

April 2, 2015

Testimony on revised Walter Reed Plan

I personally hold the LRA prior process in high regard with its strong inclusion among government ,businesses , developers and of course neighbors . I am therefore unsettled by some of the proposed plan changes, not because they are not within plan and process approval rights but rather because they seem to be inconsistent with the years of engagement.

The townhomes abutting Shepard Park to the north on Fern were always described as "fitting in" "consistent with", etc. the existing 3 story duplex houses. I've talked with our ANC Commissioner and his amendment may modify to some degree this issue but 4 story town homes without the same green spacing between houses and similar front yards just don't meet the promise to the community.

85' buildings are also higher than discussions with neighbors. What outreach has occurred to explain how they will effect nearby neighbors? What input received? This should be further vetted before implementation to create a sense of fairness to the communities.

The traffic and parking plan is very appears very optimistic. The traffic is already dangerous. Last year our dog was killed on Alaska by a speeding car. There are a lot of children that live on Alaska. I urge further traffic calming and restrictions be engaged before there are serious traffic related issues from the resulting additional WR traffic. Given current traffic patterns and future increases, this is a tragedy waiting to happen.

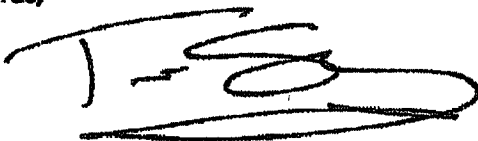
If the retail demographic planning is accurate many of the users of the site will come in from Maryland or North through Shepherd and Takoma Park. Comparing WR prior traffic with shift related work of the old hospital and a full time dynamic site is simplistic. The site will most likely have later night facilities serving alcoholic beverages , the grocery store will open early , etc.

Parking at 1/4 a space per resident is unreasonable. If the goal is to encourage more mass transportation then consider other options such as limiting or eliminating the number of Ward 4 parking passes issued to residents at the site. I believe this has been done elsewhere in the city.

Finally- for the years I served on the LRA as a full time local business representative. I am no longer on the committee but have yet to hear what can be done for the Georgia Ave corridor both north and south of WR. If the land is so valuable for WR development wouldn't it follow some fractional amount could be applied to existing and future businesses on GA? In the northern section all we have seen is poorly managed starts and stops on some on ineffective programs. Whether with WR or separately what plan, what investment , what commitment is there for local business? How will new retail impact existing business? Are there plans to this end?

With Regards,

Tim Shuy



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