

Cochran, Patricia (DCOZ)

From: Leila Afzal <leila.afzal@verizon.net>
Sent: Friday, July 24, 2020 11:49 AM
To: DCOZ - BZA Submissions (DCOZ)
Subject: BZA Case #20266, 3400 Connecticut Partners LLC

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July, 24, 2020

Mr. Frederick Hill
Chairman, Board of Zoning Adjustment
via bzasubmissions@dc.gov

Re: BZA Case #20266 3400 Connecticut Partners LLC

Dear Chairman Hill:

I am writing to express my concerns regarding the special exception requested by the developer of 3400 Connecticut Avenue, NW (the Macklin) for relief from parking space requirements. Section 901 of the zoning regulations permit the Board of Zoning Adjustment to grant the exception if and only if the relief will still be in harmony with the general purpose and intent of the zoning regulations, if it will not tend to adversely affect the use of neighboring properties, and most significantly, if the applicant for the special exception has met its full burden to prove there will be no adverse impacts.

Currently, the site has 15 parking spaces that serve the commercial tenants onsite. Based on the planned development, zoning requires the developer to provide 17 parking spaces for the new residences and additional commercial businesses. As it stands, the developer already enjoys a 50 percent waiver of the parking requirements due to the proximity of the Park Metro's and would only be required to construct two additional parking spaces.

In addition to this waiver, the developer wishes to remove the 15 spaces currently in use.

At the ANC's Planning and Zoning committee meeting, the developer's own traffic consultant stated, "let's just admit that there's no available [street] parking spaces." Additionally, the developer has stated at multiple community meetings that if required he could put in parking. It would mean losing some supposed amenities: (a) a library (there's a city library not 50 feet from the Macklin); (b) "We Work space (not

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likely to be popular in the time of COVID 19); and (c) a gym (there's an exercise gym also about 50 feet from the Macklin in space leased from the Macklin developer; maybe reduced memberships could be arranged). Considering the availability of all these amenities within the immediate proximity of the Macklin, it seems foolish for the developer to duplicate these features.

Where are the cars of new residents and current business patrons supposed to go? Stress on parking is already extreme. In the Mayor's DEMPED report analyzing the Cleveland Park commercial strip, the number one issue cited by our local merchants was lack of parking. Losing the 15 onsite spaces, the 28 parking spaces that have been lost already due to the closing of the service road in the wake of COVID 19, and not providing the parking spaces required by BZA regulations, will only add to the further loss of patrons our local businesses have already suffered. This is untenable.

As for the impact on nearby residents, we already have to cope with no street parking on weekdays when commuters from other parts of Ward 3 come here to park all day in order to take Metro to work (during non-pandemic times). There is effectively no street parking on weekends on beautiful days when Zoo-goers are forced to fill any empty parking spaces because there is insufficient Zoo parking. This means that, even on weekends, patrons of local businesses can't park to drop off a heavy vacuum cleaner or pick up a pizza to take home quickly.

Since the developer himself has already stated he could put in parking if required and his request would further worsen the parking situation, he has not met his burden to show that there will not be an adverse impact to the neighborhood.

As noted above, the developer is already receiving a 50% waiver for the required parking, further relief should not be granted. The developer has offered to prohibit RPP for residents of this project. Although, emergency legislation gives DDoT authority to enforce such a prohibition, it is unclear if this will be permanent authority and no provision has been made to provide parking for patrons of the commercial establishments.

The other issue facing the neighborhood is that the developer has failed to explain adequately how he proposes to deal with loading, deliveries, and garbage collection. Newark and Ordway Streets are both very narrow residential streets. The curving nature of Newark actually makes it dangerous to perform these services while the narrowness of Ordway and the tight turn into the small alley that leads to the rear of the Macklin makes it equally unsuitable.

Connecticut Avenue is the best option for the commercial trucks needed to serve the new development.

Please vote NO on the developer's special exception request and require the applicant provide fully articulated plan that will be legally required for loading, deliveries and garbage collection to prevent these activities from increasing commercial traffic on small residential streets.

Thank you for your time and attention on this matter.

**Leila Afzal
Ordway Street
Cleveland Park, former ANC3C05 Commissioner**