

May 4, 2022

**Via IZIS**

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

**Re: Prehearing Submission - BZA Case No. 20710 – 2340 Ainger Place, SE**

Dear Chairperson Hill and Members of the Board:

On behalf of the Applicant in the above-referenced case, an updated plat, updated plans, an updated self-certification form and a prehearing statement are being submitted to the record.

**Plat and Plans**

Based on feedback from the Urban Design Division and the Office of Planning the Applicant has made the following changes:

- Relocated the entrances to the end units closest to Ainger Street so the entrance faces the street;
- Provided additional information about the location of IZ units (five, 4BR units);
- Provided more detailed renderings; and
- Provided a materials board.

**Revised Relief**

*Bike Parking Variance Removed (C-805.1)*

The Applicant is also submitting an updated self-certification form and prehearing statement. The Applicant is removing the variance relief from the locational bike parking.<sup>1</sup> The bicycle parking regulations note that the bike parking requirements only apply to residential uses with 8 or more residential units. As the units will have certificates of occupancy for single-family homes (Building A: 13 single-family homes); and flats (Building B: 4 flats (2 units each) bike parking is not required. The Applicant is still proposing to locate two accessory buildings in the

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<sup>1</sup> Originally requested variance relief to locate long-term bike parking spaces outside.

parking area for optional bike parking, but no longer needs relief from the locational requirements for required long-term bike parking, as no long-term bike parking is required. This is consistent with other similar single-family and flat developments in the RA-1 zone (e.g. BZA Case No. 19377).

*Screening Relief (C-714.3)*

The Applicant is also adding relief to not have screening between the sidewalk and the paved parking area as there is a curb. DCRA informed the applicant that a strict reading of C-714.2(a) means that it would be required to place screening where the paved parking area meets the curb and sidewalks as “screening shall be provided around the entire perimeter of the surface parking area.” The surface parking area is defined as “The area of a lot, building, or structure devoted to parking spaces, attendant driveways, aisles, queuing lanes, and landscaping. All such areas on a lot shall be considered to constitute a single parking area, even if the areas are not contiguous.” As there are a number of areas with curbs, it is impossible to provide the required screening; therefore, the Applicant is requesting special exception relief pursuant to C-714.3. The proposal still includes other required screening around the parking area along the side lot line, just not adjacent to any curbed area.

Respectfully Submitted,

*Alexandra Wilson*

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Alexandra Wilson, Esq.  
Sullivan & Barros, LLP

**CERTIFICATE OF SERVICE**

I hereby certify that on May 4, 2022, an electronic copy of this submission was served to the following:

D.C. Office of Planning  
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Respectfully Submitted,

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