Nemanja Rodic and Keisha Hylton-Rodic
4712 Windom Place NW
Washington DC 20016

January 1, 2019

The Honorable Anthony Hood, Chairman
D.C. Zoning commission
441 4th Street NW
Suite 210S
Washington DC 20001

RE: Case Number 16-23, Proposal for Design Review and Development by Valor Development, LLC, Square 1499, Lots 802, 803, 806, 807 - Comments in Opposition

Dear Chairman Hood and Commissioner,

We currently reside at 4712 Windom Place NW, at the corner of 48th Street and Windom Place. Our property is across the street and *within 200 feet* of Valor Development, LLC ("Valor") proposed development on the site of the former Super Fresh . We recently moved to the neighborhood and have only become aware of the extent of the proposed development. For at least the reasons summarized below, and raised separately by our neighbors who have previously written in opposition, we strongly oppose Valor's current design plans.

We have several grave concerns about the impact on the use of our property by the increase in traffic on 48th street necessitated by the currently proposed development as well as traffic in/out of the 48th entrance of the development:

Impeded Exit and Entrance to Our Property (on 48th Street). The entrance to our garage is on 48th Street, *directly across from the 48th Street entrance to the proposed development*. To access the garage and parking, we need to back-out to exit our driveway. Consequently, increased traffic would make it extremely difficult enter and exit our driveway and pose significant safety hazard in view of high density oncoming traffic.

Increased Noise and Air Pollution. From our experience in living in other cities, living near a roadway with a lot of traffic has a negative impact on quality of life—period. A major consideration in choosing to relocate to this particular neighborhood and home was to avoid these issues.

Increased traffic means increased vehicular noises especially from trucks and other large vehicles including the extremely loud beeping when they backup. This is especially problematic at night and in the early hours of the morning when trying to sleep.

Furthermore, increased vehicular traffic means an increase in air pollution and exposure to vehicular exhaust emissions, which numerous studies show that respiratory diseases such as asthma is caused in part from long term exposure to this type of vehicular exhaust pollution. In short, in view of our extremely close proximity we would be directly impacted by the increased noise from vehicular traffic and would exposure our young children and ourselves to the increased air pollution from living so close to a roadway with high density traffic (projected to be more than 360 vehicles per hour at PM peak![1]) and idling vehicles.

[1] *See* Valor's Exhibit 244, filed on November 29, 2018, esp. pages 17-18.

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Increased Traffic and Safety.

With the increased traffic so close to our doorstep we are concerned about the safety of children while walking or biking on, or near, our property.

Finally, the proposed building does not fit the residential character of the neighborhood. In fact, the currently proposed height of the building will block natural sunlight for a large number of houses within immediate proximity of the development[2] and therefore would be negatively impact the ability of these homeowners to enjoy their home.

We would be in favor of a smaller scale development that would be compatible with the current low density residential character of neighborhood. Valor's current design is clearly incompatible on its face. I understand that for the developer that this is about their money—namely their return-on-investment (ROI) but for those who live here it is about being able to enjoy our homes and relatively quiet neighborhood and being able to raise our children without all the increased air and noise pollution, and pedestrian-related safety issues related to high density traffic. The promise of a grocery store is simply too high a price to pay for all the downsides of the currently proposed development in view of the current relatively easy access to grocery on foot (or via a short drive) to Tenleytown and other supermarkets nearby.

In closing, the fact that so many neighbors have taken the time to contact the Commission and appear in person to express their concerns should speak volumes since they have the most at stake in having to live with the long term repercussions of any design that is ultimately approved. For them this is not about money, this about enjoying their homes and neighborhood.

Thank you in advance for your consideration.

Sincerely,

Nemanja Rodic and Keisha Hylton-Rodic

Enclosures
Valor's Exhibit 244, filed on November 29, 2018, esp. pages 17-18.
Valor's Exhibit 240A6, page 5-6, Shadow Study

[2] See Exhibit 240A6, page 5-6*, Shadow Study

Exhibit 244 (excerpt)

