

Testimony for Zoning Commission Case 13-14 McMillan PUD

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13 May, 2014

I have been a resident in Bloomingdale since June 2013. I am neither a professional nor paid witness, but merely a concerned citizen that lives 2 blocks south of the proposed McMillan development area. My legal address is 83 W ST NW, but I live on the corner of 1st and W ST NW, and the west side of my property parallels the 2200 block of 1st St NW.

I am not for or against development of the McMillan site. I am against increased traffic.

Our residential streets can barely handle existing traffic. There is no viable plan to alleviate existing traffic issues, nor any plan to handle the increased traffic that the proposed development will bring. This is the main point of my testimony and my 10 second “elevator speech”

When I first moved into the community, I was excited at first to hear of proposed shopping within walking distance. Then I quickly saw how our residential streets could not handle the existing traffic. 1st Street and North Capital and east west connecting smaller street are clogged daily. And as plans for development continued, there was less and less proposed that would actually benefit residents of Bloomingdale or Stronghold or other neighborhoods in proximity. But it will add more traffic and that is a negative.

A large percentage of cars using 1st Street already have Maryland and Virginia tags, cars that do not need to be on residential streets are adding to the unsafe condition for pedestrians and also for our legally parked cars with legal Zone 5 parking stickers. A number frequently heard is that McMillan development will bring 22,000 more cars – a day. We cannot handle existing traffic.

In the 1990’s, after a concerted and collaborated effort, Washington Hospital traffic was routed away from our residential streets. Then 20+ years later, a left turn signal on North Capitol and Channing funnel traffic through our tiny streets, instead of taking the Irving Street exit meant for hospital traffic. And now development wants to add even more traffic, with no concern of narrow streets and aging row homes that have been here for over one hundred years.

Our streets cannot carry the current amount of traffic.

Ambulances with sirens and flashing lights headed to Washington hospital center are stopped/delayed in this traffic, causing a life and death problem for their passenger.

Pedestrians cannot safely navigate marked cross walks.

At a recent neighborhood meeting, called to present and discuss a traffic Study for VPM, we were told that it was *not* a neighborhood traffic study, that it was a McMillan traffic study.

Does not our neighborhood surround and give access to this proposed development? Should not the study understand existing issues? It was obvious, the only "traffic changes" resultant from this study were to allow better flow in and out of the proposed site, and there was no concern with existing or increasing traffic issues or concerns. The changes proposed to benefit traffic flow *for* the site, would only make worse problems *around* the site.

If the city of Washington DC is working to improve the walk-ability and make the city bike friendly, why add thousands of more cars to these already clogged streets?

There is no traffic plan to handle the existing traffic, nor reduce increased traffic and its increased problems.

There is little planned in the site to benefit the residential neighborhood that McMillan is within.

There is also the unique historical nature of the park, that the city had pledged to retain. This is the second issue of my concern, that a Historic Landmark will be ruined. But there are experts to testify to that aspect.

I would like to see the unique historical nature of the park preserved, but my main concern remains traffic and safety concerns from the lack of a traffic plan. I am not against development, I am against more traffic.

Show me a traffic plan and I may consider supporting the development of the McMillan site.

Thank you for your time taken to read this.

Respectfully Submitted

13 May, 2014 for Zoning Com

Sara A Kaufman