Permit of SQUARE 656 LOT 813

Scale: 1 inch = 20 feet Recorded in A&T Book Page 1993

Receipt No.

Furnished to: TYLER MERKELEY

I hereby certify that all existing improvements shown thereon, are completely dimensioned, and are correctly platted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and platted and agree with plans accompanying the application; that the foundation plans as shown hereon is drawn, and dimensioned accurately to the same scale as the property lines shown on this plat; and that by reason of the proposed improvements to be erected as shown hereon the size of any adjoining Lot or premises is not decreased to an area less than is required by the Zoning Regulations for light and ventilation; and it is further certified that all Lot divisions or combinations pending at the Office of Tax & Revenue are correctly depicted, and it is further certified and agreed that accessible parking area where required by the Zoning Regulations will be reserved in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb and alley grade will not result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats, or in excess of 12% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 12% across the public parking and private restricted property.) Owner/Agent shall indemnify, defend, and hold the District, its officers, employees and agents harmless from and against any and all losses, costs, claims, damages, liabilities, and causes of action (including reasonable attorneys' fees and court costs) arising out of death of or injury to any person or damage to any property occurring on or adjacent to the Property and directly or indirectly caused by any acts done thereon or any acts or omissions of Owner/Agent; provided however, that the foregoing indemnity shall not apply to any losses, costs, claims, damages, liabilities, and causes of action due solely to the gross negligence or willful misconduct of District or its officers, employees or agents.

Date: _____

(Signature of owner or his authorized agent)

NOTE: Data shown for Assessment and Taxation Lots or Parcels are in accordance with the records of the Department of Finance and Revenue, Assessment Administration, and do not necessarily agree with deed description.

ZONING REQUIREMENTS

ZONE: CR
OVERLAY: CG
NEIGHBORHOOD: OLD CITY
SQUARE: 656
LOT: 813
LOT OCCUPANCY: 75%
HEIGHT REQUIREMENT: 90' MAX
FAR: 6.0 MAX

NEW APARTMENT BUILDING

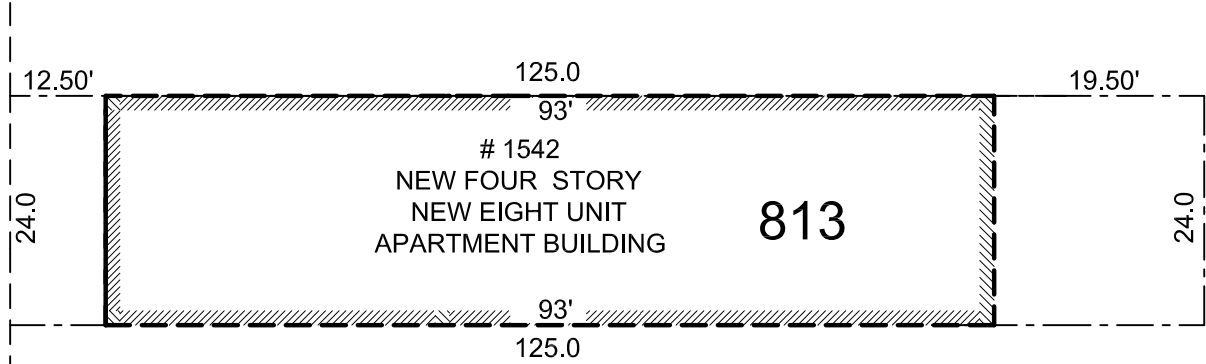
- RAZE EXISTING SFD
- NO SIDE YARDS
- 19'-6" - REAR YARD
- 54' - 6" BUILDING HEIGHT - INCLUDING PARAPET
- SPRINKLER SYSTEM PROVIDED

SIDE YARD REQUIREMENT: 3" PER FT OF HEIGHT NOT LESS THAN 8' , IF PROVIDED (NOT REQUIRED)

REAR YARD REQUIREMENT: 3" PER FT OF VERTICAL HEIGHT BUT NOT LESS THAN 12'
REAR YARD MUST BE AT LEAST - 13'-8"

PUBLIC SPACE REQUIREMENT (1ST FLOOR @ GRADE):
10% OF LOT AREA SETBACK BETWEEN FRONT OF BUILDING AND PROPERTY LINE.

1st STREET, S.W.



AREA OF LOT = 3,000 SQFT
75% OF LOT = 2,250 SQFT (LOT OCCUPANCY)
3.35 F.A.R. = 10,040 SQFT TOTAL

NEW APARTMENT BUILDING

1ST FLOOR - 2,232 - 10' HEIGHT
2ND FLOOR - 2,232 - 10' HEIGHT
3RD FLOOR - 2,232 - 10' HEIGHT
4TH FLOOR - 2,232 - 10' HEIGHT
MEZZANINE - 1,112 (LOFT) - 10' HEIGHT

TOTAL - 10,040 SQFT

LOT OCCUPANCY = 2,250/3,000 = 75%
F.A.R. = 10,040 / 3,000 = 3.35(PROVIDED)

Stadium District Lofts

DC SURVEYOR PLAT

SD - 0.072

SR-15-03722(2015)
* F-MAIL



Live, Walk, Work and Score in the Stadium District

2/19/16

PROJECT DATA

Zone:	CR/CG
Total:	8 Units
Project Address:	1542 First St., SW, WDC
Site Area SF:	3,000
Square/ Lot	0656/0813
Proposed Building SF	10,040
Building Footprint SF	2232
Building Height (parapet)	54' 6 (parapet)
Front Yard/ Public Space	12' - 6" Setback from ROW
Green Area SF	633

Zoning Analysis	Required/ Allowed	Proposed
FAR Total	CR 6.0	3.35
Lot Occupancy	75%	75%
Penthouse	SF	SF
Front Yard/Public Space	10% Lot Area	24' X 12.5' = 300/3,000 = 10%
Rear Yard	13.625'	19' - 6"
Side Yard	None Required	None Provided
Building Height	90 Max	54' 6 (parapet)
Stories		4
Car Parking	1 per 3 Units	0(Seeking Variance)
Bicycle Parking DIDOT	3	4
Bicycle Storage	3	3
Green Area Ratio	20%	21.1%

Roof Structures

Penthouse Height	18'6"	8'
Penthouse Setback (all side)	8' at sides	8' at sides 30' - 5" at front & back

Unit Mix

Studio	0
One Bedroom	1
2 Bedroom	5
3 Bedroom	2
Total Units	8

Square Footages

Floors 1 - 3	6696.00
Floor 4	2232 (1,628 Net SF)
4th Floor Mezzanine	1112 (543 Net SF)

