

February 13, 2015

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D.C. OFFICE OF ZONING
2015 FEB 19 PM 3:11

Mr. Stephen Varga
Office of Zoning
Board of Zoning Adjustment
441 4th Street, NW
Suite 200/210-S
Washington, DC 20001

RE: Application Number: 18931
Application Address: 721 11th Street, NE

Dear Sir:

I reside at 1114 G Street, NE and have lived at this address for 35 years. I would like to comment on the above application which requests a number of exceptions to convert a late 19th century carriage house, currently being used as a garage, to a second-story apartment. The apartment would be situated over the garage

I have various concerns about the requested exceptions:

- 1) Height requirements: Plans provided by the owners indicate a raise in the roof level on the yard side of 5.5 ft. and on the alley side of 4 ft. (Attachment A and Attachment B) This would raise the roof level above the surrounding structures. I have included a photo that is a side view of the carriage house. (Attachment C) The side of the carriage house faces my back yard and extra height would mean I would be looking at a higher brick face.
- 2) Access for emergency personnel: This carriage house directly abuts the alley. Due to the configuration of the alley, fire and/or other emergency personnel cannot directly access the carriage house. (Attachment D) Access would have to be obtained from 11th Street through and/or over the primary residence. Considering the distance from 11th Street to the alley, quick assistance would be delayed. And in light of the fact that the building is currently being used as a garage with a car and possibly other flammables underneath the proposed apartment, I think this application does not consider broader safety issues.
- 3) Aesthetics: This is the last carriage house that I know of in our neighborhood. Several years ago, a fire damaged a similar carriage house and a house on G Street just around the corner from this one. While I realize this is not a historic district, I think consideration should be given to the aesthetics of the neighborhood, especially with regard to height.

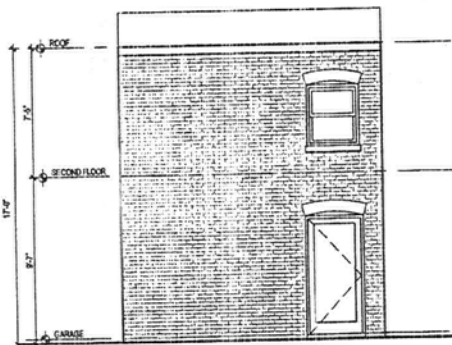
In light of the above concerns, I would ask the Board of Zoning Adjustment to deny the exceptions requested in this application.

Sincerely,

Janet Garton-Ciarleglio
1114 G Street, NE

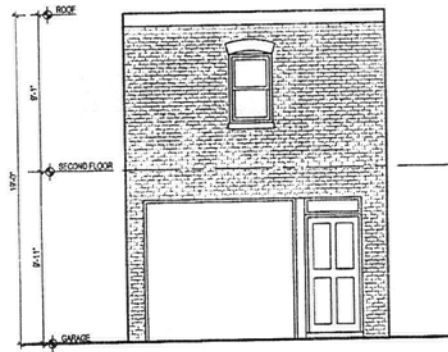
Att. A

17



1 EXISTING YARD ELEVATION
D-2 SCALE: 3/16"=1'-0"

19



2 EXISTING ALLEY ELEVATION
D-2 SCALE: 3/16"=1'-0"

REVISIONS	
DATE	COMMENTS

LOPEZ - FRANK RESIDENCE
721 11TH STREET NE Washington, DC 20002

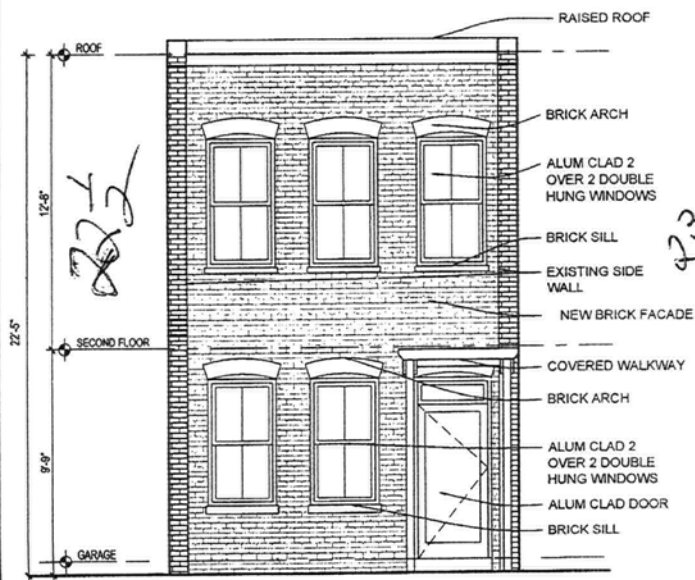
FOWLER ARCHITECTS
1818 D STREET SE
WASHINGTON, DC 20002
(202) 846-0896
www.fowler-architects.com

SEAL:

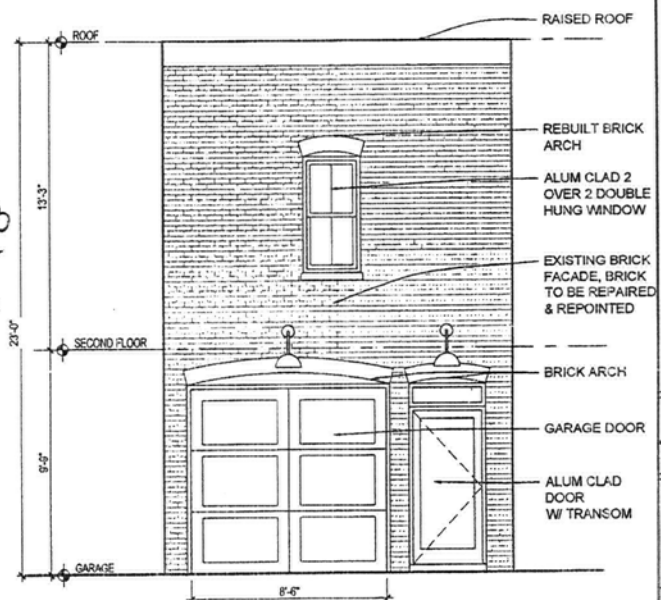
VERSION: B2A
DATE: 11-24-14
SCALE: 3/16"=1'-0"
EXISTING ELEVATIONS

D-2

A.H. B



1 YARD ELEVATION
A-2 SCALE: 1/4"=1'-0"



2 ALLEY ELEVATION
A-2 SCALE: 1/4"=1'-0"

REVISIONS		
#	DATE	COMMENTS

LOPEZ-FRANK RESIDENCE
721 11TH STREET NE Washington, DC 20002

FOWLER ARCHITECTS
1818 D STREET SE
WASHINGTON, DC 20003
(202) 546-0384
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SEAL:

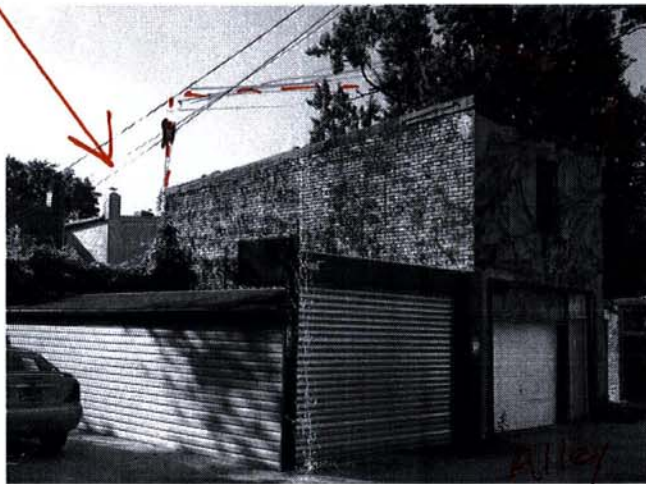
VERSION: BZA
DATE: 11-24-14
SCALE: 1/4"=1'-0"
EXTERIOR ELEVATION

A-2

housing to be legal--unless grandfathered in. But arts-based uses, non-living, are legal.)

A lot of the opposition is about "those people," "those people" being different, unruly, and poorer than owners, forgetting the fact that legal ADUs will only be able to be offered if the main house is owner-occupied. It won't be in an owner's best interest to rent to the unwashed, especially if they are sharing the same backyard.

I have written about this a lot. Basically, I think that ADUs should be preferred in areas around transit stations especially. My neighborhood could accommodate hundreds. ADUs will allow lower priced housing, but also enable another income stream for otherwise increasingly more expensive to acquire properties.



And it will provide a revenue stream for renovating structures that might now be neglected or otherwise nuisances.

The increased price of owner occupied housing is

why you see in Canada especially--they don't have a mortgage interest tax deduction like we do in the US--the addition of apartments to "single family houses" and depending on the community, carriage houses/ADUs/laneway houses. Although this is seen more in cities like Vancouver, BC and Seattle, Washington.

The **Pocket Neighborhoods** concept, by Ross Chapin (I've mentioned the book before, which is beautifully written and illustrated) is a riff on the idea of laneway housing.

And housing of this type in Salt Lake City, built decades ago, and down the block from Pioneer

Baltimore County Pedestrian and Bicycle Legislation

Cambridge, Maryland Commercial District Revitalization Framework Plan

Easy print Florida Market Directory

Florida Market Map & Directory

Florida Market History Sign

Urban Safeway Design Misses Mark op-ed, WBJ

Temper Walmart Glee with Planning op-ed, WBJ

ANC4B Large Tract Review Report on Walmart, 5/2011

ANC4B Large Tract Review Report on Walmart, Summary Recommendations

Board membership

Community Forklift - Building Materials Recovery & Resale

Eastern Market (DC)

Colleagues

Bordercross Communications (Corinna Moebius)

Capitol Hill Studio (Kevin Palmer)

Hysterical Preservationist

This is None: Storytelling by Design

Victorian Secrets

Other blogs I am involved with

Att. C

photo taken by Richard Layman

9/17/2006

blog of Aug. 2013 see below

residential rooftop level

721 11th St. NE
Carriage house

A.H. D

H St.

721 11th St, NE

12th St.

1114 G St, NE

