

My name is Walter Borek. My family and I have lived at 4833 Alton Place for the last 29 years. We live 273 paces, a 2 minute and 13 second walk, .08 of a mile by air and .15 miles by foot from the proposed development site.

I have practiced architecture in DC, Maryland, and Virginia for the past 45 years, seven of which were at a commercial real estate development firm. I am not against development.

**Applicant** has the **burden of proof** to justify the application by a **preponderance of the evidence**

**Everything** the developer has presented for approval to justify a larger building under the Design Review Standards can be divided into two components:

1. Those Standards **not related to the size of the building** and therefore could be implemented with a building of a smaller size, or one allowed by “matter-of-right”
2. Those Standards that are **adversely affected by a building larger** than what is allowed by “matter-of-right”.

I will focus on that set of components only.

## **DESIGN REVIEW STANDARDS CONCEPTS**

PULLOUT #1

### **A. NEIGHBORHOOD**      see Comprehensive Plan

1. Scale
2. Function
3. Neighborhood and Architectural character
4. Continuity
5. Context
6. Integration

### **B. PEDESTRIAN SAFETY AND TRAFFIC**

1. Pedestrian Safety and Traffic

### **C. LANDSCAPE AND AXIAL VIEWS, LANDMARKS, HISTORIC**

1. L’Enfant
2. Spring Valley Shopping Center

**NEIGHBORHOOD**

PULLOUT #2

AU Park is a neighborhood of 2-story, single family, detached, Colonial Revival, Tudor, Bungalow, and Farmhouses. On small lots

AU Park is a 100-year-old stable neighborhood and the Spring Valley Shopping Center is Historically Designated

This development is both a 4 to 5 story, Second Empire, Mansard-roofed, 20 unit condo building **and** a massive 5 to 8 story, Neo-Something Classical, Tenement Revival apartment building of 200 residential units.

**PEDESTRIAN SAFETY AND TRAFFIC**

PULLOUT #3

It relies almost entirely on an internal Service-Alley system of circulation of tractor trailers, service trucks, dumpster service, and automobiles that pedestrians are encouraged to use.

It's Unsafe and Irresponsible

The only true pedestrian path is Windom Walk

a short alley-like landscaped space running from 48<sup>th</sup> Street to an alley to another alley to Massachusetts Avenue.

There is no pedestrian way to Massachusetts Avenue unless the pedestrian goes thru trucks, dumpsters, autos, alleys, driveways, service areas.....

**LANDSCAPE AND AXIAL VIEWS, LANDMARKS, HISTORIC**

PULLOUT #4

Massachusetts Avenue is a portal

was included in L'Enfant's original plan; crosses three of Washington's four quadrants, intersects every major north-south street, and passes numerous Washington landmarks.

one of the two widest boulevards in the District at 160'. Pennsylvania Avenue is the other. The proposed development would destroy this tree-lined gateway to our city.

This development is a massive 8 story "BILLBOARD", overwhelming the Historically Designated Spring Valley Shopping Center and destroying the Massachusetts Avenue Portal

**CONCLUSION**

These deficiencies and flaws demonstrate that the proposed development is in no way superior to a “matter-of-right” development.

To the contrary: the **larger** the development, the **less** it complies with the **standards**.

In no way does this Design Review application show a need for relief based on the criteria laid out by the Design Review Standards.

**There is NO preponderance of evidence to justify approval**

Considerate aesthetics, respect for neighborhood character, sustainable design, and pedestrian safety aren’t bargaining chips to extract zoning relief.

They are a developer’s responsibility to the community. Period.

Please deny this application.

Thank you

“This “stack and pack” development is ill-conceived, poorly designed, grossly out of scale and context, and violates a long standing, well established residential neighborhood’s structure and character.” Letter to Chairman Hood, July 19, 2017

## DESIGN REVIEW STANDARDS AND INCREASED DENSITY

Based on the Design Review Standards, everything the developer has presented as “proof” that they should be allowed to build this larger building is either:

A. not related to size of the building and could be implemented with a building of a smaller size, a “matter-of-right” building:

- Safe, comfortable street frontages  
encourage pedestrian activity and multiple pedestrian entrances,
- Discourage direct driveway or garage access to the street
- Commercial ground floors containing active uses with clear inviting windows
- Minimized blank walls
- Wide sidewalks
- Public gathering spaces are encouraged near major boulevards  
and public spaces
- Elevated detailing and design of first and second stories
- Incorporate transit and bicycle facilities and amenities  
XXX sustainable landscaping

B. OR would be detrimentally affected or violated by a larger building:

Not inconsistent with the Comprehensive Plan 604.5

Urban Design of the Site and the Building 604.7 sqq.