Total SF	10040.00
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Tab #2

TMASSHLDG, LLC

1252 Half Street SW
Washington, D.C. 20024
202-679-9539

To: Johnathan D Rogers, (District Department of Transportation)

From: Tyler Merkeley, President TMASSHLDG, LLC

Date: January 25, 2016

Re: Transportation Assessment Memo to DDOT in support of Application for Zoning
Commission Design Review under Capitol Gateway (CG) Overlay and Area Variance
Relief for Development of Property located at 1542 1st Street SW (Square 656, Lot 813)
(ZC Case #16-01)

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I. Overview

TMASSHLDG, LLC (referenced herein as the **Applicant**) proposes to redevelop the property located at 1542 1st Street in southwest Washington, DC in Ward 6, as shown in [Figure 1](#). The subject property of this application is known as Lot 813 in Square 656 (the “**Property**”) and consists of approximately 3,000 square feet (SF) in a 24’ wide by 125’ deep single parcel. The property is located in the SW corner of the square and bounded on the west by 1st Street SW and lies just north of Q Street SW. The Property is included in the Mixed Use Commercial Residential (CR) Zone District and is located in the Capitol Gateway (CG) Overlay District. The Property was a vacant single family residence that was Razed in late December 2015.

Applicant proposes to develop a new four (4) story multiple dwelling building containing eight (8) residential units. There will be no retail/commercial uses, and there will be no on-site parking spaces provided. Overall building height will be approximately 55’ and total gross floor area for the building will total approximately 10,040 square feet. The first floor plans are shown in [Figure 2](#) and full architectural plans are included in Attachment A.

The Applicant requests area variance relief pursuant to 11 DCMR § 3103.2 for an area variance from the on-site parking space requirements of 11 DCMR § 2101.1. Applicant is required to provide Three (3) on-site parking spaces per Section 2101.1 under the current design. Zero (0) on-site parking spaces are provided with the current design. The Applicant is requesting an Area Variance based on the fact that the narrow (24” wide parcel) lot with no curb cuts and no alley access cannot feasibly provide onsite parking in either a below or above ground parking garage nor on the surface of the unimproved areas of the lot. [Figure 3](#) includes a DC Survey capturing the property’s limitations. The Applicant, as noted in the January 8, 2016 application to the Zoning Commission believes to have met all three required tests for area variance relief:

1. “Demonstration that a particular piece of property is affected by some exceptional situation or condition”
2. “Such that, without the requested variance relief, the strict application of the Zoning Regulations would result in some practical difficulty upon the property owners; and”
3. “That the relief requested can be granted without substantial detriment to the public good or substantial impairment of the zone plan. As set forth below and will be further addressed in the Applicant’s prehearing submission and at the public hearing, variance relief is appropriate in this application.”

A formal scoping process was undertaken with the District Department of Transportation (DDOT) and the Applicant at the outset of the project to determine the scope and proposed methodologies of the study. The agreed scope for this assessment was identified between the DDOT and the Applicant using the DDOT “Scoping Form Worksheet” [Beta Version, August 2012]. The key areas identified as applicable to this project included:

- Strategic Planning Elements (Planning Documents) [Section 1¹]
- Bicycle & Pedestrian Facilities [Section 3]
- Site Access and Loading [Section 5]
- Parking [Section 6]
- Transportation Demand Management (TDM) Plan [Section 7]
- Streetscape/Public Realm [Section 10]

The “Scoping Form Worksheet” was approved by DDOT on November 6, 2015 and is included as Attachment B. This memo summarizes the key sections of the scoping document that were agreed to by DDOT and the Applicant as applicable to this development project. For the ease of tracking, this memo is drafted in order of each of the key sections similar to the order of the “Scoping Form Worksheet.”

II. Strategic Planning Elements (Planning Documents) [Section 1]

The Applicant met in person with DDOT with Mr. Jonathan D. Rogers (DDOT), Ms. Evelyn Israel (DDOT) in their offices on October 2, 2015. During the meeting DDOT staff recommended key sections of the “Scoping Form Worksheet” as applicable to this development project and also those sections “not-applicable”.

In preparation for submitting the “Scoping Form Worksheet” and this memo, the Applicant has reviewed a number of city-wide planning documents, as well as localized studies. The Applicant reviewed the following documents in an effort to identify all of the applicable standards and programming guidance to develop the proposed plan for each of the applicable six key focus areas.

- DDOT Design and Engineering (D&E) Manual
- Public Realm Design Manual
- District of Columbia Small Area Plans
- Green Streets literature
- DDOT’s “Functional Classification Map”
- DDOT Buzzard Point Streetscape Guidelines (when publicly released)
- District of Columbia Bicycle Master Plan (April 2005)
- The District of Columbia, Historic Districts, Office of Planning (November 7, 2014)
- Bicycle Commuter and Parking Expansion Act of 2007, including Chapter 12 amendments (September 6, 2011) adding three new sections 1214, 1215, and 1216
- BICYCLE RACK DESIGNS, District Department of Transportation Bicycle Facility Design Guide, #26, REVISED: Dec. 2005
- BICYCLE PARKING RACK PLACEMENT, District Department of Transportation Bicycle Facility Design Guide #27, REVISED: Oct. 2007

¹ References to section # (e.g. [Section #1] refers to specific sections in the DDOT “Scoping Form Worksheet” to orient this memo to the requirements sections in the “Scoping Form Worksheet”

As part of the submission of the “Scoping Form Worksheet” on October 18, 2015 the Applicant received feedback from DDOT on whether the standards, guidance and policies were applicable to this project submission. The “Scoping Form Worksheet,” was approved by DDOT on November 6, 2015 with no additional changes. The Applicant feels the public space, bicycle facilities, and streetscape discussed in follow-on sections of this document complies with the above guidance.

III. Bicycle & Pedestrian Facilities [Section 3]

As noted and agreed to in the “Scoping Form Worksheet” this project did not trigger a Comprehensive Review of Bike and Pedestrian Impacts. Under Section **3.3.1 CTR Triggers for Comprehensive Review of Bike and Pedestrian Impacts** “A CTR is expected to include further analysis of the bike and pedestrian network, if the proposed site includes one or more of the following:”

1. “200 or more residential Units”
2. “50,000 Gross Floor Area of commercial/retail”
3. “Encompasses more than a typical small block-grid”
4. “100 or more peak hour combined pedestrian and bike trips generated by site”

Since none of these above four items result from this development, the Applicant is only required under **3.3 Bicycle & Pedestrian Facilities** to show at a minimum, “the proposed on-site pedestrian and bike accommodations, to include a description of access facilities for pedestrians and bicyclist and parking/storage locations for bicycles.”

