

June 19, 2006

D.C. Public Space Committee  
c/o Donna Hanousek, Coordinator  
941 North Capitol Street NE, Suite 2100  
Washington, DC 20002

Dear Public Space Committee members:

As a resident of Woodley Park community, **I oppose the proposed curb cuts** for the JBG Companies/Marriott Hotel property **facing Woodley Road, NW.**

These curb cuts will create **extreme safety issues** for our neighborhood **during construction phases as well as after completion** of a 90-foot tall condominium and added condo units within the hotel...hyped up Marriott scheduling...back-to-back/overlaid meetings, conventions, weddings etc. coupled with daily servicing for hotel of cabs/limos and those unforeseen needs. The **insufficient parking** planned with hotel events and residential condominium parking will create anxiety to be on time for events, stressed driving, inaccessible street parking adding to excited traffic conditions (pedestrian/vehicular) will bear extreme on-going, round-the-clock safety concerns.

I feel JBG should bear the burden for competing uses on their property by handling internal traffic circulation/parking within their +16 acre large tract. Rather than affect the already overburdened, narrow, ill-prepared, present-day delays on residential Woodley Road, JBG could alleviate overcrowded parking spots and stranded road-rage drivers by really taking responsibility for their commercial use and truly be a friend and advocate to the neighborhood.

- Woodley Road is 30 feet wide and the petitioned curb cuts are 24 feet wide. Construction vehicles, tour/school buses, delivery trucks (FedEx, UPS etc), future garbage type vehicles servicing the hotel and condo at present require wider turning ratios impacting on-coming/on-going vehicular traffic. If the curb cuts are granted to JBG, "5" driveways (2 original, 2 new & 1 moved) will have to be negotiated for pedestrian traffic 7 days a week. Add construction distractions to foot traffic, safety is the issue.
- Woodley Road has weight restrictions of 1¼ tons – vehicles driving west past the Marriott's exit driveway has a No Left Turn sign posted and west of the entrance driveway heavy trucks crack and destroy the surface. The hotel does not enforce their signage without constant reminders. **Street repairs are evident from the weight issue and traffic jams prevail within Woodley Park and corresponding intersections connected on Connecticut Avenue.** Delays and traffic jams exacerbate safety issues.
- DURING CONSTRUCTION heavy trucks will be hauling in/out 7 a.m. to 7 p.m. M-F and 9 a.m. to 3 p.m. S (Sundays and holidays restricted.) Rush-hour traffic on Connecticut Avenue and Woodley Road have blocked intersections and running of red lights daily. Add queuing of construction trucks turning onto Woodley Road and exiting construction trucks with a NO LEFT TURN sign at the traffic signal onto Connecticut Avenue, traffic even summer hours will prove impassable. Pollutions from noise, dirt and backed up rush hour traffic on our small

neighborhood street again poses more safety issues with Metro subway riders. DC has a NO ENGINE IDLING for trucks/buses due to noise/air pollution issues in the city on the site and "special tags for construction trucks" are the only vehicles to be used by JBG. This is a city law enforced.

