GOVI MENT OF THE DISTRICT OF COL BIA
OFFICE OF PLANNING

Office of the Director

MEMORANDUM

TO: Board of Zoning Adjustment

FROM: Andrew Altman, Director

DATE: October 15, 2002

SUBJECT: BZA Case #16927, Special Exception / Variance Request

I. OFFICE OF PLANNING RECOMMENDATION-IN-BRIEF

The Office of Planning recommends the subject application be approved, subject to minor design revisions to satisfy concerns raised by the Historic Preservation Review Board.

II. APPLICATION-IN-BRIEF

Location 1300 Block Temperance Court
Square 274, Lots 57-61 and 804-820, Ward 1; ANC 1B

Applicant: Arnold & Porter – 555 12th ST. NW, Washington, DC

Owner: Public Welfare Foundation - 1200 U Street NW, Washington, DC

Developer: Manna Inc - 828 Evarts Street NE, Washington, DC

Zoning: R-4

Proposal: Construction of a 12 unit subsidized residential townhouse complex with access from a public alley.

Relief Sought: Construction of the townhouse development would require:

- a special exception to allow parking spaces to be located on a lot other than where the principal structure is located (§2116), pursuant to §3104.1;
- variances pursuant to §3103.2 to:
  - minimum lot area and width (§401.3);
  - maximum lot occupancy (§403.2);
  - minimum rear yard setback (§405.9);
  - minimum number of parking spaces (§2101.1); and
  - single family dwellings abutting and accessed from an alley of less than ~~30~~ feet wide (§2507.2).

BZA
Case No. 16927
Exhibit No. 28

III. AREA AND SITE DESCRIPTION – Refer to Location Plan, Attachment I

Square 274 is bounded by U Street NW on the north; 13th Street on the west; T Street on the south; and 12th Street NW on the east. Two alleys run east-west through the site; two alleys run between these north-south. The easternmost of these east-west alleys is called Temperance Court. An entrance to the U Street Metro Station is located in the north-west corner of the square. The True Reformer Building with associated surface parking is on the east side of the square. The west and south sides have 2 to 3 story townhouses.

Board of Zoning Adjustment
District of Columbia
CASE NO.16927
EXHIBIT NO.28

The subject site is located in the center of the square, and consists of 22 small and narrow (11 – 12 feet wide) lots facing a 25 foot wide internal alley, Temperance Court. The owner has applied to re-subdivide the existing lots into 12, larger lots, 9 to the west of Temperance Court and 3 to the east. Each block of lots is backed by a 10 foot wide alley. The site is currently undeveloped.

IV. PROJECT DESCRIPTION - refer to Site Plans and Elevations, Attachment II

The applicant proposes to construct 12 affordable townhouse units; 9 on the west side of Temperance Court with 7 parking spaces grouped at the ends of the development, and 3 on the east side with one on-site parking space on each. The units would be 2 stories in height with no basement, and would be 977 - 1,140 square feet in area. 10 parking spaces would be provided for the 12 units.

V. RELATIONSHIP OF THE APPLICATION TO THE COMPREHENSIVE PLAN

The subject site is designated ***moderate density*** (row houses and garden apartments) on the Comprehensive Plan Land Use Map. The proposed use conforms to this designation. The proposal also conforms to other Comprehensive Plan housing and heritage objectives and policies:

302 Housing Objectives include:

302.1 ... to stimulate production of new and rehabilitated housing to meet all levels of need and demand and to provide incentives for the types of housing needed at desired locations.

805 Policies For Protection And Enhancement Of Historic Properties include:

805.16 New construction on historic landmarks or in historic districts should be compatible with the historical architectural character and cultural heritage of the landmark or district ....

1206 Ward 1 Housing Policies include:

1206.1 To ... encourage multi-unit housing development, including market rate and low density housing, where appropriate, near the U Street and Shaw metrorail stations and at locations adjacent to proposed employment centers, including the 14th and U Street corridors.

VI. HISTORIC DISTRICTS - refer to Staff report to the HPRB, Attachment III

The subject site is within the ***Greater U Street Historic District***. At its February 28, 2002 meeting, the Historic Preservation Review Board gave the proposal conceptual approval as being appropriate to this particular site and use, with a delegation to Staff to resolve specified design issues related to the provision of a vertical demarcation between individual row house units on the front elevations, and investigating alternative materials for the rear of the east units. The designer had advised OP staff that, to address these concerns, visual demarcation in the masonry between the units will be added, and the front steel stoops will be individualized. Cement board siding will be provided on the rear of the three units visible from 12th Street and a high quality vinyl siding on the rears of other nine units.

VII. AREA ZONING

The property is in the R-4 Zoning District, which permits row dwellings and flats, so the proposed row dwelling development would conform.

VIII. REQUESTED ZONING RELIEF (refer also to Project Profile, Attachment IV)

The proposal would require a special exception to allow required off-street parking spaces to be located on a lot other than where the principal structure is located (for lots 2-8); and variances to minimum lot area (all lots), minimum lot width (lots 9 and 11), maximum lot occupancy (lot 9), minimum rear yard setback (lots 1-9), minimum number of parking spaces, and single family dwellings abutting and accessed from an alley of less than 30 wide.

