



**BEFORE THE ZONING COMMISSION OR  
BOARD OF ZONING ADJUSTMENT OF THE DISTRICT OF COLUMBIA**



**FORM 140 - PARTY STATUS REQUEST**

Before completing this form, please go to [www.dcoz.dc.gov](http://www.dcoz.dc.gov) > IZIS > Participating in an Existing Case > Party Status Request for instructions. Print or type all information unless otherwise indicated. All information must be completely filled out.

**PLEASE NOTE: YOU ARE NOT REQUIRED TO COMPLETE THIS FORM IF YOU SIMPLY WISH TO TESTIFY AT THE HEARING. COMPLETE THIS FORM ONLY IF YOU WISH TO BE A PARTY IN THIS CASE.**

Pursuant to 11 DCMR Subtitle Y § 404.1 or Subtitle Z § 404.1, a request is hereby made, the details of which are as follows:

Name:			
Address:			
Phone No(s):		E Mail:	
I hereby request to appear and participate as a party in Case No.:			
Signature:		Date:	

Will you appear as a(n)	<input type="checkbox"/>	Proponent	<input type="checkbox"/>	Opponent	Will you appear through legal counsel?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
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If yes, please enter the name and address of such legal counsel.

Name:			
Address:			
Phone No(s):		E Mail:	

**ADVANCED PARTY STATUS CONSIDERATION PURSUANT TO: Subtitle Y § 404.3/Subtitle Z § 404.3:**

I hereby request advance Party Status consideration at the public meetings scheduled for:

**PARTY WITNESS INFORMATION:**  
On a separate piece of paper, please provide the following witness information:

1. A list of witnesses who will testify on the party's behalf;
2. A summary of the testimony of each witness;
3. An indication of which witnesses will be offered as expert witnesses, the areas of expertise in which any experts will be offered, and the resumes or qualifications of the proposed experts; and
4. The total amount of time being requested to present your case.

**PARTY STATUS CRITERIA:**

Please answer all of the following questions referencing why the above entity should be granted party status:

1. How will the property owned or occupied by such person, or in which the person has an interest be affected by the action requested of the Commission/Board?
2. What legal interest does the person have in the property? (i.e. owner, tenant, trustee, or mortgagee)
3. What is the distance between the person's property and the property that is the subject of the application before the Commission/Board? (Preferably no farther than 200 ft.)
4. What are the environmental, economic, or social impacts that are likely to affect the person and/or the person's property if the action requested of the Commission/Board is approved or denied?
5. Describe any other relevant matters that demonstrate how the person will likely be affected or aggrieved if the action requested of the Commission/Board is approved or denied.
6. Explain how the person's interest will be more significantly, distinctively, or uniquely affected in character ~~by the proposed~~ zoning action than that of other persons in the general public.

## Cynthia Kay Stevens, Party Status Criteria for Case #19629

### Party Witness Information

#### 1. A list of witnesses who will testify on the party's behalf.

Cynthia Kay Stevens, owner of the house at 1704 Hobart Street NW, Washington DC.

Other Hobart Street and Harvard Street neighbors whose houses are adjacent to the lot on which the proposed structure is to be built.

#### 2. A summary of the testimony of each witness.

We oppose granting the zoning variance to build the proposed structure for several reasons:

- The noise and inconvenience of the construction will have a negative impact on our neighborhood for many months: the alley and the pass-through from the alley to Harvard Street will be obstructed.
- Once constructed, the proposed carriage house will affect sight-lines to and lighting of the pass-through, reducing the safety of those who use it. It will also impinge on neighbors' privacy due to the height of the structure, which would permit viewing directly into neighbors' yards.
- The proposed structure will constrict an already narrow alley by reducing the space for cars, pedestrians and animals to pass one another on the alley.
- During winter months, the proposed structure will block sunlight that would otherwise melt snow and ice. Because the alley is not plowed by the city, this increases the work that neighbors must undertake to clear this safety hazard.

#### 3. An indication of which witnesses will be offered as expert witnesses, the areas of expertise in which any experts will be offered, and the resumes or qualifications of the proposed witnesses.

No expert witnesses at this time.