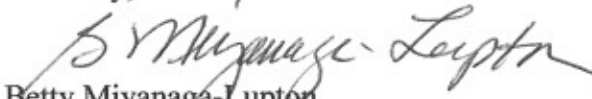
- Parking spaces are very limited now and our neighborhood has few days and times when available street parking is accessible. The proposed curb cuts will eliminate a number of necessary parking spaces say +15% for residents/visitors to park legally. Illegal parking will mandate leaving our streets and intersections with parked vehicles at intersections and up to alleyways. Visibility is blocked whether pulling into/off the streets, alley/driveways forcing drivers into a wide turning ratios. Pedestrians jogging/walking, children running, pets on extended leashes in a quiet neighborhood, ALL are in danger. Add insufficient parking due to the proposed 90-foot condo building (1.5 per unit) and condos in the hotel, visitors to large events, future residents/visitors to the neighborhood, everyone will choose on-street parking to reduce costs and history will repeat itself. **Illegal parking blocked fire trucks from responding to neighborhood emergencies twice, one on 27<sup>th</sup> Street and 28<sup>th</sup> separately.** The fire chief should be made aware/have input in emergency plans for the city with regard to our community's parking issues, because a three-alarm fire in 90 year old row homes takes less than 20 minutes burn time to be out of control. A big city and community safety issue.
- Aidan Montessori, Oyster Bilingual and Maret Schools (elementary levels), private school bus service, teenagers using Metro to get to public/private schools all total +1200 students in our neighborhood added with parents stop/drop children off using Woodley and 27<sup>th</sup> Street (Aidan Montessori personally worked with parents/neighbors to alleviate blocked streets by staggering their hours for pick up/drop offs (8-9 a.m. and 2-3 p.m.)), parishioners at St. Thomas Church (weddings to funerals primarily use Woodley Road), business commuters for Metro, Washington Zoo visitors, nannys all cross Woodley Road. We are a very diverse community with two major hotels across from each other on Calvert Street and varied lifestyles/ages using public/personal transportation on Woodley Road. **Construction, constricted traffic, huge trucks distracting (beep, beep, beep) when backing up dropping rubble/dirt&rocks/destroying curbs in their paths, unending road repairs due to massive weight bearing trucks, one-way exits onto Woodley from 27<sup>th</sup> and 28<sup>th</sup> Streets and more will bear safety issues to lives if unnecessary and unwanted curb cuts are added to Woodley Road.**
- Woodley Tourist Home and neighbors off the alleyway noted when traffic was backed up on Woodley Road, **hotel traffic and lines of limousines/taxis "sped" through our alley endangering Aidan School, residents, children and animals.** All businesses in WP (Woodley Park) have sacrificed and worked diligently to keep safety/traffic situations amenable to the neighborhood needs. WP's residents would like JBG to use their property (16 acres) to maintain "**their**" traffic circulation for residents, guests and parking. JBG's construction/proposed curb cuts should be kept away from Woodley Road as much as possible to preserve "people"safety.
- Curb cut proposed between 27<sup>th</sup> and 28<sup>th</sup> Streets intersection for underground condo garage has a **steep-grade elevation with no apron** (a level visibility point) **for drivers of automobiles, Suvs etc. + trash/moving trucks to see the sidewalk/green areas** where pedestrians, small

people tread (children/animals included) restrict visibility and becomes a people safety issue  
"combined with any type of speed" to vehicles as well.

- REMINDER, there is a weight restriction (1¼ tons) west of the Marriott entrance off Woodley Road. JBG proposed trash type trucks to enter Woodley between 27<sup>th</sup> & 28<sup>th</sup> Streets and exit onto Calvert Street. Add illegal parking up to the curb cuts with visibility issues, pavement repairs, pedestrians, school children, speeding/slow cars, general chaos traffic (people/vehicles) and safety is primary.
- When those historic-sculptured, rare-blossoming, picture-perfect trees get hacked away and replaced with saplings/bushes just for landscape designs' sake, never to grow mature due to limited soil base like their +20 majestic, giant predecessors, our neighborhood will lose. Carbon dioxide pouring from 15-foot risers into our air from JBG Company's insufficient-planned parking 3 levels underground. Massive excavation will disturb ground water tables (floods to Calvert and 29<sup>th</sup> Streets?), **undermine settled foundations** to our historic homes, apartments and businesses from digging and/or blasting. Add the traffic and construction noise pollution once muffled from broad-based, leafy trees with unfolding, swooping landscape, drive wildlife from their homes for construction, oversized condo and guaranteed heavier traffic and ultimately playing Russian Roulette with safety with each disturbance and distraction to our neighborhood. No I am not against progress or making money, but never knowing JBG's Construction Plan and told all is a matter of right concerns residents to keep our homes safe. JBG wants to bring all this disruption/distractions to Woodley Road through unwarranted curb cuts endangering people as well?

Please hear my pleas to keep curb cuts off of Woodley Road, Nw. **These DAILY unlimited problems mentioned will exponentially grow and pose further safety issues to everyone involved.** JBG Companies just have not thought through their responsibilities to the safety of lives. Building and moving on is their chief concern in making a profit. **PLEASE don't make us live with the danger?**

Sincerely,

  
Betty Miyanaga-Lupton  
WP Resident since 1980

cc: ANC 3C  
Woodley Park Community Assn.

