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**Washington, DC**

**Testimony before Planning Commission**  
**SuperFresh Redevelopment ZC Case 16-23, January 7, 2019**

**Introduction**

Chairman Hood and Honorable Zoning Commission Members

My name is Doug Barnes and I'm testifying in opposition to the Valor project. I very much favor a scaled down version that takes into consideration suggestions from neighbors. I'm wearing two hats as I appear before you today.

One hat is that I live 4 blocks from the project site and I support CRD in their opposition to project.

The second hat is as a bicycle and pedestrian advocate in Washington, DC. Attached to my testimony is a white paper that I have written on mobility issues for the site, providing background details for my testimony.

**A Pedestrian and Mobility Unfriendly Building Design**

In the January 2018 plans of Valor there was a pathway through the site called Windom Walk. Although flawed, it had potential. Now the building goes curb to curb. They have literally thrown the mobility baby out with the bathwater.

Pedestrians from the neighborhood and the building will use the alleys as the shortest route to Spring Valley Shopping Center and to the new HAWK signal on Massachusetts Avenue. This HAWK signal will connect pedestrians to retail shops on both the east and the west side of Mass. Avenue. **1:19**

Gorove/Slade uses a methodology that is good for estimating vehicle trips, but is not well suited for estimating pedestrian activity.

Briefly some numbers on enters and exits according to the Gorove/Slade vehicle study. The before and after figures are for vehicles per hour between 4 and 6 PM. The figures for the Yuma Street-alley intersection will increase from 19 vehicles before the project to 117 after project. The figure for the 48<sup>th</sup> Street-alley intersection are 23 vehicles before and 174 after. This increases alley traffic volume by more than 6 times.

Added to this mix are inadequate sidewalks for pedestrians. For instance, the sidewalks along the north-south alley are only 3 feet wide along a vertical wall. From a mobility point of view, the new building will turn alleyways into low volume city streets. This creates a loophole so that Valor does not have meet accepted sidewalk codes. With trash pickup bins along a narrow alley, this arrangement will be pedestrian unfriendly and will likely lead to even more accidents in an already high accident-prone alleyway.

**Conclusion**

To conclude, in its desire to maximize building density, Valor has no private driveways or walkways through the building site. Instead, they use public alleyways to service the residential building and the grocery store. The result is that it doesn't give proper attention to neighborhoods aesthetics and it creates public mobility safety issues. The response of both DDOT and Valor to this public safety threat seems to be, these are just alleys.

Thank you for hearing my testimony.