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January 30, 2003

Mr. Geoffrey Griffis, Chair
D.C. Board of Zoning Adjustment
441 4th Street, N.W.
Suite 210
Washington, D.C. 20001

RECEIVED
D.C. OFFICE OF ZONING
2003 JAN 30 PM 2:08

Re: Post-Hearing Submission, Application No. 16927
(Temperance Row – Public Welfare Foundation and Manna, Inc.)

Dear Mr. Griffis and Members of the Board:

At its decision meeting on this case the Board of Zoning Adjustment ("BZA," the "Board") requested several submissions by government agencies and the Applicant:

- **Fire Department Report.** The Office of Planning ("OP") made a written request to the Fire Department for a second report. The OP request included several specific concerns of the Board regarding emergency access and service. The Fire Department again indicated that it has no objection to approval of this application.

- **D.C. Department of Transportation ("DDOT") Report.** The Board also requested a further report from DDOT. The Applicant submitted a memorandum to DDOT staff on January 3, 2003, presenting our proposed resolution of issues. A copy of this memorandum is attached in *Exhibit A*. The Applicant has consulted cooperatively with DDOT staff and anticipates DDOT will submit its report in a timely way.

- **Site Plan of the Square.** The Board asked the Applicant to submit a general site plan of Square 274, including the proposed Temperance Row subdivision, the four flats under construction facing 12th Street adjacent to Temperance Row, and any proposals relating to pedestrian safety in using the northern east-west alley to reach 13th Street and the nearby Metrorail station entrance. That site plan is attached in *Exhibit B*.

General Comments

1. **Low-Impact Use.** The Applicant believes that the proposed 12 small townhouses represents a relatively low-impact utilization of the alley lots, especially in comparison with the quite large commercial parking lot approved by the Board in 1998 (Case No. 16295). In our post-hearing submission of December 6, 2003, the Applicant

BZA
Case No. 16927
Exhibit No. 42

Board of Zoning Adjustment
District of Columbia
CASE NO.16927
EXHIBIT NO.42

submitted a copy of that Order to the record of this case and commented generally as follows:

- The requirement for short-term parking spaces would result in substantial in and out traffic over an extended period of the day and evening, with noise and headlights imposing adverse effects on townhouse residents surrounding the alley on three sides.

- In comparison the 10 residential parking spaces proposed in the instant application will be small in number and in and out traffic will be moderated by residential use and the immediate proximity of the Metrorail station entrance just yards away from Temperance Row.

The Applicant would add that the presence of residents living in the interior of the block will tend to put more "eyes on the street" and thereby improve public safety. This was one of the factors that resulted in strong community support for the 12 townhouses. If dwellings are not constructed, the most likely alternative use of the property would be a large parking lot.

2. Pedestrian Safety. To address pedestrian safety issues the site plan shows a pedestrian walkway along the south edge of the alley adjacent to the building abutting the alley to the south. This walkway would simply be striped in white so as not to create a separate surface. Facing the street would be a sign facing incoming traffic stating, "Yield To Pedestrians" or similar language. Applicant also notes that a degree of pedestrian traffic is common in alleys, and drivers and pedestrians alike must take, and are accustomed to taking, reasonable precautions.

3. Parking Spaces – Lots 10, 11, 12. The other significant issue raised by DDOT and Board members is the workability of the parking spaces proposed to be located on the three lots oriented to the eastern 10-foot-wide alley. DDOT staff has some concerns about vehicular mobility in and out of these spaces and has requested that the fences separating the lots (at least near the alley where they would limit turning movements) be removed. The Applicant has agreed to do this, as shown on the site plan.

Additional comments regarding this 10-foot alley are as follows. (1) Although the fact that the alley "dead-ends" at the south is a problem for circulation, this condition also means that there is no through traffic at all. The only properties served by this alley are seven residential lots – three in Temperance Row and four facing 12th Street. (2) It is recognized that in many parking situations, including other alleys and commercial parking lots and garages, drivers sometimes must pull forward or backward to enter or exit a parking space. (3) The Applicant has reviewed a number of square maps in the *Sanborn Building & Property Atlas* in the historic Shaw neighborhood. Copies of a number of these squares are attached in *Exhibit C.* This is not represented to be a scientific sample, but is probably typical nonetheless. The 10-foot-wide alley is the most common, followed by a few

10-foot and 15-foot alleys and an occasional 20-foot or wider alley. Garages are present in some locations, which may be used for parking or other purposes. Parking in rear yards accessed from the alley is not shown, and Applicant has not surveyed the situation, but it is generally known that parking pads exist in a number of these rear yards and the residents are able to maneuver in and out of these spaces.

4. **Direction of Traffic Flow.** It is the Applicant's understanding that the alley system will continue to be two-way. However, DDOT may evaluate other options, but only in conjunction with all property owners in Square 274.

5. **Subsection 2116.2.** Apparently the Office of Zoning staff has advised the Board that the requested special exception under § 2116.5 should more correctly be a variance under § 2116.2. The Applicant does not object to this change; we applied for the special exception based on the Zoning Administrator's Memorandum submitted with the application. We believe the basis for this variance would be similar to the multi-variance rationale generally as set forth in the Application. The discussion of the special exception criteria relates to "no adverse effect on the zone plan or the public interest."

6. **Trade-Offs.** This case involves some trade-offs between historic preservation and production of affordable housing on the one hand and optimal vehicular movement on the other. Although the alley segments in this square are relatively narrow, the total alley network is extensive and has four exits to streets. Being alleys and not streets, traffic flow will be low. Regarding historic preservation, the earlier recommendation from DDOT to locate parking in the front yards of the three eastern lots could probably not be approved by the Historic Preservation Review Board.

Conclusion. The Applicant hopes that these comments and plans address the Board's concerns. We respectfully request approval.

Sincerely,

Jamie Z. Goodson

Nathan W. Gross, AICP

Attachments

Cc: Advisory Neighborhood Commission 1B

Exhibit A

January 3, 2003

MEMORANDUM

TO: D.C. Department of Transportation
Attn: Abdoulaye Bah

FROM: Nate Gross, Planning and Zoning Consultant

RE: BZA Case No. 16927 (Temperance Row – Manna, Inc.)