July 6, 2006

Mr. Lars Etkorn, Chair  
Mr. Lewis Booker  
Mr. John Moore  
Mr. Lennox Douglas  
Mr. Arnold Finlayson  
Public Space Committee Members  
c/o Donna Hanousek, Public Space Committee Coordinator  
941 North Capitol Street NE, Room 2100  
Washington, DC 20002  
publicspace.committee@dc.gov

Dear Public Space Committee Members:

As a Woodley Park resident, I am writing in opposition to proposed curb cuts at 27<sup>th</sup> and 28<sup>th</sup> Streets NW on Woodley Road NW as requested by JBG Companies based on the very serious public safety issues. I don't have an issue with the third proposed curb cut that replaces and widens an existing curb cut to another location east of 27<sup>th</sup> Street.

**PUBLIC SAFETY CONCERNS.** Serious public safety issues would be created by the two new proposed curb cuts:

- **General Concerns** - Having two new additional 24 feet wide curb cuts (five in total) would dangerously interrupt and threaten pedestrian and student traffic as they attempt to cross the curb cuts where Hotel property traffic would be coming and going. With an increase of about 550 parking spaces projected, the increase in traffic coming onto and exiting the hotel grounds will be significant. Additional curb cuts will create more hazards for:
  - Many residents from our high density neighborhood, including residents of apartment buildings in our neighborhood, who use Woodley Road to get to Metro and nearby commercial establishments.
  - The 1200+ students (predominantly pre-kindergarten through 6<sup>th</sup> grade) and their parents coming and going to the three neighborhood schools (Aidan, Oyster and Maret). Many of these walk to schools using Woodley Road, and use the pedestrian crossings at 27<sup>th</sup> and 28<sup>th</sup> Streets.
- **Proposed 27<sup>th</sup> Street Curb Cut** – This proposed curb cut is right across the street from the Aidan School and creates much more traffic where many school children are being picked up and dropped off. Further, Aidan students also cross Woodley Road at this point to use the park space on the Marriott Hotel grounds, and this can be expected in the future. Thus, having a curb cut at this location would create significant traffic and public safety hazards where young students (kindergarten to 6<sup>th</sup> grade) cross the street.

The proposed 27<sup>th</sup> Street curb cut also would create an incentive for greater use of 27<sup>th</sup> Street itself to access this proposed curb cut. This would bring more traffic through this busy and sometimes impassible neighborhood street, and past the drop off/pickup point for Aidan school. Likewise, St. Thomas Church traffic on Sundays and during weddings, funerals, etc. often creates congestion on 27<sup>th</sup> Street. Having more cars using 27<sup>th</sup> Street to get to the proposed curb would create significant safety hazards for these school children, their parents and parishioners (particularly the elderly and small children) of St. Thomas Church.

- **Proposed 28<sup>th</sup> Street Curb Cut** - This proposed curb cut has inherent public safety issues. The proposed ramp from Woodley Road into the condo building goes down 18 feet in elevation over a distance of 105 feet. Without an apron, it would be difficult, if not impossible, for drivers coming up the incline to have clear visibility over the hood of their car -- of pedestrian and student traffic in front of them, particularly younger students who are smaller in height and dogs on a long leash. Further, the walls along the side of this ramp would create significant limitations in the ability of drivers to see pedestrian and student traffic to their left and right when exiting. Finally, these problems are exacerbated given that cars would be using extra power as they come up an inclined ramp and thus would have more momentum as they approach the street than if on a level surface. When restricted visibility and greater vehicle momentum are combined, a very serious threat to public safety would be created.
- **Construction** - During construction, pedestrians and students would have to navigate not only the standard level of community and Hotel traffic (e.g., taxis, customers in cars, service vehicles) but also a stream of vehicles (dump trucks, trash trucks, supply delivery vehicles, etc.) servicing the construction site. This stream of heavy construction vehicles will be right at the Aidan School drop-off/pickup point and at the corner of the St. Thomas Church, thus putting small children and elderly at risk for traffic hazards. These additional dangers for pedestrians and students during construction should not be ignored.
- **Condo Public Safety Issues** - Simply having the proposed condo building will create additional public safety issues. It is likely that 1.5 spaces per condo will not be enough for residents who are likely to have two cars, and if the condo charges for parking spaces, building residents will have strong incentives to use neighborhood parking. Less parking will increase the number of times that some residents will have to park some distance away from their residence, creating safety hazards for robbery or assault if they have to walk some distance especially at night. More illegal parking will lead to restricted driver visibility and the risk of accidents will increase. Further, illegal parking can prevent access by emergency (fire and EMS) vehicles, a situation that has occurred in the past and which is likely to be made worse by the Marriot Hotel property development.

