

Cochran, Patricia (DCOZ)

From: Rodger McHugh <rodgermchugh@comcast.net>
Sent: Monday, July 20, 2020 9:13 AM
To: DCOZ - BZA Submissions (DCOZ)
Subject: Re BZA 20266

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to: Mr. Frederick Hill Chairman BZ
From: Rodger McHugh
2923 Ordway St NW
Washington, DC 20008

Dear Mr. Hill

Commissioners,

There is NO doubt that many future tenants of the enlarged Macklin redevelopment will own and make use of automobiles (given the expected socio economic profile of new tenants) and it is incumbent upon the developers and you Board members to acknowledge that reality and require some parking spaces in the part of the project now designated for building amenities. Please vote NO on the waiver !

Additional concerns include the absurdity of accessing a loading dock via Ordway Street for a building located on Newark Street and the logistical nightmares this will impose on our narrow neighborhood right of way. I've seen trucks attempting the turn. Standard moving vans will not be able to negotiate the alley for entry.

Adding insult to injury should not be part of the job description of our community arbiters and the excavation of the hillside necessary to build the new addition should not be permitted until a hydrology study and drainage mitigation plan are established for the project and tied into the current Ddot plan.

Few affordable housing needs are being met by the project. The promise of a postage stamp sized community plaza accessible by staircase from Newark Street will provide nothing more than another channel for uncontrolled drainage waterfalls to pour down these stairs into our already compromised drainage fields. The current Connecticut Avenue drainage mitigation plan has been budgeted by Ddot and is now being bid WITHOUT taking any of this new Macklin reality into account and the Macklin developer is getting ready to remove an entire hillside behind the current built environment. That is a serious omission and may well negate the benefit/efficacy of what Ddot has planned and budgeted. Waste, particularly now, is irresponsible.

It is necessary to consider the impacts beyond the property lines of each project so as to avoid compounding existing infrastructure failure. The density divas don't seem to want to concern themselves with insuring a suitable infrastructure for increased density but without it problems will compound exponentially.

Please vote NO on the BZA waiver.

Thanks you
Rodger McHugh

Board of Zoning Adjustment
District of Columbia
CASE NO.20266
EXHIBIT NO.86