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BY E-MAIL

Public Space Committee
District Department of Transportation
941 North Capitol Street, N.E.
Room 2100
Washington, D.C. 20001

Re: 2660 Woodley Road, N.W.

Dear Commissioners:

The Woodley Park Community Association (WPCA) wrote you on June 16 to explain why you should deny the applications of The JBG Companies for additional driveway curb cuts to provide access to JBG's Marriott Wardman Park property. That letter showed that these applications fail to meet the criteria for allowing private use of public space that are prescribed in the regulations,¹ in that the proposed additional uses would both substantially interfere with pedestrian and vehicular traffic (including decreasing parking along Woodley Road) and endanger the public. Nothing has happened since then to make the facts in that letter any less dispositive of JGB's applications.

Two developments since then, however, further demonstrate that no additional driveways are needed and that the Committee should deny JBG's applications.

First, in late June, JBG reconfigured its existing hotel driveways. It stopped using the driveway that had been the main entrance to the Marriott Hotel (Driveway #3) and devoted it to its construction project. The other main Hotel driveway (Driveway #2), which had been a one-way exit from the Hotel, became two way, serving as both the ingress to and egress from the Hotel. Even though this has been in the summertime, the height of the DC tourist season, this one driveway has handled in-bound and out-bound Hotel traffic just fine. And if it has worked just fine for the last eight weeks, it will continue to work for the duration of JGB's construction projects. When the construction is done, JBG can simply return Driveway #3 to its original use as the Hotel entrance. JBG does not need — and cannot justify under the regulations — adding another driveway for a new Hotel entrance and cutting down a large, healthy tree to do so.

Second, JGB is asking for two additional driveways for its condominium tower — a “ceremonial driveway” to the front of the building and another driveway to the rear for access to the

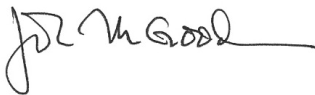
¹ See 24 DCMR § 100.1 and Attachment 1.

building's garage and loading docks. WPCA previously explained that neither driveway is necessary — that JBG could use the existing entrance to the property, Driveway #3, to serve the condo tower too. In recent weeks, members of WPCA and ANC representatives met with JBG and its architectural firm, and showed JBG in detail how this could be done.² Although this plan seems to satisfy JBG's needs, JBG continues to reject it.

At those same meetings, we also showed JBG how it could serve its proposed condo tower with one new driveway instead of the two it's asking for.³ After reviewing this option for almost three weeks, JBG said that it was workable. And yet JBG is still insisting on two new curb cuts for its condo tower. If JBG concedes that there is a workable way to serve the building with one driveway, there is no justification for allowing it to have two.

The applications before the Committee do not meet the standards in the regulations. Less disruptive and dangerous alternatives exist for serving this property. All the applications should be denied. WPCA, of course, continues to be available to JBG to work with it on its plans for this property.

Yours truly,



John M. Goodman
President, Woodley Park Community Association

Copy for Ms Denise Wiktor
 Ms Donna Hanousek

² We explained to JBG how it could use a single entrance driveway for the property, and then have one lane go to the Hotel and the other go to the condo building. That second lane could then branch to the front of the building, into the garage and around to the loading dock in the rear.

³ This would be done by having JBG's requested "ceremonial driveway" provide access to both the front entrance of the building and to the garage. Service vehicles, which under JBG's pending proposal would exit the property by the existing driveway on Calvert Street, would enter that way too.