

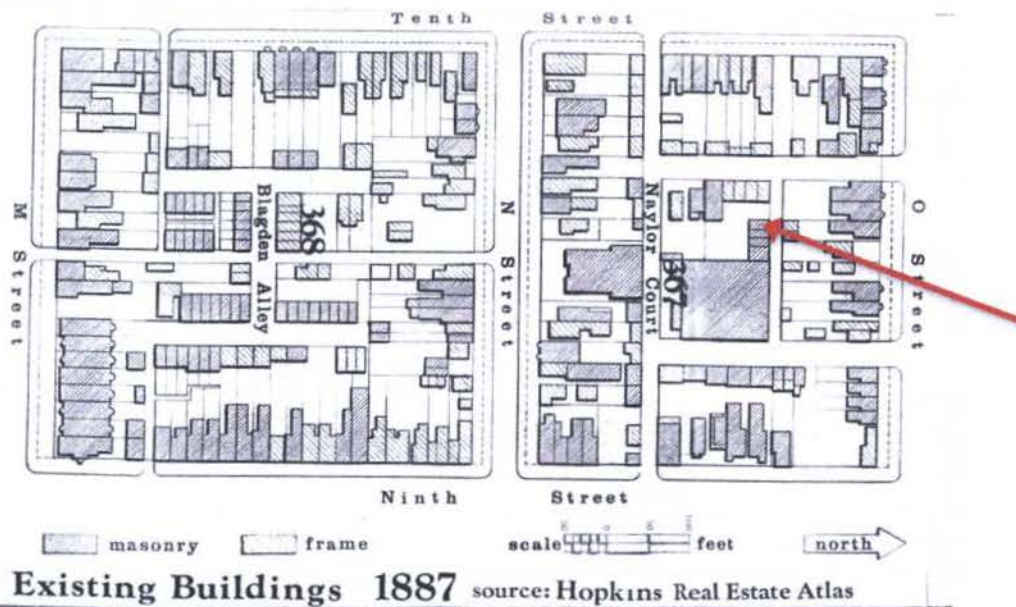
Case # 18318 before the Board of Zoning Adjustment March 6th 2012

My name is Dr. David R. Salter and I live at 1315 – 1317 Naylor Court. I believe that it is appropriate for me to speak at this hearing in support of Kevin Batteh and his development and architectural group today for the following reasons:

- i) Over the 9 years that I have lived in a century old stable, that is within 50 yards of this development project at 1321- 1325 Naylor Court, I have a developed a strong first-hand sense of the history of the Naylor Court alley, its potential and its evolution.
- ii) I have been active in architectural historic preservation in Washington having been a member of the DC Preservation League, the Latrobe Chapter of the Society of Architectural Historians and a member of the Coalition to Save the Franklin School. I have also written 97 blog articles on stables and alleys in Washington DC through my blog site - Preserving DC Stables. I am also the immediate past secretary of the Blagden Alley-Naylor Court Association. I have been actively supporting development of this site (lot #862) for 7 years.
- iii) Kevin Batteh is a neighbor and a friend whom I have known for 9 years during which time I have come to respect his work at the Department of Justice, his intellect and integrity as well as his genuine heartfelt interest in the welfare of the Naylor Court neighborhood where he also lives.