1.	Zoning Regulation:	Proposed:
§2116.1	**On-site parking:** Parking spaces shall be located on the lot with the buildings they will serve.	Lots 1, 9, 10, 11, 12 – located on-site – conforming. **Lots 2 – 8 – located off-site, grouped at the ends of the block – variance required.**

§2116.5 states that "*if approved by the Board of Zoning Adjustment, open parking spaces accessory to any building or structure may be located anywhere on the lot upon which the building or structure is located, or elsewhere … in accordance with §§2116.6 through 2116.9*":

§2116.6 – *The Board shall determine that it is not practical to locate the spaces in accordance with §2116.2 for the following reasons*:

(a) ***Unusual topography, grades, shape, size or dimensions of the lot.***

The proposed lots are being re-subdivided to increase their width and size, but they remain shallow and below currently required size. The west block of lots have a depth of only 47.5 feet, so the building envelopes are very small and it would be difficult to obtain a reasonably sized row house if on-site parking was also required.

(b) ***The lack of an alley or the lack of appropriate ingress or egress through exiting or proposed alleys or streets;***

At 10 feet in width, the rear alley behind the west block of lots is narrow, so providing direct access to each lot from the rear would be difficult and would impose hardship on existing townhouses on the other side of the alley. The applicant has indicated that neighbors to the west had expressed concern about the impact of the development along the rear alley. The proposal includes a 2' wide strip outside the rear fence, essentially an increase of alley width to ensure the ability of the existing residents to access their parking.

(c) ***Traffic hazards caused by unusual street grades;***

Not applicable to this application.

(d) ***The location of required parking spaces elsewhere on the same lot or on another lot would result in more efficient use of land, better design or landscaping, safer ingress or egress, and less adverse impacts on neighboring properties.***

Due to the small size of the lots, grouping the parking at the ends of the west block of rowhouses provides for a more efficient unit layout, a more reasonable unit size, and a more logical parking pattern which minimizes impacts other area residents.

§2116.7 - …the parking on adjacent lots or lots separated only by an alley from the lot upon which the building or structure is located, shall be preferred.

Conforms – - the parking is grouped at the ends of the block on which the related lots are located.

§2116.8 –The accessory parking spaces shall be located so as to furnish reasonable and convenient parking facilities for the occupants or guests of the building or structures which they are designed to serve.

Conforms – The parking area is convenient and easily accessible to the rowhouses.

§2116.9 – The board may impose conditions on any accessory or non-accessory parking spaces as to screening, coping, setbacks, fences, the location of entrances and exits, or any other requirement it shall deem necessary to protect adjacent or nearby property … (or) to assure the continued provision and maintenance of the spaces.

OP has no recommendations for additional parking conditions.

2.	Zoning Regulation:	Proposed:
§401.3	**Minimum lot area:** row dwelling – 1,800 sq.ft. one family semi-detached dwelling – 3,000 sq.ft.	**All lots non-conforming, variance required.**
§401.3	**Minimum lot width:** row dwelling – 18 ft. min. one family semi-detached dwelling – 30 ft.	Lots 1 to 8, 11, 12 – conforming **Variance required for lot 9 (30' required; 29' provided) and lot 11 (18 ft. required; 17.14 ft provided).**
§403.2	**Maximum lot coverage:** lots 2 to 8, 10, 11, 12 – 60% lots 1 and 9 – 40%	Lots 1 to 8, 10, 11, 12 – conforming **Lot 9 – 41.4% – variance required.**

Does the property exhibit specific uniqueness with respect to exceptional shape, narrowness, shallowness, topography or other extraordinary or other exceptional situations or conditions?

Yes: The 22 existing lots are mainly 11 to 12 feet in width and well below required lot area. The lots are also unique in that they are shallow and constrained by alleys on the front and the back, limiting the ability to crate conforming lots. The proposed subdivision will result in 12 lots which are closer to being conforming and are large enough to provide adequate house sizes, but cannot meet lot area or the full lot width requirement for 2 of the lots. The variances for lot width for lots 9 and 11 and lot occupancy for lot 9 are small, and permit a more standardized form of development.

Does the extraordinary or exceptional situation impose a practical difficulty that is unnecessarily burdensome to the applicant?

Yes: Requiring full conformity would reduce the number of lots from 22 (current) and 12 (proposed) to only 5 lots on the west side of Temperance Court and one lot on the east. In addition to reducing the number of units, this would result in lots that would be inappropriately wide for a rowhouse type of development, as is standard in the area, and the location of the site within a double alley configuration.

Can the relief be granted without substantial detriment to the public good and without substantially impairing the intent, purpose and integrity of the Zoning Regulations and Map?

Yes: This is a unique situation of very small, shallow lots with no street frontage. The non-conforming lot size is mitigated by the generally conforming lot width and the conforming building height. The proposed rowhouse use and generally conforming lot width patterns will result in a development which generally conforms to the character of the area (for example, there are also 12 lots facing 13th Street, between the two alleys.

3.	Zoning Regulation:	Proposed:
§404.1	**Minimum rear yard area:** 20' depth.	**Lots 1 to 9 – 7.5 feet, variance required.** Lots 10, 11, 12 – 22 feet, conforming.

Does the property exhibit specific uniqueness with respect to exceptional shape, narrowness, shallowness, topography or other extraordinary or other exceptional situations or conditions?

