

ADVISORY NEIGHBORHOOD COMMISSION 3-C
Government of the District of Columbia

Cathedral Heights

Cleveland Park

McLean Gardens

Woodley Park

October 14, 1979

Mr. James A. Crooks, Esq.
1025 Vermont Avenue, NW
Washington, D.C. 20005

Dear Mr. Crooks:

This letter is written to you in your capacity as Trustee in connection with Civil Action 11175-'78, Joseph Davies Tydings, et al. v. Emlen Davies Evers, et al. before the Civil Division of the Superior Court of the District of Columbia under the Order, dated June 27, 1979, of Judge Milton D. Korman. This Order, among other things, directs that the "land and premises" known as "Tregaron" be sold, appoints you as Trustee to carry out the sale, and directs that you prepare at least one Report to the Court with a recommendation as to whether the property should be sold through private or public sale.

The area in which Tregaron is located falls within the boundaries of Advisory Neighborhood Commission 3C -- an entity established under the Home Rule Act and several Acts of the Council of the District of Columbia. Tregaron is an important property within this area, and we are concerned about its proposed disposition. Therefore, we should very much appreciate your adding this Commission to the list of organizations and individuals who have some interest in the proposed sale.

This letter will not detail the reasons we feel Tregaron is important to us and the community we represent -- some 20,000 residents in the areas commonly known as Cathedral Heights, Cleveland Park, Massachusetts Heights, McLean Gardens, and Woodley Park. Rather, it will set forth the actions we have taken since the establishment of the Commission in early 1976 that relate to Tregaron in some fashion.

These actions include the following:

- Recommending, in connection with the efforts of the former Municipal Planning Office (now Office of Planning and Development) to formulate a plan for Tregaron's site as part of a larger effort to formulate a Comprehensive Plan for the District of Columbia, that the 20 acre site be preserved in its natural state designed to accomodate its use as a private school and, possibly, a locus for community recreation. (1977)

Single Member District Commissioners, 1978-1979

01-Fred Pitts
02-Ruth Haugen
03-Bernie Arons
04-Lindsley Williams
05-Katherine Coram

ANC-3C Office
2737 Devonshire Place, N. W.
Washington, D. C. 20008
232-2232

06-
07-Gary Kopff
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- Endorsing, in connection with the application of the Woodley Park Community Association and Don't Tear It Down, Inc. before the Joint Committee on Landmarks, the request that Tregaron and the grounds surrounding it be declared an historic site. (1978)
- Supporting, in connection with the application of Eleanor D. Ditzen, et al., under whose name an application was filed before the Board of Zoning Adjustment (BZA Case 12575), the request of the International School that it be permitted to use the site for a private school under a special exception process. (1978)
- Supporting, before the Council of the District of Columbia, legislation consistent with our interests to preserve and enhance the community and, in particular, legislation to increase the protections afforded to historic sites and properties and to preclude establishment of chanceries in residentially zoned districts. (1979)

The last three of these actions have been successful: Tregaron was declared an historic landmark, the school was granted the special exception it needed to operate, and the Council has enacted legislation that provides additional protection to historic sites and that will, upon completion of Congressional lay-over, preclude chanceries from locating in all but the highest density residential zone districts (Tregaron is mostly zoned in the least dense residential zone, R-1-A with a small amount in the next least dense district, R-1-B). With respect to the first of these actions, the Municipal Planning Office report has yet to be issued by its successor unit, the Office of Planning and Development. We hope our earlier expressed views will be reflected in what is forthcoming and are prepared, if need be, to argue that this be the case if the 1977 recommendations are either ignored or rejected.