Onsite Pedestrian Accommodations:

As noted in the “Scoping Form Worksheet” the Applicant does not trigger a “Comprehensive Review of Bike and Pedestrian Impacts” including “Data Collection and Analysis of Bike Network.” Pedestrian accommodations, as agreed to with DDOT, only requires an onsite assessment. An Offsite Pedestrian assessment is excluded from this Transportation Assessment Memo. The Applicant is proposing modifications to public space², and the right of way (ROW³), immediately in front of the property to address onsite pedestrian accommodations. The Applicant as noted in [Figure 4: Public Space Plan](#) has proposed the following design and changes to align with DDOT vision and planning documents:

- Replacing and increasing the sidewalk width from non-conforming current 4’7” to the minimum standard of 6’0”. Final sidewalk width will be dependent on DDOT Buzzard Point Streetscape Guidelines (when publicly released). Replacing the sidewalk which is currently inconsistent and increasing the width of the sidewalk will enhance safety of onsite pedestrians and those transiting in front of the building
- Adding a “short term” bike rack parallel to the sidewalk. The bike rack is set in from the sidewalk 6’0” to avoid impacting pedestrian traffic

² Public Space in this memo is being defined as the 12’6” (10% of total lot area) at the front of the Applicants property the building must be set back from as required under 11-633 “Required Public Space at Ground Level” in a CR District

³ Right of way (ROW) is being defined in this memo as property owned by the city in front of the property line

- Removal of existing lead walks and new lead walks built and installed to provide safe pedestrian access to the front of the Stadium District Lofts across the Right of Way (ROW)
- Removal of the existing chain link fence bordering the sidewalk which currently restricts access to the majority of the ROW east of the sidewalk will be removed. This will increase pedestrian access to the lawn in front of the building and allow the Applicant to install 4 U-Rack short term bike racks to accommodate up to 8 bicycles
- The scope will not include any Offsite Pedestrian Assessments

Onsite Bike Accommodations:

As noted above the Applicant does not trigger a “Comprehensive Review of Bike and Pedestrian Impacts” including “Data Collection and Analysis of Bike Network.” However, the project is fully supportive of delivering livable, walkable and rideable residential units. In addition, the Applicant will comply with:

- Bicycle Commuter and Parking Expansion Act of 2007, including Chapter 12 amendments (September 6, 2011) adding three new sections 1214, 1215, and 1216
 - “All new residential buildings with eight (8) or more units shall have at least one (1) secure bicycle parking space for each three (3) residential units.”

Thus the project is proposing both short term and “secure bicycle parking spaces” [Long Term] in compliance with section 1214, 1215, and 1216 of the Bicycle Commuter and Parking Expansion Act. The scope will not include any Offsite Bicycle Assessments

Short Term Parking:

The short term parking will consist of 4 U-Rack Design able to secure a total of eight (8) bicycles. Due to the building proximity to the new DC United Soccer stadium, and lack of existing bike parking in the area, the Applicant is exceeding the required standard and providing additional U-Racks to provide an additional community benefit. This additional capacity will benefit the community during events at the new DC United Soccer Stadium. The location of the short term bike parking has been moved closer to the sidewalk to align with DDOT programming/design recommendations discussed at the Applicant’s meeting on October 2, 2015. The racks will also be in compliance with the following DDOT guidance:

- “BICYCLE RACK DESIGNS, District Department of Transportation Bicycle Facility Design Guide, #26, REVISED: Dec. 2005”
- “BICYCLE PARKING RACK PLACEMENT, District Department of Transportation Bicycle Facility Design Guide #27, REVISED: Oct. 2007”

Secure Bicycle Parking Spaces:

The Applicant in the Stadium District Lofts residential building intends to install at least 3 secure bicycle parking spaces inside of the building on the first floor. The building site is landlocked, with no recorded access to the alley, and will require two internal staircases. Thus, floor space is extremely limited. However, the Applicant has proposed taking square footage away from rental units to comply with this provision. As was noted on the submitted “Scoping Form Worksheet” on October 18, 2015 (included in Attached E of the Zoning Commission Design Review

Application) submitted on January 8, 2016 and attached below as Attachment A, the Applicant proposes the following location and programming for the “Three secure proposed bicycle parking spaces:”

- Conversion of a den on the first floor into a secure bicycle parking space
- Each Bicycle parking space will meet the minimal dimension noted in section 1215.9
 - (a) “Twenty-four inches (24 in.) in width at the door end;”
 - (b) “Eight inches (8 in.) in width at the opposite end;”
 - (c) “Seventy-two inches (72 in.) in length; and”
 - (d) “Forty-eight inches (48 in.) in height”

Capitol Bikeshare:

There is currently no Capitol Bikeshare location in SW DC, south of M Street SW. The Applicant has previously submitted requests to Capitol Bikeshare through their new location survey to add a location at 1st and Q Street SW. At the October 2, 2015 meeting with DDOT, DDOT noted that a new station was designated for SW in the next round of docking station installations. In addition, the new DC United Stadium will bring new Bikeshare docking station to SW. The Stadium District Lofts is supportive of working with DDOT to accelerate adding a Capitol Bikeshare station to SW near the Stadium District Lofts.

IV. Site Access and Loading [Section 5]

The Applicant has met the requirement for site access for vehicles, pedestrians and bicyclists to the new Stadium District Lofts. The Applicant addressed the “Vehicle, Pedestrian, Bicycle Access Assessment” through development of a robust site plan that includes various ways pedestrians and bicycles can access the property. The Applicant will install four (4) U-Racks (for up to eight (8) short term bicycle parking) which aligns with the Bicycle Facility Design Guide.

There will be no vehicle access onto the property, since the property has no curb cuts nor alley access. Therefore, the Applicant proposes no onsite parking (see section#6 Parking) and attempting to ensure “loading takes place in private space” with access via alley is not feasible. This is a small residential building and the only regular loading that the Applicant expects is associated with Trash pickup.

A review of “DCMR11 2201.1 Loading Requirements” determined the subject property had no applicable loading requirements

- **“Loading Requirements:** Per DCMR11 2201.1 Loading Requirements, there is no loading berth, platform, or service/delivery space requirement for a residential building with less than 50 units”

“Loading Assessment:”

In a review of loading assessment applicable to this limited development project with only 8 residential units, the Applicant found trash as the key item to be addressed in this memo. At the Applicant’s October 2, 2015 meeting with DDOT the Applicant discussed strategies for managing trash. The Applicant elected to convert an internal Den on the 1st floor into a trash room.

After construction of the building, the Applicant plans to place garbage inside the building or in the rear of the building in trash and recycling bins appropriately sized for the volume and

frequency of pickup. Pickup Schedule and providers may be coordinated with neighboring properties if feasible to reduce impact and optimize collection.

