

AUGUST

ADVISORY NEIGHBORHOOD COMMISSION - Meeting Date: 8-24-81

Registration of Visitors:

Peter Espenschied
3414 Newark St., N.W.
D. C. 20016

Herbert J. Friedman
3701 Conn. Avenue, N.W.#241
D. C. 20008

Marcia B. Kass
3701 Conn. Avenue, N.W. #406
D. C. 20008

Geo. E. Lawrence
3221 Cathedral Ave.
D. C. 20008

Jennifer Toth
2829 Conn. Avenue, N.W.#201
D. C. 20008

Lucy Weisz
3414 Rodman St.
D. C.

Lindsley Williams
2704 Cortland Pl., N.W.
D. C. 20008

Richard F. Yates
3704 Reno Rd., N.W.
D. C. 20008

David Young
2801 New Mexico Ave., N.W.#820
D. C. 20007

Source: Registration cards

ADVISORY NEIGHBORHOOD COMMISSION - Meeting Date: August 25, 1980

Registration of Visitors:

Alice Bralove
2801 Rock Creek Dr., N.W.
D. C. 20008

Lindsley Williams
2704 Cortland Pl., N.W.
D. C. 20008

Beverly Brannan
3615 Edmunds St., N.W.
D. C. 20007

Kathleen Wood
2938 Macomb St., N.W.
D. C. 20008

Tilford Dudley
2942 Macomb St., N.W.
D. C. 20008

Mr. & Mrs. Richard Yates
3704 - 34th St., N. W.
D. C. 20008

Frank Hersman
1319 North Carolina Ave., N.E.
D.C.

A. G. Newmyer III
2801 McGill Terrace
D. C. 20008

Jeanne O'Donnell
3317 Newark St., N.W.
D. C. 20008

Jim O'Donnell
(same as above)

Robert B. Shanks
3615 Edmunds St., N.W.
D. C. 20007

Linda Sher
2810 McGill Ter., N.W.
D. C. 20008

Bob Stumberg
Harrison Institute

Mrs. Julilia K. Tolson
7333 New Hampshire Ave. #602
D. C. 20016

Lucy Weisz
3414 Rodman St.
D. C.

Source: Registration cards

ADVISORY NEIGHBORHOOD COMMISSION 3-C
GOVERNMENT OF THE DISTRICT OF COLUMBIA

CATHEDRAL HEIGHTS CLEVELAND PARK MASSACHUSETTS AVE. HEIGHTS MCLEAN GARDENS WOODLEY PARK

AGENDA

August 24, 1981

Meeting place: Second District Police Station

- A. Call to order
1. Roll call
2. Registration of Visitors and concerns
- B. Verification of Notice Haugen
- C. July Minutes
- D. Treasurer's Report Grinnell
SECRETARY'S REPORT *Haugen*
- E. Vice Chairman's Report Mendelson
- H. Audience issues
- I. Standing Committees and Reports and Issues
1. Budget and Fiscal Affairs Strand
2. Crime Prevention/ Public Safety Espenschied
3. Education Strand
a. Initiative #7 - Referendum for Tuition Tax Credit
communications from Lindell Tinsley, Acting
Director, Office of Campaign Finance
b. SAVE OUR CITY - communication
- Housing* 4. Communications Haugen
Historic 5. Human Services & Aging Haugen
Preservation a. Orientation (walk/ride) for
E/H prior to opening of Conn. Ave.
Stations
b. Sept. 9 hearing
6. Recreation Row
7. Transportation *GRINNELL - OHMAN*
a. Sept. 9 WMATA hearing on bus
route changes
b. Memorandum August 15, 1981 from
Richard F. Yates - Discussion/Action
- c. July 29, HEARING on Small Bus grant application Haugen
8. Zoning:
a. Sewer Problem - Idaho Ave. Walmsley
b. Tregaron Walmsley/Szoradi
c. Maret School Update Szoradi
d. D.C. Regulations medical/
dental Clinics Walmsley

SINGLE MEMBER DISTRICT COMMISSIONERS: Over

01-LYNN OHMAN
02-RUTH HAUGEN
03-CHARLES SZORADI
04-
05-PHILIP MENDELSON

ANC-3C OFFICE
2737 DEVONSHIRE PLACE, N.W.
WASHINGTON, D.C. 20008
232-2232

06-KAJ STRAND
07-GARY KOPFF
08-VACANT
09-PATRICIA WAMSLEY
10-DAVID GRINNELL

ADVISORY NEIGHBORHOOD COMMISSION 3-C

GOVERNMENT OF THE DISTRICT OF COLUMBIA

CATHEDRAL HEIGHTS CLEVELAND PARK MASSACHUSETTS AVE. HEIGHTS MCLEAN GARDENS WOODLEY PARK

MINUTES

August 24, 1981

A. 1. Chairman Gary Kopff called the meeting to order at 8:10 p.m. and informed the audience that audience issues would be considered during the committee reports. (Attachment #1-Agenda). Commissioner Philip Mendelson arrived late.

