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1704 Hobart Street NW
Washington, DC 20009

Board of Zoning Adjustment
441 4th Street NW, Suite 200S
Washington, DC 20001

March 20, 2018

Re: Letter in Opposition, BZA Case 19629, Request for Zoning Relief at 1665 Harvard Street NW

Honorable Chairman and Members of the Board,

This letter is an update to two previously filed in opposition to BZA Case 19629, which had requested zoning variance to erect (a) a two-story carriage house and garage in the alley between Harvard and Hobart Streets, and (b) a 15' two-car garage in the same space. The Applicants modified their proposal on March 14, 2018, to request zoning variance to build a one-story, one car garage with adjacent pavers and fencing.

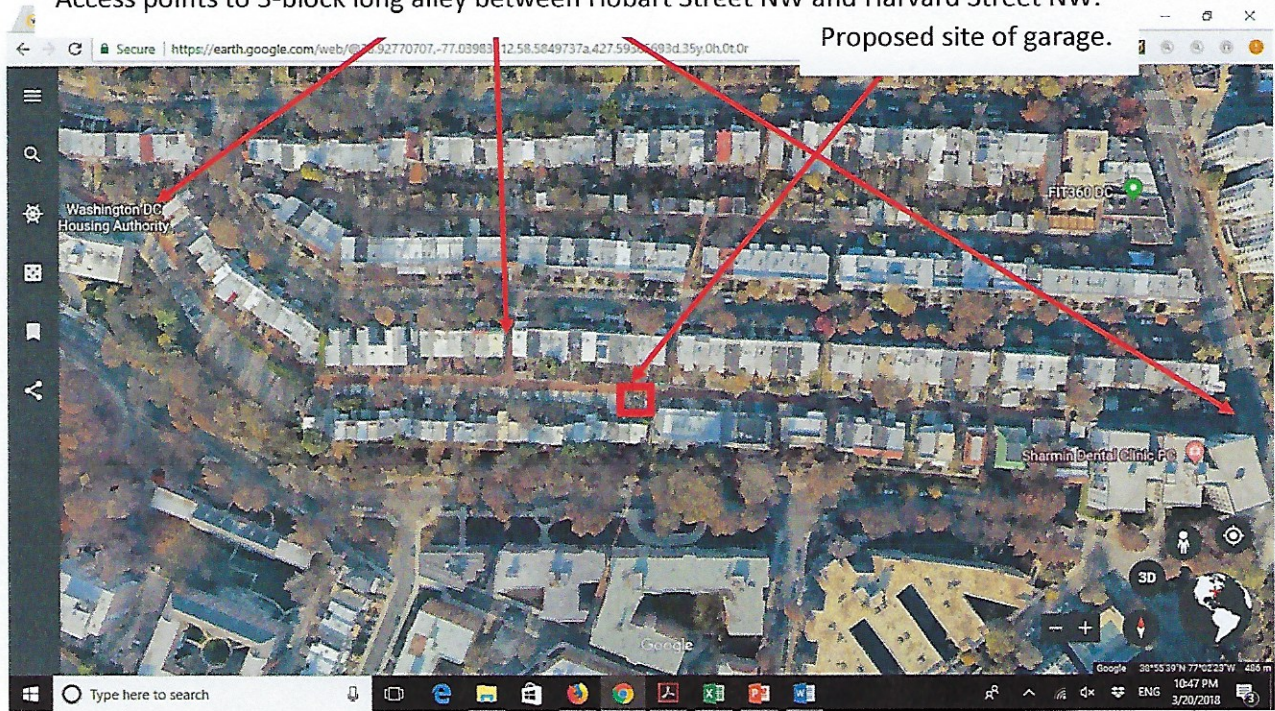
I greatly appreciate the Applicants' modifications to their proposal by reducing the height and size of the structure, as outlined in the documents forwarded by Mr. Varga last week. The reduced height would encroach less on neighbors at 1700 Harvard Street NW and create fewer problems for those of us who use the alley regularly. The proposed fence along the property's north and east sides would still make it challenging for passersby to locate the public access path to Harvard Street, although the reduced building size and height and Applicants' offer to include a mirror and motion detection lighting would alleviate this problem somewhat.

Despite these modifications, I remain concerned about the impact this structure would have on our shared alley. Specifically, the proposed structure built to the property line along the shared alley creates a bottleneck at a critical juncture—just east of the mid-alley access point and adjacent to the public pass-through to Harvard Street NW.