- Not adversely affect the use of neighboring property
- Respect the historic character of Washington's neighborhoods
- Reinforce existing urban form at boulevards
- Respect the continuity and context of neighborhood architectural character
- Respect and protect key landscape vistas and axial views of landmarks and important places
- Incorporate contextual building materials & fenestration
- Pedestrian pathways increase mobility and link to transit
- Streets, easements, open spaces are pedestrian friendly and safe
- Integrated into community through street and pedestrian connections

4330 48TH STREET NW  
CASE #16-23  
JANUARY 25TH, 2018

604.3 THE APPLICANT  
SHALL HAVE THE BURDEN OF PROOF  
TO JUSTIFY THE GRANTING OF THE APPLICATION  
ACCORDING TO THESE STANDARDS

604.4 THE APPLICANT SHALL NOT BE RELIEVED  
OF THE RESPONSIBILITY OF PROVING THE CASE  
BY A PREPONDERANCE OF THE EVIDENCE

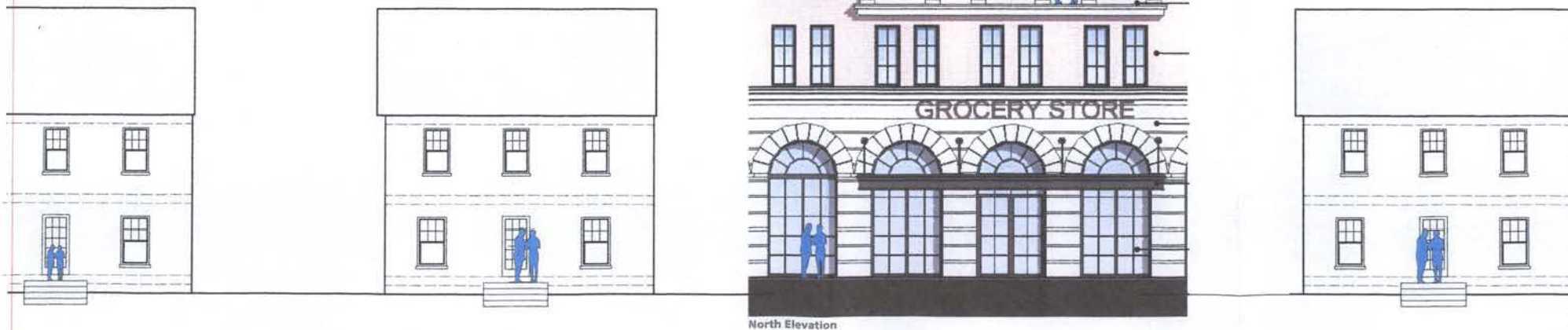
DESIGN REVIEW STANDARDS CONCEPTS

SCALE  
FUNCTION  
NEIGHBORHOOD CHARACTER  
ARCHITECTURAL CHARACTER  
CONTINUITY  
CONTEXT  
INTEGRATION

PEDESTRIAN SAFETY  
AND  
TRAFFIC

LANDSCAPE VIEWS  
AXIAL VIEWS  
LANDMARKS  
HISTORIC

SCALE  
FUNCTION  
NEIGHBORHOOD CHARACTER  
ARCHITECTURAL CHARACTER  
CONTINUITY  
CONTEXT  
INTEGRATION



Enlarged North Elevation

North Elevation

0 4 8

SCALE  
FUNCTION  
MOOD CHARACTER  
FORMAL CHARACTER  
CONTINUITY  
CONTEXT  
INTEGRATION



AU PARK NEIGHBORHOOD  
AND  
ARCHITECTURAL CHARACTER



SCALE  
FUNCTION  
NEIGHBORHOOD CHARACTER  
ARCHITECTURAL CHARACTER  
CONTINUITY  
CONTEXT  
INTEGRATION



YUMA STREET ELEVATION

SCALE  
FUNCTION  
NEIGHBORHOOD CHARACTER  
ARCHITECTURAL CHARACTER  
CONTINUITY  
CONTEXT  
INTEGRATION



148'-8 7/8"

ALLEY

121'-10 1/2"