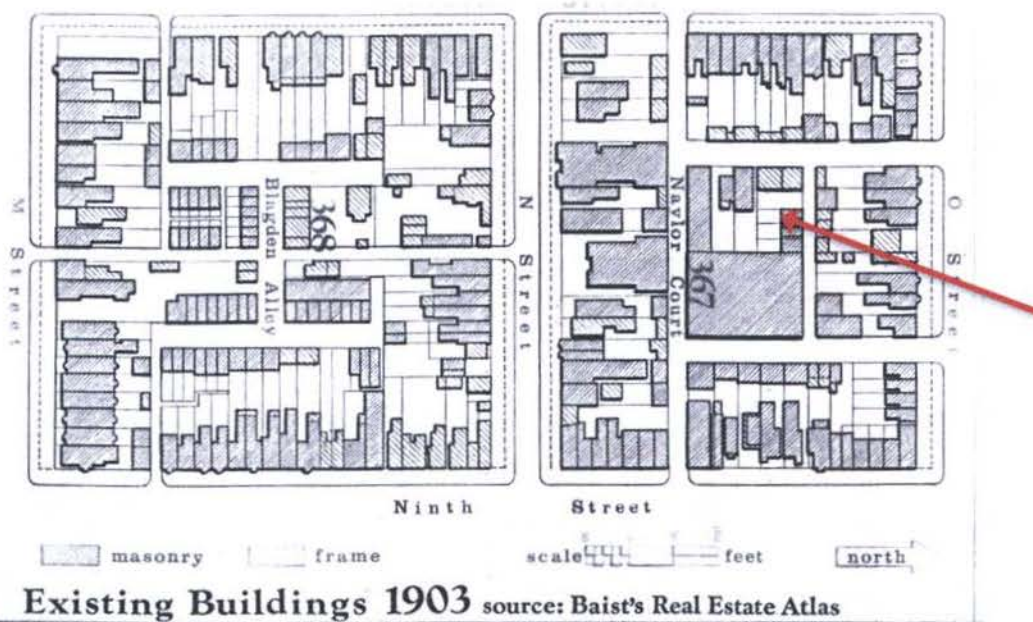
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BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18318
EXHIBIT NO. 38



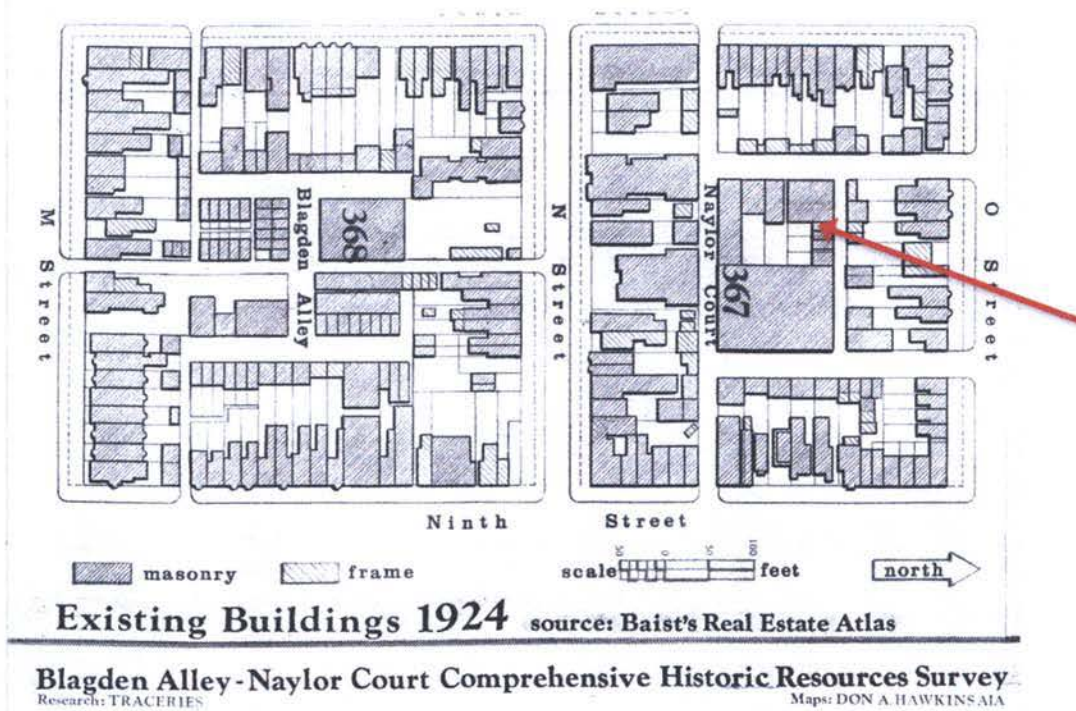
Blagden Alley-Naylor Court Comprehensive Historic Resources Survey
 Research: TRACERIES Maps: DON A. HAWKINS AIA

(Figure 1)