After the public hearing in this case, the Board of Zoning Adjustment ("BZA," the "Board") asked the Applicants – Public Welfare Foundation and Manna, Inc. – to work with the D.C. Department of Transportation ("DDOT") to resolve issues related to alley access and parking. As you know, this is a proposed development of 12 affordable townhouses on alley lots in Square 274. DDOT has supported the requested variances to provide 10 parking spaces instead of 12 and to locate some of these spaces other than on the applicable lots. The Board raised questions of pedestrian safety, direction of traffic in the extensive alley network, and accessibility to the parking spaces on Lots 10, 11 and 12 from the eastern north-south alley, which is 10 feet wide. The Board also asked the Applicants to depict the four two-unit townhouses or flats under construction facing 12th Street, which will also utilize this alley. We have learned that these flats will have two parking spaces on each lot as a matter of right.

After preliminary meetings with DDOT staff, the Applicants propose the following three elements to resolve the issues:[1]

1. Continue the two-way flow of vehicular traffic in the alley system for maximum flexibility for individuals and properties served by these alleys. Manna, Inc. stands ready to cooperate with DDOT regarding any future adjustments to alley traffic patterns and usage that you may propose.

2. To increase pedestrian safety for persons walking from the interior of the square via the northern east-west alley to 13th Street, U Street and the Metrorail station entrance, we propose the items shown on the attached plans. In public space near the alley entrance there would be a "Yield to Pedestrians" sign, alerting entering drivers to the possible presence of pedestrians. We also propose two well-spaced speed bumps to slow traffic. The small squares drawn on the plans depict the most likely walking route for future residents of Temperance Row in this direction. There would be no special paving; this is simply the most common route people are likely to follow. We also note that this city block, like others, experiences a certain degree of pedestrian traffic as a normal condition.

3. Regarding the proposed parking pads of one per lot on Lots 10-12, we have amended the location of the parking space on the southernmost lot (Lot 12) to enhance maneuverability in and out of the space. Also, we will provide an extra two feet (2') of de facto alley space on our lots alongside this alley in order to increase maneuverability in and out of the parking spaces. We note that the development under construction across this alley will have a total of eight parking spaces. In our opinion, the additional three

[1] Please see the attached site plans. The first depicts Square 274 as a whole, including the proposals described herein. The second is a detail of the proposed 13th Street alley access treatment, and the third

proposed in Temperance Row will not create traffic movement issues on this alley. These are all residential properties within a very easy walk to a Metrorail station, so that vehicular trips are likely to be relatively intermittent and well-spaced in the day and evening hours. We believe it is preferable to provide one parking space for each of these townhouses rather than to increase the demand for curbside parking spaces in this fairly dense neighborhood with significant overspill parking demand already due to commercial activity on U Street and older residential buildings with no parking.

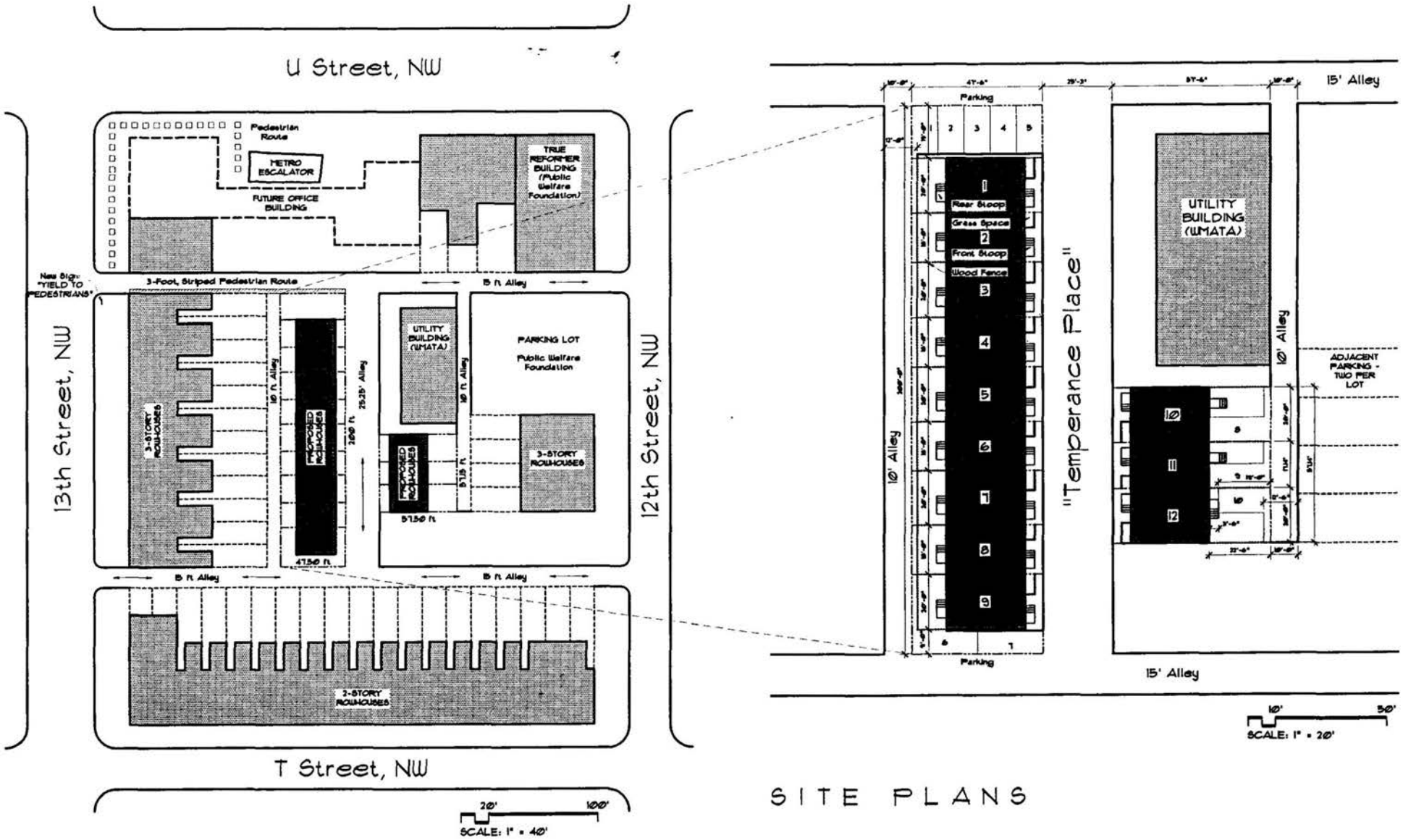
We hope that the Department of Transportation will be able to support these proposals, and we are prepared to meet again as necessary to address any remaining concerns that you have.

Attachments

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shows the proposed parking layout on Lots 10, 11 and 12.