**VIABLE ALTERNATIVE.** It's very important to note that a viable alternative exists to the proposed additional curb cuts. The current exit from the hotel could be used for incoming and exiting traffic from the hotel. The repositioned curb cut could be used to access the proposed condo building. The Calvert St. entrance could be used by guests and employees to access the current hotel parking garage. Taxis could be routed to the 24<sup>th</sup> St. entrance to the Hotel.

**CONCLUSION.** I strongly urge the Public Space Committee to vote against the two new curb cuts as unnecessary and contrary to the interest of the city to protect the public safety of residents. There is absolutely no reason to create more public safety risks than necessary when a viable alternative exists. Please support our efforts to keep our neighborhood safe. Thank you.

Sincerely,

cc: ANC 3C Commissioners (Chairman Nancy MacWood, Deborah Jane Lindeman, Dia Black, Stephanie Zobay, Avram Fechter, R. Bruce Beckner, Gertrude Reeves, Shelia Hogan, Catherine May) at 2737 Devonshire Place, NW, Washington, DC 20008

July 6, 2006

Mr. Lars Etkorn, Chair  
Mr. Lewis Booker  
Mr. John Moore  
Mr. Lennox Douglas  
Mr. Arnold Finlayson  
Public Space Committee Members  
c/o Donna Hanousek, Public Space Committee Coordinator  
941 North Capitol Street NE, Room 2100  
Washington, DC 20002  
publicspace.committee@dc.gov

Dear Public Space Committee Members:

I am writing to voice my strong opposition to the pending curb cut application submitted by JBG Cos. for development of the Marriott Wardman Park property on Woodley Road. Members of the Woodley Park Community Association have twice voted overwhelmingly against any additional curb cuts on the Wardman Park property along Woodley Rd. The Woodley Park community is very concerned about public and pedestrian safety hazards, increased vehicular traffic, reduced parking supply, and detrimental environmental impacts. These include increased population density (an additional 160 condominium units) which nearly doubles the population on the 2600-2800 blocks of Woodley Rd; reduced green space which shrinks the green canopy on Woodley Rd. to a fraction of its current area; and storm water flow into the neighborhood due to the impervious surface of the proposed development where trees and grass now absorb water.

The project as planned will forever change the beauty and character of this historic neighborhood, damage our quality of life, and negatively impact safety of residents and visitors. It takes the "wood" out of Woodley and the "park" out of Park.

#### **REDUCED PARKING SUPPLY**

Regarding the parking supply, the proposed curb cuts will eliminate at least 15% of the legal parking spaces on Woodley Rd. This will make a bad situation worse for residents, and increase the number of illegally parked cars. Illegally parked cars can decrease or eliminate sight lines for drivers, posing a serious safety hazard. Further, they can prevent access by emergency (fire and EMS) vehicles, a situation that has occurred in the neighborhood.

Woodley Park contains mixed residential and commercial areas, where demand for parking exceeds supply. The limited number of spaces are used by a wide range of people, including residents, employees and guests at two large hotels, parishioners at St. Thomas Church, people attending weddings and funerals at the church, 1200 + children and their parents at three schools (Aidan, Oyster, and Maret), tourists visiting the National Zoo, employees and customers at the commercial establishments on Connecticut Ave. and Calvert St., and visitors to homes and apartment complexes in Woodley Park. Apartment buildings on the Woodley Rd. and 29<sup>th</sup> St. sides of the proposed JBG condo site have no parking available or are at their maximum for onsite spaces. Current residents have spent up to 1.5 hours driving around the neighborhood trying to find a space, and have had to park fifteen-minutes' walk from their homes. The certain loss of 15% or more of legal parking will heighten this problem and lead to increased traffic searching for spaces further from home—again impacting safety and quality of life. In addition, the two proposed driveways for the condo/hotel site

closest to Connecticut Avenue will likely be too close together to allow parking between them, further decreasing parking.

Since Woodley Rd. is narrow for two-way construction traffic with oversized vehicles, there is a danger that parking on Woodley Rd. may be eliminated in order to provide an additional lane to accommodate these vehicles. Construction traffic permits are pending for the elimination of approximately 375 feet of current parking space along Woodley Rd. during three to four years of construction. This will eliminate 50% of the legal spaces currently available.