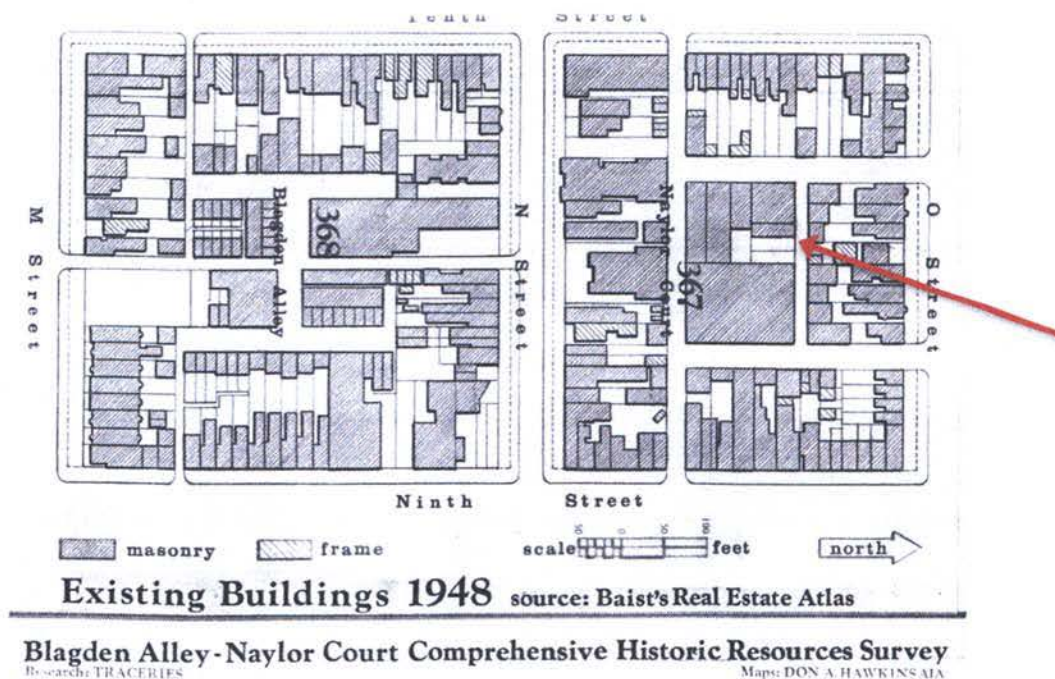


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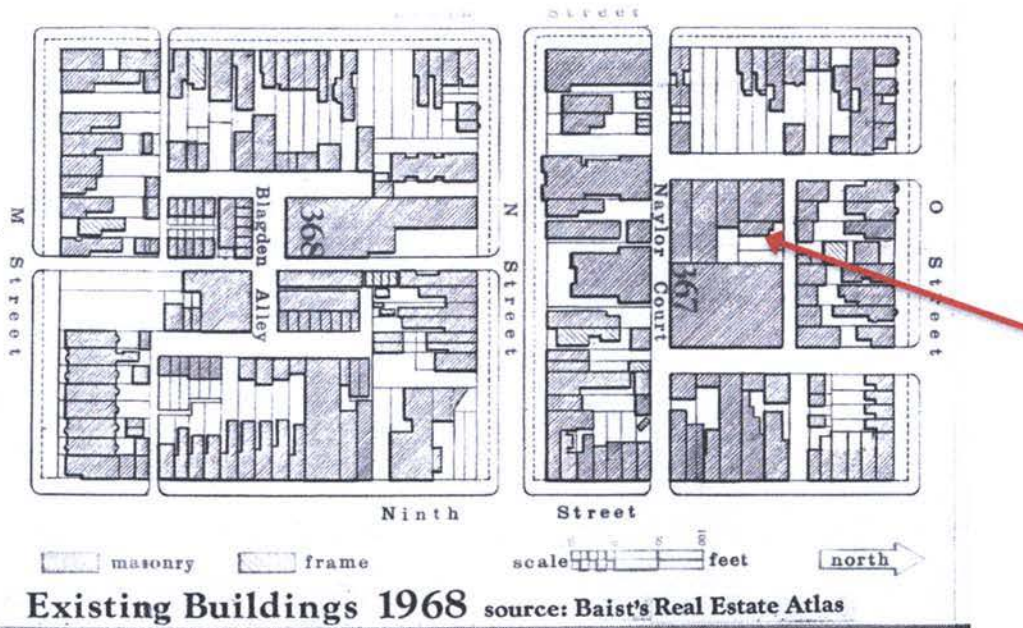
(Figure 2)