Yes: The existing lots on the west side are only 47.5 feet deep. Requiring a conforming rear yard would result in a reduction of the already small building envelope, and an elimination of the small front yard setback. Front yard setbacks are not required and are often not provided, but in this case, OP feels that the front yard is an asset because the alley the units front onto is narrower than a normal street, and will be considered the "front street" for the development.

Does the extraordinary or exceptional situation impose a practical difficulty that is unnecessarily burdensome to the applicant?

Yes: The lots are unique in that they are shallow and have alleys along both the front and the rear. The subdivision can and will create wider and larger lots, but cannot create deeper ones. The proposed design balances the difficult existing conditions to provide subsidized "starter" housing for the public good. The unit size would be reduced, and the front yard setback would be eliminated, resulting in a less desirable front alley-scape and unit layout.

Can the relief be granted without substantial detriment to the public good and without substantially impairing the intent, purpose and integrity of the Zoning Regulations and Map?

Yes: Existing townhouses to the rear (facing 13th Street) are set well back from the rear alley, so there should be minimal impacts on privacy, light or air circulation. The units, as proposed, will fit in with the overall character of the area.

4.	Zoning Regulation:	Proposed:
§2101.1	**Minimum number of Parking Spaces:** one parking space per unit (12 total)	**10 parking spaces in total – variance required.**

Does the property exhibit specific uniqueness with respect to exceptional shape, narrowness, shallowness, topography or other extraordinary or other exceptional situations or conditions?

Yes: The west block of lots are particularly small and shallow, with a depth of only 47.5 feet, resulting in building envelopes that are very small. On-site parking would result in an even smaller envelope, and would make the provision of a reasonably sized row house difficult. The rear alley is narrow at only 10 feet wide, so on-site parking provided from the rear alley would be difficult and would have a negative impact on private parking access for existing townhouses to the west. The property is also located on the same block as a metro station.

Does the extraordinary or exceptional situation impose a practical difficulty that is unnecessarily burdensome to the applicant?

Yes: Both the shallow lot depth and the narrow alley width create practical difficulties. Requiring on-site parking would result in the creation of undesirable dwelling units. On-site parking provided from the front would be detrimental to the livability and character of the development, and would limit opportunities for parallel parking on the wider front lane.

Can the relief be granted without substantial detriment to the public good and without substantially impairing the intent, purpose and integrity of the Zoning Regulations and Map?

Yes: The development site represents a unique configuration of undeveloped alley lots and alley configuration. The site is also on the same block as a metro station and close to bus routes. The units are designed to be "starter" housing units, which may also limit the number of owners with automobiles. OP notes that the applicant has applied to DDOT to permit additional parking on the 25' wide "front" alley known as Temperance Court, and would support this initiative provided the spaces are designated for residents of the alley lots only. OP notes that there is currently unregulated parking on the east side of the lane.

5.	Zoning Regulation:	Proposed:
§2507.2	**Alley Lots – front alley width:** not less than 30 ft. in width	**Existing Temperance Court alley width – 25.25' – variance required.**
	Alley Lots – access alley width: not less than 30 ft. in width.	**Existing access alleys have widths of 15.25' – variance required.**

Does the property exhibit specific uniqueness with respect to exceptional shape, narrowness, shallowness, topography or other extraordinary or other exceptional situations or conditions?

Yes: Both the lots and the alleys which service them are existing. The proposed subdivision improves the lot width and increases the lot area, but cannot address the issue of non-conforming access alley width. Widening Temperance Court to the required 30' would result in the further reduction of the depth and size of the already shallow west block of units, with limited if any benefit to current or future residents.

Does the extraordinary or exceptional situation impose a practical difficulty that is unnecessarily burdensome to the applicant?

Yes: Requiring lot width conformity, an issue that the applicant cannot rectify, would eliminate all development potential on these existing alley lots.

Can the relief be granted without substantial detriment to the public good and without substantially impairing the intent, purpose and integrity of the Zoning Regulations and Map?

Yes: There are existing lots, smaller than the ones proposed, that are zoned for development. At one time, alley lots such as these were common in the area. The lots present a unique circumstance, and the proposed development would provide a form of affordable starter housing that is needed in the District and encouraged by the Comprehensive Plan.

IX. ADVISORY NEIGHBORHOOD COMMISSION (ANC) COMMENTS

The applicant advises that the proposal has been positively reviewed by the local ANC. A copy of the letter of support was not available at the time of writing this report. Area residents, though the SNAP community planning process, noted the provision of affordable housing, as proposed by this development, as the top priority in this area.

X. OTHER AGENCY COMMENTS

The Zoning Administrator notes some concern with the requested parking variance, given parking shortages in the area. The Department of Housing and Community Development notes support for the proposal to construct affordable housing units adjacent to a Metro station (see DHCD letter, Attachment

V). The Fire Department notes no concerns, provided residential fire sprinklers are installed in each unit. DCRA notes that District regulations will require the installation of a sprinkler system. The Department of Parks and Recreation notes no concerns with this application. WASA notes that additional information related to the loading that will be placed on the storm and sanitary sewer for the new development will be required. OP has received no other Staff comments.

XI. OP SUMMARY RECOMMENDATION

The Office of Planning recommends that the BZA approve the variance request / special exemption request, subject to the minor design amendments recommended by the HPRB. This recommendation would be consistent with the Comprehensive Plan and Generalized Land Use Map, and not undermine the integrity of the Zoning Regulations.