2. Registration cards were distributed to guests. (Visitors listed on Attachment #2).

B. Verification of Notice was established.

C. At this point, Joan Slous, who replaces Linda D. Major, as Recorder, was introduced to the Commissioners.

D. The July minutes were approved with the following corrections: Under Item I. 1c, 6th line from the bottom, change the words "Board of Directors" to "Representative", and add to end of item C, page 4, the following: "Szoradi emphasized that Maret School is a very valuable asset to Woodley Park and he will make an effort to find an amicable solution to solve the problem." (Attachment #3).

*correction
noted
RH*

E. Treasurer's Report

Treasurer David Grinnell reported that the ANC-3C Interstate Account was due the third and fourth quarter payments and that the Account has a present balance of \$6,642.72. Gilda Shenker of the D.C. Budget Office is the person to contact regarding ANC funding and disbursement of funds. Her telephone number is 727-6317 or 727-6981.

Commissioner Grinnell recommended that the ANC pay the Anne Blaine Harrison Institute the outstanding balance owed on the \$5,000.00 contract and Commissioner Philip Mendelson agreed to meet with Lucy Weiss to determine the exact balance owed. Commissioner Gary Kopff moved that the ANC pay \$3,000.00 to the Institute for the continuation of legal services for calendar year 1982, which motion was adopted by majority vote, Ruth Haugen abstaining.

SINGLE MEMBER DISTRICT COMMISSIONERS:

01-LYNN OHMAN
02-RUTH HAUGEN
03-CHARLES SZORADI
04-
05-PHILIP MENDELSON

ANC-3C OFFICE
2737 DEVONSHIRE PLACE, N.W.
WASHINGTON, D.C. 20008
232-2232

06-KAJ STRAND
07-GARY KOPFF
08-VACANT
09-PATRICIA WAMSLEY
10-DAVID GRINNELL

F. Secretary's Report

Secretary Haugen reported that Sgt. Dowling of the Second District Headquarters advised that the Police Department lacked the manpower to provide monthly reports on crime statistics, but that a community representative would be furnished the data to compile such statistics. Peter Espenschied agreed to obtain these statistics on crime activity in the neighborhood.

Ms. Haugen also reported on the recruitment efforts for ANC vacancies. The special notice of the vacancies in ANC-3C appeared in the Uptown Citizen in an article on local ANC News, August 6, 1981. (Attachment #4). Frank Hersman, by telephone, indicated that he planned to obtain a petition for SMD-09. His name was later given to Wilma Martin. Ruth Haugen asked that her memoranda to the Commissioners, dated August 18 and 21, 1981, with attachments, be accepted for the record. (Attachments #3 and 5).

G. Vice-Chairman's Report--No report.

H. Standing Committees: Reports and Issues

1. Budget and Fiscal Affairs

Chairman Kaj Strand reported that since the District of Columbia ended up with a slight surplus of money, it would not have to place the public schools on furlough. He further announced the meeting of the Community Workshop on Budget FY 1983 at Georgetown University Law Center on August 27, 1981 at 7:00 p.m.

Gary Kopff informed Strand that Mr. Levy of ANC 2-A would like a representative from our ANC to attend a meeting on the issue of revenue bonds being issued by George Washington Hospital and by other similar type institutions; Strand agreed to contact Mr. Levy to discuss this issue.

2. Crime Prevention/ Public Safety

Peter Espenschied distributed the statistical report on crime activity he compiled for the month of July, 1981, broken down into "Carney" blocks. (Attachments # 6 and 7). Future monthly surveys will include slightly different groups of "Carney" blocks so as to coincide more exactly with the boundaries of ANC 3-C. Inadvertently, Grinnell's district was omitted, but will be included in all future reports.

Mr. Espenschied's report is divided into Robbery-Street Crime; Burglary I and II; "Grand Larceny" and Petit Larceny"; Bicycle thefts; Stolen automobiles; and Vandalism. Burglary I denotes a forced breaking and entering of an occupied residence. Burglary II denotes a forced breaking and entering of an unoccupied residence and any other type of dwelling, i.e. a hotel, regardless of whether it was occupied. "Grand Larceny" denotes police terminology for a theft with no forced entry, i.e. a door open, and a theft of over \$100.00, whereas "Petit Larceny" denotes a theft with no forced entry of personal property under \$100.00. Bicycle thefts were made a separate category because of their significantly high number.