In addition, this Commission has supported two neighborhood planning efforts. One relates primarily to the community of Woodley Park, immediately south of Tregaron. That study, which has been endorsed by the community, made recommendations respecting Tregaron similar to those we recommended to the Municipal Planning Office in 1977. The second study we supported involved a grant to Citizens for City Living. In their report, "A Plan for Cleveland Park," it is proposed that the 20-acre Tregaron estate be preserved "... intact along with its historic buildings as reminders of an important era in American social and diplomatic history." The Plan goes on to specifically recommend that "The site and buildings should be used on a permanent basis by the Washington International School and for related international educational programs," and that area citizens and residents, along with this Advisory Neighborhood Commission "... be consulted on any development plans"

Another segment of the Plan calls for preservation of "... as much of the site as possible in a natural condition in order that it continue to fulfill important ecological functions and serve as an accessible piece of natural open space for active community use." That section of the Plan goes on to recommend that "Further construction on the site should be kept to a minimum in order that the tract continue to serve as an urban conservation area."

We are pleased to have supported these two planning efforts both through financial means and by means of shaping and forwarding recommendations consistent with their own recommendations.

Under the circumstances of a proposed sale of Tregaron, uses other than that of a private school may be expected to come under intensive public scrutiny whether it be a proposal for development as a matter of right or development that might require the granting of approval to a planned unit development, variance, special exception, or change of zone district classification. Public resistance to intensification of the site or its development is likely to be substantial.

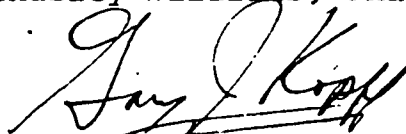
We believe these circumstances should be understood by prospective purchasers. To this end, we suggest you place this letter in the record for such consideration as it may warrant. And, as requested at the outset of the letter, we would appreciate your keeping us advised as plans for the sale of the property proceed.

Thank you for your kind attention.

Sincerely,



Lindsley Williams, Chairperson



Gary Kopff, Vice Chairperson

cc: Arthur Meigs, Cleveland Park Citizen's Association
Harry Montague, Citizens for City Living
Dorothy Goodman, Washington International School
William Carroll, Woodley Park Community Association
James O. Gibson, Assistant City Administrator for
Planning and Development

Mendenhall

ADVISORY NEIGHBORHOOD COMMISSION 3-C
Government of the District of Columbia

Cathedral Heights

Cleveland Park

McLean Gardens

Woodley Park

October 9, 1979

Mr. Gary C. Wendt, Chief
Traffic Operations Division
Bureau of Traffic Engineering
and Operations
Department of Transportation
613 "G" Street, N.W.
Washington, D.C. 20001

Dear Mr. Wendt:

This is in response to your kind letter of June 20 asking for "community opinion and the ANC's position" concerning a proposal to eliminate the pedestrian crossings at Wisconsin Avenue and Lowell Street, N.W. -- an intersection lacking traffic signals.

Your letter indicates the proposal emanates from the National Cathedral School -- an institution which operates its main facility near that intersection. Your letter also indicates their interest, and yours, in matters of pedestrian safety. We, too, are interested in this.

As we understand it, the proposal would be to eliminate both crosswalks currently at the intersection of Lowell Street and Wisconsin Avenue -- a "T" intersection from which Lowell Street runs easterly from the north-south axis of the main roadway, Wisconsin Avenue. Your letter goes on to suggest that there would be installed a "small pedestrian barricade as a reminder" along with signs directing pedestrians to use the signalized intersections of Wisconsin Avenue and Macomb Street (to the north) or Woodley Road (to the south).

In a subsequent conversation, you indicated that this barricade might take the form of one installed near Ward Circle just across from the American University. This seems, on inspection, to be essentially an arrangement of 1½" to 2" pipe or tubing and is located behind a row of rather substantial trees. The location at which you propose a similar treatment is, however, open, unprotected, and is a rather tightly arranged intersection. Thus, light pipe or tubing could both be difficult for motorists to see and be rather frail against motor vehicles -- thus neither affording protection to pedestrians and being vulnerable to early deterioration and dis-repair. You need not be reminded that your maintenance budget is limited raising the spectre of mangled tubing awaiting repairs for extended periods of time.