WINDHAM WALK

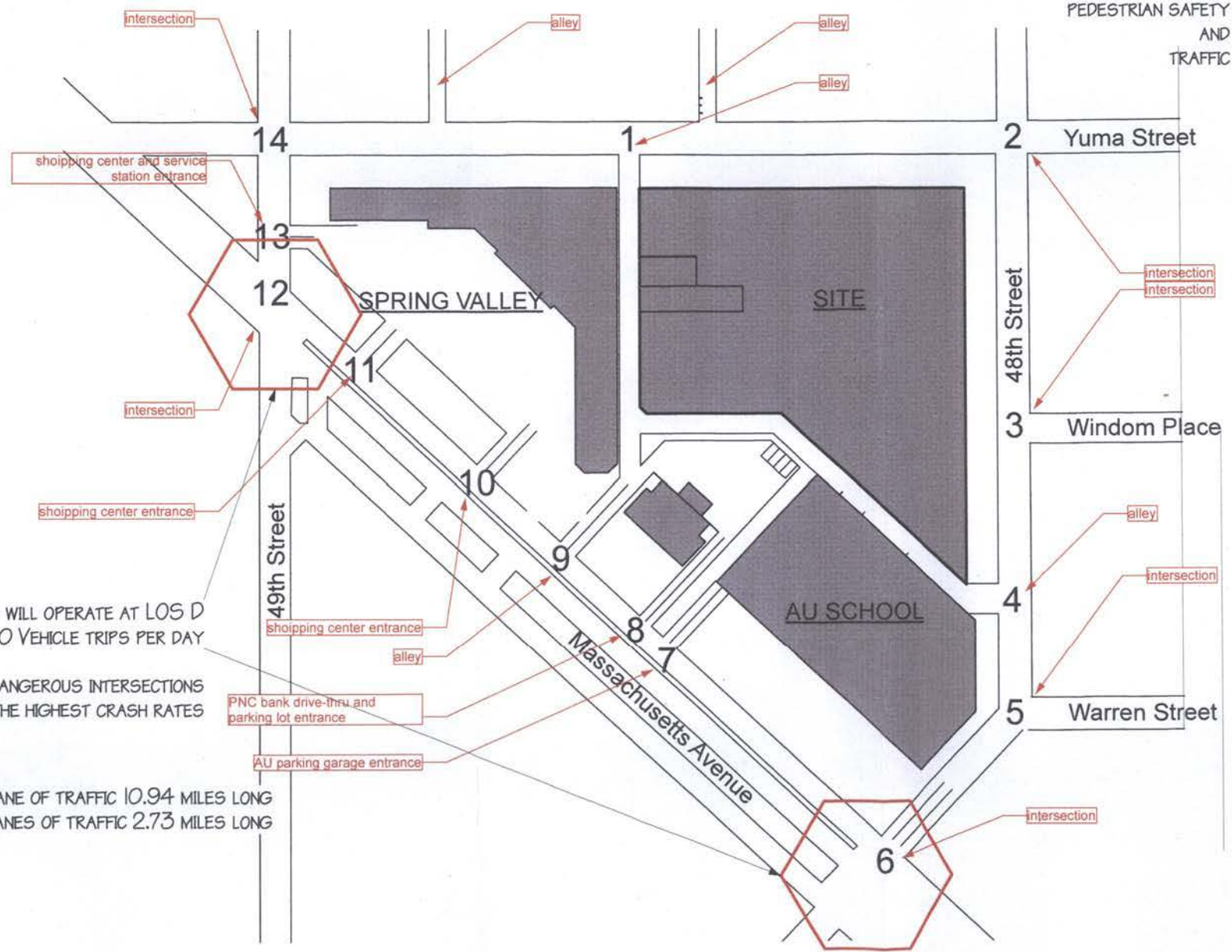
WINDHAM WALK ELEVATION

SCALE  
FUNCTION  
NEIGHBORHOOD CHARACTER  
ARCHITECTURAL CHARACTER  
CONTINUITY  
CONTEXT  
INTEGRATION



ELEVATION OF DEVELOPMENT FACING THE 49TH  
AND MASSACHUSETTS AVENUE INTERSECTION

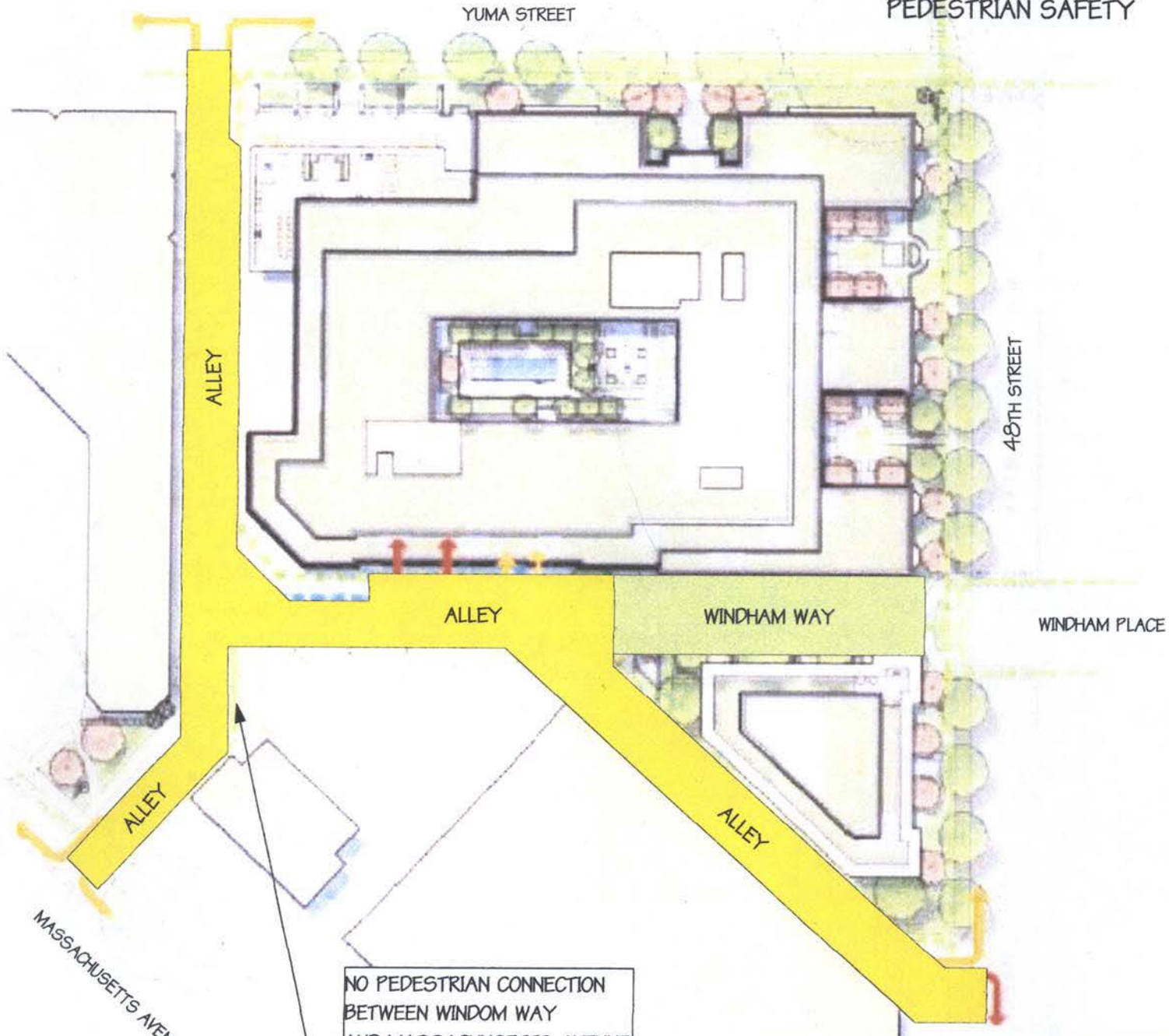
