

Belinda V. Bell
4829 7th Street, NE
Washington, DC 20017

RECEIVED
D.C. OFFICE OF ZONING
2015 JUL 23 AM 9:01

7/22/2015

Zoning Commission
441 - 4th Street, NW
Washington, DC 20017

Re: Zoning Application # 15-04

Dear Zoning Commission:

I am a 200 footer for Zoning application #15-04 who has filed for request for party status in opposition to the proposed development I am requesting a waiver for late filing to supplement my request for party status

Your consideration is appreciated

Sincerely,

Belinda V. Bell

Belinda V. Bell
4829 7th Street, NE
Washington, DC 20017

July 27, 2015

Zoning Commission
441 - 4th Street, NW
Washington, DC 20017

Re: Zoning Application #15-04
Supplemental Information

Dear Zoning Commissioners:

This is to supplement my #ZC 15-04 application for Party Status in Opposition to the proposed development. Attached is 2004 4-11 zoning commission transcript, 06-26 Zoning Commission Order, crime maps, and 2006 Rocky Gorge traffic study, 2006 Department of Transportation report, 2006 Office of Planning Report that are related to the same lot (square 3788) as Comstock's proposal and a letter from residents of 4800 block of 6th Street, NE.

For approximately 27 years, I have resided at 4829 7th Street, NE. Between 2004 and 2006, Rocky Gorge proposed the Emerson Park development project, Zoning # 04-11 and Zoning # 06-26. During that process of negotiating with the developers and testimony at the November 22, 2004 zoning hearing, we the Concerned Citizens of North Michigan Park and Operation W H E.N (We Help Every Neighbor), expressed concern about traffic impact on surrounding streets as a result of adding more houses that can only enter and exit through the 4800 block of 6th Street, NE. (see attached).

In 2006, as a result of the residents concern, Rocky Gorge agreed to open 6th Street to connect the 4800 and 4900 blocks to permit access from 6th and Emerson Streets, NE (Emerson Park) all the way through to 6th and Buchanan Streets. Although Rocky Gorge abandoned the development project due to the market crash in 2008, we still have the same traffic problems today that we had in 2006. Because of so many dead end streets in my area, there is high volume of vehicular traffic that uses the 4700/4800/4900 blocks of 7th Street and 8th Streets, NE to get in and out of the neighborhood to the main traffic arteries like Taylor Street and South Dakota Avenue.

I believe the Comstock 2015 traffic study is biased and flawed because it does not completely reflect the impact Totten Mews will have on existing surrounding streets. It is very biased, vague and incomplete as to the actual flow of traffic in the neighboring streets during peak hours, in particular on the side streets around the 4800 block of 6th Street. Thus, I would like to

have the Zoning Commission review the 2006 Traffic Impact Study for Emerson Park Phase 2, conducted by Wells and Associates, LLC for square 3788 and compare it to the 2015 Comstock commissioned traffic study for the same sight (see *Exhibit 24A*)

I also feel that volume of traffic has increased since the 2006 transportation study. There is now the Capital Area Food Bank on the 4700/4800 block of 6th Street that was not there when the 2006 transportation study was completed. Comstock's traffic study fails to evaluate the impact of vehicular traffic from the Food Bank, most of which is generated from delivery trucks, and volunteers that drive to work there. Of course, some of the volunteers use the metro as well. In fact, Comstock's traffic study fails to identify the exact locations where it measured the am/pm peak traffic numbers. Nor does it cover the same streets as the 2006 traffic study for impact of development on Square 3788.

A proper traffic study will probably show an increase in traffic flow since 2006 in the same area. The traffic study should also monitor the number of cars that pass through the intersection of Taylor Streets and Puerto Rico Avenue, NE during peak hours. During morning rush hour, there is always quite a back up waiting to get through the traffic light at that intersection. Again, because of the additional flow of people to the neighborhood, there needs to be more than one vehicular access road for people to get of the 4700/4800/block of 6th Street, NE.

Yes, the residents of both 4800 and 4900 block of 6th Street in Emerson Park complain about the Food Bank tractor trailers trying to come through their streets to get to the Food Bank. Keeping the Food Bank delivery trucks out of the 4800 and 4900 block of 6th Street is something that can be addressed by DDOT enforcement, fines, signage and traffic calming measures. Despite the nuisance of the food bank trucks, optional traffic flow with more than one egress is best for the safety of all the residents in that area (see Attached 6th Street Residents Statement)

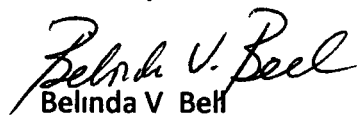
In BZ 4-11 and 6-26, the Zoning Commission supported the proposal to open 6th Street for vehicular traffic as a good benefit for the community. The Department of Transportation and Office of Planning concurred. Those documents were submitted for the record. (see attached)

Since the Comstock project is in the exact same location as the Rocky Gorge 6-26 proposals, we the Concerned Citizens of North Michigan Park ask that the Zoning Commission and DDOT review the 2006 Traffic Study as well for this Comstock project. I also ask that the Zoning Commission have Comstock go back and conduct an unbiased traffic study that builds on the 2006 traffic study. In fact, Comstock could contract with the original traffic study firm and have them complete a 2015 update of the traffic study. I request that DDOT and the Zoning Commission have a more unbiased new traffic study that factors in traffic from surrounding streets for review before making a determination about Comstock's proposal for a bike/foot path to connect the 4800 and 4900 blocks of 6th Street, NE. (see site plan)

Comstock's proposed bike and foot path will be a haven for criminals. Even though lighted, it is narrow and will not have clear open site lines. High crime rates in DC along bike and footpaths rates due to the isolation from passerby's is well known. This includes the foot path leading from the Fort Totten Metro Station, that runs between the 600 block of Galloway and Gallatin Streets, that is about two blocks away from proposed site. (see attached crime map).

If the Zoning Commission is open to the foot/bike path concept, I ask that the Zoning Commission only approves it if the same width of two lane traffic, with no trees so that there are clear sight lines, and no one can hide and attack the residents as they use the path.

Sincerely,



Belinda V Bell

Attachments