

**TESTIMONY OF GABRIELLE BUTLER IN OPPOSITION TO
APPLICATION FOR CONSOLIDATED PUD AND RELATED MAP
AMENDMENT, SQUARE 2704, Lots 64, 815, 819, 821, 823, 828, and 830-833**

Good afternoon Chairperson Hood, Zoning Commission, and Staff. My name is Gabrielle Butler. I'm a 58 year resident and a 14 year homeowner at 1407 Crittenden St., NW. I'm testifying today to express my firm opposition to the development plan of Dance Loft Ventures LLC at 4618 14th St NW, which includes lots 64,815, 819,821,823, 828, and 830-833 in square 2704. Dance Loft Ventures LLC is seeking a Map Amendment and a PUD. I reside within 200 ft of this property.

I oppose this development for multiple reasons. Due to time constraints, I'm speaking on the topics below:

Negative Impact on Parking in the Neighborhood

I read the transportation study by *Gorove Slade (GS)*, dated 3/21/22 and the DDOT Memo, dated 4/22/22. The site trip generation assumptions in GS Study @ Table 5 for the Theatre and Dance Studio and residents are too low. How can the applicant continually state that residents won't have cars because of the building's income demographics? Residents will have visitors who drive to visit and will order through food delivery apps.

The Parking Occupancy figures on pp. 21 and 25 (GS) show present parking occupancy rates for evening hours of at least 70% for the entire block physically surrounding the proposed project and for the north side of the 1400 block of Crittenden St., NW. As I mentioned above, the area is already limited with on street parking access in the 1400 blocks of Crittenden and Buchanan Sts., NW. Did the firm who performed the parking occupancy study actually observe and note where any people parking during those time periods were going? If these cars had Zone 4 RPP stickers? Many of the patrons for the dance studio's youth classes arrive by car, I've been seeing that for years. They'll have more space and increased programming, demand for on street parking will only increase. The DDOT memo cited above frequently mentions the "goDCgo" program regarding decreasing car reliance for residents, workers at the retail establishments, and for the dance studio's patrons. The program ENCOURAGES alternatives to driving. It's not binding. We cannot overlook that adding at least 100 driving aged adults, some with children, will add car trip to the immediate neighborhood. Residents will have visitors, some who will drive.

I'm aware that onsite resident parking availability for this proposed project will not be increased from the current 20 spaces for residents. I read that the Applicant will not seek RPP for the property and that Office of Planning stated that the site is not eligible for RPP (page 11). How can we guarantee that having no RPP for this address will occur and be BINDING? Page 19 of the DDOT report supports REMOVAL of some current parking spaces at the intersection of 14th & Crittenden Sts., NW as an additional prong of the Transportation Demand Management Plan.

This project in its current form will have a severely NEGATIVE impact on the already difficult on street parking in the surrounding blocks.

Negative Impact on Traffic in the Neighborhood

Car traffic and truck traffic in the very narrow surrounding alleys will be increased and add car trips for surrounding streets, especially for 14th and Buchanan Sts., NW and in the 4600 block of 14th Sts., NW. There will be more double parking in the 4600 block of 14th St., NW. These alleys are too narrow for the marked increase in car and truck traffic that will occur. I'm aware that the alley section off of 14th Street will be widened. This increase in car and truck traffic will negatively impact safety, quiet, and will add the presence of more fumes. I don't believe that the GS traffic study, its supplemental filings and DDOT's Memo present real time, accurate assessments of the current conditions for traffic/vehicle trips near the site given that WMATA garage at 4600 14th St., NW is currently vacant and was vacant during the time period of any observations. The WMATA Redevelopment will add car, bus, and truck trips across the street with the return of buses, bus drivers (with their cars) and will ADD just over 26,000 square feet of retail. I don't believe that the current application or traffic study adequately address the negative impact of increased large vehicle, service vehicle, or passenger vehicle trips that will occur in the surrounding alleys and streets.

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Case No. 21-18

As mentioned above, I'm a life long resident of this neighborhood. This level of intense density will negatively alter the character of the immediate blocks surrounding it. The abutting neighbors will have a detrimental impact to their light, air, and privacy with the project in its current form. I respectfully urge the Zoning Commission to reject this PUD application in its current size, scale, and format. The proposed project will have an adverse impact on this neighborhood. I urge the Zoning Commission to send the applicant back to the drawing board to come up with a project that respects and incorporates the existing scale and character of this neighborhood.

Thank you.

Sincerely,


Gabrielle Butler