PEDESTRIAN SAFETY AND TRAFFIC



TWO INTERSECTIONS WILL OPERATE AT LOS D BECAUSE OF THE ADDITIONAL 3,500 VEHICLE TRIPS PER DAY

THEY ALREADY ARE DANGEROUS INTERSECTIONS BECAUSE THEY ALSO HAVE THE HIGHEST CRASH RATES





3,500 VEHICLE TRIPS PER DAY = 1 LANE OF TRAFFIC 10.94 MILES LONG OR 4 LANES OF TRAFFIC 2.73 MILES LONG



NO PEDESTRIAN CONNECTION  
 BETWEEN WINDOM WAY  
 AND MASSACHUSETTS AVENUE

EXCEPT THROUGH SERVICE ALLEYS WITH  
 AUTOMOBILES  
 TRACTOR TRAILERS  
 DELIVERY TRUCKS  
 DUMPSTER TRUCKS

**Circulation Plan**

-  Pedestrian
-  Bicycle
-  Vehicular
-  Loading


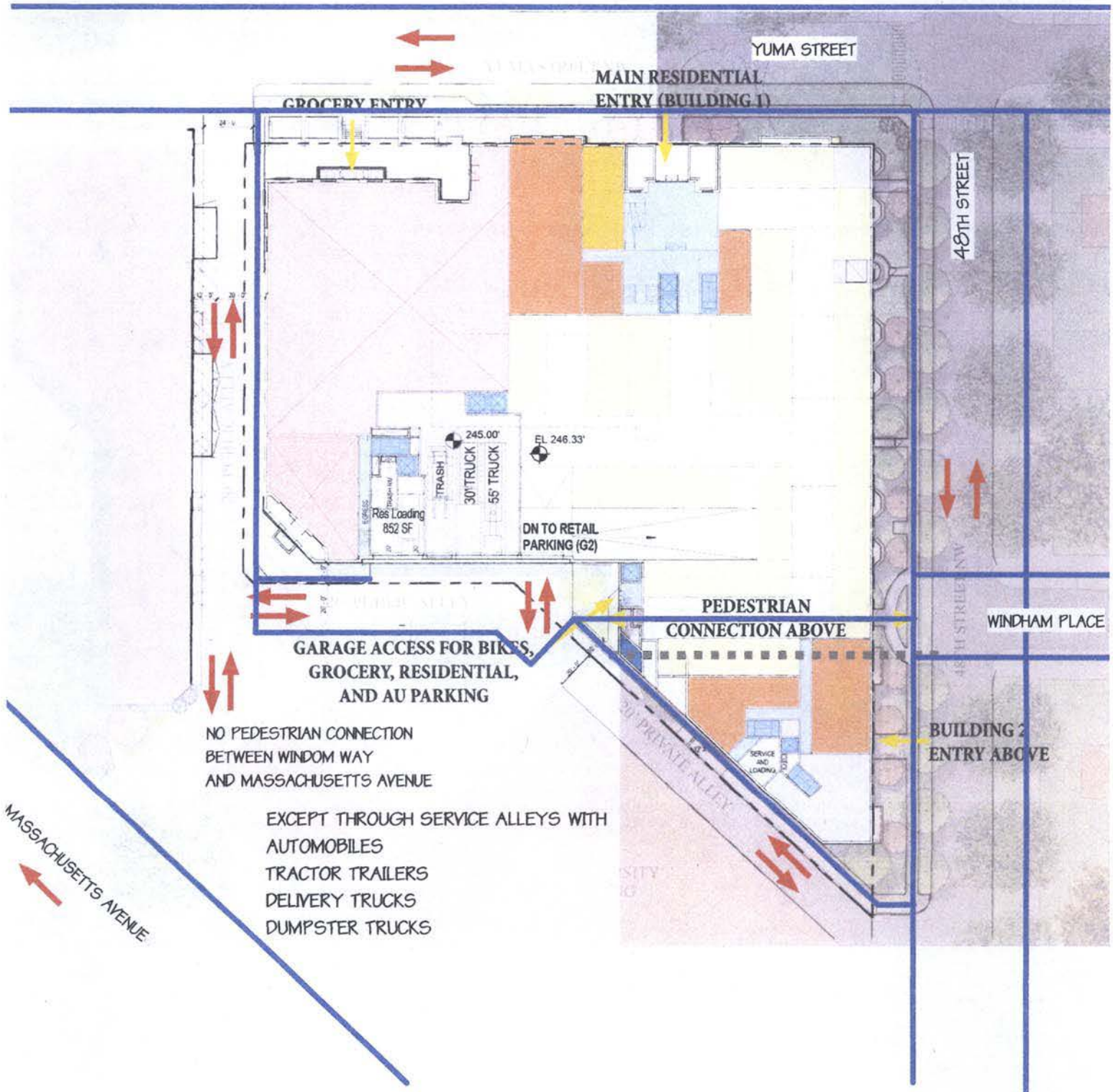
  
 NOT TO SCALE

Figure 10: Circulation Plan

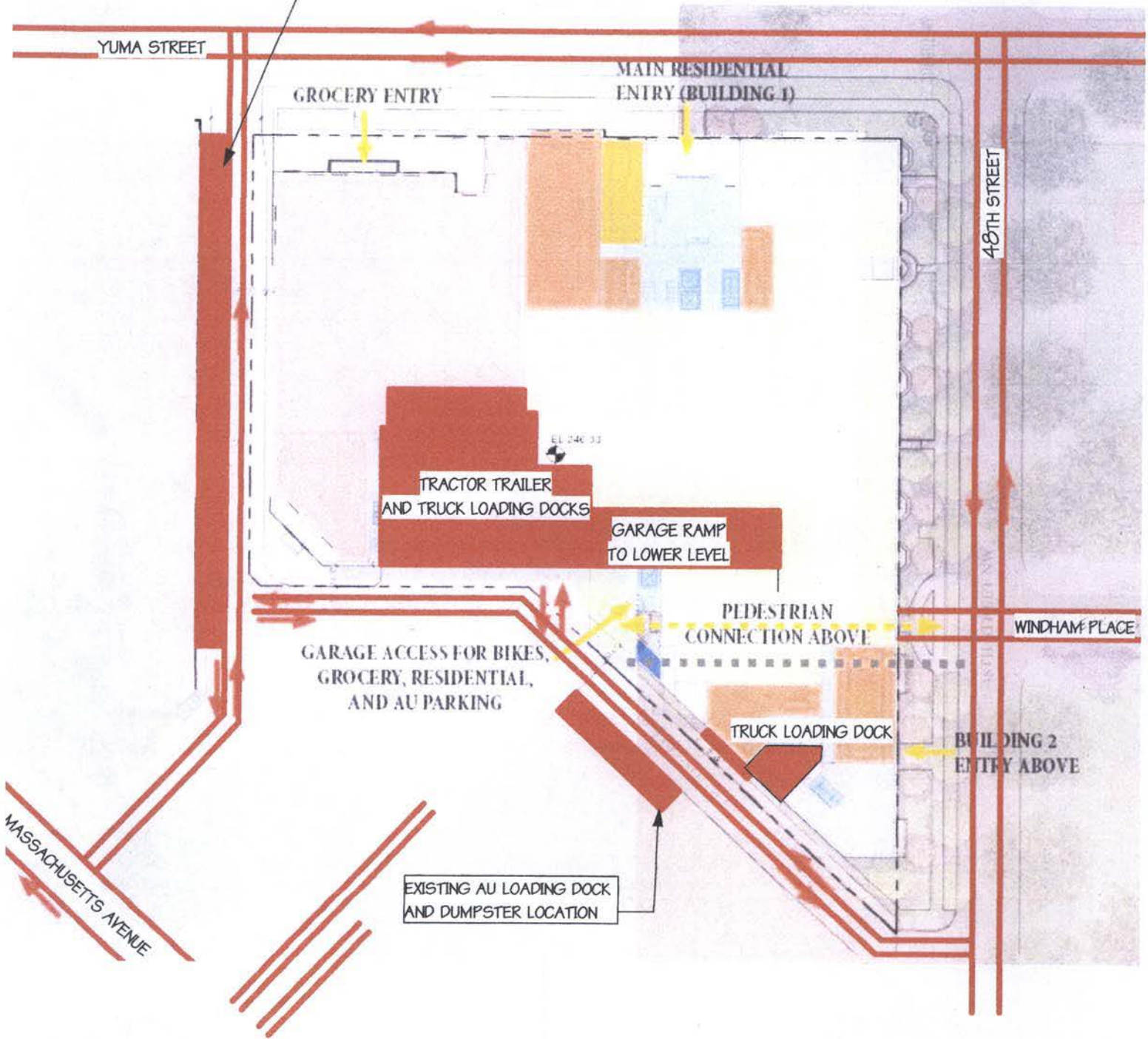
TRAFFIC  
AND  
PEDESTRIAN SAFETY



PEDESTRIAN CIRCULATION PLAN  
IN BLUE

AND  
PEDESTRIAN SAFETY

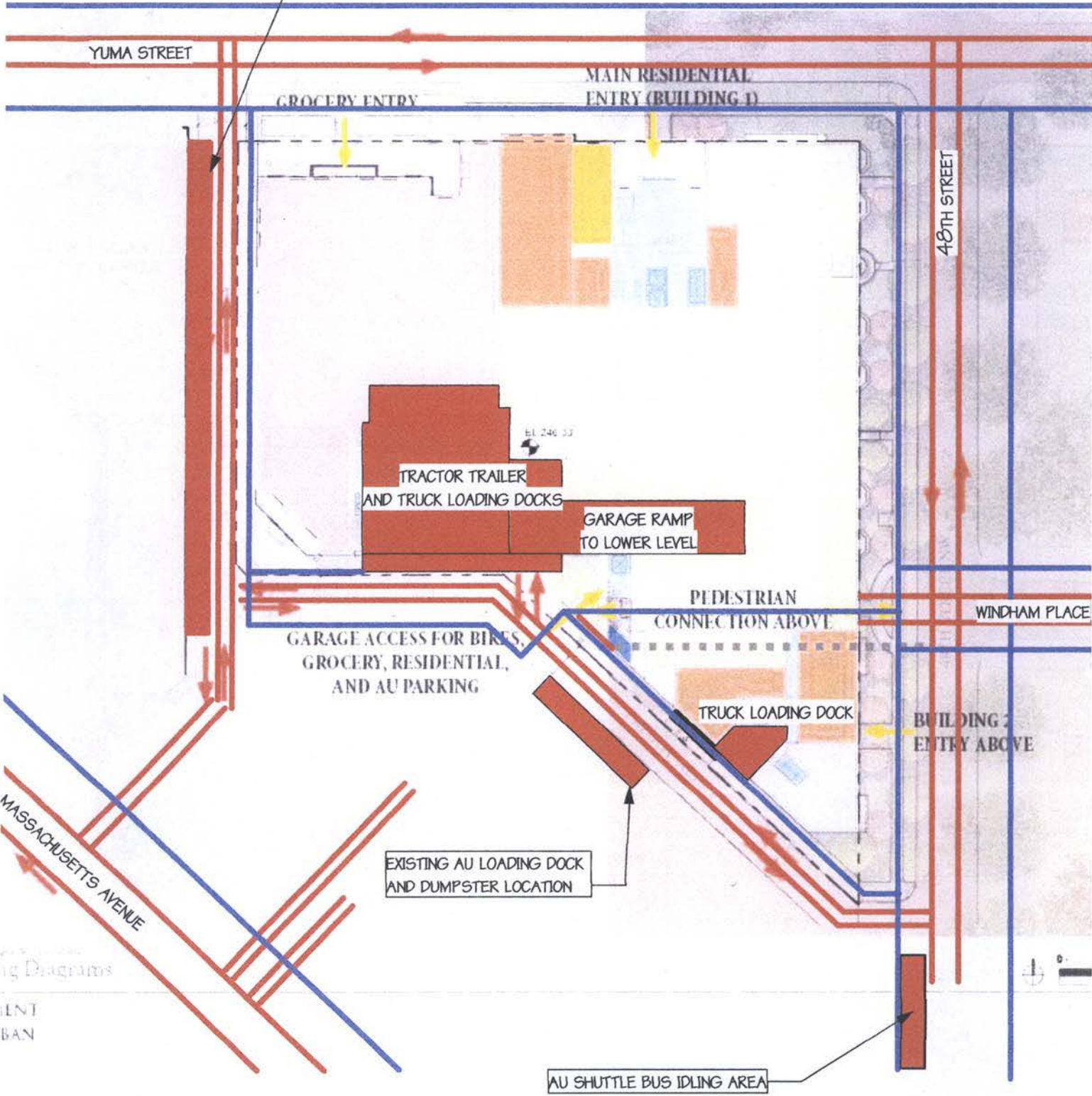
DUMPSTER ENCLOSURES  
EXISTING REAR EMERGENCY EXIT  
EXISTING HVAC EQUIPMENT  
EXISTING REFRIGERATION EQUIPMENT



VEHICULAR CIRCULATION PLAN  
IN RED

TRAFFIC  
AND  
PEDESTRIAN SAFETY

SPRING VALLEY SHOPPING CENTER  
DUMPSTER ENCLOSURES  
EXISTING REAR EMERGENCY EXIT  
EXISTING HVAC EQUIPMENT  
EXISTING REFRIGERATION EQUIPMENT

