



Advisory Neighborhood Commission 6D

SMD 6D-05

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July 13, 2018

Anthony Hood, Chairman
Board of Zoning
441 4th Street, NW,
Washington, DC 20001

COMMISSIONER

SMD 05 – Roger Moffatt

VIA E-MAIL: zsubmissions@dc.gov

RE: ZC # 02-38J, 1000 4th Street SW, Waterfront Station, NE Parcel, Draft CTR WFS2, LLC & District of Columbia

Dear Chairman Hood & Distinguished Members of the DC Zoning Commission:

This is written for ANC 6D, in reference to the draft CTR as proposed by the applicant. Our initial observation is that the CTR refers to this being ZC 02-38i not 02-38J.

We have several concerns listed herein. The major concern is the usual in that this CTR proposes a traffic study that only takes current traffic counts and will probably extrapolate using only additional traffic generated from this one parcel. It will not be taking the other projects in the area that will be coming on line either before or close to completion go this project..

They need to add projections from the following PUD: Waterfront Station parcels at 375 & 425 M Street, Bernstein building on K & 3rd Streets, the upcoming addition by Mill Creek on 6th Street, and the P.N. Hoffman project at M & 7th Street, as well as the second stage of the Wharf Project.

Page 7 of the scoping lists that 30% of the trips generated will come from auto and 35% from transit which leads us to believe that a neighborhood "diner" is not in the mix of retail proposed. If it was, the majority of trips generated would be by walking or bicycling with about 25% total coming from auto and transit

Page 9 of the scoping for Appletree is also hugely inaccurate. If the "daycare" is Appletree or for at least, young children -- none are coming via transit. The majority will be auto and walking which is what has been the norm currently at Appletree.

We have concerns regarding item number 2 relative to use of the private drive for drop-off/pickup. How many spaces are they planning to have? We were told at the Jefferson SIT, Appletree requested 9 spaces. That will tie up that drive. The private drive will be a jammed if it shared with Fed Ex, UPS, moving vans, etc.

There is reference to roadway improvements in the Word doc. Those improvements would be at the intersection at 7th and I Streets. What improvements are they talking about? Are there additional plans by PN Hoffman at that intersection?

Item 6, parking in the Word document looks to be lacking in number of spaces to serve the proposed retail.

And finally, once again, we ask, perhaps rhetorically, are there any firms that perform traffic studies in DC who are not called Gorove Slade?

Regards,

Roger Moffatt

A handwritten signature in cursive script, appearing to read "Roger Moffatt".

Commissioner ANC 6D05

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