#### **INCREASED DEMAND FOR ON-STREET PARKING**

Given the upscale market for the luxury condos, the new owners could own at least two cars per household. JBG is only proposing 1.5 cars per unit (based on their plans for 160 units and 240 parking spaces onsite). This lack of onsite spaces and excess of vehicles will force a sizeable portion of the condo residents and guests to seek parking on Woodley Rd., 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup> and Calvert Sts., and beyond. Significantly increasing the parking demand in an area that is already in short supply further exacerbates the parking problems facing the Woodley Park community.

Parents of children who attend Aidan School, at 27<sup>th</sup> St. and Woodley Rd., park to pick up and drop off children, and to attend teacher conferences, meetings, and special events at the school. Less parking will be available to these parents due to the three proposed curb cuts, one of which will be on 27<sup>th</sup> St. directly in front of the school. St. Thomas Church is also at this curb cut location, so their parking needs will be affected for church services and other events. The curb cuts, reduced parking, and increased traffic will make conditions difficult, especially for their elderly parishioners. Many non-residents seek parking in Woodley Park, including an ever increasing number of National Zoo visitors, Metro riders living in more distant locales, and patrons of neighborhood businesses. Greater difficulty in finding parking will likely increase illegal parking and discourage some potential patrons from frequenting the area attractions.

#### **VIABLE SOLUTION**

I urge the Public Space Committee to consider a viable alternative to additional curb cuts. The current exit from the hotel—which will be widened—can be used for traffic both entering and leaving the hotel. The proposed repositioned curb cut near the current entrance can be used to access the proposed condo building. The current Calvert St. and 24<sup>th</sup> St. entrances to the site afford additional adequate access, including during construction phases: for example, hotel guests and employees can use the Calvert St. entrance to access the hotel garage, and taxis could queue at the hotel's 24<sup>th</sup> St. entrance.

Please vote against JBG's curb cut application. The additional cuts are unnecessary, since viable alternative solutions exist. The JBG hotel/condo project sits on more than 16 acres of property and has adequate space to handle its own internal traffic. Please consider the public safety hazards, traffic gridlock, environmental impairment, community disruption, and decreased quality of life that you can prevent for Woodley Park citizens and visitors by voting against the curb cuts. Thank you.

Respectfully,

cc: ANC3C Commissioners: Nancy MacWood (Chair), Dia Black, Deborah Jane Lindeman, Stephanie Zobay, Avram Fechter, Bruce Beckner, Trudy Reeves, Sheila Hogan, Catherine May

July 6, 2006

Mr. Lars Etkorn, Chair

Mr. Lewis Booker

Mr. John Moore

Mr. Lennox Douglas

Mr. Arnold Finlayson

Public Space Committee Members

c/o Donna Hanousek, Public Space Committee Coordinator

941 North Capitol Street NE, Room 2100

Washington, DC 20002

publicspace.committee@dc.gov

Dear Public Space Committee Members:

I am writing to voice my opposition to the pending curb cut application submitted by JBG Cos. for their development of the Marriott Wardman Park property on Woodley Road. A majority of Woodley Park residents are concerned that, if approved, the curb cuts will jeopardize the safety of pedestrians and drivers, increase traffic, and reduce street parking. In fact, members of the Woodley Park Community Association have twice voted overwhelmingly against any additional curb cuts on the Wardman Park property.

Woodley Road is a narrow (30 feet wide) street lined with historic houses, a church, a 225-unit apartment building, and an elementary school for children ranging in age from 18 months to 12 years. The street serves as a pedestrian route for people walking to and from the Woodley Park Metro station and elevator, children and parents walking to the three neighborhood schools (Aidan Montessori School, Oyster Bilingual School, and the Maret School), parishioners (including many elderly church members) of St. Thomas Apostle Church, tourists staying at the Wardman Park Marriott Hotel and the Woodley Park Guest House, and families visiting the National Zoo. I am concerned the proposed curb cuts at 27<sup>th</sup> and 28<sup>th</sup> streets, in addition to two existing driveways, will create hazards for pedestrians negotiating driveways with construction, taxi and car traffic entering and exiting along the Woodley Road side of the Wardman Park property. As well as the increased danger to pedestrians, the driveways will create an additional risk to drivers exiting into the path of cars traveling on Woodley Road.

I am concerned about the additional traffic this project will bring to an already busy street. Woodley Road has heavy traffic from residents, commuters and parents dropping off their children at all three neighborhood schools. We expect traffic to worsen as the Marriott increases the number and frequency of local and regional conferences since participants in the area are more likely to drive to the meetings. The construction of a multi-level parking garage and 90-foot tall condominium building will bring heavy construction vehicles to the neighborhood. These vehicles will certainly cause backups and delays as they enter and exit the construction site multiple times each day.