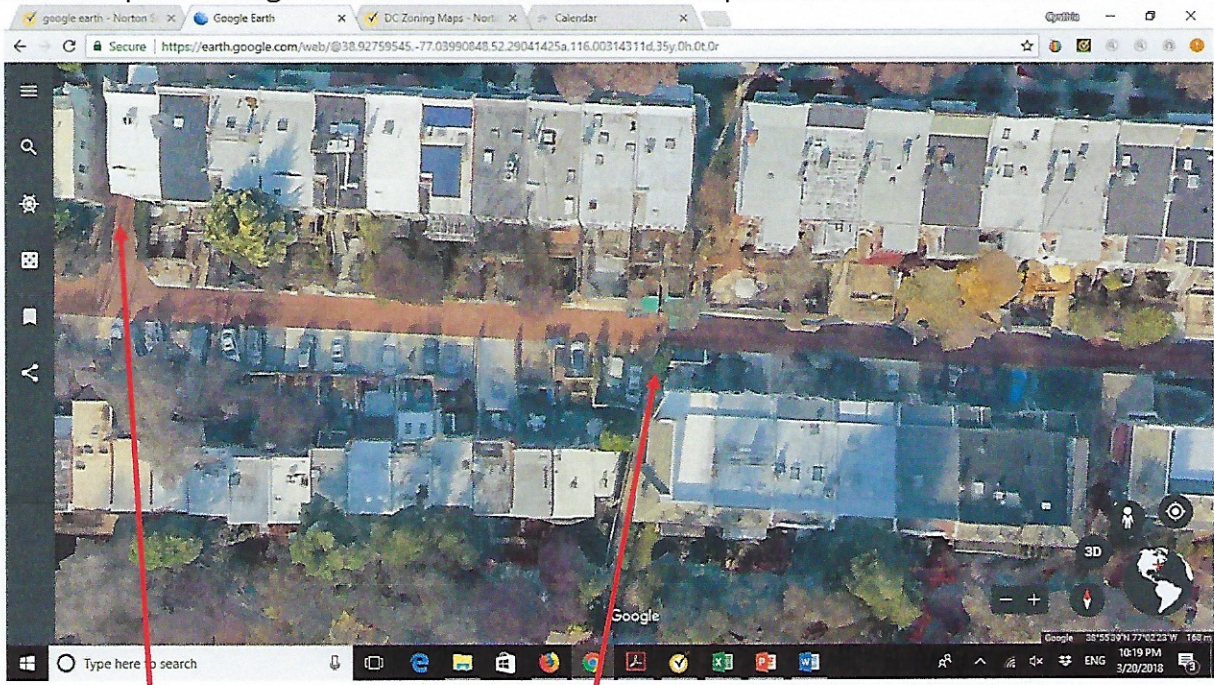
As shown below, approximately 100 houses (many of which have separate basement dwellings) and several apartment buildings line the three-block alley. This generates significant pedestrian and vehicle traffic. Yet, the alley has only three vehicle access points: from Mt. Pleasant Blvd at the east, and from Hobart Street NW at about the midpoint and end of the alley. At 15 feet, the alley is not wide enough for vehicles to pass each other, and residents rely on additional space such as that offered by setbacks and empty parking spaces to maneuver during alley encounters.

Board of Zoning Adjustment
District of Columbia
CASE NO. 19629
EXHIBIT NO. 95

Access points to 3-block long alley between Hobart Street NW and Harvard Street NW.



Currently, both the garage at 1702 Hobart Street NW and fencing at 1700 Hobart Street NW are built close to the property line and directly across the alley from the Applicants' property. The Applicants' proposed garage, which would require zoning variance to be built at the property line, would narrow available room to maneuver in the alley at a high-traffic spot between the pedestrian pass-through and vehicle access near the midpoint on Hobart Street NW.



If the land and proposed structure were in a different location relative to these access points, the requested variance would pose less of a nuisance for neighbors.

In addition, I currently rent the garage at 1702 Hobart Street NW from my neighbor Christiane Frischmuth, and as such would be directly affected by alley congestion due to the proposed structure. My car, a 2012 Infiniti Hybrid, is 16 feet in length, and it is difficult to pull it into the garage without a structure built out to the property line on the other side of the alley. The addition of the proposed garage would create significant challenges not just in garage entry and exit, but also because there would be less room to navigate the pedestrian and vehicle traffic.

I appreciate the applicants' proposed modifications in response to neighbor concerns; by the same token, their revised structure requires a zoning variance that increases traffic congestion for neighbors in a very long and narrow alley. I respectfully request that relief not be granted.

Very truly yours,



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