Exhibit B



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

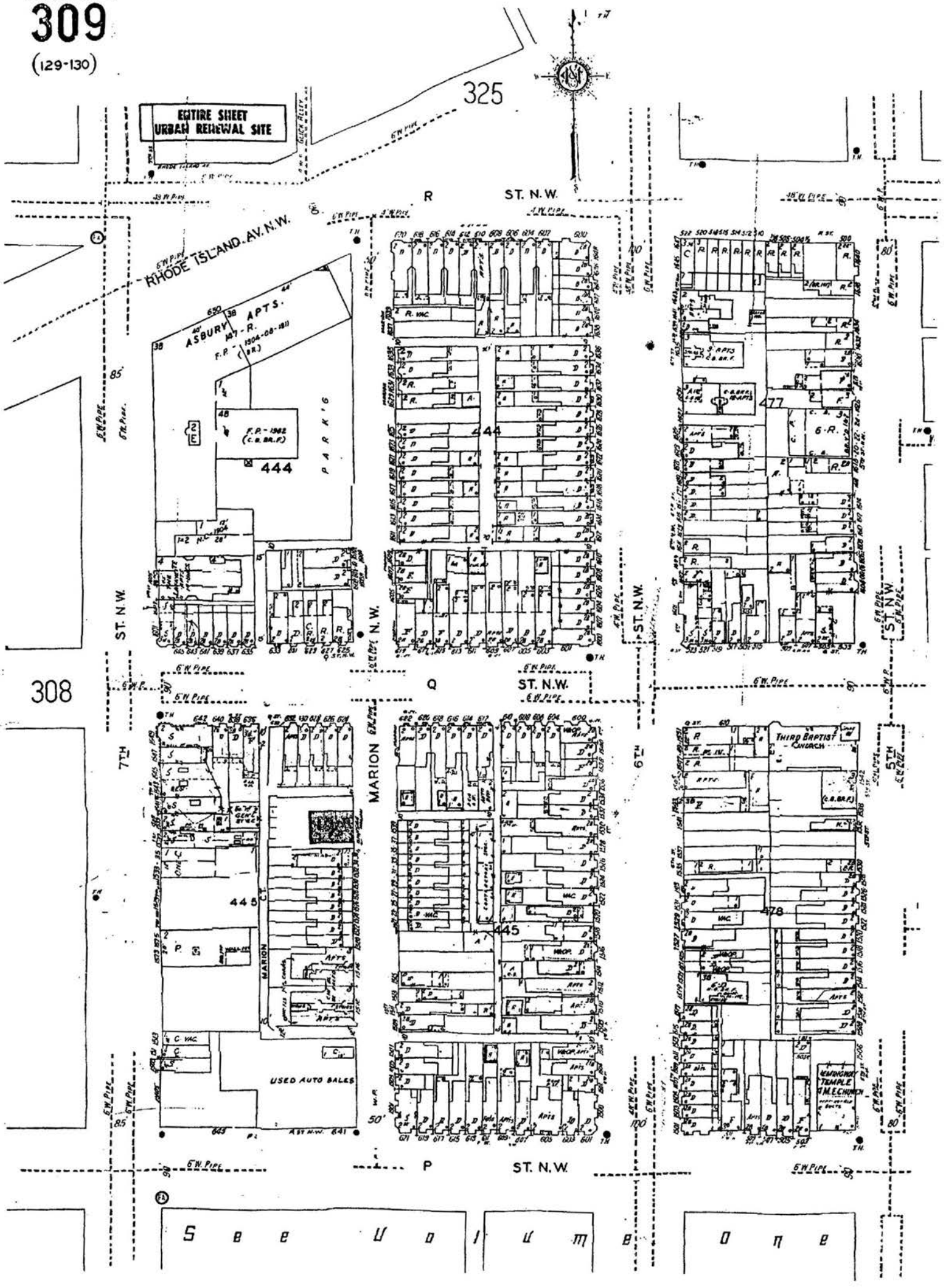
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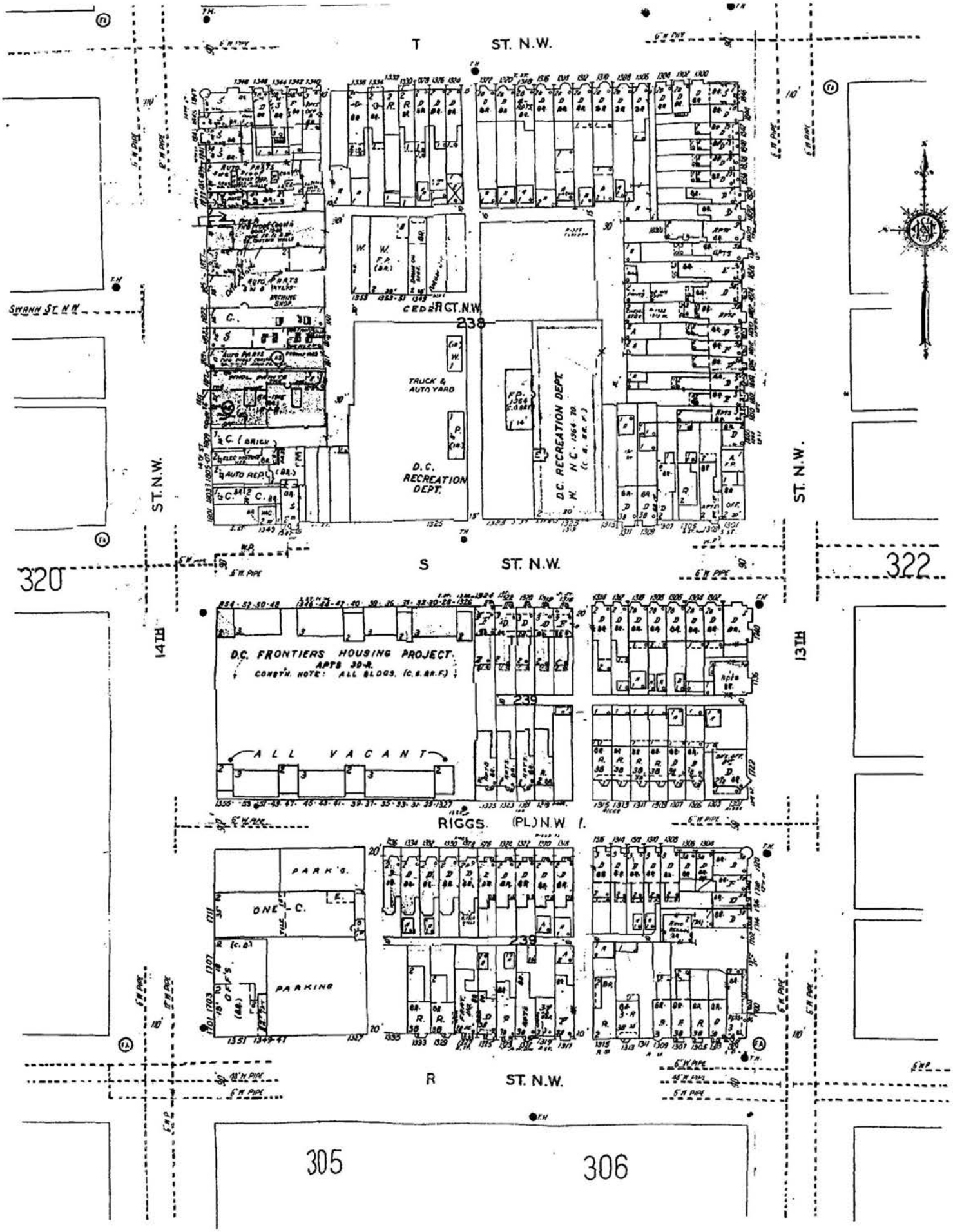
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Exhibit C