In reviewing his report, Mr. Espenschied noted that of the 18 "Grand Larcenies" committed during the month of July, five occurred at the Sheraton and one at the Shoreham Hotel and that "Carney" block Nos. 236 and 238, the blocks extending from Connecticut and Calvert Streets to Connecticut and Porter Streets, accounted for half of all reported crime. These blocks represent the hotels and business areas, as well as St. Thomas Apostle Catholic Church. The total number of crimes committed during the month of July--which were reported-- were 107. Mr. Espenschied agreed to continue issuing these monthly reports and Chairman Kopff urged that he contact the local Neighborhood Watch group for assistance in compiling future reports.

3. Education

Chairman Kaj Strand reported on Initiative #7-Referendum for Tuition Tax Credit, sponsored by the D.C. Committee for Improved Education. Initiative #7 intends to provide an income tax credit to District of Columbia taxpayers who financially support full-time students attending public or private schools. The initiative limits the initial tax credit to \$1,200.00 per pupil for the year ending December 31, 1982, and provides for annual increases thereafter. In this regard, a communication dated July 31, 1981 from members of "Save our City, Vote No on Initiative #7", was discussed. Also, the Commissioners discussed a letter from Mr. Lindell Tinsley, Acting Director of the D.C. Office of Campaign Finance, dealing with a complaint by a Mr. Rolark, which alleged that some of the circulators of the petitions for Initiative #7 were not qualified registered electors as required by D.C. Law. (Attachment #5). Attached to ~~\$5~~ ² _{RH} Mr. Tinsley's letter was a questionnaire to be distributed to citizens who signed these petitions, asking whether the circulators informed them about the substance of the petition. Regarding the latter communication, Mr. Tinsley asked the assistance of ANC's in distributing and returning the questionnaires in order to obtain information that may be relevant to the Board's investigation of allegedly fraudulently signed petitions. An extensive discussion ensued as to the exact meaning of such assistance, that is, was Mr. Tinsley asking ANC Commissioners to track down people who signed such petitions? The Commissioners decided that this letter needed to be clarified and a motion was adopted unanimously to refer the matter to the Education Committee for further clarification before any ANC action would be taken. Regarding the substance of Initiative #7, Commissioner Lynn Ohman moved for the ANC to take a position against Initiative #7 on economic and philosophical grounds, because \$64 million dollars would be siphoned away from the present school system budget and money would be channelled into private educational institutions at the expense of poor citizens who could not afford to send their children to public schools. The Commissioners decided that a vote in favor of Ohman's

motion would put the ANC on record as being opposed to the Tuition Tax Credit, but that a vote against the motion would mean only that the ANC would not go on record as opposed to Initiative #7. This motion was adopted by a majority vote, with three Commissioners opposed. Chairman Strand requested that Ms. Slous place a notice in the Uptown Citizen informing citizens that ANC 3C was opposed to the Tuition Tax Credit Initiative which may be placed on the November ballot.

4. Communications

Commissioner Haugen discussed the need for an annual report as of September 30, 1981. Unit meetings of the D.C. League of Women Voters held during the month of May, 1981, in which Haugen, Grinnell and Major participated, revealed the concern the constituents have about money expenditures by the ANCs. Chairman Kopff asked each Commissioner to write one paragraph on their committee's activities to be published in a newsletter. Ms. Haugen plans to include a Five Year report on the Inter-ANC Committee on Aging.

5. Housing

Commissioner Phil Mendelson proposed that \$25.00 be given to the Citywide Housing Foundation, a pro-tenant housing group, which proposal was adopted by unanimous vote.

6. Human Services and Aging

Commissioner Haugen spoke about the change in bus routing and how the older people of the community were concerned about forced use of the new metro system. Through her membership on the Elderly and Handicapped Transportation Advisory Committee of WMATA, the request has been made to WMATA for participation in an orientation session for the elderly and handicapped to be sponsored by Ward 3 Inter ANC Committee/Mini Commission on Aging prior to the opening of the stations on Connecticut Avenue. Efforts are being made to encourage older people to testify at the September 9, 1981 hearing.

7. Recreation-- No report.

8. Preservation and Landmarks

Charles Szoradi explored with the ANC whether the Admiral's House (presently headquarters for the Vice-President) and the Kennedy Warren Building on Connecticut Avenue should be placed in the D.C. Historical Register as city landmarks. There was also a discussion of whether Cleveland Park should upgrade its historic preservation efforts of buildings, for example, homes on Highland Place. Ms. Ann Likow, a member of the audience and knowledgeable on historic preservation matters, felt that the Admiral's House had enough protection as a landmark because it was already in the National Register, but that the ANC should act quickly on the Kennedy Warren Building, should it ever become a condominium in the near future. Szoradi agreed that his committee will inquire

into whether the Kennedy Warren Building should be designated as a D.C. landmark. Reference was also made to the facade of the fire station at Connecticut and Porter Streets.

