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May 22, 2017

Re: Case #16-23 Proposal for Design and Review and Development by Valor Development LLC Square 1499, Lot 802,803,807 In American University Park, District of Columbia

I, Jane Petit Moore, resident and owner of 4710 Yuma St. NW, Washington DC (Square 1533, lot23) am writing to you in response to the proposed 5-7 story building project on the former Super Fresh site. I am a resident within the 200 feet of the proposed construction. See Google dc enclosed C.

I have deep concerns about the viability of this project and its impact on the quality of life in this neighborhood. The neighborhood is presently low density, and the physical appearance and dimensions of the Lady Bird plan is vastly incompatible. I would like to highlight the following concerns:

- The massive structure is totally inappropriate to the neighborhood. The scale is hugely out of proportion to a neighborhood of single-family houses.
- The enormous influx of traffic and parking that would accompany this structure would cause congestion and danger to all of its residents, old and new.
- The plans are not compatible with DC's Comprehensive Plan, which ensures low density, stable neighborhoods and that land use decisions do not exacerbate traffic and parking problems. I will focus on this point.

**See attached maps clarifying issues related to traffic.**

Google maps A and B indicate 7 critical locations which demonstrate current traffic problems and danger points which are already evident and would be made worse by increased population and traffic.

1. At the gas station entrance and exit to the Spring Valley shopping center from 49<sup>th</sup> Street there is already a frequent bottleneck blocking the entire street in the middle of the block. The (49<sup>th</sup>) street is too narrow to permit facile egress or entry involving 4 directions at the same time.

Once a car is in the lane designated to turn left into Massachusetts from 49<sup>th</sup> Street, the traffic flow in and out of the shopping center is continuous but is not visible to drivers coming from the West on Massachusetts Ave .

2. The corner of Yuma Street and 49<sup>th</sup>. This is a location of complex traffic and many accidents here are partly due to the issues listed in #1. Buses, trucks, cars, bikes and pedestrians. This includes an American University bus that travels from Massachusetts Avenue to a bus stop at #4 on my map and needs anyone at the stop sign on Yuma to get out of the way so that the bus can make the turn and get out of the way of already complex traffic flow on 49<sup>th</sup> Street.. The added pressure of this multi-vehicle conjunction creates increased danger.

3. The entrance to and from the ally-way in the middle of this block on Yuma has constant traffic of cars and delivery trucks. People who would simply park or drive on Yuma are obliged to see around idling and sometime lined up delivery or garbage trucks. Underground parking for 150 spaces will be lost to the neighborhood. Imagining a higher level of traffic and more demands for parking in this area is frightening.

4. Having built up frustration between cars, trucks and buses before this corner makes it easier to understand the high level of accidents already documented elsewhere. Wide turning trucks and buses are again an issue. The parking situation is also a huge issue as parking in surrounding neighborhoods is saturated and a vast influx of additional cars would create a stress and danger which would destroy the quality of life in the neighborhood.

5. At the corner of 48<sup>th</sup> Street and Warren the AU bus stops and blocks visibility for drivers coming down 48<sup>th</sup> Street. A car coming up 48<sup>th</sup> Street or turning in to Warren is entirely invisible. This has been tolerable only in so far as the traffic is not now dense on 48<sup>th</sup> Street. Imagining more density of traffic, parking and pedestrians is frightening as the present situation is already inherently dangerous.

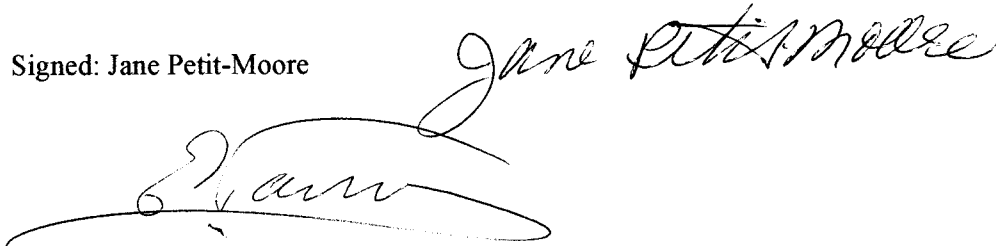
6. Approaching the Massachusetts Avenue intersection from Fordham Road density is complicated by reduced flow from Fordham ( as a result of curb-side parking in Fordham on both sides of the street ) and flow both from Fordham and at the same time from the alleyway in front of Crate and Barrel.

This is only likely to become more complicated because of added traffic from the new development on the alleyway including restaurants and higher parking demands.

7. This is also true of the intersection of 49<sup>th</sup> Street where traffic enters the same alleyway after leaving the Massachusetts intersection. High-density human flow into restaurants on the alleyway will create new parking, traffic and pedestrian issues to what is already a challenge. The higher density impact in the entire neighborhood now including after-hours is very distressing.

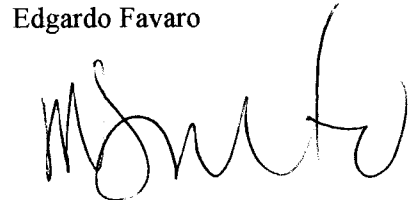
To conclude, I find that the city's responsibility to its citizens is to provide safe and reasonable traffic patterns and this plan for a massive new influx of population and vehicles makes current traffic and parking problems even worse not to mention the air and sound pollution adherent to such changes.

Signed: Jane Petit-Moore

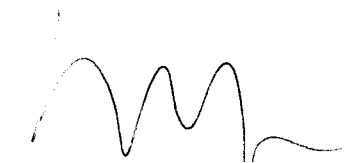
A handwritten signature in cursive script, appearing to read "Jane Petit-Moore".

The following are residents who join me in this letter.

200 footer: At Square 1534 lot# 34: (see D) 4729 Yuma St NW; Owner and resident: Edgardo Favaro

A handwritten signature in cursive script, appearing to read "Edgardo Favaro".

Square 1533 lot #24: 4708 Yums St NW; Owners and residents: Lorenzo Giorgianni and Monica Sarmiento.

A handwritten signature in cursive script, appearing to read "Lorenzo Giorgianni and Monica Sarmiento".



Map data ©2017 Google 200 ft

5/16/2017

B.

4710 Yuma St NW - Google Maps

# 4710 Yuma St NW



Map data ©2017 Google 200 ft



D. 4731 Yuma St NW



Image capture: Jun 2014 © 2017 Google

Washington, District of Columbia

Street View - Jun 2014