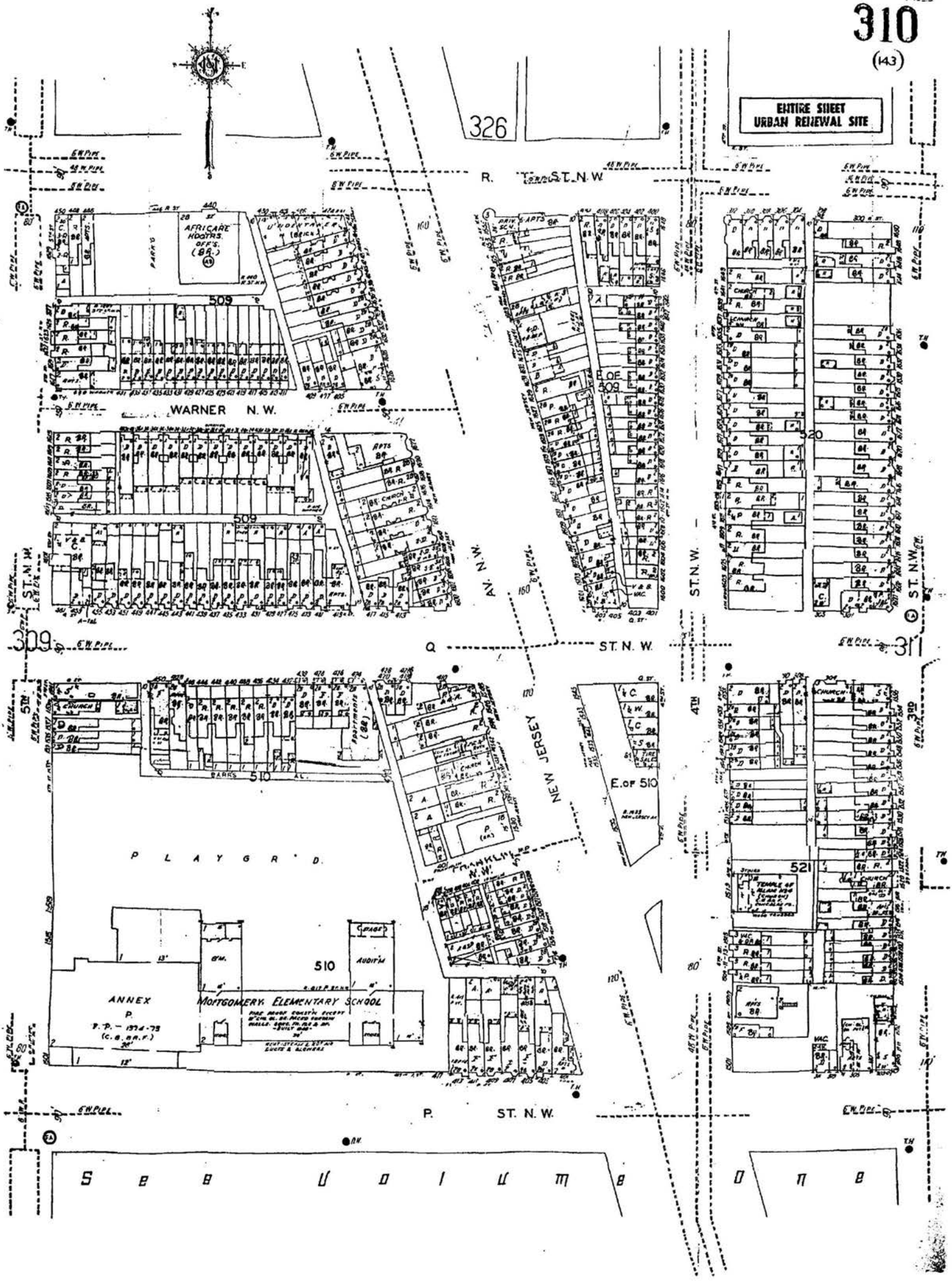
309

(129-130)


325
ENTIRE SHEET URBAN RENEWAL SITE
R ST. N.W.
RHODE ISLAND AV. N.W.
ASBURY APTS.
444
PARK
44
477
6-R.
ST. N.W.
Q ST. N.W.
308
7TH
MARION
6TH
5TH
445
478
THIRD BAPTIST CHURCH
USED AUTO SALES
P ST. N.W.
See Volume One


T ST. N.W.
S ST. N.W.
R ST. N.W.
SWANN ST. N.W.
CEDAR CT. N.W.
RIGGS (PL.) N.W.
14TH ST. N.W.
13TH ST. N.W.
238
239
320
322
305
306
TRUCK & AUTO YARD
D.C. RECREATION DEPT.
D.C. FRONTIERS HOUSING PROJECT
APTS 30-R.
CONSTR. NOTE: ALL BLDGS. (C.B.BR.F.)
ALL VACANT
PARK'G.
ONE C.
PARKING
AUTO PARTS
AUTO REP.
MACHINE SHOP
APTS.
OFF.