AA/jl

ATTACHMENTS:

I Location Map
II Site Plans and Elevations
III Staff Reports to the HPRB
IV Project Profile
V DHCD letter of support

Standard		R-4 Zone Regulations	Proposed[1]	Variance
Classification: (§199)	Lots 1 and 9 Lots 2 – 8, 10 - 12	as per definitions as per definitions	One Family Semi Detached Row Dwelling	
Alley Lots (§2507.2)	**Alley width:** **Access alley width:**	30 ft. min. 30 ft. min.	existing alley - 25.25 ft. existing access alleys – 15.25 ft.	**4.75 ft.** **14.75 ft.**
Lot Area: (§401.3)	Lot 1 Lots 2, 4, 6, 8 Lots 3, 5, 7 Lot 9 Lots 10, 12 Lot 11 **TOTAL**	3,000 sq.ft. min. 1,800 sq.ft. min. 1,800 sq.ft. min. 3,000 sq.ft. min. 1,800 sq.ft. min. 1,800 sq.ft. min. 24,000 sq.ft. min.	**1,852.5 sq.ft.** **855.0 sq.ft.** **950.0 sq.ft.** **1,377.5 sq.ft.** **1,150.0 sq.ft.** **985.5 sq.ft.** **12,785.5 sq.ft.**	**1,147.5 sq.ft.** **945.0 sq.ft.** **850.0 sq.ft.** **1,622.5 sq.ft.** **650.0 sq.ft.** **814.5 sq.ft.** **11,214.5 sq.ft.**
Lot Width: (§401.3)	Lot 1 Lots 2, 4, 6, 8 Lots 3, 5, 7 Lot 9 Lots 10, 12 Lot 11	30 ft. min. 18 ft. min. 18 ft min. 30 ft. min. 18 ft. min. 18 ft. min.	39 ft. 18 ft. 20 ft. **29 ft.** 20 ft. **17.14 ft.**	- - - **1.0 ft.** - **0.86 ft.**
Lot Occupancy: (§403.2)	Lot 1 Lots 2, 4, 6, 8 Lots 3, 5, 7 Lot 9 Lots 10, 12 Lot 11	40% max. 60% max. 60% max. 40% max. 60% max. 60% max.	30.8% 60.0% 60.0% **41.4%** 49.6% 49.6%	- - - **1.4%** - -
Floor Area Ratio (§402.4)**:**		none prescribed	0.54	-
Square Footage:	Lots 1, 3, 5, 7, 9[2] Lots 2, 4, 6, 8[3] Lots 10, 12[2] Lots 11[4] **TOTAL**	- - - -	1,140 sq.ft. each 1,026 sq.ft. each 1,140 sq.ft. each 977 sq.ft. each 13,061 sq.ft. total	- - - -
Front Yard:	Lots 1 - 9 Lots 10 - 12	not required not required	6.5 feet 6.5 feet	- -
Rear Yard: (§404.1)	Lots 1 - 9 Lots 10 - 12	20 feet 20 feet	**12.5 feet** 22.5 feet	**7.5 ft.** -
Side Yard: (§405)	Lot 1 Lots 2 - 8 Lot 9 Lots 10 - 12	8 feet min. not required 8 feet min. not required	19 feet - 9 feet 0 feet	- - - -
Courts: (§406)		as per regulations	none	-
Height: (§400.1)		equal to alley width + front yard depth = 31.75'	approx. 28 feet max.[5]	-
Stories: (§400.1)		3 max.	2	-
Parking: (§2101.1)	Lots 1 to 9 Lots 10 - 12 **TOTAL**	1 per unit min. = 9 1 per unit min. = 3 12	7 3 **10**	2 - **2**
Parking Location: (§2116.1)	Lots 1 and 9 Lots 2 - 8 Lots 10 - 12	to be located on the lot to be located on the lot to be located on the lot	on the lot **off-site** on the lot	- **located off-site** -

1 **Information provided by applicant.**
2 20' x 28.5' x 2 floors
3 18' x 28.5' x 2 floors
4 17.14' x 28.5' x 2 floors
5 From grade at front of building to top of highest parapet.



Board of Zoning Adjustment
Application No. #16927, Temperance Court

Feature Key
- Zoning Boundaries
- Square Index
- Site

DC Office of Planning
October 9, 2002

N

Scale
25 0 25 50 75 100 Feet

Attachment 1

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 the private restricted property.)

ATTACHMENT II

For Surveyor, D

By: L.E.S.

