

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Zoning Commission



July 16, 2009

Councilmember Mary Cheh
1350 Pennsylvania Avenue, N.W., Suite 108
Washington, D.C. 20004

Re: Zoning Commission Case No. 08-15 (Friendship-Macomb SC, Inc. - Consolidated PUD & Related Map Amendment @ Square 1920, Lot 831 and Square 1920N, Lots 1 and 2)

Dear Councilmember Brown:

The Office of Zoning is in receipt of your letter dated July 1, 2009, regarding the above-referenced case.

The Zoning Regulations are strict regarding the timeliness of submissions into case records. The record on this case was closed on May 20, 2009, except for specific items requested by the Commission. Your letter was received after the record closed. On July 13, 2009, the Commission decided not to reopen the file to receive your submission. Accordingly, we are returning your submission to you.

If you have any questions, please do not hesitate to call me at (202) 727-0340.

Sincerely,

Sharon S. Schellin
Secretary to the Zoning Commission

Enclosure

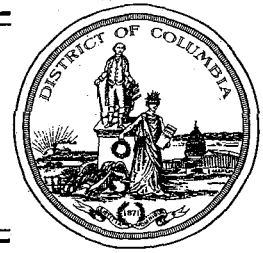
ZONING COMMISSION
District of Columbia

CASE NO. 08-15

EXHIBIT NO. 274

OFFICE OF MARY M. CHEH

COUNCILMEMBER, WARD 3
CHAIR, COMMITTEE ON GOVERNMENT OPERATIONS
AND THE ENVIRONMENT



July 1, 2009

**COPY FOR YOUR
INFORMATION**

Phil Feola, Esq.
Pillsbury Winthrop Shaw Pittman LLP
2300 N Street, NW
Washington, DC 20037-1122

Dear Mr. Feola,

I'm writing with respect to the Giant PUD. First, thank you for your willingness to work in and improve our community. As you know, I spoke enthusiastically before the zoning commission in support of this project. As I understand, it was approved but there is a requirement that you revisit the main loading dock and its impact on residences on Idaho Avenue. Your June 24th letter addressing this very issue was quite informative. However, having met with concerned neighbors, I'd like to ask that you consider possibilities for the relocation of the loading dock.

Enclosed are two alternatives to the current plan prepared by the neighbors. Of course there may be other ideas as well. I also realize that no alternative may be feasible. Either way, I would appreciate if you would consider these suggestions, as well as any alternatives you may have contemplated, and share your analysis of them. Thanks for your cooperation. I fully support this vital development and eagerly await its completion.

Best regards,

Mary M. Cheh
Councilmember, Ward 3

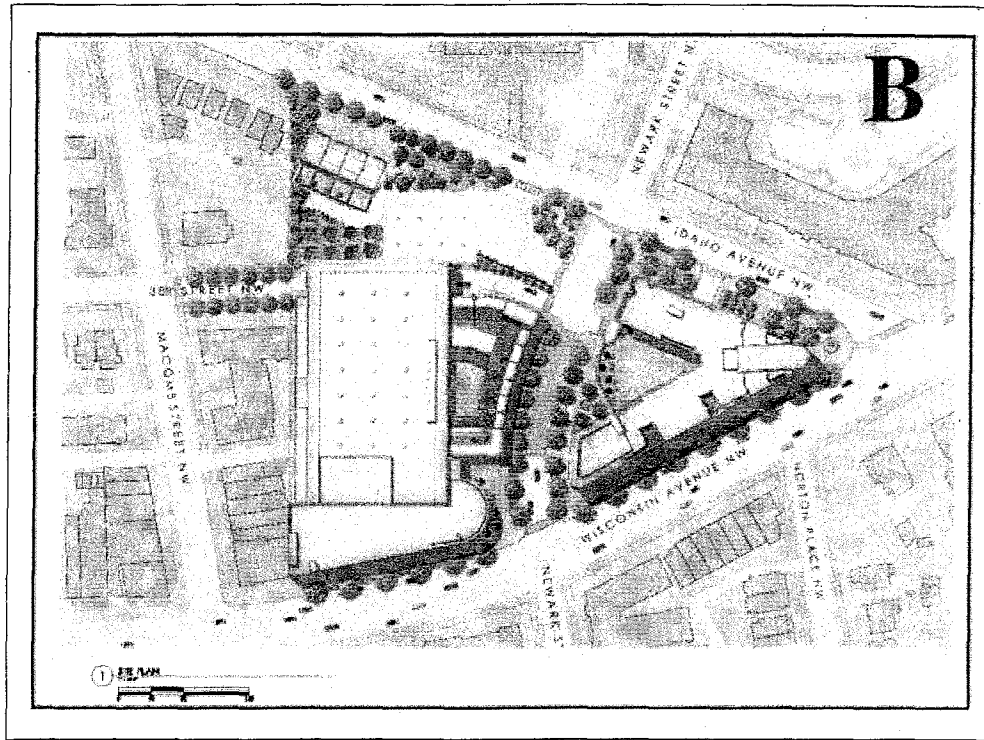
ZONING COMMISSION
District of Columbia

CASE NO.