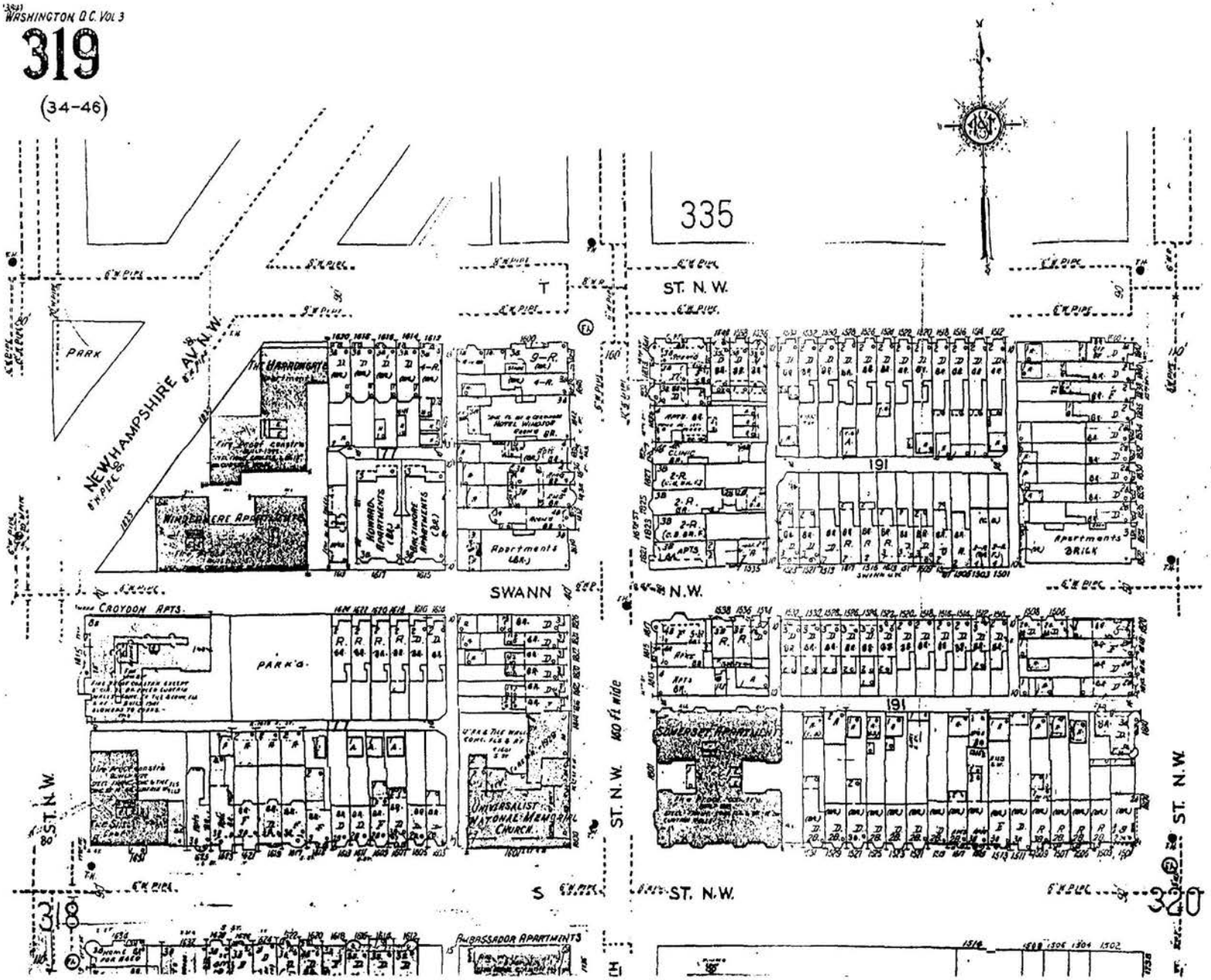
ENTIRE STREET URBAN RENEWAL SITE

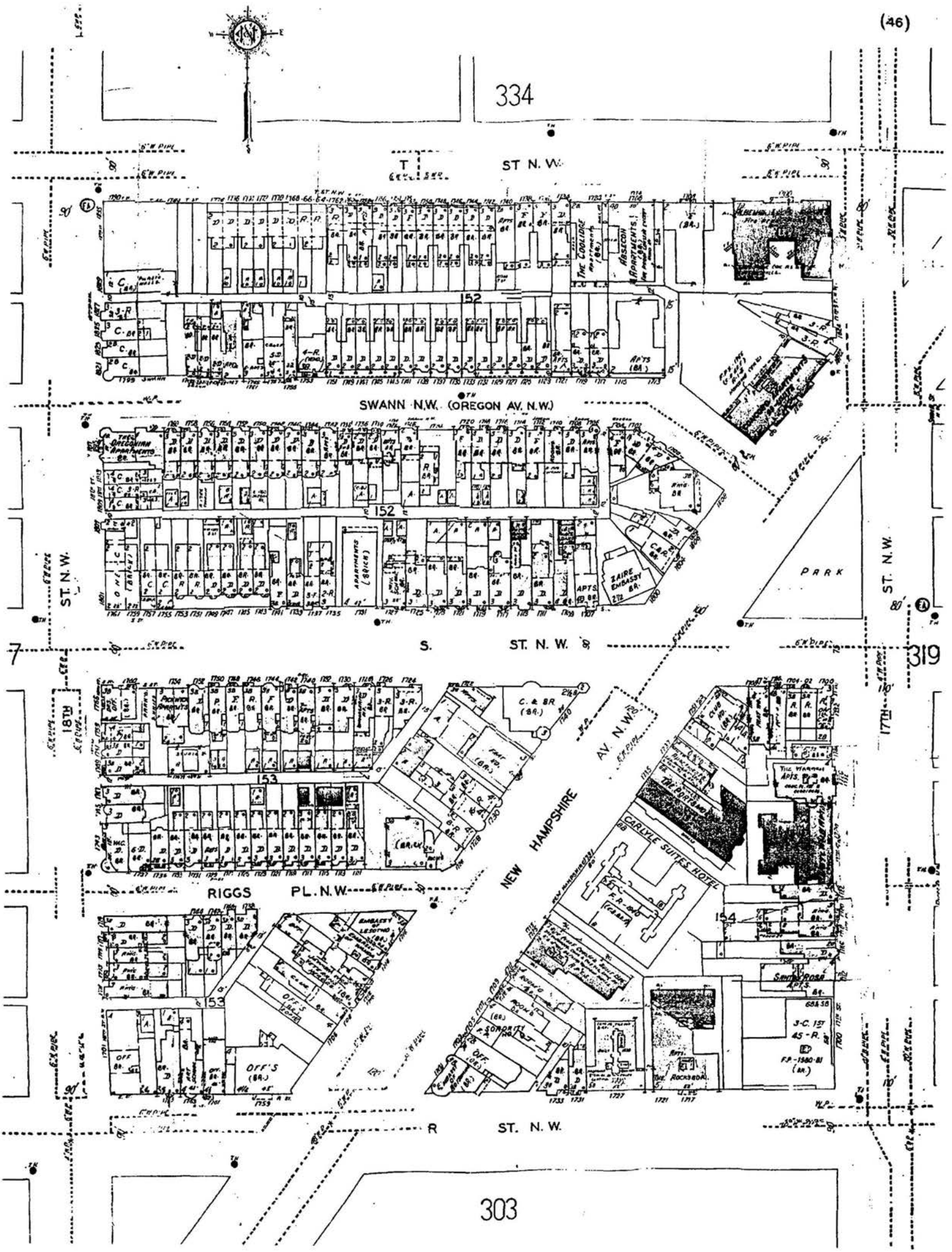


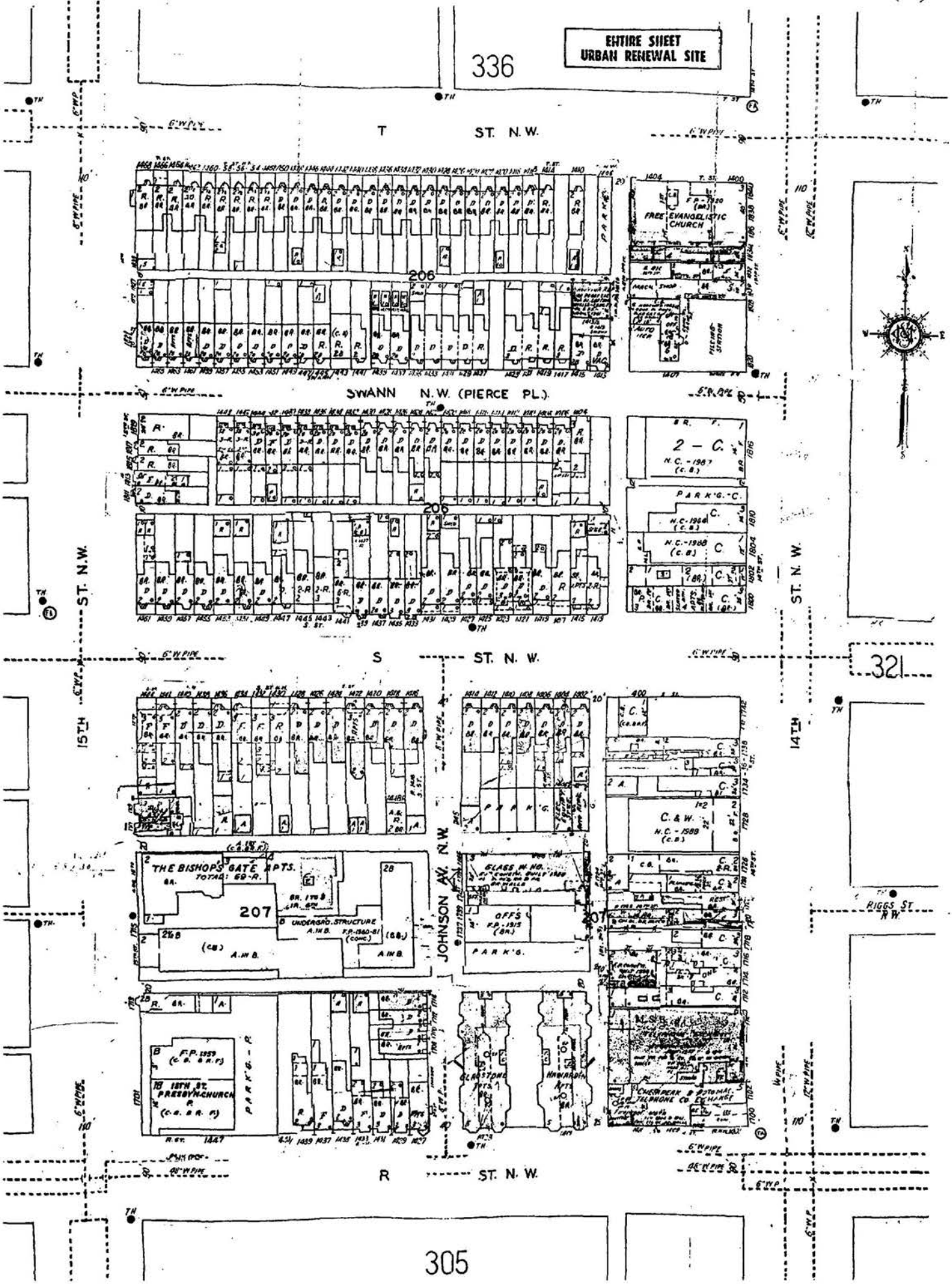
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