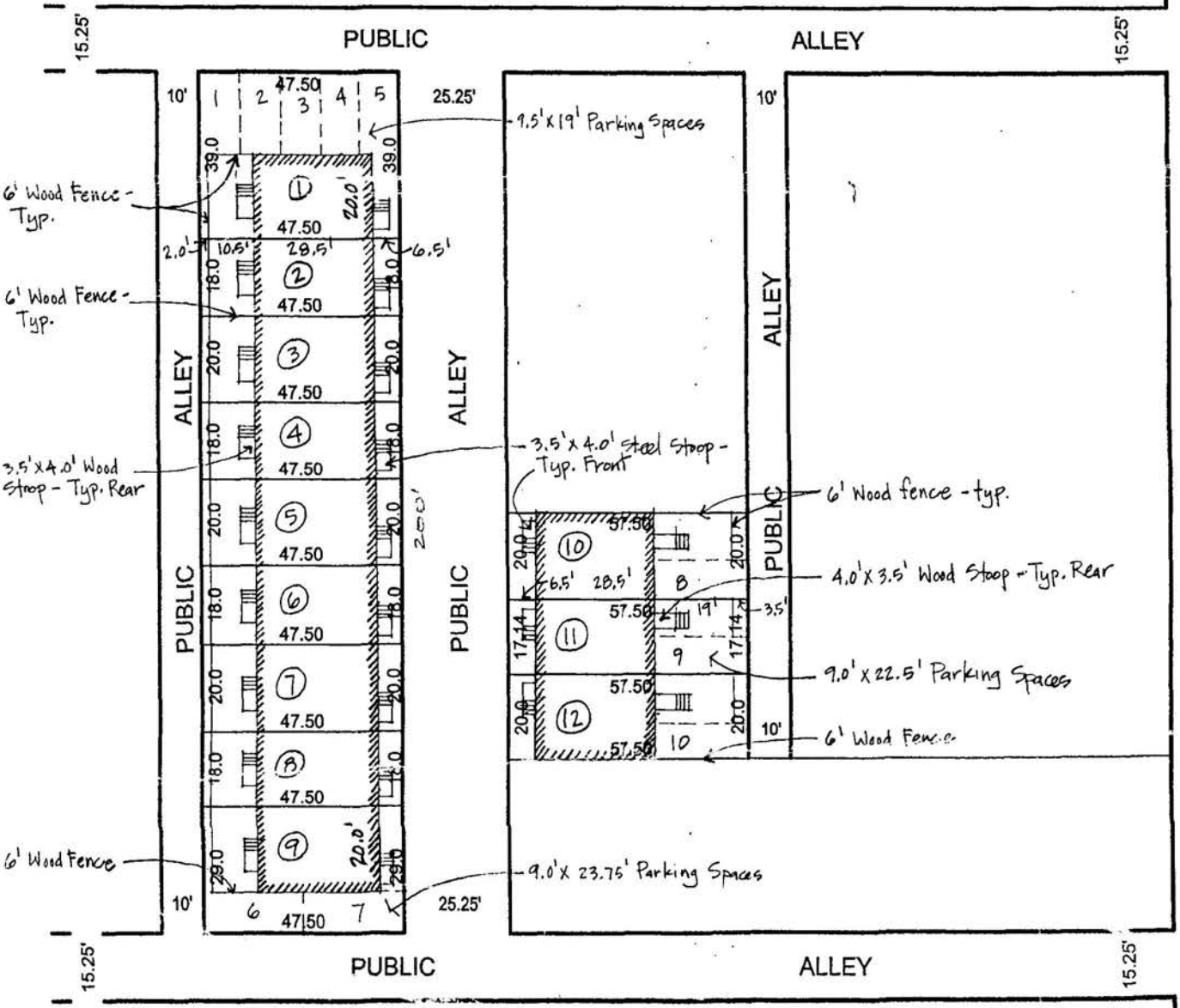
Date: _____

_____

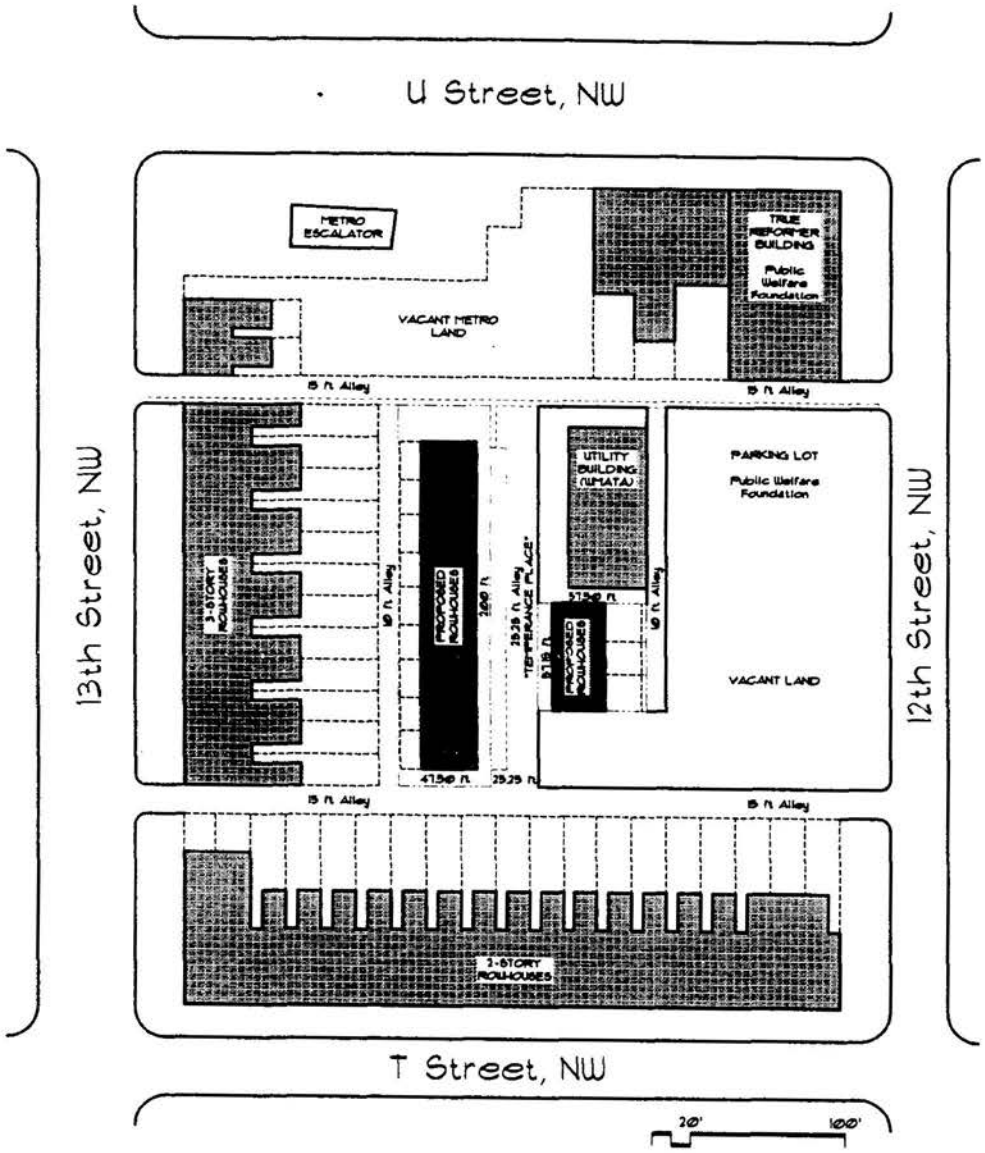
(Signature of owner or his authorized agent)

