

DC Board of Zoning Adjustment

(via IZIS)

I am opposed to the Application as written because it goes against best practices for design of public and private spaces as outlined by DDOT in its own document (exhibit 73). In addition, it surrounds two public schools with private roads which will make access to the schools challenging at best. I strongly urge the Board to consider enforcing DDOT suggestions – specifically the ones referenced below – when making a decision on this proposal. It is important that pedestrian access from 4<sup>th</sup> St to 7<sup>th</sup> St be maintained and encouraged as part of the District's ongoing commitment to alternative modes of transportation, rather than forcing all its residents to own cars.

Sam Freund, voter

3229 11<sup>th</sup> St NW

Washington, DC 20010

“

DDOT notes that at this location transit users will likely access transit by walking or bicycling, which increases the need for a connected, safe pedestrian network;

Design all private streets to DDOTs 2017 DEM standards where they connect with the public street network;

Provide 6-foot wide sidewalks adjacent to all private streets, including the driveway extending from 4th Street NE to Regent Place NE; with adequate landscape strips and/or pedestrian buffers, subject to DDOT's approval;

Provide public access easements spanning the extent of all private streets and associated sidewalks;

Provide a 6-foot pedestrian connection and associated public access easement no less than 42 feet wide extending north from the intersection of the northern driveway and private road to the property line at the eastern curve of Regent Place, as approximated in the red box in Figure 1.;

Improve pedestrian porosity between the site's access points by implementing a sidewalk connection from the 4th Street NE sidewalk to the pedestrian switchback ramp within the "Sylvan Grove" concept, as shown on the Applicant's landscape plan associated with the prehearing submission (sheet B-3), titled "Proposed Site Plan, February 9, 2018." Should the Applicant not pursue the "Sylvan Grove," an alternative pedestrian connection between the two (2) proposed site access points may be acceptable, subject to DDOTs review and approval.

Provide a pedestrian connection along the western side of townhome units 50 and 60 (per the numbering shown on the site plan of the Applicant's pre-hearing submission) that also ties into the switchback connection to 4th Street NE;

Provide and furnish additional street trees on 4th Street NE adjacent to the site to fill all existing gaps in the "furniture zone"

“

(I've removed a few clauses because I don't know much about "Transportation Demand Management;" I'm sure it's a good idea but I can't in good faith advocate for it without a lot more knowledge than I have on the subject.)