

Chairman

DC Zoning Commission

Subject: Testimony of Jeffrey Hayward in Opposition of VMP

April 30, 2014

Dear Chairman:

Please consider my testimony below concerning the Vision McMillan Partners (VMP) consolidated PUD, Master plan, and proposed rezoning of the McMillan Historic Landmark to CR and C3C Zone Districts (Case #13-14).

My over-riding concerns are that the current VMP plan will lead to excessive traffic congestion, it is too dense and overbuilt, and it represents a tremendous loss of a unique and wondrous place.

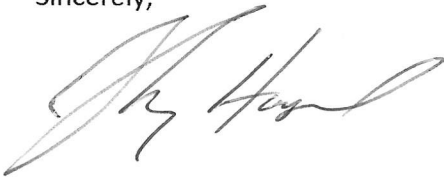
In particular, the preservation of the iconic landmarks of the site, the stately silos and historic buildings, must be of paramount attention. Yet, the current plan still fails to create a balance of space necessary to maintain the visual importance of these features. The space that I am referring to is that around the historic silos and buildings, which will be crammed by roads and new buildings. What is presented as 'integration' of the historic buildings is really their 'isolation'.

The plan could be improved by **removing the south service court road and incorporating the silos & historic buildings within the proposed park.**

- The current plan has the entire south service court and historic buildings surrounded by roads. The roads should go and the silos should be part of the park, accessible on foot, and not ringed by a road.
- Both DC and VMP traffic study says the road around the south service court does nothing to mitigate traffic problems in the neighborhood because it doesn't go all the way through the development. So, getting rid of it is not an issue for traffic problems. Further, there are only 6 parking spaces for the park.
- Streets within the development, that run North and South are planned to be Private for people living within the development. I suggest proposing that the streets within the development be public as any other part of our neighborhood--this will open up a lot more parking for community that need to drive to the park & Rec center.

- I suggest that the most eastern N-S street within the development go straight down to the Rec Center and make a loop in front of the Rec center (within the south service court) for drop off/pick up.
- If the South Service Court is necessary for access, make it cobble stone, open only for rare vehicular use such as emergency vehicles, garbage pickup, and supply drop off for vendors.
- With the traffic removed, people are safe to use the area around the historic structures, allow safer pedestrian access to the cafe's, shops, museum pieces, etc. that are proposed for the historic structures. (The current plan would have the cafe, structures etc. in the median-- imagine having your cafe and shops in the median of Rhode Island avenue--although with less traffic).
- Allows for more park space for playgrounds, relaxation, farmers market, etc.
- Offers a true slice of McMillan Park to be preserved--not just "a park", but a slice of "McMillan Park" with the green space still in-tact with the historic structures.
- This is a small change in the plan requiring NO removal of ANY buildings, so is not a significant "inconvenience" to the developer AND increases safety & revenue for the businesses expected to be in the historic structures.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey Hayward". The signature is fluid and cursive, with a large initial "J" and "H".

Jeffrey Hayward

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