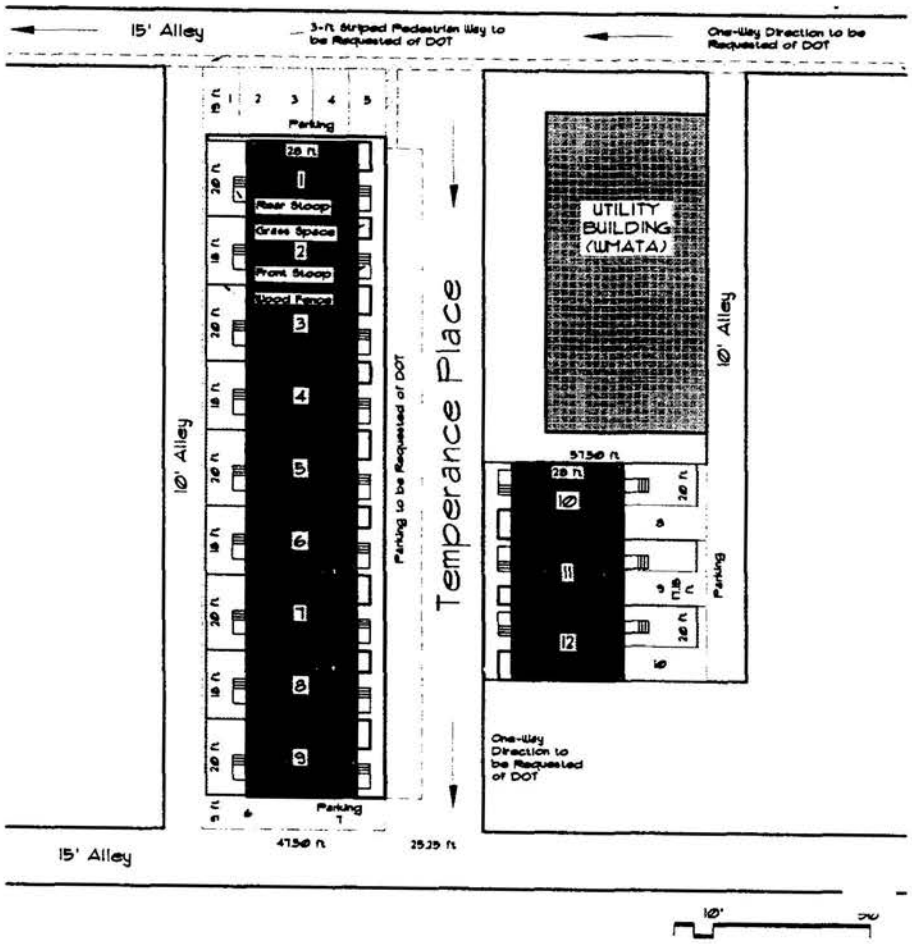
NOTE: Data shown for Assessment and Taxation Lots or Parcels are in accordance with the records of the Department of Finance and Revenue, Assessment Administration, and do not necessarily agree with deed description.

A SUBDIVISION HAS
BEEN ORDERED TO
CREATE A LOT OF RECORD.
MA 5/9/02



SO-8647(2002)





SITE PLANS

Rebuilding Neighborhoods Through Affordable Homeownership

MANNA

MANNA, INC.