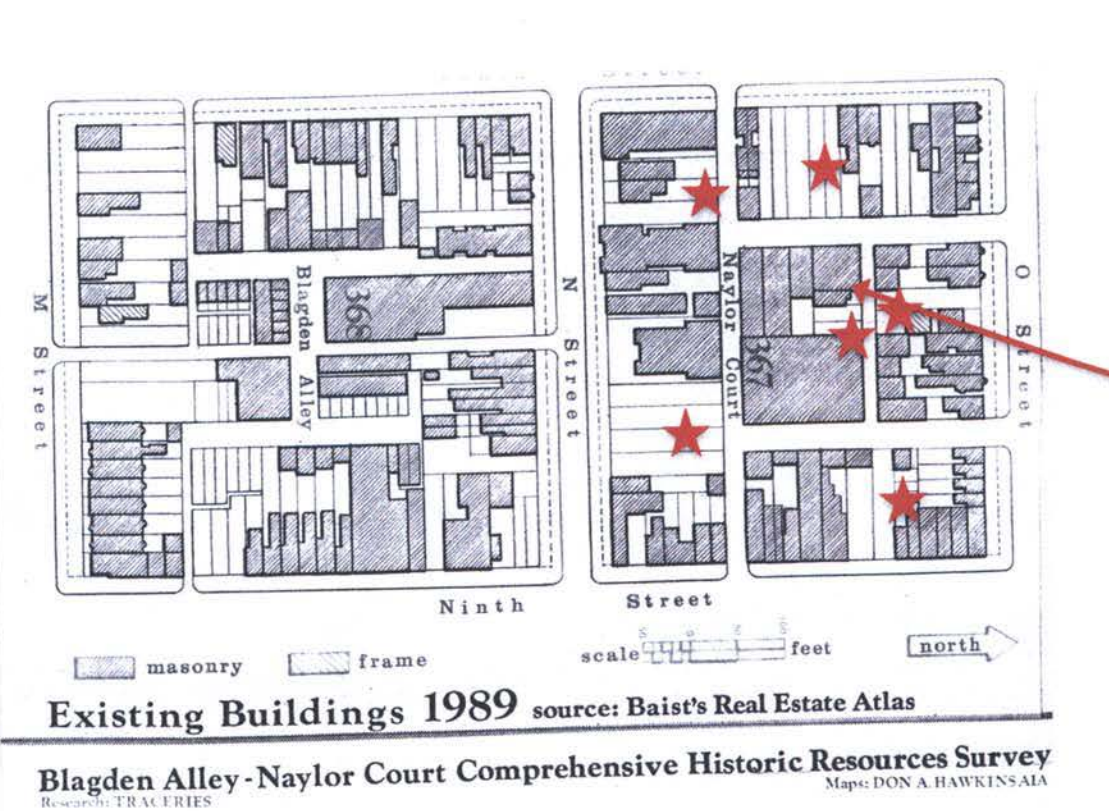
(Figure 3)



(Figure 4)



(Figure 5)



(Figure 6)

1. **The ANC for 2F has given, their “great weight support” for this project.** The Blagden Alley/Naylor Court Association is extremely enthusiastic about it. The developers have consistently worked in good faith and transparency with the HPO and the community through the CDC, ANC and other associations to create the best possible design and fit for this particular alley and neighborhood. I have attended these meetings.
2. I testified before the HPRB in 2005 in support of a proposal by another developer for this property. While it was approved, the financing for that development did not materialize and the property has subsequently languished, deteriorated and ultimately collapsed over the last 7 years.
3. Having the infill space on lot #862 finally being appropriately developed has greatly enthused the **Shaw and Logan Circle residents who have been waiting for a very long time for this to happen.** There have even already been requests to have the completed project on the annual Logan Circle Christmas home tour.
4. Lot #862 in block 0367 has proven to be **an awkward property to develop.** This lot was originally 5 different properties with 8 individual buildings – as shown on the 1887 Hopkins Real Estate Atlas (fig 1.). These five properties have now been consolidated into one property with the **currently extant building occupancy at about 68%.** (Personal paced measurement assessment) Given the complexity of the consolidation of these properties the **one-foot variance in width** to make the symmetry of the front of the building work does not seem unreasonable.
5. Originally, the stables and garages were a very significant part of the core of this block. Victorian and Federal residences were built around the periphery of the block encircling the transportation housing (horses, carriages and cars) and small businesses in the center. Over the last century the availability of covered vehicle protection in Naylor Court has been disturbingly eroded as evidenced by the historic Atlas maps of block 0367 from 1887, 1903, 1924, 1948, 1968 and 1989, which clearly illustrate the **progressive erosive loss of buildings inside this alley block.** The arrow points to the project property under discussion. (Fig. 1-6 above)
6. Most of these demolished buildings have not been replaced over the last 100 years. The properties have **defaulted to open parking spaces.** (These spaces are illustrated in Fig. 6 by stars.) Cars are being parked in the open and many neighbors and the local police can attest to the high rate of vandalism in Naylor Court. ¹