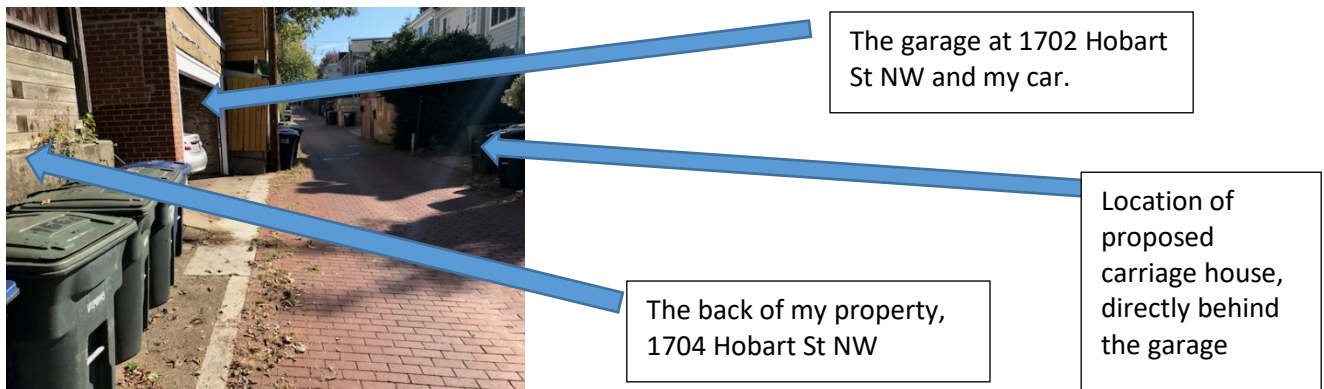
#### 4. The total amount of time being requested to present your case.

10 minutes.

### Party Status Criteria

#### 1. How will the property owned or occupied by such person, or in which the person has an interest, be affected by the action requested of the Commission/Board?

I live at 1704 Hobart Street NW, which is accessible from the alley that runs between Hobart and Harvard Streets NW. In addition, I rent garage space from my neighbor Christiane Frischmuth, 1702 Hobart Street NW. The back of my property and the garage are shown in the photo below.



Construction of a carriage house at the proposed site would substantially impair my access to the garage and my car during the building process. Once constructed, the carriage house would have several negative effects: first, it would create difficulty in entering and exiting from the garage, as the alley is only about 13 feet wide and the turning radius is tight for my car (a 2012 Infiniti M35; 16' length X 5.91' wide). Because the alley is narrow, cars and waste collection trucks are often blocked by vehicles either parked temporarily in the alley or coming from the other direction; it helps to have open space to pull to the side so that others can pass.

Another problem is that the height of the proposed carriage house would reduce direct sunlight on the alley, which poses significant problems for melting ice in the alley following winter storms. Our alley is not plowed by the city, so neighbors on Hobart and Harvard Streets work together to clear snow and ice after storms. It can be challenging; I've used a mountaineering axe to break up the ice following especially severe storms. Direct sunlight speeds this process significantly and reduces the risk of damage to cars, people and pets. The height of fences on both sides of the alley to the east of my house block sunlight and it takes significantly longer to clear snow and ice for that section.



Level of snowfall on January 24, 2016 (the ruler is 24 inches). Neighbors and I worked for three days during and after the snowfall to clear the alley.



Finally, I (and many other neighbors) use the pass-through from the alley to reach Harvard Street on foot; it shortens the distance dramatically between houses on Hobart Street and Harvard Street (particularly the bus stop near the bottom of the pass-through). The presence of a two-story carriage house would completely block sight-lines to the pass-through and reduce the amount of light available to those using the pass-through. Because it is already narrow and secluded, reducing the pass-through's visibility from the alley would make it less safe to use. It would become much

easier for someone to hide between the fences along the path and attack people on the pass-through or even those of us exiting our cars nearby. Moreover, the pass-through has several narrow stone steps that currently are illuminated only by daylight. An additional structure that blocks sunlight to the path would reduce visibility and make traversing it more challenging.



Site of the proposed carriage house

Entrance to the pass-through from the alley. With a 20' high adjacent structure, illumination would be significantly reduced.

Note the narrowness, width of steps, and level of illumination on the pass-through on a sunny day at about 11 AM, October 22, 2017.