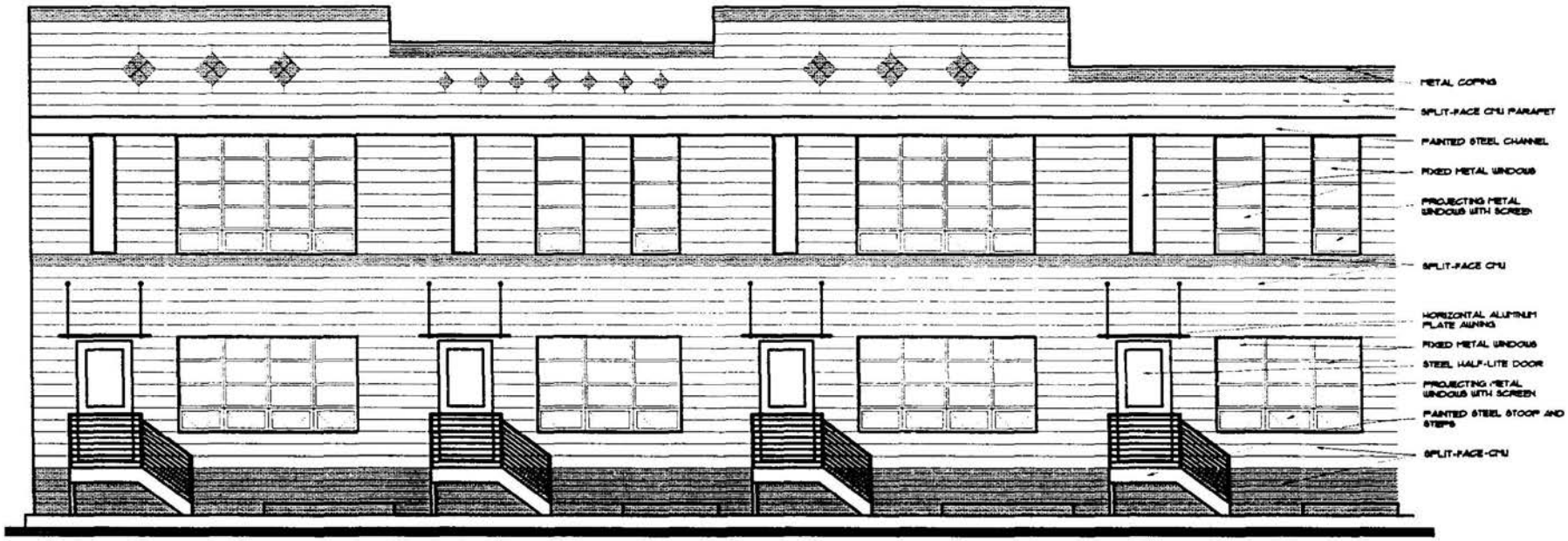
828 Evarts Street, N.E.
Washington, D.C. 20018
202-832-1845
202-832-1870 (Fax)

TEMPERANCE ROW

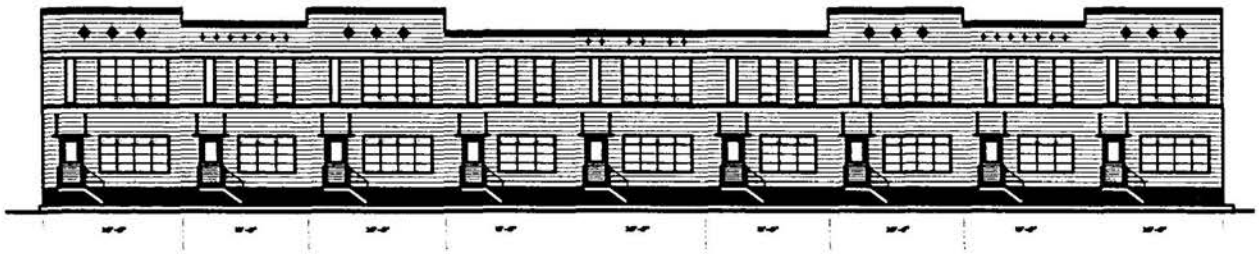
CARDOZO-SHAW, WASHINGTON, DC

N

05.03.01



TYPICAL STREET ELEVATIONS



WEST SIDE



EAST SIDE

Rebuilding Neighborhoods Through Affordable Homeownership

MANNA

MANNA, INC.

828 Evarts Street, N.E.
Washington, D.C. 20018
202-832-1845
202-832-1870 (Fax)

TEMPERANCE ROW

CARDOZO–SHAW, WASHINGTON, DC

3 A-1 ARCHITECTURAL BUILDING SECTION

1 A-1 2nd FLOOR ARCHITECTURAL PLAN

4 A-1 2nd FLOOR ARCHITECTURAL PLAN

1 A-1 1st FLOOR ARCHITECTURAL PLAN

3 A-1 1st FLOOR ARCHITECTURAL PLAN

New Construction of "Temperance Row"
Washington, D.C.

MANNA, INC.

Rebuilding Neighborhoods Through Affordable Homeownership

MANNA

JOB NO.
DRAWN BY:

SHEET:
ARCHITECTURAL PLANS

A-1

ATTACHMENT III

HISTORIC PRESERVATION REVIEW BOARD
STAFF REPORT AND RECOMMENDATION

Property Address:	**Temperance Court, NW**	X	Agenda
Landmark/District:	**Greater U Street Historic District**		Consent Calendar
		X	Concept Review
Meeting Date:	**February 28, 2002**		Alteration
H.P.A. Number:	**02-183**	X	New Construction
Staff Reviewer:	**Steve Callcott**		Demolition
		X	Subdivision

The applicant, Manna, Inc., seeks conceptual design review for construction of 12 single family houses on vacant land on Temperance Court, a mid-block alley located between 12th, 13th, T and U Streets, NW. The houses would be grouped along the north-south axis of the H-shaped alley, immediately south of the Cardozo-U Street Metro station exit.