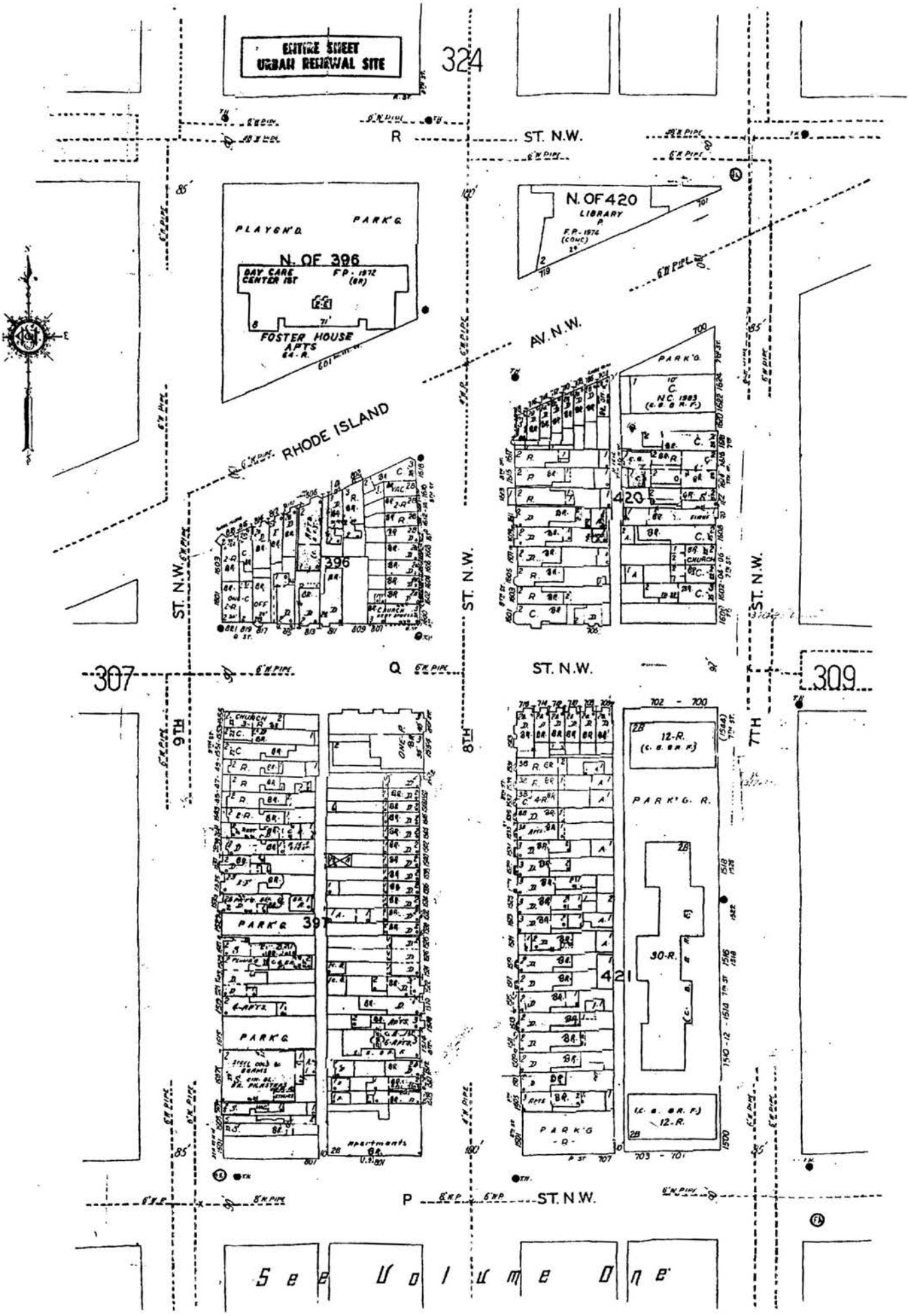
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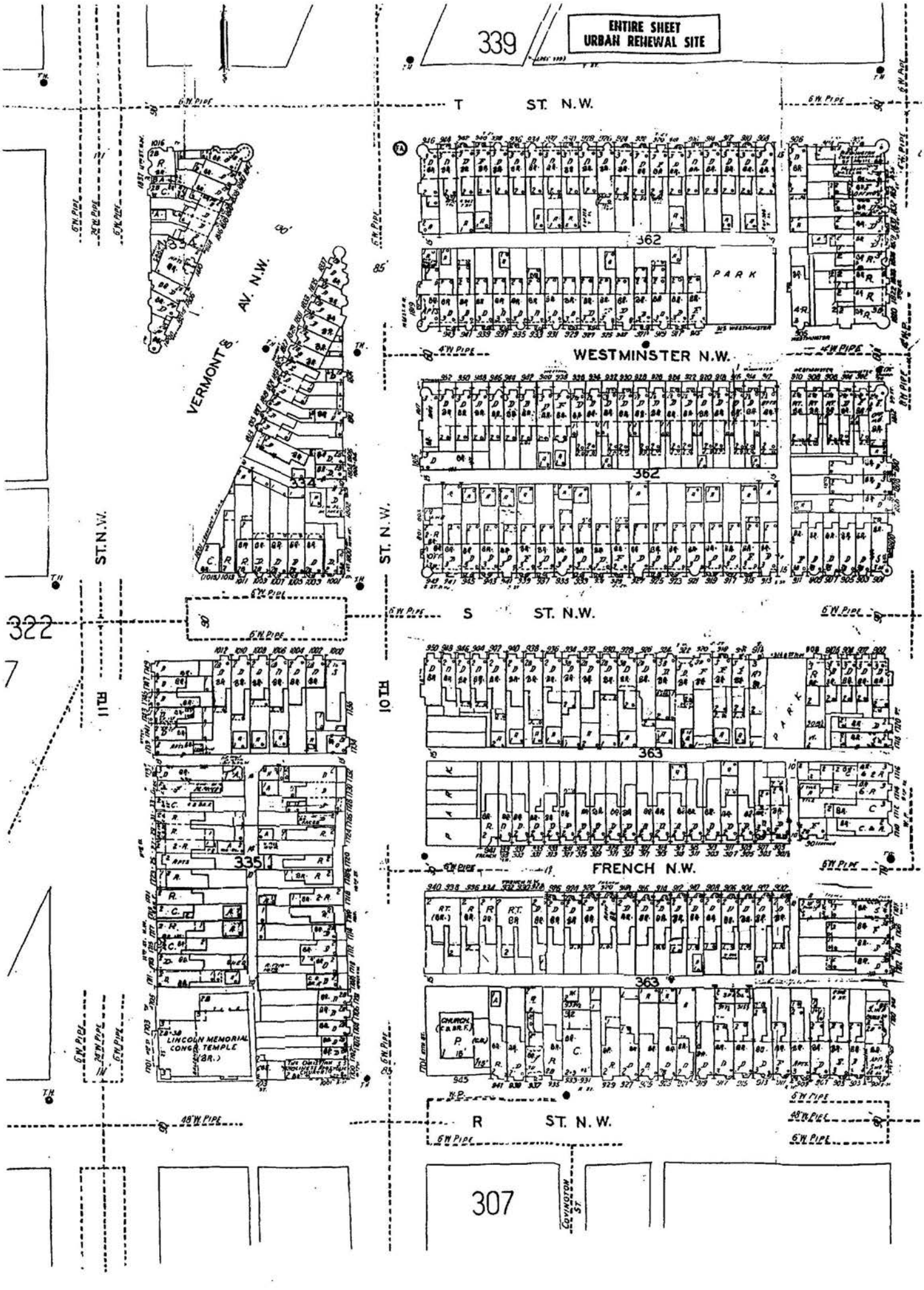
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334
T
ST N. W.
152
SWANN N.W. (OREGON AV. N.W.)
ST. N.W.
PARK
S.
ST. N. W.
319
18TH
153
RIGGS
PL. N.W.
AV. N.W.
NEW HAMPSHIRE
17TH
CARLYLE SUITES HOTEL
154
R
ST. N. W.
303