V. Parking [Section 6]

The Applicant is proposing 100% relief from the Code ["2101, Schedule of Requirement for Parking Spaces, Apartment house or multiple dwelling, CR"] which requires three (3) onsite parking spots for this eight (8)-unit Project. The Applicant believes for the following reasons that this is an exceptional situation where there is no practical approach ([Figure 5](#)) to meet parking requirements under 2101, including

- No existing curb cut(s) in front of the property
- 3 existing curb cuts adjacent to the property already
- A curb cut would require the remove of a +35" diameter tree in the tree box
- Decrease in the green space in front of building
- The lot is narrow with only 24' width making a driveway and below ground level parking impossible
- Above ground parking within the building envelope is practical from a layout standpoint nor financially feasible
- No alley access
- No possible surface parking

Scope of Proposed Parking Analysis:

The Applicant proposed to include an on-street parking assessment as part of the Zoning Commission and DDOT package along with a TDM proposal discussed in the section below to support our 100% parking relief request. The scope of the parking assessment was modified by DDOT in their November 6, 2015 response to the "Scoping Form Worksheet"

The final agreed to parking assessment included:

Applicant Proposal:

- "An inventory of existing Public within 1,000 feet to determine the existing parking supply and utilization in the area"
- "Between O Street SW and S Street SW with a western border of 2nd Street SW and South Capitol Street SW"
- "The survey will be conducted on one Weekday for a three-hour time period between 5pm and midnight, likely Tuesday-Thursday"
- "The survey will also determine parking restrictions and control"
- "The report will also include any likely impacts to on-street parking, if any are identified"

DDOT Comments:

- Parking Inventory
 - "Provide a count of all curbside parking spaces cumulatively within the study area as well as by block face, hour, and parking type (such as meter, Residential Parking Program, etc.)"
- Parking Availability at peak times

- "Identify the availability of curbside parking spaces in terms of occupancy percentage and the total number of available spaces. The assessment should be provided cumulatively as well as broken down by block face, hour, and parking type (such as meter, Residential Parking Program, etc.)"
- "Assess utilization of public off-street parking facilities and their availability
- "Parking occupancy hours should be from 5-8pm in order to capture potential spillover parking from Ft McNair employees"

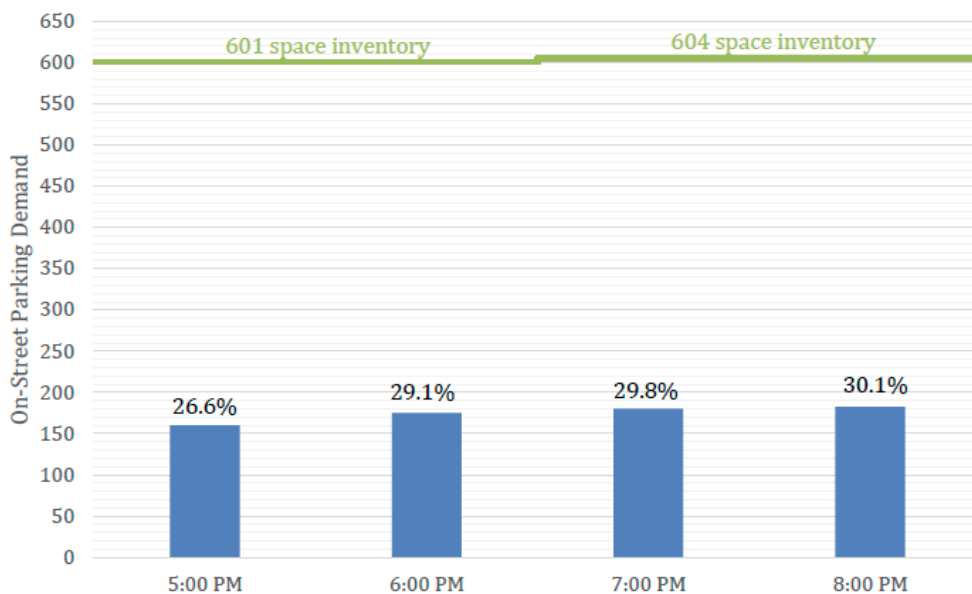
Methods of On-Street Parking Study:

The Applicant hired, Wells + Associates to complete an on-street parking inventory and peak occupancy count in the vicinity of the site. The scope of the parking evaluation was provided by the District Department of Transportation (DDOT) to the Applicant in this case.

Results of Parking Study:

Wells & Associates performed a parking occupancy count on Thursday, December 10, 2015 on behalf of the Applicant. Their parking assessment report is included in Attachment C. Their count showed that at Weekday Peak Parking Demand which was at 8pm, only 182 of 604 available neighborhood street parking spaces were occupied. This resulted in a 30% parking occupancy overall.

Graph 1: Parking Occupancy per Hour



NOTE: Graph includes data collected during the Well & Associates parking assessment completed on December 10, 2015

On –Street Parking Study Assessment Conclusion:

"In the event that parking does occur on-street, the analyses presented herein indicate that 422 on-street parking spaces are available during the peak period. Therefore, the requested parking variance (relief for three spaces) is not anticipated to have a negative impact on the surrounding neighborhood."

Off-Street Parking Assessment:

DDOT requested in their November 6, 2015 response to the “Scoping Form Worksheet” the Applicant conduct an “Off-Street Parking Assessment.” The applicant completed a review of local public off-street parking facilities within the study area, which is approximately two blocks surrounding the subject site, as defined by DDOT. The Applicant identified only two off-street public parking lots in the study area. The two lots are:

- 23 Potomac Ave SW (RES 02450000)
- 80 R Street SW (0661 0805)

Both public off-street parking lots appear to provide only Game Day and special event parking associated with National’s Stadium. The lots are not 24 hour public lots that future residents could utilize for parking. Therefore, both lots were excluded from the study and there is no expectation at this time of available off-street parking in the study area.

VI. Transportation Demand Management (TDM) Plan [Section 7]

A TDM is required for this project as the Applicant is requesting a variance from parking minimums over 10% of the zoning-required spaces. The Stadium District Lofts is requesting a 100% relief from “2101, Schedule of Requirement for Parking Spaces,” and therefore a TDM is required per CTR section 3.7.1. In addition, the Applicant believes that the TDM provides an opportunity to incentivize tenants/owners to adopt sustainable, livable, walkable and rideable transportation practices in the Buzzard Point Community.

