1911 T Place, SE
Washington, DC 20020
February 15 , 2000

Shelia Cross Reid
Chairperson
Board of Zoning Adjustments
Suite 210
441 4th Street, NW
Washington, DC 20001

Rec'd.
FEB 23 2000

Re: Application No.: 16457

Dear Ms. Reid:

In my absence, I'm requesting Mrs. Thelma Jones be allowed to read by written testimony relative to Application No. 16457. I attended the prior date the hearing was scheduled and postponded. I will be out of town on February 16th and unable to appear in person.

Thanks for your consideration.

/S/
Burnice T. Kearney

BZA
Case No. 16457
Exhibit No. 114

Board of Zoning Adjustment
District of Columbia
CASE NO.16457
EXHIBIT NO.114

Sheila Reid
Chairperson
Board of Zoning Adjustment
Suite 210
441 4th Street, NW
Washington, DC 20001

Re: Application No. 16457

My name is Burnice T. Kearney. I reside at 1911 T Place, SE., Washington DC, 20020 which is within the Fairlawn Community in South East Washington. I have been a member of the Fairlawn Citizen Association since the mid seventies and currently serve as Chair of the Community Service Committee.

Let me begin by saying I am opposed to application no. 16457. I will address my concerns later in this corresponded but first I would like to comment on some of the materials that have been submitted by those that suppose to represent us but have not made any attempt to contact many in the community about their position on certain matters. I reside in a SMD within 6C. I have not been notified of any meeting whereby this application was to be discussed. No flyers were sent out or phone call received relative to such a meeting. It is my understanding that the ANC are to interact with all citizens of the community they proposed to represent. That has not been the case, so when weight is given to whatever postion ANC6C has taken, please bear this in mind.

Now as to my opposition, I'm opposed to any additional apartments proposed in our neighborhood. While the applicant list occupancy rates for two dwellings in the immediate area within one block, the applicant does not mentioned several apartment buildings within 5 to 6 blocks of that site that has much lower occupancy rates and some are broaded up. Also there can be no comparison of occupancy if the proposed apartment will rent for substantial more than the existing units. Those of us that have lived in Anacostia for more than 30 years and are homeowners believe that the key to economic development and long term stabilization of our tax base is through home ownership. The balance between private home and rental property is very important to making and keeping a community stable. We would much prefer to see some of the existing vacant apartment buildings renovated rather than to keep adding additional apartment while little is being done to the existing ones in need of repair.

With respect to the traffic study, I have some comments. The study projects a build out date of 2001. Apparently the study was conducted utilizing 1990 and 1998 data. Currently, there are two highway projects within the state of Maryland that impact the Good Hope Road traffic. MD Route 5 is being widen to accommodate more traffic along with Naylor Road in Maryland. Suitland Parkway (federal jurisdiction) was recently widen to 2 lanes in each direction from MD Route 4 to Silver Hill Road in Suitland, MD. These improvements within the state of MD will surely mean more traffic on Good Hope Road. Since the District has no plans (that we are aware of)

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to update Good Hope Road this can only mean that more traffic will result in more delays. The News media and AAA are already reporting that Washington, DC., has the 2nd worst traffic delays of any major cities within the United States. The survey documents 75% of the Good Hope Road traffic is commuter at peak period. We are sure this figure will increase with the improvements complete. We doubt adjusting some traffic signals will eliminate this problem as the study suggests. We are already experiencing some delays in our efforts to get downtown from Anacostia. The report projects a decline in the overall volume of traffic in future years. We question this projection in view of what is taking place in MD to get more traffic into the city.

With respect to Environmental Consideration, there are several concerns that must be addressed. Portion of the Eastern tract is filled approximately 40 feet. When the Geotechnical Study # 04-98106 was conducted by Whitlock Dalrymple Poston & Association (WDP) it indicated that of the 13 pits excavated 7 (more than 50%) could not be fully excavated because it appeared that a roadway was under some of the field and the back-hoe used to dig the pits could not penetrate that material. If the pits did not reach the full depth of the fill how can anyone determine what is there without additional testing and how can one determine what the compaction rate or soil density is at any specific depth. In addition, the study indicates drainage areas had developed prior to the fill being placed. What provision were made to drain water from the site to accommodate springs that we know were in the general area prior to it being filled. How will the wetlands issue be resolved to assure that Federal and DC Regulations are complied with. Did the District Government map the area prior to issuing the permit to allow fill to placed there? If not, what responsibility did the property owner have to the District to secure a permit? We are concerned that to build on this much fill without knowing what serves as the foundation is quite risky. The study also mentioned a retaining structure or possibly cut and fill. If the retaining structure is not proposed, how will stabilization be assured especially where 40 feet of fill exists? Many of my fellow Fairlawn residents were present when this was placed on the site. No compaction equipment was utilized during the fill operation. It is evident that more studies are needed as WDP suggests in its report.

The overall design of the project merit some comments. The site plan for the Western tract should be reviewed. The houses situated along Good Hope Road should face Good Hope Road and should at least have the fronts brick venered. It appeared odd to us for the people living on the opposite side of Good Hope Road and traffic on Good Hope Road to have to look into anyone backyard. Those houses at a minimum should face Good Hope Road. It is important for these single family home to blend in with existing houses relative to the material utilized.

We are also concerned relative to how the drainage will be addressed on this site as well. We know that once a soil area is distributed and much of it is paved, it

creates new problem concerning drainage. In view of the fact some of the single family homes being proposed are on a site that is lower in elevation than surrounding areas we are concerned as to how this situation will be addressed. The Good Hope Road drainage system cannot handled existing drainage during mid to heavy rainfalls. The street get flooded and much of the water and mud at times crosses 22nd Street and dissipate along the 22nd Street drainage system. If the intent is to add to the existing drainage system along Good Hope Road that system cannot handled current demands.

We believe that the proposed parking is not sufficient for both developments. One (1) space per unit is less than is needed if we really believe that the market targeted for these units are middle to upper income. How many of these families only have one car?

In closing, I would like to address two additional items very briefly. KSI indicates it needs to construct apartments to recover costs it proposed to pay for the property. The cost of the property should not be a consideration of BZA. What one is willing to pay for or to sell their property is between the seller and the buyer and should not be a factor in your decision. In addition, we met with representatives of a developer that indicated that he could develop the same property with all single family units.

We also have concerned that KSI is not really interested in building single family homes on the Western tract. One way to address this issue is by requiring the appropriate agency within the District government to issue "occupancy permits" at the same time for the entire development. The traffic study indicated a build out period of three years for the entire development.

Thank you for the opportunity to comment on this application.