ENTIRE SHEET
URBAN RENEWAL SITE
336
T ST. N.W.
206
FREE EVANGELISTIC CHURCH
SWANN N.W. (PIERCE PL.)
2 - C.
N.C.-1967
(C.B.)
PARK'G. C.
N.C.-1966
(C.B.)
N.C.-1968
(C.B.)
15TH ST. N.W.
14TH ST. N.W.
S ST. N. W.
321
207
THE BISHOPS' GATE APTS.
TOTAL: 69-R.
UNDERGRD. STRUCTURE
A.M.B.
JOHNSON AV. N.W.
PARK'G.
OFFS
C. & W.
N.C.-1989
(C.B.)
RIGGS ST. N.W.
18 18TH ST. PRESBYN. CHURCH
GLASSTONE APTS.
HOWARD APTS.
CHESAPEAKE & POTOMAC TELEPHONE CO. EXCHANGE
R ST. N. W.
305


SHITTLE STREET
URBAN RENEWAL SITE
324
R ST. N.W.
PLAYG'D.
PARK'G.
N. OF 396
DAY CARE CENTER 1ST
FP - 1972 (BR)
FOSTER HOUSE APTS
64-R.
N. OF 420
LIBRARY
F.P.-1974 (CONC)
AV. N.W.
RHODE ISLAND
ST. N.W.
396
420
307
309
9TH
8TH
7TH
Q ST. N.W.
397
421
PARK'G
12-R.
30-R.
PARK'G. R.
P ST. N.W.
See Volume One


ENTIRE SHEET
URBAN RENEWAL SITE
339
T ST. N.W.
VERMONT AV. N.W.
WESTMINSTER N.W.
S ST. N.W.
FRENCH N.W.
R ST. N.W.
11TH ST. N.W.
10TH ST. N.W.
362
363
335
322
307
PARK
LINCOLN MEMORIAL CONGR. TEMPLE (BR.)
CHURCH (C.B.BR.F.)
COVINGTON ST.
6"W. PIPE
48"W. PIPE

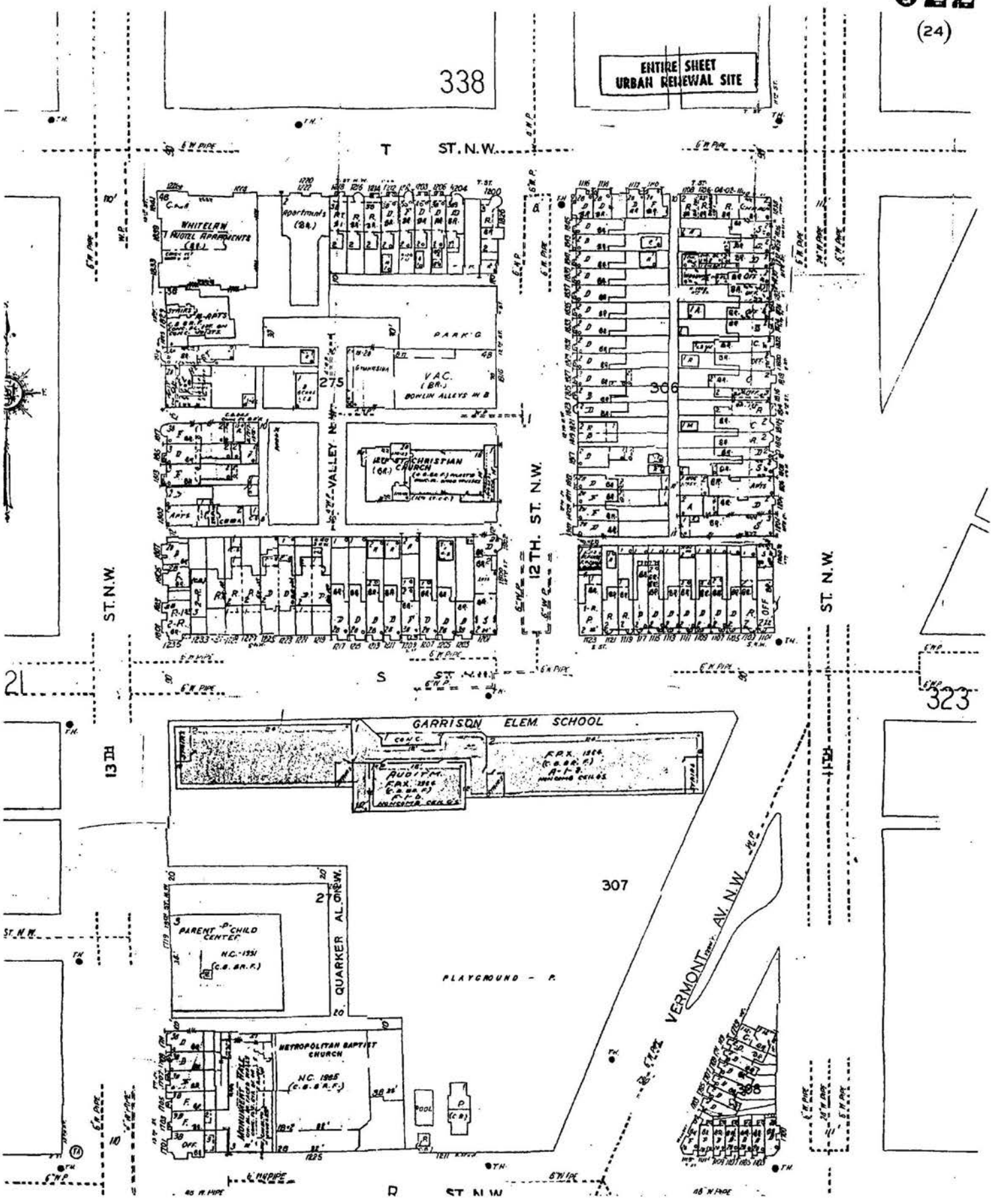

338
ENTIRE SHEET
URBAN RENEWAL SITE
T ST. N.W.
WHITELAW HOTEL APARTMENTS
Apartments (84)
PARK'G
VAC. (BR.)
BOWLIN ALLEYS M B
275
366
CHRISTIAN CHURCH
VALLEY
12TH. ST. N.W.
ST. N.W.
S ST. N.W.
323
GARRISON ELEM. SCHOOL
AUDITM.
13TH
307
QUARKER ALLEY N.W.
PARENT "P" CHILD CENTER
N.C. 1951
PLAYGROUND - P.
VERMONT (Inter.) AV. N.W.
METROPOLITAN BAPTIST CHURCH
N.C. 1965
POOL
R ST. N.W.

EXHIBIT 42

CASE NO. 16927

IS AN OVERSIZED EXHIBIT

PLEASE SEE AT OFFICE