Alleys have provided a location for affordable housing in Washington since the city's inception. However, by the early 20th century, their often cramped, substandard and unsanitary conditions made them a target of progressive reformers who worked successfully to abolish alley dwellings -- and often the alleys themselves -- in many areas of the city. While alley buildings are an important part of the historic and physical fabric of a number of historic districts – Foggy Bottom, Capitol Hill, 14th Street, U Street, Shaw, Mount Vernon Square, Georgetown, and Blagden Alley/Naylor Court – there remain significant zoning and code restrictions limiting the reuse of existing buildings and the construction of new dwellings, from which the applicants will need to seek relief.

Manna's proposal calls for subdividing the existing 16' wide x 47' deep lots into slightly wider 18' and 20' wide lots. A row of nine new houses would be constructed on the west side of the alley, with three on the east side adjacent to a WMATA utility building. The houses would be organized into an A-B-A-B repeating pattern, forming a unified terrace with alternating stepped parapets. The front and side exterior walls would be finished in split-faced concrete block with contrasting banding used for the foundation and string-courses, with metal frame industrial-styled windows. The entrances would be accessed by simple metal stoops, with projecting metal canopies. The rear elevations would be finished more economically, with vinyl siding and sash windows.

The proposal is a creative solution, both in its siting along an alley and in its architectural styling and use of materials. Its compatibility with the historic district would be in its recreation of the overall form of alley buildings, and in its reintroduction of the hierarchy of building types that were found within a block, with larger houses facing the streets and smaller ones lining the alleys. Stylistically, the buildings are somewhat evocative of early modernist efforts at providing affordable housing in Holland and Germany in the 1920s, as well as in Greenbelt, MD in the 1930s. The design is stronger collectively than the houses would be individually, and the same architectural solution might not work in an

alley that still contained a collection of 19th century buildings. However, in this situation, on what is a large open site without existing historic alley buildings, the contemporary vocabulary and materials' use is appropriate in clearly identifying it as a product of the time in which it was built.

Design development, detailing and material selection remain to be worked out. As a very minor point (and one which the applicants have vacillated on themselves), the staff would encourage that the elevations include a reveal between each of the units, rather than being presented as a single seamless building. As the buildings are essentially rowhouses rather than an apartment building, each with their own entrances and with differentiated rooflines, some vertical demarcation between each unit would be appropriate to reinforce this. While not an issue for the nine units on the west side of the alley, the vinyl siding on the three east alley houses would be visible through the parking lot and vacant land behind the True Reformer Building from 12th Street. This will need to be looked at carefully, and the staff would encourage the applicants to look at the feasibility of alternatives, such as stucco or cementious clapboard for these elevations.

The staff recommends that the Review Board approve the subdivision and project design in concept as consistent with the purposes of the preservation act, and direct the applicant to continue working on the final design with staff.

ATTACHMENT V

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

MEMORANDUM

TO: Joel Lawson
Development Review Specialist
Office of Planning

FROM: Lawrence C. Cager, Jr.
Deputy Director for Development Finance

DATE: October 9, 2002

SUBJECT: Department of Housing and Community Development (DHCD) Review of BZA Application No. 16927 - 1300 Block of Temperance Court

DHCD reviewed the above referenced BZA Application earlier and sent an e-mail to you by October 3, 2002 including our comments on the application. This memorandum is in follow-up to formally record the earlier e-mail comments. After staff review of the application materials, DHCD is supportive of this BZA Application No. 16927 (1300 Block of Temperance Court) for the following reasons:

1. This project is providing 12 units of badly needed affordable new housing in the U Street/Shaw neighborhood which has suffered greatly recently from a great deal of gentrification eliminating affordable housing units.
2. The project developer, Manna, Inc., is an excellent non-profit developer that is providing many affordable housing units throughout the District. Manna provides well built, good quality housing units for the affordable housing market.
3. The location of the proposed project, in the same block as the 13th & U Street entrance to the U Street Metro Station, makes these units very transit accessible. The fact that two of the units lack dedicated on-site parking spaces is mitigated by the fact that the units located so close to the U Street Metro Station.
4. All the townhouses are of a high quality of design that is appropriate to this historic townhouse neighborhood which is demonstrated by the fact that the Historic Preservation Review Board has reviewed this project design favorably.
5. The largest variance requested, the size of proposed lots (much smaller than minimum lot size), is mitigated by the following other aspects of the proposed buildings design:
   - The proposed widths of the buildings are for the most part equal to or greater than the minimum lot widths required by zoning;

- The proposed lot occupancies do not exceed the maximum allowed lot occupancies except for a 1% variance in only one of the lots;
- The combined total floor areas for the proposed units result in sizes that are appropriate for rowhouses of this type and design;
- All the units have been provided small front yards where no front yards are required at all; and
- The proposed heights of all the townhouses do not exceed the height allowed for alley dwellings under zoning.

6. Lot sizes smaller than the minimum required lot sizes is a common occurrence throughout the older neighborhoods of the District. Allowing smaller than minimum sized lots allows many new townhouses to fit better into these existing historic neighborhoods because most of the neighboring existing townhouses are sitting on lots that are smaller than the minimum lot size.