While the location of the proposed redevelopment is expected to naturally encourage the use of non-auto modes of transportation, the Applicant also has identified several other strategies to limit the number of vehicle trips generated by the proposed redevelopment. Specifically, the TDM plan would include the following information and services being provided to new and existing residents of the Stadium District Lofts:

- Provide, as a onetime incentive, up to eight (8) bicycle helmets (one (1) per unit) for distribution to new residents
- Provide new residents with an information packet regarding available transportation choices and links to resources that provide real-time transportation updates for smart phones, computers, etc.
 - Capital Bikeshare,
 - Car-sharing services,
 - Commuter Connections Rideshare Program⁴
 - Commuter Connection Guaranteed Ride Home and⁵
 - Commuter Connections Pools Program⁶
- Offer an annual Capital Bikeshare or car share membership at lease signing or unit purchase for new residents for up to five (5) years after the building is completed

⁴ Commuter Connections provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters.

⁵ Guaranteed Ride Home provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency

⁶ Pool Rewards is a program administer by Commuter Connections, which incentivizes commuters who currently drive alone to carpool Participants can earn money for carpooling to work and must complete surveys and log information about their experience

- Provide new resident with a \$30.00⁷ credit towards on-demand car services (e.g. UberX) for each unit at the initial lease or sale of units in the building for up to five (5) years after the building is completed
- Install a minimum of four (4) short term bicycle parking spaces in the public space, subject to DDOT approval
- Design the building with three (3) “secure bicycle parking spaces” subject to DDOT guidelines
- Post all TDM commitments on-line for a one-year period. This content will also include links to CommuterConnections.com, goDCgo.com, WMATA Metro bus routes, DC Bicycle maps and other useful information in support of car-free Urban living

VII. Streetscape/Public Realm [Section 10]

Improving the streetscape and Public Realm are important to both DDOT, DC government and the Applicant. The existing sidewalk and public space in front of this building is in poor shape. The Applicant agreed to work with DDOT to rehabilitate streetscape infrastructure between the curb and property lines as discussed at the Applicant’s October 2, 2015 meeting with DDOT. Attachment E of the Zoning Commission Design Review Application submitted on January 8, 2016 and shown in [Figure 4: Public Space Plan](#) provides the Applicant’s proposed public space plan and streetscape to align to recommendations provided at the October 2, 2015 meeting.

This property is currently governed by local streetscape guidelines. The Applicant has aligned to comply with 31.2.4 Curbs and Gutters in the DDOT – Design and Engineering (D&E) Manual for local streets. This is based on a determination that the 1500 block of 1st Street SW is a local street in accordance with DDOT’s “Functional Classification Map.” The updated Stadium District Lofts “Public Space Plan” submitted “Scoping Form Worksheet” on October 18, 2015, included in Attachment E of the Zoning Commission Design Review Application submitted on January 8, 2016 and attached below as [Figure 4: Public Space Plan](#) aligns with all prior DDOT guidance.

It is expected that local streetscape guidance will not apply to this property for long. The Applicant has agreed to utilize the new DDOT Buzzard Point Streetscape Guidelines when publicly released. Until then, the Applicant will design the public space and streetscape in accordance with existing standards. DDOT proposed and agreed to this approach in their November 6, 2015 response, stating “As noted, the public space will be expected to be upgraded according to the Buzzard Point Streetscape Guidelines, or, in the absence of these guidelines, current District-wide DDOT standards.” The Applicant looks forward to the release of the DDOT Buzzard Point Streetscape Guidelines so the plans can be updated accordingly.

VIII. Conclusion

The Stadium District Lofts site (1542 1st Street SW) is well served by non-auto modes of transportation, providing future residents of the proposed redevelopment a variety of transportation alternatives. Specifically, the proposed redevelopment will be located within a

⁷ Amount was increased from \$15 to \$30 following feedback from DDOT at the Applicant’s October 2, 2015 meeting with DDOT

12-minute walk to the Navy Yard Metro⁸ or a 14-Minute walk to the Waterfront Metro⁹ ([Figure 6](#)) and will be served by bus routes within a two block radius. There are numerous other transportation options in the site vicinity including Cars2Go and a Capital BikeShare station which will be located closer to the development project according to DDOT staff once the new DC United Soccer Stadium Opens. On-site temporary bicycle parking in front of the property in public space has been enhanced over minimum requirements to support eight (8) bicycles and an additional three (3) long term bike storage spaces have been created in the property on the first floor. Excellent pedestrian and bicycle facilities will naturally encourage residents to walk and bike, rather than drive to/from the site. Finally, the proposed TDM plan will further encourage residents to utilize non-auto modes of transportation.

The surrounding area provides sufficient capacity to accommodate minor spillover parking based on the following:

- In the event that parking does occur on-street, the analyses presented herein indicates that 422 on-street parking spaces are available during the peak period. Therefore, the requested parking variance (relief for three spaces) is not anticipated to have a negative impact on the surrounding neighborhood

Considering all of the transportation related elements discussed herein, the parking impact of the proposed redevelopment on the surrounding roadway network is anticipated to be minimal. The Applicant commenced early engagement with Stakeholders, including DDOT to ensure the Stadium District Loft residential building aligned with the district's vision for the redevelopment of Buzzard Point. The Applicant hopes that this memorandum provides DDOT with adequate information regarding the transportation opportunities related to the proposed redevelopment and further communicates the Applicant's commitment to make design changes and implement programing that ensures this community becomes more livable, workable and walkable in the coming years.

Please feel free to contact the Applicant with any questions or requests for additional information.

Sincerely,



Tyler. G. Merkeley, President
TMASSHLDG, LLC.
1252 Half Street SW
Washington, DC 20024
202-679-9539
tyler.merkeley@gmail.com