Table 1 - Residential Trip Generation

Note: Approximately 219 dwelling units

Step 1: Base trip generation using ITEs' *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartment	220	214 du	22 veh/hr	87 veh/hr	109 veh/hr	88 veh/hr	47 veh/hr	135 veh/hr
		Calculation Details:	*20%*	*80%*	*=0.49(x)+3.73*	*65%*	*35%*	*=0.55(x)+17.65*
Townhome	230	5 du	0 veh/hr	2 veh/hr	2 veh/hr	2 veh/hr	1 veh/hr	3 veh/hr
		Calculation Details:	*17%*	*83%*	*=0.44(x)*	*67%*	*33%*	*=0.52(x)*

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2009 NHTS, Table 16)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Apartment	1.13 ppl/veh	25 ppl/hr	98 ppl/hr	123 ppl/hr	99 ppl/hr	54 ppl/hr	153 ppl/hr
Townhome	1.13 ppl/veh	0 ppl/hr	2 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartment	Auto	90%	23 ppl/hr	88 ppl/hr	111 ppl/hr	89 ppl/hr	49 ppl/hr	138 ppl/hr
Apartment	Transit	5%	1 ppl/hr	5 ppl/hr	6 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr
Apartment	Bike	2%	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr
Apartment	Walk	3%	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr
Townhome	Auto	90%	0 ppl/hr	2 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr
Townhome	Transit	5%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Townhome	Bike	2%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Townhome	Walk	3%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2009 NHTS, Table 16)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential	1.13 ppl/veh	20 veh/hr	78 veh/hr	98 veh/hr	79 veh/hr	43 veh/hr	122 veh/hr
Townhome	1.13 ppl/veh	0 veh/hr	2 veh/hr	2 veh/hr	2 veh/hr	1 veh/hr	3 veh/hr

Trip Gen Summary for Residential (219 du)

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	20 veh/hr	80 veh/hr	100 veh/hr	81 veh/hr	44 veh/hr	125 veh/hr
Transit	1 ppl/hr	5 ppl/hr	6 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr
Walk	1 ppl/hr	3 ppl/hr	4 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr

Table 2 - Grocery and Retail Trip Generation

Note: Grocery/Retail (17,992 square feet) - All assumed grocery for conservative analysis

Step 1: Base trip generation using ITEs' *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Grocery	850	17,992 sf	38 veh/hr	23 veh/hr	61 veh/hr	112 veh/hr	107 veh/hr	219 veh/hr
		Calculation Details:	*62%*	*38%*	*=3.40(x/1000)*	*51%*	*49%*	*=0.74(x/1000)+3.25*

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2009 NHTS, Table 16)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Grocery	1.84 ppl/veh	70 ppl/hr	42 ppl/hr	112 ppl/hr	206 ppl/hr	197 ppl/hr	403 ppl/hr

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Grocery	Auto	90%	63 ppl/hr	38 ppl/hr	101 ppl/hr	185 ppl/hr	178 ppl/hr	363 ppl/hr
Grocery	Transit	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Grocery	Bike	2%	1 ppl/hr	1 ppl/hr	2 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr
Grocery	Walk	8%	6 ppl/hr	3 ppl/hr	9 ppl/hr	16 ppl/hr	16 ppl/hr	32 ppl/hr

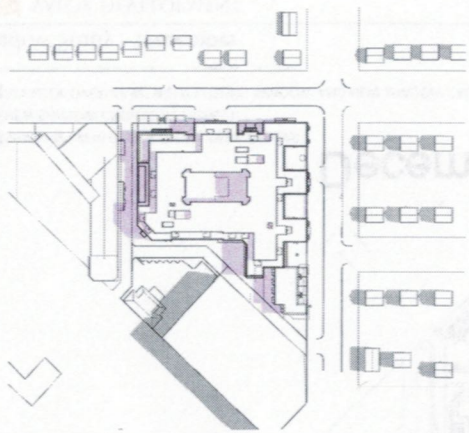
Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2009 NHTS, Table 16)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Grocery	1.84 ppl/veh	34 veh/hr	21 veh/hr	55 veh/hr	101 veh/hr	96 veh/hr	197 veh/hr

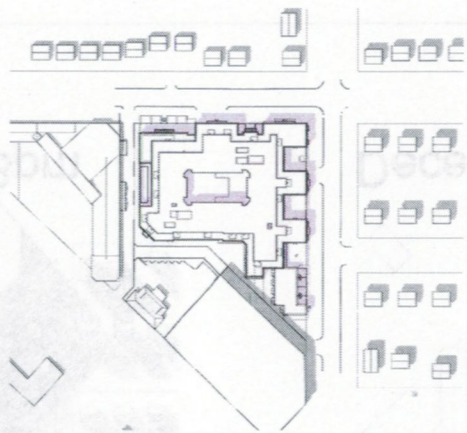
Trip Gen Summary for Grocer (16 ksf)