¹ Sgt. David Terestre

7. Because the quality of the proposed development is high, **it is reasonable to assume that buyers, who are willing to purchase projects of this quality, anticipate covered and protected parking.** In a depressed economy and depressed real estate market, every property needs to be attractive to buyers in order to sell. Lack of covered and protected parking is a deal breaker for many buyers.
8. Open parking reinforces the widely prevalent – but changing - idea in D.C. that alleys are only of value for service access, trash management and parking. **Having tastefully designed garages on Lot 862 at 1321 Naylor Court will help to reverse a destructive trend in this block and enhance the appearance of not only this property but also the entire alley block.**
9. Covered and protected parking is especially important in the Naylor Court neighborhood. **Theft from auto** within a 1500-foot radius of lot 862 has increased 42% in the past year and is now occurring at a rate of 176 car break-ins per year. Similarly within a 1500-foot radius of lot 862, **car thefts** have increased by 68% and are now at a rate 37 per year. Having the ability to secure a car in a locked garage in this area is of value for insurance companies, the police, a real deterrent to criminals and provides a sense of security for owners. Open space parking lots are well known invitation to other many **other criminal activities** – something often witnessed and well documented in Naylor Court. (**Total crime in this 1500-foot radius** has gone up by 21% from 362 to 439 cases in the past year.)²
10. With the increase in community density that will be competing for parking because of the new O-Street Market Project, Marriott Hotel, City Center project and new local restaurants and businesses along the 9th Street Corridor, parking is rapidly disappearing in the neighborhood. Secured parking keeps cars off the street and safe.
11. The proposed garages for this project will have a certain amount of storage space that augments the capacity of the homes where there is no basement for storage. This brings added value to a property that is essential for astute D.C. buyers.
12. The photo illustrations are last week's **survey of the parking conditions and options in Naylor Court.** Many are simply infill parking in the open. Some are not legal. Some are unimaginative roll down gates. All of the uncovered and protected parking spots are open to crime and the appearance is unattractive.

² (Ref. <http://crimemap.dc.gov/presentation/report.asp>)

13. This is not **the aesthetic to which Naylor Court Stables project is aspiring** neither is it the aesthetic that Harriet Tregoning from the Office of Planning and David Maloney from historic preservation are aspiring in their new efforts to improve the appearance and functionality of alleys in Washington. Having appealing protective covering for homeowners' transportation is a big step in helping to clean up visual appearance of the alley. This is an opportunity for a developer to do so much better than what is currently accepted and to honor the spirit of the transportation management of the past. The historic and evolving aesthetic of the alley is such that the more that cars that are hidden from view, the better. There is a push to make the alley more pedestrian friendly and to show foresight in terms of parking planning.

In conclusion I believe that granting each of the variances requested in case #18318 would not cause substantial detriment to the public good and that granting this request is consistent with the general intent and purpose of the Zoning Regulations. Furthermore I believe that allowing these requests will do much to enhance the appearance of this National Register historic inner block and move it architecturally into the future by reversing decades of erosive trends, while at the same time maintaining the spirit of its past. I believe that this can be done without impairing the intent, purpose and integrity of the zone plan.

Respectfully submitted.



David R. Salter, M.D., F.R.C.S. (c), F.A.C.S., F.A.C.C.

March 6th, 2012