Additional curb cuts on the Woodley Road side of the Marriott Wardman Park property will decrease already scarce street parking. There is currently stiff competition between



neighborhood residents and their guests, hotel guests and employees, zoo visitors, and patrons of local restaurants and shops for parking spaces along Woodley Road and neighboring streets. Neighbors are frequently forced to park blocks from their homes. The pending curb cuts will result in the elimination of approximately 375 feet of parking space along Woodley Road during the three to four years of construction. This will mean a loss of 50% of the current legal parking spaces.

I feel that JBG can handle all traffic flow for construction, hotel guests, and future residents within their large 16-acre property by utilizing their existing curb cuts on Woodley Road, 24<sup>th</sup> Street, and Calvert Street.

I ask that you consider the neighborhood's concerns about additional curb cuts. Thank you in advance for your consideration of this issue.

Respectfully,

cc: ANC3C Members: Nancy MacWood, Dia Black, Deborah Jane Lindeman, Stephanie Zobay, Avram Fechter, Bruce Beckner, Trudy Reeves, Sheila Hogan, Catherine May

2737 Devonshire Pl, NW  
Washington, DC 20008  
[anc3cmail@gmail.com](mailto:anc3cmail@gmail.com)

July 6, 2006

**Public Space Committee**

Attn: Lars Etzkorn, Chair  
Lewis Booker  
John Moore  
Lennox Douglas  
Arnold Finlayson

District Department of Transportation  
941 North Capitol Street, NE  
Room 2100  
Washington, DC 20001

**Re: Public Space Permit Application  
for 2660 Woodley Road NW**

Esteemed Public Space Committee Members,

Currently under your consideration is the Public Space Application for the 2660 Woodley Road NW development for: (a) 2 new curb cuts (45 feet each) and driveways (24 feet each) off from Woodley Road for two way traffic; (b) the widening of one existing curb cut (to 45 feet wide) and driveway (to 24 feet wide) to allow for two-way traffic; and (c) the relocation and widening of an existing curb cut and driveway (45 and 24 feet wide respectively, for two-way traffic).

Given that DCDoT and its Public Space Committee's goals are to oversee and protect the use and occupancy of public space in order to achieve and maintain safe and beautiful streets, the decision at hand should be very straightforward and clear: (a) assess the current density and conditions on the site and adjoining streets to determine current traffic density, pedestrian safety, street parking availability, and streetscape (greenscape); (b) evaluate the additional density proposed by the developer's lot size and lot occupancy vis á vis existing means of access and additional means of access petitioned; to (c) determine if the current application meets the standards for adequate use of public space and for ensuring safe pedestrian and traffic conditions as well as allow for adequate street parking.

Woodley Road is a 30 feet wide, two-way road with street parking on one side of the street, from Connecticut Avenue to 29<sup>th</sup> Street. The north side of the 2660 site has currently 3 existing curb cuts with driveways of 20 feet wide each ("A- C" on Exhibit 1A) of one-way traffic that allow taxi queuing for drop off/pick up of passengers ("C"), and for hotel guests access to the parking lot and garage and drop off ("A" and "B"). Refer to Exhibit 1A.

On Woodley Road, facing the 2660 site from east to west are (Refer to Exhibit 1B): (1) an apartment building with parking serviced by an alley, (2) an inn, (3) several detached houses leading up to the corner of 27<sup>th</sup> Street, where the St. Thomas Apostle Church and Parish are located (4, 5). On the west side of 27<sup>th</sup> Street is the Aidan Montessori School (5) and a rear alley.

A series of townhouses (6) lead up to 28<sup>th</sup> Street on the north side, while the 2800 Woodley Road Apartments (7) faces them on the south.

Currently, the western two thirds of the sidewalk along the north portion of the site are uninterrupted to pedestrians. The heaviest pedestrian traffic occurs on this side as residents avoid crossing alleys and streets following the most direct route to Metro. Residents of Garfield Street, Cathedral Avenue, Woodley Road, 27<sup>th</sup>, 28<sup>th</sup>, and 29<sup>th</sup> Street, walk along the northern portion of the site (south side of Woodley Road) to and public transportation.