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	34 veh/hr	21 veh/hr	55 veh/hr	101 veh/hr	96 veh/hr	197 veh/hr
Transit	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	4 ppl/hr	4 ppl/hr	8 ppl/hr
Walk	6 ppl/hr	3 ppl/hr	9 ppl/hr	16 ppl/hr	16 ppl/hr	32 ppl/hr

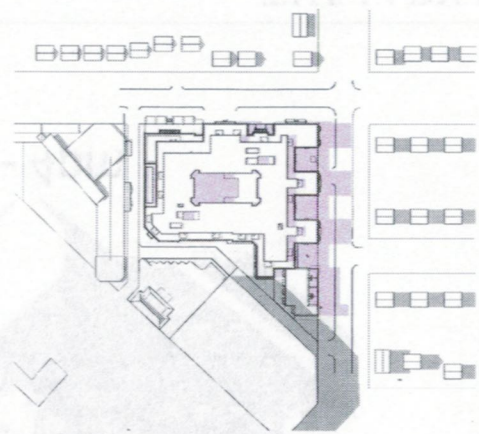
Exhibit 240A6 (excerpt)



June - 9am



June - 1pm



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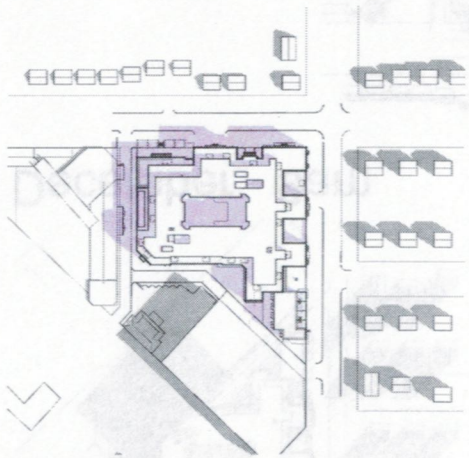
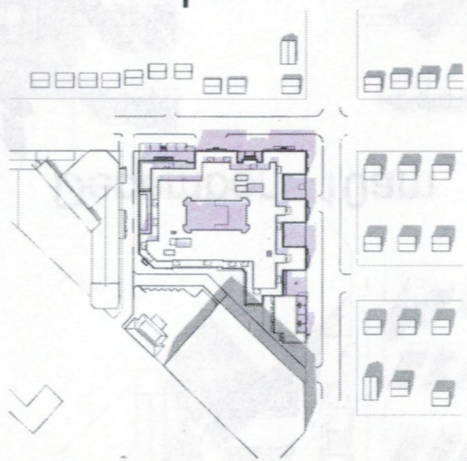
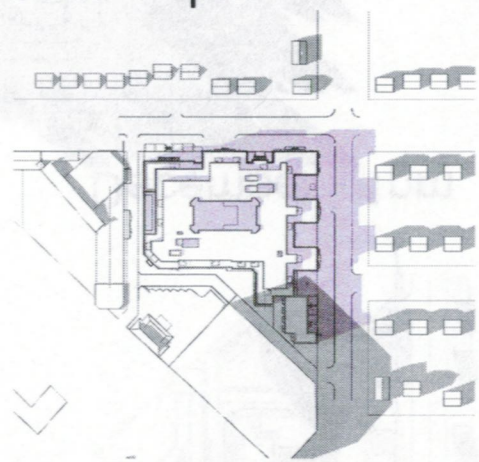


Mar/Sept - 9am



Mar/Sept - 1pm



Mar/Sept - 4pm

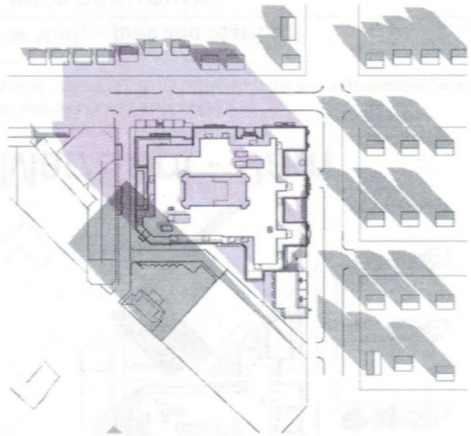
SHADOW CREATED BY EXISTING DEVELOPMENT
NEW SHADOW CREATED BY PROJECT
AREAS OF OVERLAP BETWEEN EXISTING SHADOW AND NEW SHADOW CREATED BY PROJECT

