The Kaempfer Company

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TRANSMITTAL LETTER

TO: Sharon Sanchez

COMPANY: Office of Zoning

ADDRESS: 441 4th Street, NW, Suite 210
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PHONE: 202-727-0340

FROM: Gordon Fraley

PHONE: 202-778-6271

DATE: February 13, 2003

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D.C. OFFICE OF ZONING
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Attached is ten copies of a letter of support for the PUD Application at Waterfront (Case Number 02-38).

Thank you.

ZONING COMMISSION
District of Columbia
Case 02-38
Exhibit 54

ZONING COMMISSION
District of Columbia
CASE NO.02-38
EXHIBIT NO.54

Margaret Feldman
1311 Delaware Ave. SW
Washington D.C. 20024
February 11, 2003

Director of Zoning Case # 02-58

Although I am the Acting President of the Southwest Neighborhood Assembly, I am writing this as a private citizen resident of Southwest. . There has been a great deal of emotionalism In regard to the pedestrian vs. drive-through 4th st. issue but the SWNA has not been able to do a scientifically valid survey of all the residents of the neighborhood. So the following comments are my own. I appreciate the efforts the developers have made to describe their plans and to make adjustments when they were financially feasible.

I am speaking in favor of the PUD as described to the Southwest neighborhood by Kaempfer and Forest City Development Company for the following reasons:

1. The Mall badly needs revitalization and complete overhaul in order to meet the needs of the local community. I am grateful that these developers have stepped forward and agreed to take on the tremendous effort to bring these facilities up to modern standards.

2. I am well aware of the financial risk these developers are assuming and feel therefore, that whatever the community can do to facilitate this effort should be done. We should offer our suggestions based on the needs we perceive, but should be aware of the risk of too much delay.

3. The reopening of 4th St. was a surprise suggestion made by the ULI study group. Although many people had lived in this area when 4th st. was still open and wished the street had never been closed, newcomers to the area have become accustomed to the advantages of the enclosed mall in both summer and winter and wish to have that arrangement retained. The main advantages I see for reopening the street to auto traffic are:

a. Opening the street will reconnect the northern and southern sections of our neighborhood and provide the basis for more community cohesiveness. The value of this action should not be discounted.

b. Many people prefer being able to drive to a store--or drive by stores to check on what is available. Some limited parking will be available which will be a boon for the handicapped.

b. Having auto traffic on the street will create a safer area in the evening when fewer pedestrians would be walking through to get home from Metro. With a long line of store fronts with hidden recesses, it could be a dangerous walk if there were not for even occasional cars driving through.

c. The Traffic people have assured the community that the street will not be a speed-though drive, but traffic will instead be squeezed and slowed by traffic lights and the contours of the road. Convenient raised crosswalks, which will slow traffic and provide safety for pedestrians have been promised.

d. The proposed wide sidewalks, trees, and street furniture promised should provide a "living" walkway which will be enjoyed by all.

e. The large plaza planned to surround the Metro entrance and extend to the opening of the Safeway will provide a pleasant space with trees and seats for outdoor eating and hopefully, community events.

f. Many of us in the neighborhood were shocked to see the original plan for the buildings along M st. which involved 110 ft. buildings out to the sidewalks, similar to those on M st. SE which I, personally, consider to be dreadful. Due to our complaints, the developers are now planning 26 ft. sidewalks with store fronts, trees and street furniture which I feel will make an attractive front on M st.

g. I regret that it is not financially feasible at this time to build apartments to increase the number of local residents which would contribute to making the street more lively in the evening when the office workers have gone home. I still hope some assistance might be found which would allow Southwest to contribute to the Mayor's wish for100,000 new tax paying residents in the city.

Thank you for allowing us to comment on this development.

Margaret Feldman

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