We have not been able to ascertain "community opinion" as such.

Single Member District Commissioners, 1978-1979

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2737 Devonshire Place, N. W.
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232-2232

06-
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However, we have made some observations at the intersection, principally through the efforts of Commissioner Kopff.

These lead us to recommend that:

- (1) the Department take steps to eliminate the pedestrian crosswalks at Lowell Street and Wisconsin Avenue, NW, and
- (2) the Department install heavy duty, but well-designed, guard rails so as to fully protect pedestrians from vehicles making turns from Wisconsin Avenue onto Lowell Street (northbound to east bound) and from Lowell Street to Wisconsin Avenue (westbound to northbound) using a design such as that installed in the last four years on the Dunbarton bridge (the "Buffalo bridge" on Q Street crossing Rock Creek).

With respect to the design, we suggest the Department may wish to consult with the Commission on Fine Arts and would hope the end product would be non-blighting from both the side seen by passing vehicles as well as that seen by pedestrians in the vicinity.

We hope this reply will be of some assistance.

FOR THE COMMISSION,



Lindsley Williams, Chairperson

cc: Commissioner Kopff
Charles Atherton, CFA

ADVISORY NEIGHBORHOOD COMMISSION 3-C
Government of the District of Columbia

Cathedral Heights

Cleveland Park

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Steven E. Sher
Executive Director
Board of Zoning Adjustment
Government of the District
of Columbia
District Building, Room 9-A
14th and E Streets, N. W.
Washington, D. C.

10-15-79

Subject: BZA #13081

Dear Mr. Sher:

ANC 3-C was duly notified by your letter of September 21 of application 13081 filed by Elinor Y. and Harry R. Sachse at 2934 Newark Street (Square 2082, Lot 855) for a variance from the prohibition against allowing parking in a front yard and less than ten feet from a dwelling in an R-1-B district. In addition, we examined the plans shown to us by the Sachse family for the brick parking pad.

Under the Zoning Regulations, parking spaces in most districts, including the R-1-B district in which the applicants' premises is located, must be sited within a rear yard or in a side yard (Paragraphs 7205.12, 7205.121, and 7205.122). Moreover, no portion of an open parking space may be located within ten feet of a one-family dwelling (Paragraph 7205.21). The general test for variances from the requirements of the Zoning Regulations, under section 8207.11, demands that the Board find that the circumstances being faced result in either "peculiar and exceptional practical difficulties" or "exceptional and undue hardship."

The applicants' residence presently has no parking on site, there is no rear alley, and it does not appear to be possible to plan a driveway to the side of the house.

Our ANC considered this application against these following criteria:

1. Is there a severe parking problem?
2. Are alternatives available?
3. Is a brick parking pad appropriate for the neighborhood?

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Parking Problem

A severe parking problem does now exist on the 2900 block of Newark, as well as the other residential streets near the commercial portion of Connecticut Avenue between Macomb Street and Porter Street. The causes include the Uptown Theatre and eight bar/restaurants in the three-block commercial strip without adequate parking. Our concern about this parking problem has been evidenced in various ways:

- ¶ Opposition to the granting of a liquor license to a sizable bar/restaurant at 3412 Connecticut Avenue (about 300 feet from the property in question) because, inter alia, it lacks sufficient parking spaces to accommodate its patrons; the opposition has been voiced repeatedly to ABC Board and in two lawsuits to the D. C. Court of Appeals.
- ¶ Recommendation for down-zoning the Connecticut Avenue commercial area between Macomb and Porter Streets from C-2-A to C-1 in the absence of alternatives under the existing zoning law to increased height provisions for residential and commercial uses while limiting allowable uses to those permitted under C-1.
- ¶ Leadership to secure residential parking permits on the 2900-3400 blocks on Newark, Macomb, and Ordway Streets.