08.15

EXHIBIT NO.

276



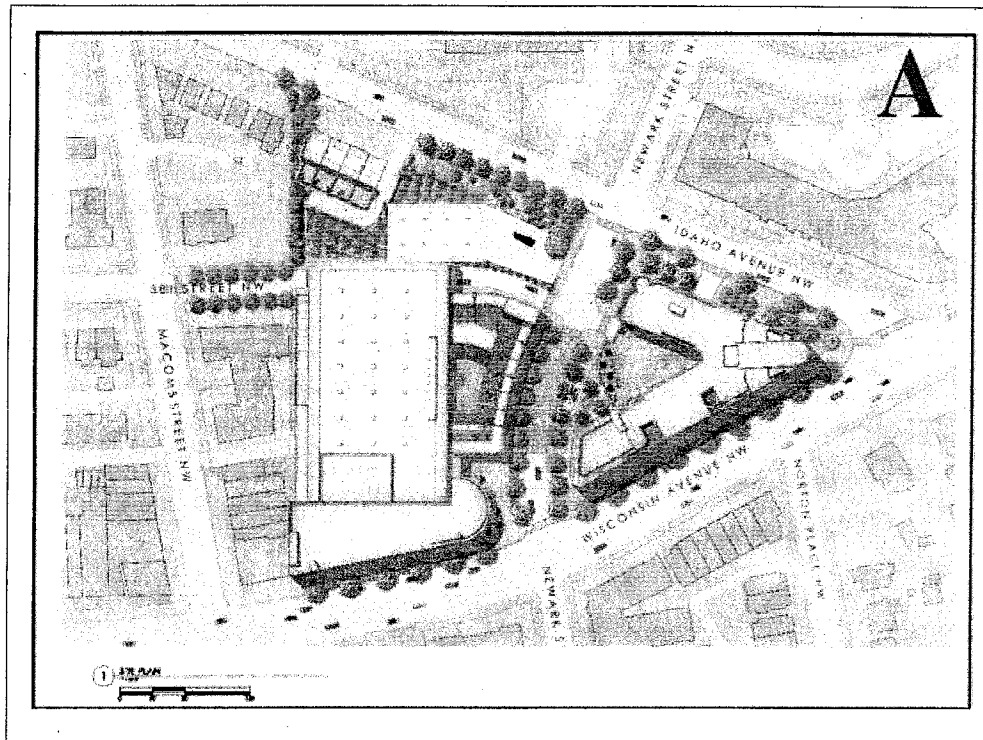
Common features of these alternatives

The loading dock would be separated from the grocery store and made into a separate covered structure closer to the corner of Newark/Idaho but having its rear close to the northwest corner of the grocery store. Since it would be separate, it would not need to be at the low elevation of 346' where it is currently proposed; it could be at 360' or higher, effectively removing any issues related to grades which trucks would need to negotiate in using Newark as the truck entrance point.

Elevators would take wares to any floor of the grocery store. Internal corridors would be used to move wares from the loading dock elevators to the rear of the grocery store.

Separating the loading dock from the grocery store would create additional room for parking under the grocery store.

In both of the these arrangements, trucks would still enter the area by turning onto Idaho from Wisconsin and they would leave the area the same way. Also, in both arrangements, the planned townhouses would be moved down Idaho, next to established residences. The geometry suggests that the applicant would have to give up some of the townhouses (retaining perhaps 4 or 5 of the 8). However, we note that our arrangement would make each townhouse that is built more valuable.



Movement of trucks in plans

Plan A The truck entrance/egress would be on Newark, slightly northwest of the proposed car entrance. Tractor-trailer trucks could back straight into the dock off Newark street (as they do today; Giant estimates (10) that the number of tractor-trailer trucks using the new facility will be 5-6 a day). Single-unit vendor trucks (11), being smaller, could enter off Newark head-first, then turn around using a Y-shaped turn-around pattern, and then back into the docks.

Plan B This is a one-way system where all trucks would enter from Idaho a little bit south of Newark, and exit off Newark, making a loop. To enter the dock, trucks would pull into the loop and approach Newark and straighten-out, and then back into the dock; to exit they would pull straight onto Newark, and then right on Idaho toward Wisconsin.

Some advantages of alternatives:

- Each townhouse is more valuable and could be made with larger footprint;
- harmonious and sensible transition between commercial and residential uses;
- genuine buffer, in form of townhouses between 3300 Idaho and commercial activity, creating continuous residential area;
- noise/visual mitigation unnecessary;
- they have the support of 3300 Idaho residents, if architecturally consistent with our homes;