

Sunrise 7 ton shuttle – which they plan to operate from Alton multiple times daily



Board of Zoning Adjustment
District of Columbia
CASE NO. 19823
EXHIBIT NO. 124A4

28 ton truck leaving Sunrise – this does not belong on Alton Place or Yuma Street



Stryker Truck at Sunrise at Brighton Gardens - there are also moving vans each week – 60 residents enter/leave each year.



Stericycle Medical Waste Truck at Sunrise on Conn Ave.



AlSCO truck and Sunrise shuttle at Sunrise facility – not using garage



Landscape trucks at Sunrise – where will they park?



Ambulances at Sunrise – only some originate from DC government.



To remove a Roll Off a 16 ft elevation is required to put it on the truck. Location in garage is not viable. Residents move in/out weekly.



Open Roll Offs at Sunrise facilities



View of Debris in Open Roll Off



Many trash receptacles at Sunrise



To conclude, special exceptions. They should be denied because the conditions are not met for granting the Retaining wall or CCRC.

- ▶ The 13 foot retaining wall next to single family detached homes is a safety hazard. Not only because of its height but also the 20 trucks per week plus 35 employees driving to work, plus traffic from the church, and the guests of the residents. The regulations say 4 feet is the maximum in residential because of safety.
- ▶ The question is not whether a CCRC can receive a special exception in a residential zone. Since 2016, they can. The question is whether a *specific* CCRC meets the six conditions. The determination is whether the size and volume of use of this specific proposal is too large and therefore objectionable in a residential zone.
- ▶ Sunrise may not meet the definition of a CCRC – continuum of care and health care – but if it does, Sunrise, at its proposed size, cannot escape being “objectionable to nearby homes” due to volume of traffic, fumes, garbage, sound, commercial lighting in residential, noise....

Additional issues must be addressed: slope, loading platform, service delivery space

The zoning regulations do not allow exceptions to these requirements.

1. **The service delivery space** is required to be “**accessible to all intended to use it at all times.**” It also must have 10 feet vertical accessibility. Since it is in the garage next to a space marked for the shuttle and none of the vehicles except cars enter the garage at other Sunrise facilities, we conclude the service delivery space does not meet the required criteria.
2. Regulations require both a loading berth and **loading platform**. A loading platform has to be 100 Square Feet, including 8 feet deep and the “**loading platform floor shall consist of one (1) horizontal level.**” Does the Lift meet these specifications?
3. **Slope**: the Truck Ramp must not exceed a 12 degree slope, which is a 12 foot drop over 100 feet. The lot is 220 feet long. The ramp drops 13 feet at least. The ramp has to be symmetrical regarding down slope and up slope, so not at all clear the slope of the ramp is not greater than 12 degrees. A safety issue. Large trucks braking in all kinds of weather.

Conclusion

- ▶ Our neighborhood is a residential neighborhood with single family detached homes.
- ▶ The number and magnitude of requests for zoning changes should convince the BZA that this is the wrong site for multiple entities with multiple functions to locate in a quiet single-family neighborhood.
- ▶ Applicant has not sustained their burden to show there is no adverse impact. Sunrise's failure to adhere to zoning regulations is unfair to tax paying homeowners whose family homes, their primary investment, are jeopardized by this out-of-scale project.
- ▶ WE THANK YOU FOR YOUR TIME AND CONSIDERATION.

WRONG SITE FOR SUNRISE