Available Alternatives

No short-term alternative appears to exist that would ensure the Sachse family parking in the evenings and weekends within a 100 feet or so of their home. The residential parking program now in effect on their block cannot be extended to evenings and weekends without revisions to the existing statutes. Over time, sound zoning limitations applied to development of the Connecticut Avenue commercial corridor, responsive action by the Alcoholic Beverage Control Board to applications in the commercial corridor for traffic generating facilities, and the opening of the Cleveland Park subway stop could result in some relief from the parking problems. Our ANC is actively, albeit unsuccessfully, searching for other shorter-term alternatives.

Appropriateness
Of Parking Pad

On the 2900 block of Newark Street there are 20 homes, six of which (including the Sachse's home) lack off-street parking:

- | | |
|----------------------------------|---|
| - No off-street parking | 6 |
| - Driveways with garages | 7 |
| - Parking pads/limited driveways | 6 |
| - Parking to rear | 1 |

Of the seven homes with "parking pads," two are concrete pads sizable enough for one car, two are "partial driveways" (i. e., not leading to garages), one is an asphalt pad for one car, and one is a brick pad for one car.

Incidentally, one of the seven homes with no offstreet parking used to have a limited driveway, but the current owners, Mr. and Mrs. Begle, had it removed and planted grass and trees in its place to enhance the appearance of their house. The owners of this home are protesting the application by the Sachse family to pursue the reverse practice. (The Begle's home is about 100 feet further west and, possibly, less subject to parking problems.)

Last year our ANC endorsed A Plan for Cleveland Park, prepared by Citizens for City Living. In the plan, 47 topics are addressed, covering land-use in the residential core, land-use for community wide facilities, land-use for commercial corridors and transportation. Topic #47 addresses parking at converted offices* and concludes with a recommendation that:

"The amount of parking should be limited to that required in residential zones and should not be expanded. The requirement that open parking be in the rear and side yard rather than in the front yard should be strictly enforced except for those cases covered by 'grandfather' clauses." (Emphasis added.)

* - The Sachse's application does not involve a home being converted to a commercial use.

Steven E. Sher

-4-

October 15, 1979

On balance, the ANC voted at a regularly scheduled meeting with a quorum present, not to establish a precedent in this case by either endorsing or opposing this specific application. Instead we chose to submit the information contained herein to assist the Board of Zoning Adjustment in its deliberations.

Sincerely,

ON BEHALF OF THE COMMISSION



Gary J. Kopff
Vice Chairman

cc: Elinor Y. and Harry Sachse
2934 Newark Street, N. W.

Mr. Howell Begle
2942 Newark Street, N. W.

ADVISORY NEIGHBORHOOD COMMISSION 3-C
Government of the District of Columbia

Mendelson
- minutes

Cathedral Heights

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Woodley Park

October 8, 1979

Mr. T. Edward Koch
Assistant Surveyor
614 "H" Street, Room 605
Government of the District of Columbia
Washington, D.C. 20001

Dear Mr. Koch:

Earlier this year this Advisory Neighborhood Commission became aware of an application for the closing of an alley in square 1801 in the Northwest section of the District of Columbia (this is the triangular block bounded by Idaho Avenue, Macomb Street, and 39th Street).

Operating under the assumption that such matters fell within the province of the Department of Transportation, we directed an inquiry to them enclosing with that a letter on the subject from counsel to one of the neighbors. Enclosed please find copies of (1)(a) our letter to the Department of Transportation, (b) the enclosure to that letter, (2) the reply we received to that letter from the Department of Transportation, and (3) the comments of the Council Committee Chairman having ultimate jurisdiction (whom we copied in the first instance).

We would, first, encourage you to take into account the points raised by counsel to the neighbor as to notice, the standing of the applicant, and other related matters.

Second, we would appreciate your affording this Commission an opportunity to comment on this application so that those comments might be included in any report you make on the subject to the Mayor and, eventually, the Council of the District of Columbia. Please send us a copy of the application in question.