Available legal street parking is scarce and difficult to find. Illegally parked cars already pose a threat to pedestrians and other cars as they block sight lines. Residents have no option but to walk on the safest side of Woodley Road (south), along the length of the 2660 site, on their way to Metro.

In the vicinity of the site, on 29<sup>th</sup> Street, there are 2 other apartment buildings (8, 9), the Oyster School (10, corner of 29<sup>th</sup> and Calvert Streets) followed by another apartment building (11) and a condo building (12). There is an existing curb cut and driveway on the south side of the 2660 site, currently used as access and egress for the hotel's multi-story parking garage (labeled D on Exhibit 1A).

The 2660 Woodley Road site has 2 other existing curb cuts and driveways on the east side, one off from Connecticut Avenue and another one off from 24<sup>th</sup> street. The latter currently use as tourist bus drop off and pick up, and for the new loading area currently in its final phase of construction. Refer to E and F on Exhibit 1A.

The proposed conditions at the end of phase 1 consist of a parking garage to serve hotel guests, the widening of existing curb cut and driveway "B" to allow for two-way traffic, and the relocation and widening of existing curb cut and driveway "C" to allow for two-way traffic. During the construction of phase 1, two-way hotel traffic occurs on driveway "B", while two-way construction traffic occurs on relocated driveway "C<sub>1</sub>". Refer to Exhibit 2B.

The neighbors of Woodley Park request<sup>1</sup> that the Public Space Committee rejects the permit for 2 new driveways on the 2660 site based on the grounds that the application fails to meet the standards established by DCDoT by posing a threat to pedestrian safety and vehicular traffic with no benefits arising from the occupation of public space. Given the lot size and percentage of surface lot occupancy, the negative impact on safety and traffic can be reduced by accommodating vehicular circulation and use separation internally, within the boundaries of the large property.

During construction of phase 1, relocated driveway "C<sub>1</sub>" will be sufficient access and egress for construction vehicles. Driveways "B" and "D" would remain as-is: the first one as taxi drop off and pick up; the second, as access to existing multi-story garage during construction of phase 1. Refer to Exhibit 2A.

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<sup>1</sup> The WPCA has held two meetings on this issue, both resulting in opposition to new curb cuts and driveways: one on March 9, 2006 with a result of 64-1 vote, and another one held on April 5, 2006 with an 86-20 vote.

The developer-proposed conditions at the end of phase 2 would consist of an 8-story condo building on the NW corner of the 2660 site, with an underground garage for its residents<sup>2</sup>. The developer is requesting a permit to build 2 new curb cuts and driveways for two-way traffic to service phase 2: one aligning with 27<sup>th</sup> Street, the other one close to 28<sup>th</sup> Street, for separating vehicular circulations for both uses (existing hotel and proposed condo).

As it is, the Public Space application for the 2 new curb cuts and driveways fails to meet the first criteria of crucial necessity to privately occupy public space. Given the size of the lot and the proposed structures at the end of phase 2, the developer can easily accomplish his design concept of separating vehicular circulations within the boundaries of the 16-acre lot, atypical in all urban standards, without occupying additional public space. This is not a constricted urban site with limited area that cannot otherwise be developed. This is an extremely large parcel of land that can be fully developed by implementing its design concepts internally within the boundaries of their privately owned space, rather than trying to justify the appropriation of additional land from the city to accommodate design premises. Refer to Exhibit 3.

The Public Space application does not pass the test of the second criteria: safety. It imposes considerable threats to the safety of pedestrian and vehicular circulation by pushing the design outboard onto a narrow street that is already intensely used and overburdened.

The facts are extremely clear: public space should not be made available for a private development that has an immense area surplus to accommodate its design concepts by taking over additional public area and pushing the burden of its creative premises onto the City and its residents.

We are confident that your decision will benefit the community by protecting our public space for the benefit of all and by safeguarding the safety and beauty of our roads.

Respectfully,

Residents of Woodley Park

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<sup>2</sup> A construction permit has not been issued to date.



LEGEND:

- 1- 2700 Connecticut Ave. Apts.
- 2- Inn at Washington
- 3- Detached houses
- 4- St. Thomas Church & Parish
- 5- Aidan Montessori School
- 6- Townhouses
- 7- 2800 Woodley Rd Apts.
- 8- The Delano Apts.
- 9- Cleveland House Apts.
- 10- Oyster School
- 11- The Gables Apts.
- 12- Shoreham North
- 13- Calvert House Apts.

