

2C-13-14A

1271 Randolph St NE  
WDC DC 20017

I'm Daniel Goldon Wolkoff, historic restoration artist.

I represent Mcmillan Coalition for Sustainable Agriculture. Our members are 200-footers, some with children.

This week Anne Anderson of Audubon Naturalist Society spotted a young bald eagle over the McMillan site. .

We're working with local urban agriculture Licking Bend Creek Farm markets, family fish farms. We've testified to DC Council on Mary Cheh's DC Sustainable Agriculture bill.

Our approach to increasing area food services differs from the Applicant's approach – we ask the Zoning Commission to dismiss the PUD.

When Whole Foods came to DC, they found a dilapidated parking garage, behind Hechinger's unused for years. Through "adaptive reuse," they contained the entire operation, including parking, within the foot print, returned the derelict property to productive use. It's not even on Wisconsin Avenue, and is a short walk into the alley, but unlike the Applicant's proposed grocery store, the Whole Foods is adjacent to a Metro stop.

Any food service provider can locate existing buildings or develop an empty ½ block alley lot at Lincoln and R Streets, awaiting repurposing.

The greenest building is the one already built.

The adaptive re-use of McMillan's 20 acres of underground galleries can support a community-based, vertical agriculture, sustainable facility, numerous allied community building projects. A food, nutrition and exercise hub for low income to top chefs, like Nora Poullion, whose organic farm is far away in Virginia. From MCSA, her produce could be delivered daily *by bicycle*.

The Jair Lynch project boasts providing jobs – 3200 more cars in, 6400 cars out, cashiers, baggers, porters, stockers, wagon master. This project sends our shopping dollars out to Mathews N. Carolina. While MCSA vertical agriculture will be worker-owned, training technicians, real careers, owners, not dead end, low wage jobs.

We already own it – public land.

McMillan can be a center for training in real building trades --electrical, masonry, carpentry – while economically restoring the Park. An urban conservation corps to assist low income and seniors to maintain and stay in their homes.

The preservation of the sand filtration site makes sense as a back up system for clean water security. As our water system is threatened, by obviously miserable planning, just look at the insane water bills. But groundwater contaminated by WWI chemical weapons superfund sites in Spring Valley is being monitored by the US Army Corps of Engineers and potentially beginning to impact our drinking water reservoir at nearby Dalecarlia.

How reckless destroying McMillan?

We remind the Zoning Commission of the Zoning Act of 1938 on your website.

Commission was empowered in accordance with the Comprehensive Plan to:

“lessen congestion in the streets”

“promote health and general welfare” (Not corporate welfare!)

“provide adequate light and air, prevent undue concentration of population and overcrowding of land, advance health, safety, transportation, civic activity, efficiency in provision of public services.”

We do not see how, in the most dense section of DC, with one fifth the open park space as privileged upper NW, partitioning up the last 25 acres of open public green space, and over-urbanizing it, is consistent with the Zoning Act.

How can 20,000 more cars per day not congest N Capitol Street? Where the worst air pollution in DC is measured, already contributing to cancer and asthma.

DDOT is cited, by the applicant, as satisfying traffic impacts.

But at present ambulances and fire engines, blocked by traffic regularly jump the median and come straight into oncoming traffic. Think about the mother driving, distracted by a car full of kids.

With such regular failure of DDOT's performance they should not be evaluating anything and must be rejected, dropped from this hearing.

So congested before Harris Teeter, 3 massive medical offices (how many offices?), 700 condos, 3000 parking spaces, CUA, AFRH, Iving Street Marriott, 1550 units at RI Avenue, Jemal's 1500 at Brookland parking garage – the traffic impact study is invalid.

This ster will exit onto First in this sad mother vehicle even 10 seconds—that is 8600 cars trying to iuse First Street – lights, stop signs or even corn

Where is the Air quality analysuis and Environmental Impact Study?

This government is willing for VMP and against it own people.

This has been a corrupt and failed process from the beginning. You have wasted millions of tax dollars everyday since 1987 with your fence and malfeasance.