Finally, we would encourage you to consider revising your internal procedures so as to solicit comments from pertinent Advisory Neighborhood Commissions in any proposed street and alley closing -- a point which the Department of Transportation indicated (page 2 of their reply) they would be taking up with you "or other appropriate office."

Thank you for your kind attention to these points.

FOR THE COMMISSION,

Lindsley Williams
Lindsley Williams, Chairperson

Enclosures

Single Member District Commissioners, 1978-1979

01-Fred Pitts
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Page 2 - Mr. T. Edward Koch

cc: Honorable Jerry A. Moore, Jr.
Honorable Polly Shackleton
Mr. Douglas N. Schneider, Jr., DOT
Ms. Lillian Adkins Sedgwick, Special Assistant to
the Mayor for Advisory Neighborhood Commissions
Mr. James O. Gibson, OPD
Mr. Thomas G. Corcoran, Jr., Esq.
Mr. Norman S. Glasgow, Jr., Esq.

Kopff

ADVISORY NEIGHBORHOOD COMMISSION 3-C
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October 14, 1979

Mr. James A. Crooks, Esq.
1025 Vermont Avenue, NW
Washington, D.C. 20005

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These actions include the following:

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Thank you for your kind attention.

Sincerely,



Lindsley Williams, Chairperson



Gary Kopff, Vice Chairperson

cc: Arthur Meigs, Cleveland Park Citizen's Association
Harry Montague, Citizens for City Living
Dorothy Goodman, Washington International School
William Carroll, Woodley Park Community Association
James O. Gibson, Assistant City Administrator for
Planning and Development

3100 Connecticut Ave. NW
Apartment 204
Washington, D.C. 20008
October 24, 1979

Mr. Thomas Trimmer
Director, Office of Bus Service
Washington Metropolitan Area Transit Authority
600 5th Street, N.W.
Washington, D.C. 20001

Dear Sir:

The enclosed petition from residents of my building, Cathedral Park, was prompted by our increasing dissatisfaction with the rush-hour bus service in our area. Although over fifty people in this one building signed the petition, that number would no doubt be much larger should a major effort be launched in this neighborhood. As frustrated as we have grown in recent months, we have no doubt that those who wait at the bus stops south of us are--rightly--even more distressed. We are confident that the views presented in the petition speak for many hundreds of people who ride the bus between Ordway and Calvert Streets. We hope to make other residents of this area aware of our petition if our present endeavor proves fruitless.

As you can see from the bottom of this letter, copies of the petition are being sent to others in the District Government. We are anxious to have a response from WMATA regarding our request for better rush-hour service. Our representatives would be happy to meet with anyone at WMATA or the District Government on this matter. Any correspondence should be sent to me at the above address. In addition, I can be reached during the day at 287-5824 or in the evening at 483-6683.

I appreciate your consideration and wait to hear from you.

Sincerely,



Joseph E. Cantor

cc: Mr. Nicholas Roll, Asst. General Manager for Transit Services
The Honorable Polly Shackleton, City Council (Ward 3)
The Honorable Jerry Moore, City Council (Chairman, Transportation
and Environmental Affairs Committee)
Mr. Lindsley Williams, ANC Representative

PETITION
CONCERNING METRO SERVICE ALONG MID-CONNECTICUT AVENUE

We, the signers of this petition, are residents of 3100 Connecticut Avenue, N.W., who have become increasingly dissatisfied with the rush-hour bus service along the L-4 (L-2) route. The deterioration of this service in recent months is an ominous indication that our wait for Metro service to Woodley Park and Cleveland Park--now scheduled for two years away--will be a long and frustrating period. We believe the complaints expressed herein are representative of the many hundreds of bus riders in the mid-Connecticut Avenue corridor--from below Porter St. to Calvert St. Our dissatisfaction is evidenced by:

- Crowds often reaching 30-40 people at bus stops in the mornings particularly after 8 a. m.)
- Packed L-4 buses passing us by, too crowded to stop
- Waits of 15-20 minutes, not at all uncommon
- Long waits often followed by 2 or even 3 L-4 buses at once
- Additional time delays, as nearly-packed buses stop to try to squeeze one or two more people on; minutes go by while people try to get word to those standing in the rear to make more room
- The time it takes to wait for and ride the L-4, both in the morning and the evening, too often exceeds the 25 minutes it would take for us to walk to (from) the Dupont Circle Metro

Our unhappiness with the bus service is exacerbated by what appears to be the excellent rush-hour express service available to those who live on Porter St. or above. It seems to us that every 1-2 minutes an L-7 is passing us, often not full. We are especially disturbed by the fact that residents of upper Connecticut Avenue have the choice of either this express service (plus the L-1, Capitol Hill Express) OR the local buses. The ONLY buses available to us are the locals (L-4 and L-2) and therefore we cannot accept packed buses when we are only at the third bus stop below Porter St. (the last express stop).

Two suggestions are commonly made by our frustrated neighbors at our crowded bus stops, which we are passing on for your consideration:

- 1) Why not have the local buses in rush-hour begin (end) at Ordway St., leaving the residents from Porter to Chevy Chase Circle to the express buses?

2) Why not end the express bus service from Chevy Chase Circle and instead have L-4 and L-2 buses running every minute or so down Connecticut Avenue in the rush-hour and stopping (starting) at Dupont Circle (a Chevy Chase Circle-Dupont Circle shuttle)? In light of policies previously adopted (when subway lines were extended) of stopping all bus routes at the subway and feeding passengers into Metro, why don't the Connecticut Avenue buses force their passengers to use the subway from Dupont Circle? Considering that the subway so well serves most of the downtown stops served by the L buses (Federal Triangle, MacPherson Square, Farragut West, Farragut North), this would cause little inconvenience to the riders and be consistent with other transportation policies in the metropolitan area. And it would entail no extra cost to Metro.

Whatever can be done to alleviate our concerns, we would greatly appreciate. We need more L-4 buses. We want to remain users of public transportation, but it is becoming increasingly difficult to do so. We invite you to witness the levels of anxiety the bus service is causing by visiting any bus stop from Ordway to Calvert Streets in the morning rush hour. Please consider our grievance and respond to us, in care of the coordinator of this effort:

| | |
|-----------------------------|-----------------------------|
| <u>Monique Rothschild</u> | <u>N L Feuerwinger</u> |
| <u>Harvey C. Round, Jr.</u> | <u>Tracy Puster</u> |
| <u>Joseph C. Cantor</u> | <u>George Mattia Luongo</u> |
| <u>Kelen Kramer</u> | <u>Keith E. Sigler</u> |
| <u>Mark Goldberg</u> | <u>Kathy A. Ruffing</u> |
| <u>Jane Kester</u> | <u>Spencer C. Ho</u> |
| <u>Margaret G. Gillis</u> | <u>Luella M. Mustoplos</u> |
| <u>Patrick J. Keck</u> | <u>Rob Burns</u> |
| <u>Wendy Ald</u> | <u>Made Taylor-Riordan</u> |
| <u>C. William Kern</u> | <u>Lutherie Lyberg</u> |

Elizabeth Trask

Jane Lumbert

Rita Ann Reimer

Steven Seyfarth

Robert Higdon

Robert Scott

Robert P. Cunningham

Frank J. Carles

Michael B. Casella

Thyllis E. O'Neill

Cooki Turekader

Victory Clark

Virginia L. Casella

Thomas E. Fisher

Ed Connor

Janice A. Sitwin

Mary Pauline Justice

Pauline Worp

Sallybeth Dunkey

Jeanne Jagelski

Suzanne A. Gould

Arthur W.

Barbara S. Powers

M. Bodeley

Doug Konderlik

Cecilia Worp

Lana M. Maslin

Janice

James J. Eggers

Richard C. Seiber

John H. Diamond

Nancy Louise Stenz

Susan Steiner

Marshall E. White