Shadow Study - June and Mar/Sept

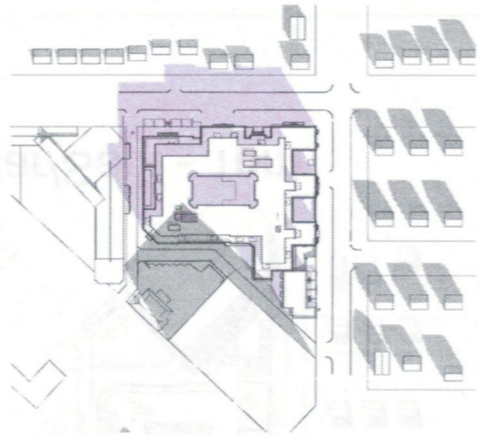
10/16/2018
A42

VALOR DEVELOPMENT
TORTI GALLAS URBAN

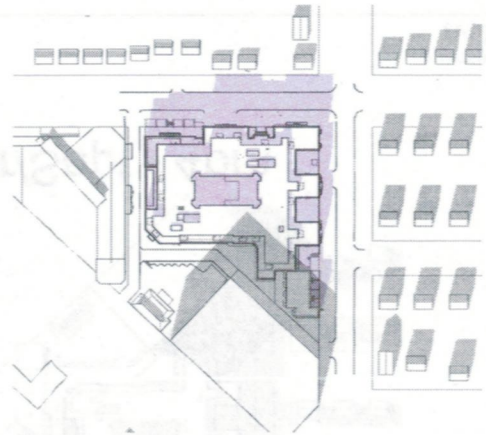
THE LADY BIRD



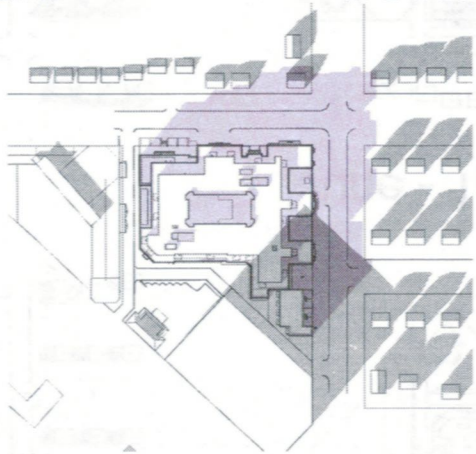
December - 9am



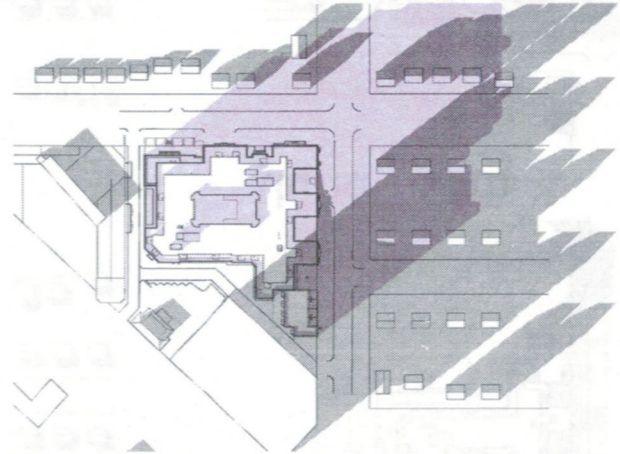
December - 10am



December - 1pm



December - 3pm



December - 4pm

SHADOW CREATED BY EXISTING DEVELOPMENT
NEW SHADOW CREATED BY PROJECT
AREAS OF OVERLAP BETWEEN EXISTING SHADOW AND NEW SHADOW CREATED BY PROJECT

Shadow Study - December

10/16/2018
A43

VALOR DEVELOPMENT
TORTI GALLAS URBAN

THE LADY BIRD