2660 Woodley Road site in its context

**EXHIBIT 1A**



2660 Woodley Road site with existing curb cuts

EXHIBIT 1B



2660 Woodley Road: during construction of phase 1

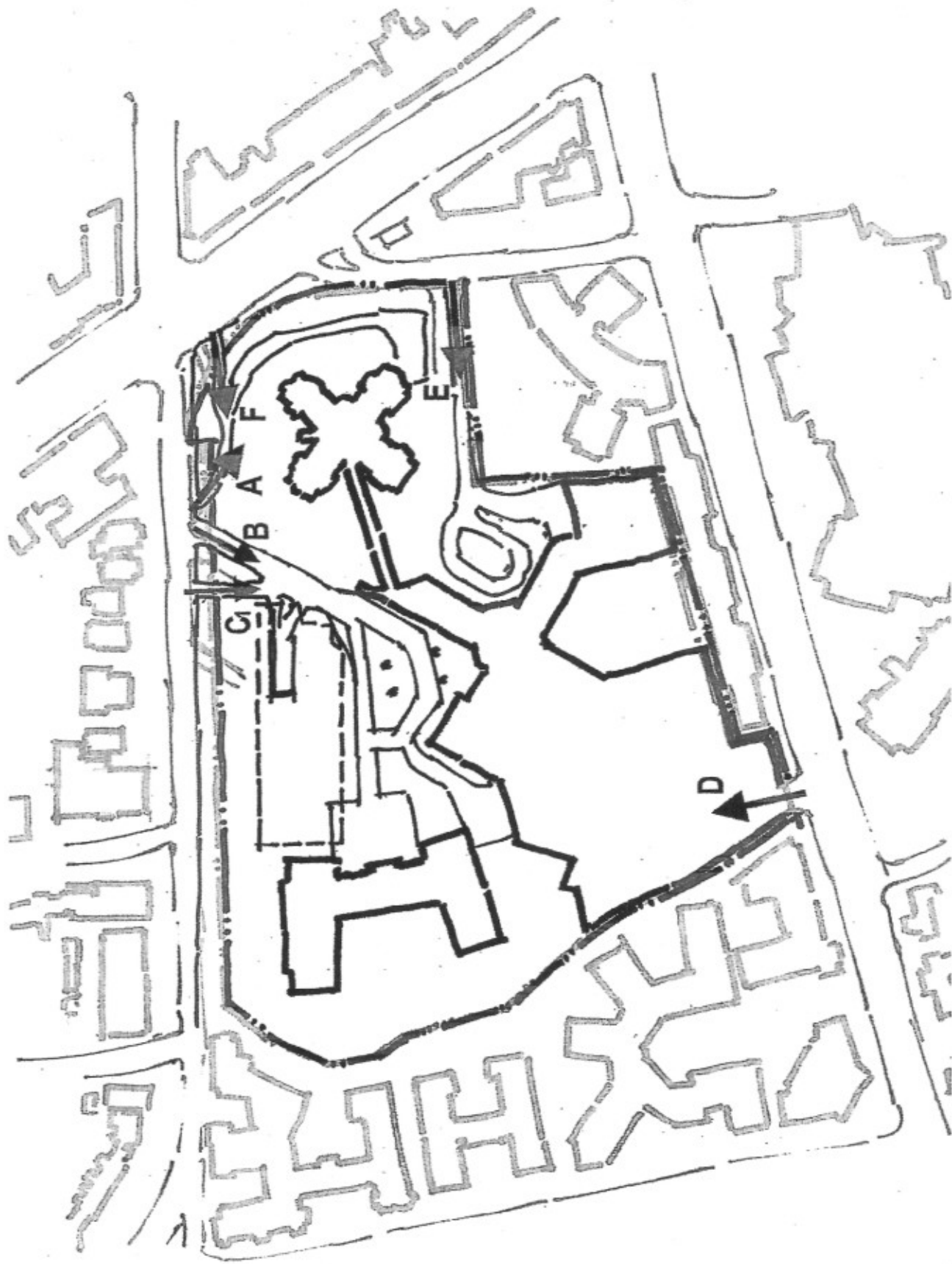
EXHIBIT 2A



2660 Woodley Road: end of phase 1

EXHIBIT 2B





2660 Woodley Road: end of phase 2 (no construction permit to date)