⁸ [Google Maps](#), 1542 1st Street SW to Half and M Street SE

⁹ [Google Maps](#), 1542 1st Street SW to 4th and M Street SW

Figure 1: Site Map



Figure 1
Site Location



1542 1st Street, SW
Washington, DC



Figure 2: 1st Floor

AN

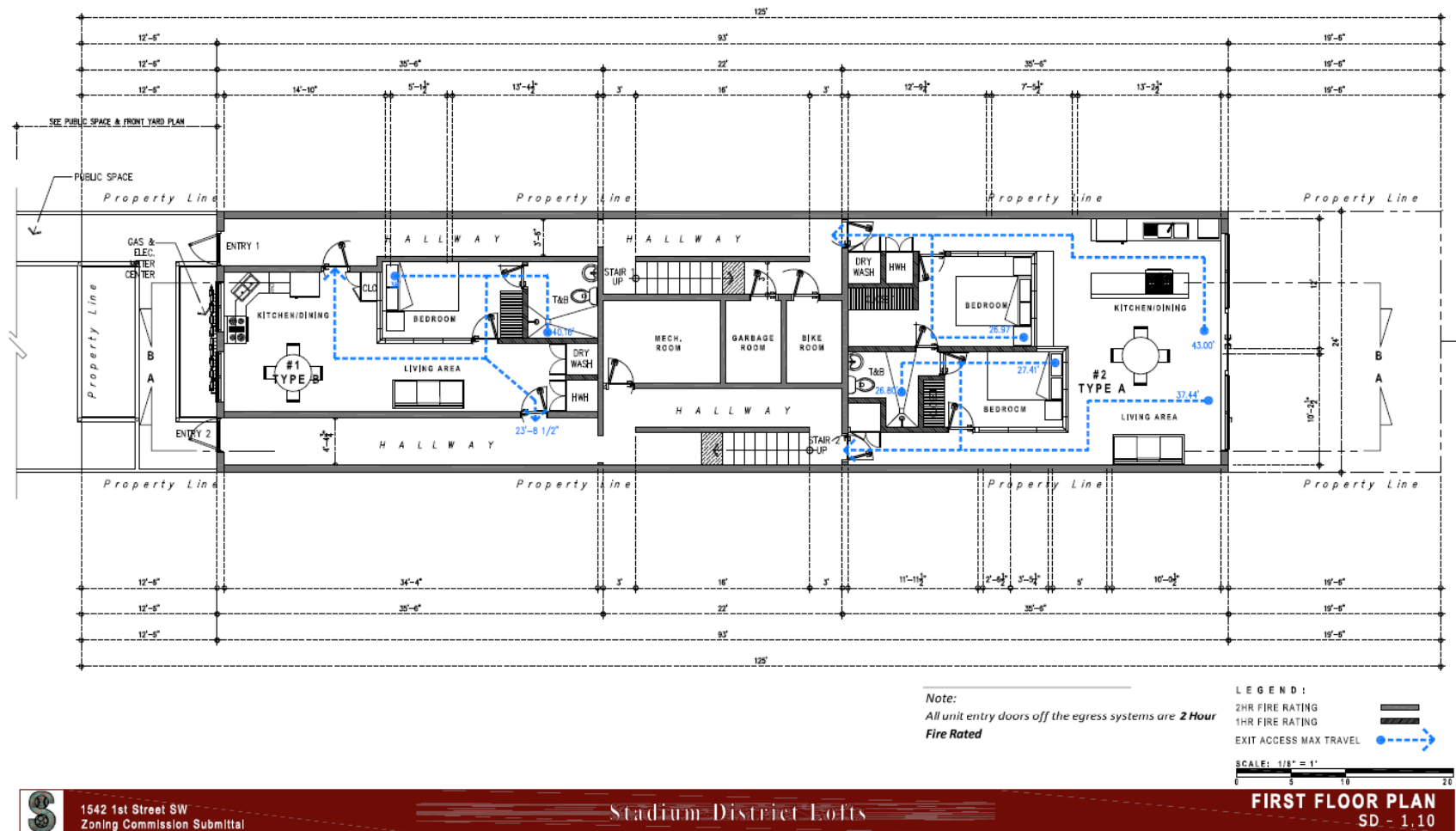


Figure 3: DC Survey

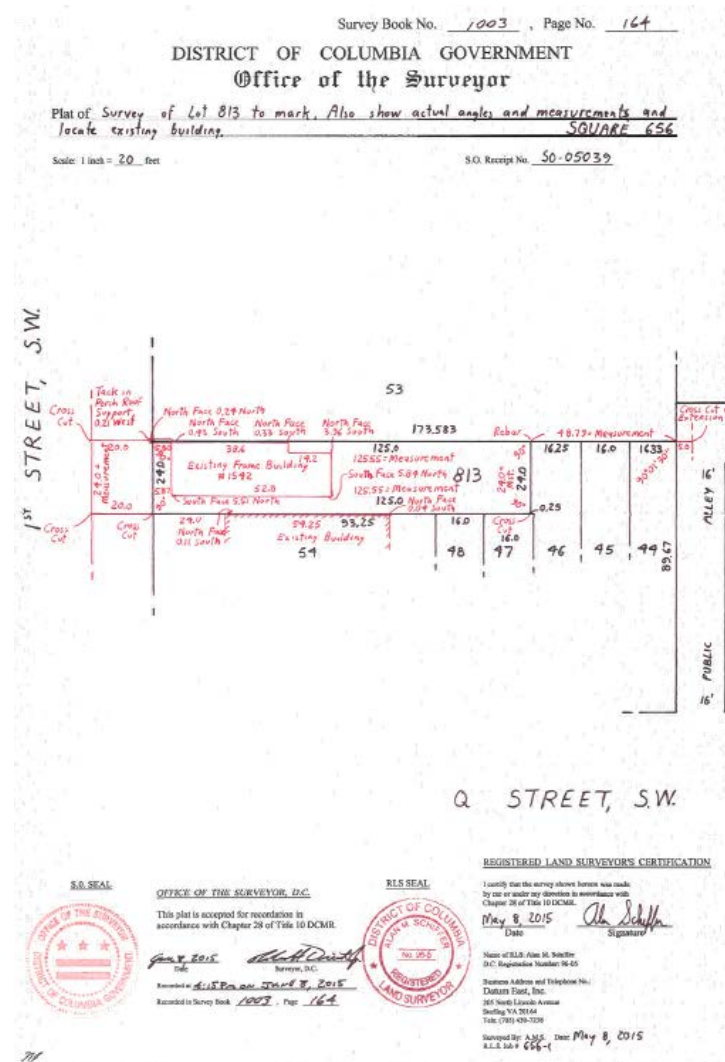


Figure 4: Public Space Plan

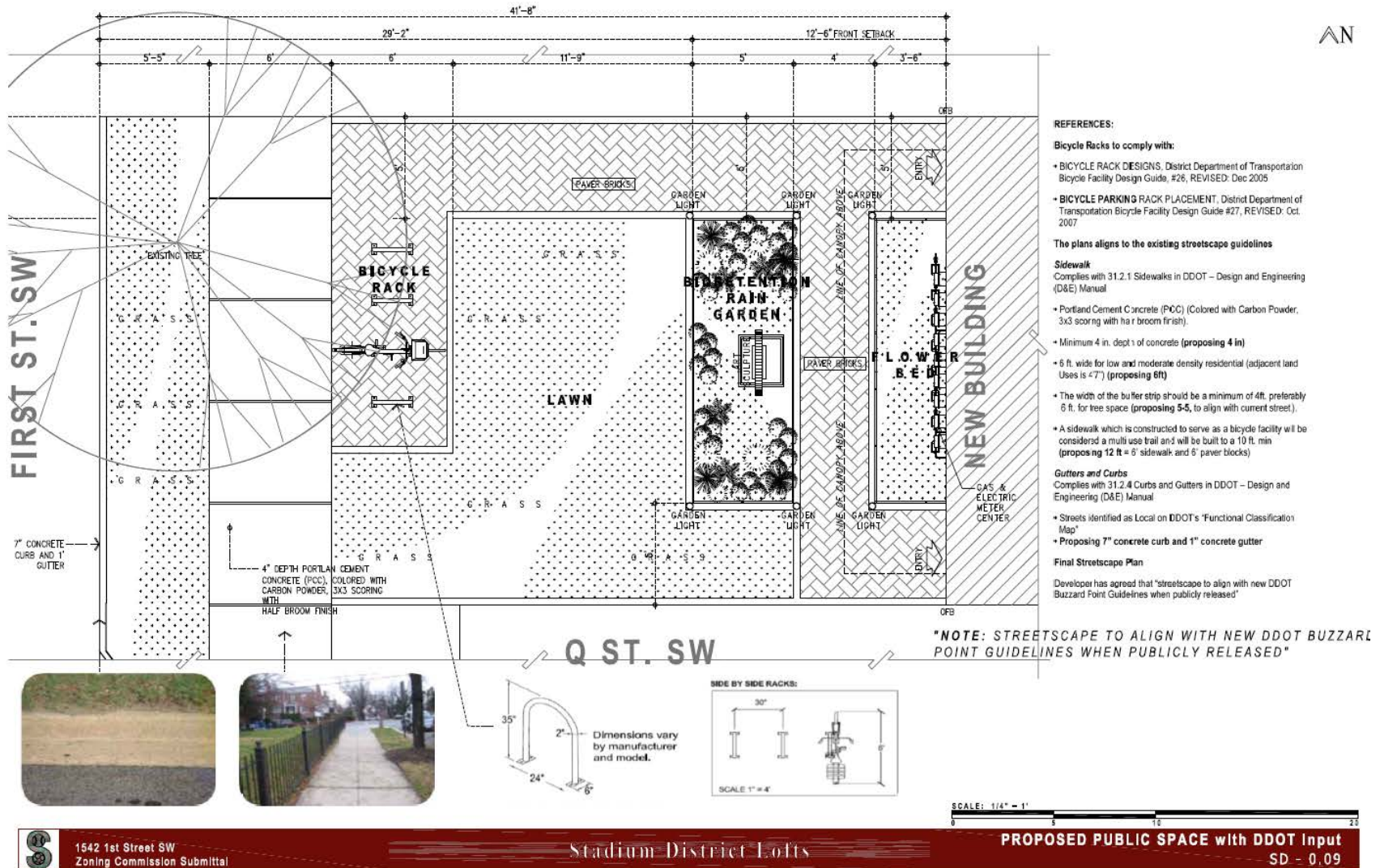
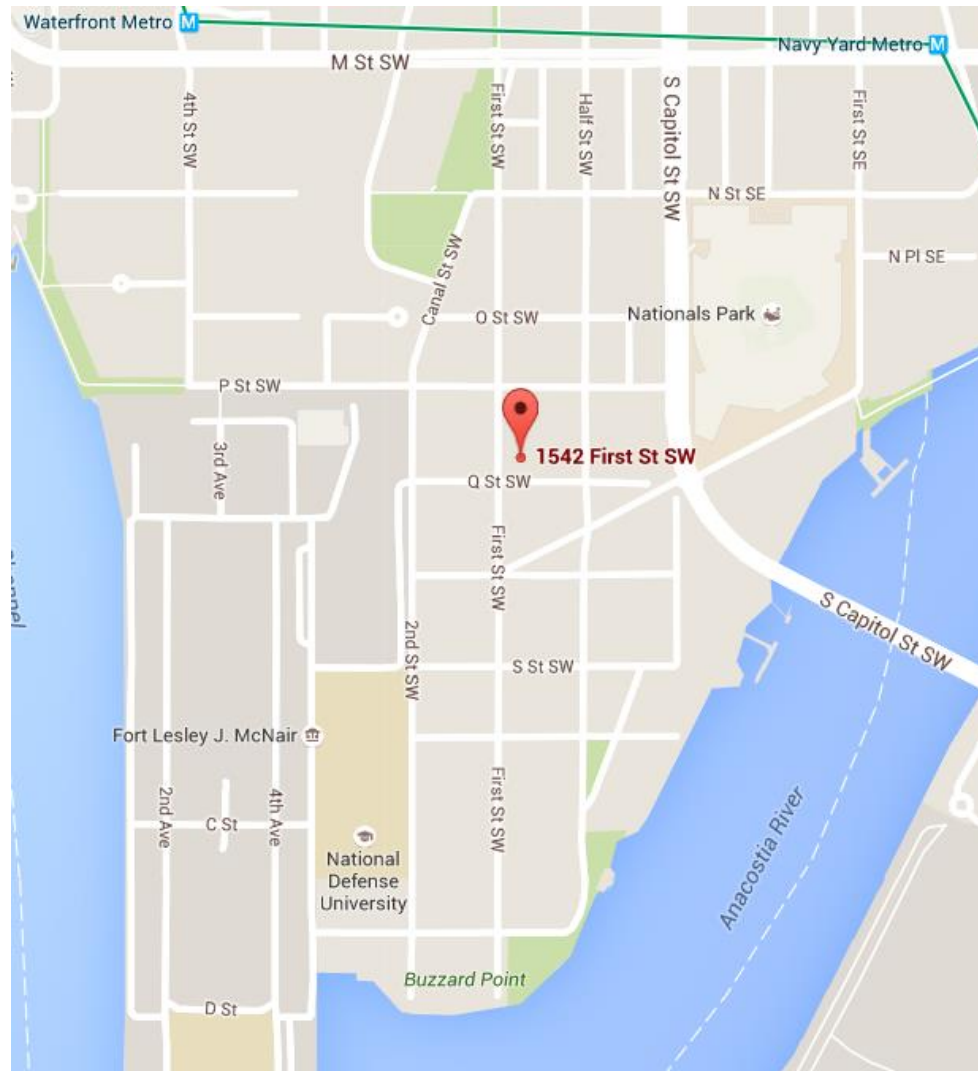


Figure 5: Existing Curb cuts and Streetscape



Photo taken in July 2015

Figure 6: Map of Local Metro Stops



Tab #3

1535 First Street, SW
Washington, DC 20024
January 19, 2016

TO WHOM IT MAY CONCERN:

Re: 1542 First Street, SW

This letter expresses my support of the 1542 First Street, SW project. Our neighborhood is changing. Projects like this one will help to clean up the neighborhood and make it more attractive.

