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D.C. OFFICE OF ZONING

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Mr. Anthony Hood, Chairman  
District of Columbia Zoning Commission  
441 4<sup>th</sup> St., NW  
Suite 210 S  
Washington, D.C. 20001

Subject: RE: Case Number 16-23, Proposal for Design Review and Development by Valor Development, LLC, Square 1499, Lots 802, 803, 806, 807. *Letter in Opposition*

Dear Mr. Hood:

Adding 220 dwelling units as proposed by Valor raises a public safety concern. The proposed new building would be within 100 feet of Mass. Av. Directly across Mass. Av. there is Millie's restaurant, a Starbucks, a recently-opened pizza parlor and a new coffee shop.

Therein lies the *Public Safety Concern*:

The Valor development would house more than 220 persons, mostly young & nimble, who would scamper across Mass. Av. between 48th and 49th to and from Millie's or Starbucks or the pizza parlor or the coffee shop. That increases the risks for careless pedestrians to place themselves in extreme danger, and for drivers who would need to swerve to avoid hitting them, thereby hitting a tree.

There is a traffic light at the intersection of Mass. and 48th, and another at 49th & Mass. The Valor bldg. would be directly across Mass. Av. from the 'temptations' on the other side. The shortest distance between two points is a straight line. So the new residents would *simply dash across Mass. Av. between 48<sup>th</sup> and 49<sup>th</sup>*. --While staring at their phone screens, *standing on the island between the traffic lanes*. I live one block away and have seen this mindless behavior.

A possible solution might be for the city to install a 4 or 5 - foot high chain link fence in the median of Mass. Av., to *force* pedestrians to cross at the lights at 48<sup>th</sup> or 49<sup>th</sup>. That would be an aesthetic affront to the neighborhood; requiring ANC 3D and 3E discussion.

Another solution would be reduce the number of dwelling units from 220 to at most 150, perhaps by converting some apartments to larger condos. That would not be profitable, according to Valor.


The tradeoff is that, in order to maximize profit and ROI, public safety would be sacrificed, along with neighborhood degradation from a totally out-of-place structure. Such is the cost of 'economic development.'

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Some other byproducts that will degrade quality of life and jeopardize personal safety are:

- Volume of new traffic generated by 220 residents' cars.
- Service vehicles, probably a few times per week (HVAC & plumbing, electrical, package delivery).
- Trash removal trucks & clanging dumpster lids. Times? How often?

Sincerely,

  
Frederick ("Rick") Steinheiser, Jr. (PhD)  
Licensed Psychologist (#752)

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