

April 23, 2018

D.C. Board of Zoning Adjustment
441 4th Street, NW
Ste 200, South
Washington, D.C. 20001

I write in opposition to the application in the Board of Zoning Adjustment Case 19377 (The Boundary Companies and the Missionary Society of St. Paul the Apostle). I am opposed because the application will have clear negative consequences for the school adjacent to the project, Lee Montessori PCS, where my two young children are enrolled. Specifically, the school will lack sufficient auto and pedestrian access for students, families, and staff. The lack of safe pedestrian access will be acute.

The school currently has relatively poor access. The only entry points for students and families are a single drive into the school and a single pedestrian pathway (although I understand staff access the school by a different route using Hamlin Street). The relative lack of access arises from the fact that many of the roads surrounding the school are privately owned by the neighboring Chancellor's Row community and public access is denied. The single drive is currently quite congested in the morning and afternoon when students arrive and depart. This situation will only become worse as Lee Montessori (and another public charter school with which it shares a building) grow in enrollment.

The development plan under consideration will make the already poor access situation notably worse. As the new roads included in the townhouse development will be privately owned, there is every reason to believe that public access will be denied as is currently the case with the streets in the Chancellor's Row community. As a result, the sole access point to the school for all auto, bike and pedestrian traffic for students and families will be a single driveway which lacks sidewalks (with an exit onto 4th St.). This will impose significant inconvenience on the many families—myself included on many days—which reach the school by walking, including those which use public transportation to reach the Brookland Metro station and then walk from the station to the school. More significantly, the congestion on the single drive and co-mingling of pedestrian and auto traffic will quite clearly be unsafe. This concern is intensified by the fact that many of the pedestrians will be extremely young children as Lee enrolls students starting at age 3. To be blunt, I am hard pressed to understand how a plan which clearly lacks safe pedestrian access to a public school is even under consideration. Overall, the current development plan will clearly adversely impact the neighboring public school and fails by a substantial margin to consider the public interest in avoiding needless congestion and ensuring basic pedestrian safety.

As I understand it, the District Department of Transportation report dated March 9, 2018 recommends adjustments to the current site plan. Specifically, the report recommends that sidewalks be included next to the new private streets and that public access be guaranteed through easements on the private streets and sidewalks. I strongly urge you to

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District of Columbia
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EXHIBIT NO.119

accept these recommendations as a condition of granting the zoning variances being requested. Doing so will greatly ease the school access issues being created by the new development. In my view, these recommendations are most important with regards to the new private street which will exit onto 4th Street (near the current pedestrian pathway and distinct from the driveway to the school discussed above). Sidewalks and public access on this new private street would ease auto congestion to the school, ease access for many pedestrians, and ensure pedestrian safety.

Thank you for considering my concerns.

Sincerely,

A handwritten signature in black ink that reads "Byron Lutz". The signature is written in a cursive style with a large, stylized 'B' and 'L'.

Byron Lutz
3819 7th St. NW
Washington D.C. 20011