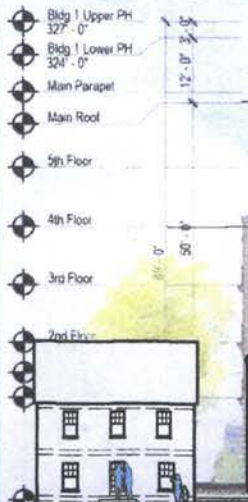


COMBINED VEHICULAR AND  
PEDESTRIAN CIRCULATION PLANS



LANDSCAPE VIEWS  
AXIAL VIEWS  
LANDMARKS  
HISTORIC

SPRING VALLEY SHOPPING CENTER  
OUTLINE



ELEVATION OF DEVELOPMENT BEHIND SVSC FACING THE 49TH  
AND MASSACHUSETTS AVENUE INTERSECTION

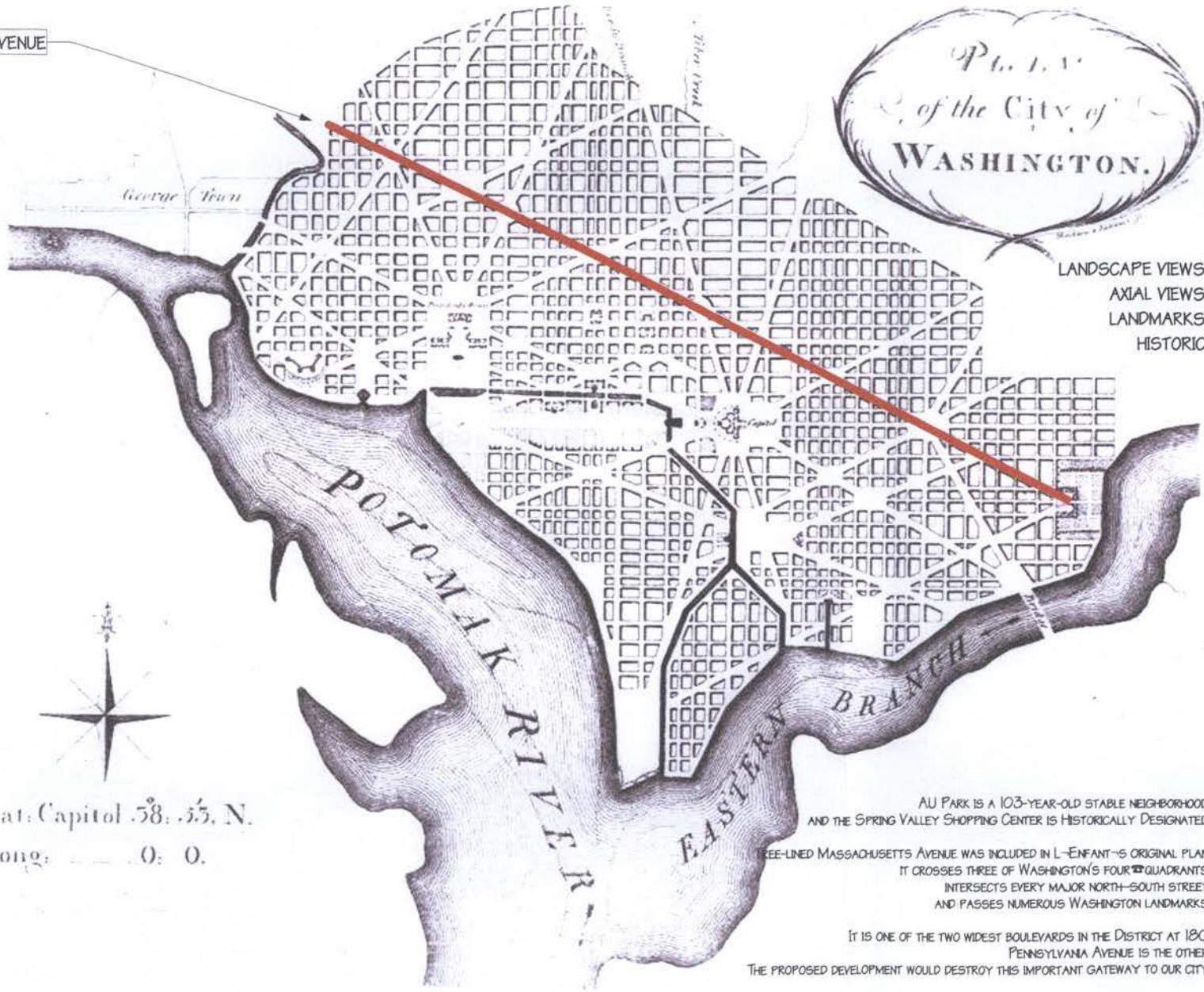
LANDSCAPE VIEWS  
AXIAL VIEWS  
LANDMARKS  
HISTORIC



MASSACHUSETTS AVENUE

*Pl. I. V.*  
*of the City of*  
**WASHINGTON.**

LANDSCAPE VIEWS  
AXIAL VIEWS  
LANDMARKS  
HISTORIC



Lat: Capitol 38. 55. N.

Long: 77. 0. 0.

AU PARK IS A 103-YEAR-OLD STABLE NEIGHBORHOOD AND THE SPRING VALLEY SHOPPING CENTER IS HISTORICALLY DESIGNATED

TREE-LINED MASSACHUSETTS AVENUE WAS INCLUDED IN L-ENFANT'S ORIGINAL PLAN IT CROSSES THREE OF WASHINGTON'S FOUR QUADRANTS INTERSECTS EVERY MAJOR NORTH-SOUTH STREET AND PASSES NUMEROUS WASHINGTON LANDMARKS

IT IS ONE OF THE TWO WIDEST BOULEVARDS IN THE DISTRICT AT 180 PENNSYLVANIA AVENUE IS THE OTHER THE PROPOSED DEVELOPMENT WOULD DESTROY THIS IMPORTANT GATEWAY TO OUR CITY