

Cochran, Patricia (DCOZ)

From: Elyssa Larranaga <elyssalarranaga@yahoo.com>
Sent: Tuesday, October 26, 2021 7:34 PM
To: DCOZ - BZA Submissions (DCOZ); ATD DCOZ
Subject: BZA Case #20472 - Larranaga - OPPOSITION 200 Footer Testimony for the Record

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BZA Case # 20472 OPPOSITION Written Testimony for the Record

200 Footer: Elyssa Hijazi Larranaga
4124 Warren Street, NW
Washington, DC 20016

Chairman Hill and Members of the Committee -

Thank you for your time today.

My name is Elyssa Hijazi Larranaga. I have lived in Washington, DC since 1996. I am a 200 footer in direct proximity to the proposed location being discussed today, and I have lived at my current residence, 4124 Warren Street, NW, with my family since 2017. Prior to that I lived a whole 4 blocks down the street at 4409 46th Street NW from 2005-2017; that house is now owned by my elderly parents.

Today, I am here to ask you to deny the River Schools request for zoning exceptions for the single family residential property, owned by the Buchanan family, at 4220 Nebraska Avenue, NW. Please reject their request outright.

The city is pro development. We get it. Tenleytown and AU Park have been supportive and welcoming of the development for years. But this project is not development, it's just dangerous.

The ANC said no to the River School proposal. We ask that you say no. It is ok to say NO when several major intersections around the 4220 Nebraska Avenue location have a failing rating. It is ok to say NO when the safety of elderly residents, children and families are at stake. It is ok to say NO when the ANC, the people who live-in and know the community best, are saying NO.

DDOT has said that many intersections in Tenleytown and AU Park near the 4220 Nebraska Avenue location are deteriorating rapidly such that within 5 years they will have E and F ratings, *without* the addition of the River School.

Board of Zoning Adjustment
District of Columbia
CASE NO.20472
EXHIBIT NO.153

When one looks at DDOT's website one can see safety is a major part of their mission statement and role for our great city. The website states:

1. "Every day, over 1,000 members of the DDOT team work tirelessly to ensure the Districts roads are **SAFE**."
2. "Mission: The District Department of Transportation's mission is to equitably deliver a **SAFE**, sustainable, and reliable multimodal transportation network..."
3. "Vision: The District Department of Transportation will continue to be a national leader in creating **SAFETY** and mobility solutions..."

So when a proposed project/plan that is too big admits it is going to make the DC roads exceptionally dangerous, why doesn't DDOT speak up to tell them this is unacceptable and stop the project right there? How many mitigation factors does it take to try and force an objectionable project that doesn't fit the current land utilizations standards...try and work?

Just to be clear, The River School's own CTR shows that 10 out of 14 intersections in the study failed. And according to the ITE data, The River School project will add approximately 1,438 vehicle trips per day. In the Addendum to the CTR, The River School candidly admits traffic in and around the property are at failure rates. They use the term "saturated conditions." The River School is flat out telling anyone who will listen that this is dangerous and bad for DC roads on roads and intersections that are failing already.

Maybe I'm wrong, but this sounds like something that goes right to the Core Mission and Vision of DDOT, and this is something DDOT should have major concerns with. DDOT could not answer my question so I ask you - what am I missing? How has this proposal even gotten this far with all of these disturbing facts? How many negative traffic and safety impacts need to be proven to you, to compel you, the members of the BZA, in order to convince you, persuade you, this project would have a significant detriment on the community if approved?

In September, the DC Auditor's office announced an investigation into DDOT's Vision Zero initiative citing the rising number of deaths on DC streets. DDOT announced moving forward safety will be "incorporated holistically" into road projects. This is the perfect situation to prove it.

These intersections are failing and this project is flat out dangerous to the community. If DC is truly committed to ending traffic deaths and major traffic injuries, then you have to deny the River School's request for zoning exceptions.

DDOT accepted the River Schools privately commissioned traffic report at face value and simply incorporated all assumptions which is mind boggling. That said, since DDOT passed the buck to the BZA, the safety of our roads and community fall to you.

As the Mother of two young boys who run and bike these neighborhood streets together and with friends; as a daughter to elderly parents who bought a house in this neighborhood, so they could safely watch their grandchildren grow up and safely walk these streets without fear; I ask you to DENY the River School's special exception relief request for the single family residential lot at 4220 Nebraska Avenue, NW.

It's not safe and it's objectionable for the community. Respectfully, please reject their request outright.

Thank you.