

## Cochran, Patricia (DCOZ)

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**From:** Joshua Beatty <beatty.joshua@gmail.com>  
**Sent:** Friday, May 27, 2022 5:19 PM  
**To:** DCOZ - ZC Submissions (DCOZ)  
**Cc:** Amin, Ra (SMD 5B04)  
**Subject:** Re: Z.C. Case No. 22-04

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### **Re: Z.C. Case No. 22-04 Application for Consolidated PUD and Related Map Amendment**

Dear Members of the Commission:

I first resided in this neighborhood from 1997 to 1998, and have been a homeowner in Ward 5 since 2011. As a “200 Footer” of this project, I generally support for the above-referenced Planned Unit Development (PUD) application filed by Hanover R.S. Limited Partnership.

The proposed project further develops land that bears the scars of DC’s history of redlining, running train tracks and highways, as well as and locating highly polluting industries in areas predominantly populated by people of color. As the Zoning Commission hopefully already knows, the area cleared for the “transit-oriented development” that is now Rhode Island Avenue/Brentwood station was once the Columbian Harmony Cemetery, where the remains of 37,000 black DC residents were haphazardly exhumed and relocated to Maryland for Developers and Metro’s convenience. Given the history of the neighborhood, I support the PUD benefits, especially the affordable housing and contributions to organizations that serve our neighborhood, and consider it the very least the Zoning Commission and neighbors should expect from Hanover.

Further, the Case No. 22-04 parcels and the homes of adjacent 200 Footers were once sited to be the northbound extension of 395 thanks to racist zoning policy and practice that sought to make the commute of white flight suburbanites a bit shorter. Though the project was cancelled, Reed Street never really recovered, especially after the current iteration of the Franklin Street bridge was built, further isolating the properties bounded by the CSX tracks, and rendering Reed Street useful only to host illegal parking, a tow yard, repair shops, tour bus storage, and home to DC’s fleet of Duck Boats. Given its current condition, I strongly support the street and alley closing and dedication application, which results in significant improvements to the surrounding road network, including the realignment of Reed Street and the creation of sidewalks and pedestrian-friendly streetscape.

However, I strongly ask the Zoning Commission and DDOT to prioritize safety by installing a full traffic light at the intersection of Reed and Franklin. Any other intersection option [*especially* the proposal for southbound only traffic on Reed Street] will only increase the volume and speed of dangerous shortcuts through the 10<sup>th</sup> street alley (Hanover study showed already/currently 500+ cars per day with several cars traveling 40+ MPH through the alley), as well as unabated speeding across the Franklin Street bridge. In addition to the traffic light, there must be traffic calming measures in the 10<sup>th</sup> Street alley including multiple speed tables, as well as speed and redlight cameras on Franklin Street bridge. This will create a safer alley and streetscape for children walking to/from area schools, as well as residents of the adjacent rowhomes, and our new neighbors at the Hanover development.

While I appreciate that the project's design keeps the height and density somewhat oriented toward the train tracks, Hanover study shows there will still be impact on solar production and backyard gardens of the adjacent neighbors. Although Hanover promises up to 1% of solar production on their buildings, it is unlikely to offset the neighborhood solar loss with more than token solar production. Therefore, I hope the Zoning Commission will question the veracity of developer's claims of LEED-oriented development, and dig into what other measures they will take to achieve LEED certification. Will there be more than a few nominal trees planted, and will the trees and landscaping be maintained so that they do not fill with pet feces as they do at the neighboring Reed Street Brookland Press development? In addition to permeable pavers, will there be River Smart rainwater capture sites to mitigate the alleys that in current state run like rivers onto Evarts during rainstorms?

I am hopeful that the Commission will ultimately approve this PUD application. Though, I encourage your Commission and the Developers give further deference and consideration to the community's history, as well as current needs, and desire for safety. Thank you for your consideration of this letter.

Sincerely,

Joshua Beatty

May 27, 2022