Mr. Merkeley has owned property next to our family for several years. We have enjoyed talking and working with him over the last few years. Our family has a long history on First Street. We moved into the neighborhood on First Street in the 1950's. I have raised 4 children on the street, my grandson lives next door, and my granddaughter lives up the street. Our family owns 4 houses (1533, 1535, 1539, 1541) located directly across from the site of Tyler's proposed new 4 story residential building on First Street, SW.

Tyler informed us last spring that he would be purchasing the property at 1542 First Street, SW, cleaning it up to prevent people from hanging out on the property who do not belong there. When he removed the old falling down house in December, it was a relief to have the troubled property gone from view.

In November, Tyler came to sit down with my family to tell us about his project and ask for our support. We reviewed the design last fall and talked about his problem of not being able to have a parking garage because of it's a very narrow site. We understand that he must appeal to you for approval since he doesn't have the right amount of parking. Tyler asked if we had any concerns or suggestions at the time and we did not. Our family appreciated that he took the time and effort to apeak with us about his project since we have been part of the neighborhood for many years. We like this design and support this project.

Tyler has been good to our community and become a friend of mine. He is very respectful to the people who have lived in this community for many years. My family and I have seen the changes in SW, good and bad. We respect and appreciate people like Tyler, who have the vision and desire to make First Street, SW, a safer, more attractive and pleasant place to live.

We support Tyler's plans for his property.


Mrs. Francenia McClain (1535 First St)


Ms. Sylvia A. Carroll (1533 First St)

Joseph J. DeMarco
88 Q Street SW
Washington, D.C. 20024

January 15, 2016

Roger Moffatt—ANC Chairman
1101 4th Street SW, W130
Washington, DC 20024

Ms. Sharon S. Schellin
Zoning Commission Secretary
District of Columbia Zoning Commission
441 4th Street, NW, Suite 200S
Washington, D.C. 20001

RE: 1542 1st St. SW/Tyler Merkeley Development

Mr. Moffatt and Ms. Schellin:

I am writing you in support of the new residential building proposed by my neighbor and friend Tyler Merkeley. I have known Tyler for several years. He has always been a great neighbor, and in recent years even helped me with the renovation of my home on Q Street. I have also had the opportunity to work with him to address and improve the safety and security in our area.

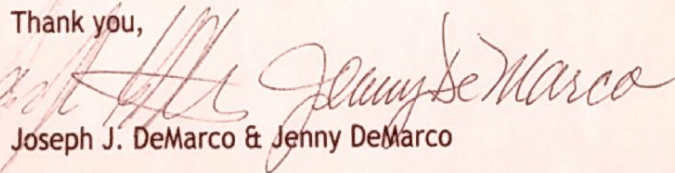
Tyler has made a significant improvement in the neighborhood and seems to be well liked by almost everyone he comes in contact with. After he purchased 1542 1st street SW, Tyler sat down with many of us on the street even before closing telling us how he was going to clean up the property and yard that had been vacant and an eyesore to the neighborhood. Tyler is down a few times a week, sometimes more to clean up the litter on the street sidewalk and check on his properties. Tyler has hired a landscaper to take care of this properties and his landscaper also takes care of the tree boxes in front of about 8 homes on 1st Street SW that otherwise would go uncut.

This new building will be a huge improvement over the burnt out shell that was being used for many illegal activities and a constant source of trouble in the neighborhood. It's great to see a local neighbor moving into development on our street. Tyler has discussed with us the challenges of parking onsite and that he will be requesting an exemption from you. Finding parking on our street has not been a problem and we support his request for a 3 car variance.

Please look favorably upon Ty's project, as the neighborhood is very supportive of the project.

If you have any questions you can reach me at Joseph J. DeMarco at jjdemarco27@gmail.com or 917-515-7632

Thank you,



Joseph J. DeMarco & Jenny DeMarco

January 31, 2016

The Honorable Anthony Hood
Chair, District of Columbia Zoning Commission
441 4th. St. NW #200
Washington, D.C. 20001

The Hon. Hood,

Please accept my written support for the new building proposed by Tyler Merkeley at 1542 1st St. SW. I own a rental property adjacent to Tyler's development site and have spoken with him several times about his project.

Tyler reached out to me through a common neighbor back in early April 2015 immediately after he purchased the property to talk about the project. One of my requests was to clean up the back yard of his new property, which had become a dumping site. To my surprise, Tyler responded, "already done!" Apparently, the same day as his closing, he had a dumpster onsite to clean up the property and get rid of an old mattress and other garbage that had been back there for years.

Since Tyler bought the property in April, I have been extremely appreciative of Tyler's efforts, keeping us informed of his plans, and taking our comments/concerns into consideration.

One of my concerns I discussed with Tyler at our first meeting in April 2015 was the depth of his building. When we met again in December 2015 to walk the site and discuss his project, Tyler specifically noted that he had decided not to seek a larger 80% lot coverage and go with a 75% lot coverage design to address my concern. Tyler noted that the 10% public space requirement at the front of the property does require him to push the building back an additional 12.5 feet, however, this is required by zoning code.

We also discussed the fence that will surround the backyard of his property. He has committed to work with us to find an attractive option. We have also discussed the issue of trash. We support the current plan to have a garbage room for indoor garbage storage, which will be placed in the front of the property for pickup. We would not support an option for rear storage where the garbage for all eight units would negatively effect our back deck, which backs up to the property. Tyler also supports this option.

Finally, we currently enjoy access to the alley through a shared walkway provided by all the houses on Q Street. Each of the owners has ended their fence short of the edge of their property and thus we all enjoy access. We very much would like access to the alley to continue. There is a current concrete pathway that provides us this access and would ask that the access be maintained. It is my understanding that walkway is currently on our property and the property of 77 Q Street, so I do not believe this should affect Tyler's project.

My wife Jenny and I think Tyler has made a significant effort to work with us on the design and address our concerns throughout the process.

Currently there is ample parking on 1st and Q street SW. His property is landlocked with no access behind the property. I don't see the additional parking on the street as a potential problem. So we also support is area variance as discussed in his application that we reviewed.

January 31, 2016

While change can be a little unsettling when you have someone building right behind your property, I for one am very supportive of Tyler's building plans and encourage you to approve of them as well.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Harper', with a stylized, cursive script.

Sam Harper
1427 CARROLLSBURG PL SW;
WASHINGTON DC20024-4101
(Property owner of 79 Q Street SW - 0656 0047)
smharper@gmail.com