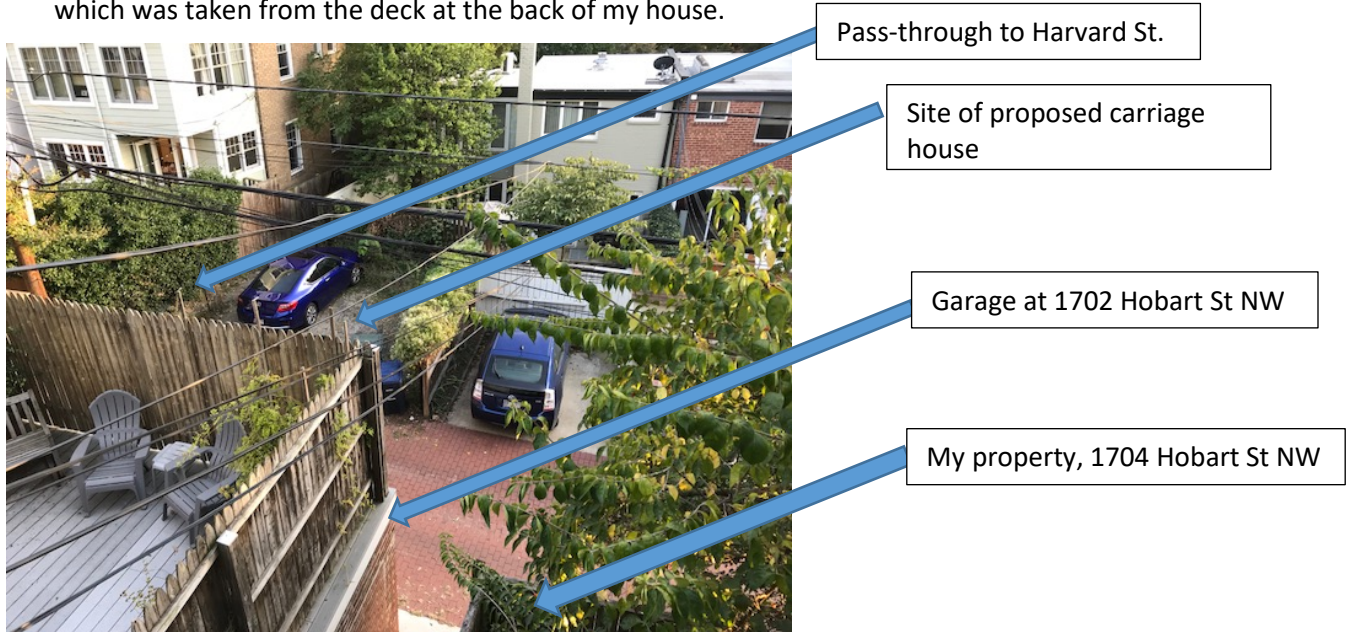
**2. What legal interest does the person have in the property?**

I own the house at 1704 Hobart Street.

**3. What is the distance between the person's property and the property that is the subject of the application before the Commission/Board?**

It is approximately 20 feet from my house to the lot on which the proposed structure is to be built. It is only 13 feet (the width of the alley) from the garage I rent to the lot. The proximity of the

proposed building site to my property and that of my neighbors can be seen in the photo below, which was taken from the deck at the back of my house.



**4. What are the environmental, economic, or social impacts that are likely to affect the person or the person's property if the action requested of the Commission/Board is approved or denied?**

Please see responses to Question 1 above.

Moreover, the loss of space in this lot means that neighbors' trash and recycling bins (which frequently block my access to the alley and the garage) have less room in which to be distributed. It is currently challenging to get from the back of my house (on the hill) to the garage and alley due to their placement along the back of my house; with less space in which to distribute them, this problem will become chronic.



Stairs to the back of my house with neighbors' trash and recycling bins.

Note also the pattern of sunlight and shadow on the alley WITHOUT a 20' tall structure. This photo was taken shortly after 11 AM on Sunday, October 22, 2017.

Finally, building the proposed structure would impair my ability to create a parking space behind my house, should I desire to do so in the future. There would no longer be sufficient room to maneuver

necessary heavy equipment and the presence of a house so close to the alley would create challenges in avoiding associated plumbing, electricity and gas lines.

**5. Describe any other relevant matters that demonstrate how the person will likely be affected or aggrieved if the action requested by the Commission/Board is approved or denied.**

If the BZA denies the variance, it would preserve access to, and reasonable security and safety for, pedestrians in the north-south alley between Harvard and Hobart Streets, and main east-west alley between the two streets. It would ensure that no precedent is set that could allow construction of two story residences out to the northern property line in the future, and thereby negatively impair the privacy and garage egress of Hobart Street residents across the alley.

Conversely, if the BZA grants the variance, it will permanently reduce the safety and security of cars, pedestrians, and animals in the public alley, and create a zoning precedent that I believe will negatively affect our enjoyment of our properties and neighborhood.

**6. Explain how the person's interest will be more significantly, distinctively, or uniquely affected in character or kind by the proposed zoning action than that of other persons in the general public.**

The density of houses and people in our neighborhood is already quite high. Many rowhouses have basement apartments and parking on Hobart Street is scarce. Adding yet another 2-story house to the neighborhood that can be accessed only via our tiny alley escalates the density of houses and people in ways that will increase conflicts and dissatisfaction among current homeowners and tenants. Moreover, narrowing access and sightlines to the alley pass-through to Harvard Street will reduce illumination along that path, increasing the potential for accidents and robberies. If I and my neighbors chose instead to walk up Hobart Street and around to Harvard Street to get to Adams Morgan or the bus stop, our travel time would triple. As noted above, removing winter ice in the alley would become more difficult to resolve with a 20' tall structure. It would affect my ability to carve out a parking spot behind my house. Finally, the reduced privacy due to a 20' tall structure amid our houses would prompt most of us to use our decks less and would make our house less attractive to potential buyers.



Total space available for the proposed 2-story carriage house, which would make it virtually impossible to see the pass-through from the alley, create alley traffic jams, and reduce privacy for those of us living in the vicinity.