9. Transportation

Commissioner Ohman had no report. Grinnell noted for the record that he received a communication from Mr. Kenneth Todd, which has been submitted to the Transportation Committee.

Mr. Young, a member of the audience and the President of the Collonade Condominium Association, brought before the attention of the ANC the allegedly dangerous traffic situation by the driveway providing ingress and egress into the Collonade Apartments. There is a curve in the road by the driveway and oncoming vehicles have collided with cars coming in and out of the driveway, resulting in many accidents. The Transportation Committee agreed to look into the matter.

Ruth Haugen participated in two meetings with Ms. Major and representatives from the Transportation and Environmental Services Committees and it is her understanding that Ms. Major will submit a report on her work in this regard, particularly on transportation issues.

Mr. Yates, a member of the audience, addressed the Commissioners regarding his August 15, 1981 memorandum, submitted to the Commissioners with Haugen's memorandum, dated August 18, 1981 (Attachment #3), proposing that for a six month period, WMATA run buses between Chevy Chase Circle and Dupont Circle via a continuous route after the opening of the Van Ness station. Lindsly Williams, former ANC Commissioner and Chairman of the Transportation Committee, also addressed the issue of WMATA's proposal to substantially alter bus service on Connecticut Avenue and endorsed Mr. Yates' proposal that bus service continue on a trial basis for a six month period. Ms. Ohman agreed to testify at the September 9, 1981 WMATA hearing and agreed to confer with Lindsly Williams and Mr. Yates in order to develop testimony which would propose that WMATA consider this six month trial period. A motion to develop testimony along these lines was adopted unanimously by the Commissioners. Testimony will also include the concerns raised by the older people of the community.

10. Zoning

- a. Mr. George Lawrence, a member of the audience, asked the ANC to investigate the proposed neighborhood based residential facility about to be occupied as a home for mentally retarded persons at 3223 Cathedral Avenue. Mr. Lawrence expressed concern about the forthcoming occupancy, because the landlord never informed the neighbors that he intended to rent the premises to the Joseph Kennedy Institute as a home for mentally retarded persons; he further stated that the neighbors were concerned because the landlord de-

liberately failed to notify the neighbors about the future use of his property in this manner. Mr. Lawrence requested that the ANC delay occupancy until the landlord and the Joseph Kennedy Institute met with the neighbors and fully explained the arrangements and numbers of people intending to dwell in this residence. Gary Kopff moved that the ANC ask the Anne Blaine Harrison Institute to determine whether the landlord's actions violated any applicable laws:

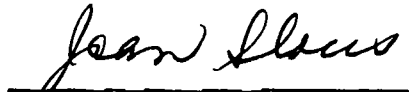
1. Does the thirty day notice period apply;
2. What are the density standards;
3. Whether the Joseph Kennedy Institute has any relationship to a local government agency; and,
4. Whether a permit to operate this residence as a community based organization can be issued as a matter of right.

Commissioner Kopff's motion was unanimously adopted.

- b. Sewer Problem-Idaho Avenue. Commissioner Wamsley asked the ANC for a resolution to adopt the request made by Mr. Kittner, as stated in his letter, dated August 10, 1981, which asks the City to close the alley in Square 1801, running from Macomb Street to 39th Street and to allow two sewers to remain open, one draining into Macomb Street and one draining into 39th Street; This resolution was adopted unanimously.
- c. Tregaron. Charles Szoradi, Co-Chairman of the Zoning Committee, received a letter on the day of the ANC meeting, August 24, 1981, which stated that the Tregaron Corporation has reduced the number of houses from 133 to 120. A discussion ensued as to what should be the future strategy of the ANC and its Zoning Committee and the Commissioners decided to table the issue on Tregaron for the next meeting.
- d. D.C. regulations medical/dental clinics. Commissioner Wamsley received a telephone call from Mr. R. Churchill of ANC 2A to support his group regarding the treatment of medical facilities in the neighborhood. A resolution was passed, recommending that the D.C. Board of Zoning review the treatment of medical facilities.

The meeting adjourned at 12:15 p.m.

Respectfully submitted for the Commission:


Joan Slous, Recorder

Approved, as corrected:

Ruth B. Haugen, Secretary

List of Attachments

1. August 24, 1981 Agenda
 - * 2. Registration cards - List attached.
 3. August 18, 1981 update by Commissioner Haugen, with attachments
 4. Notice of Vacancies in ANC-3C
 5. August 21, 1981 memorandum by Commissioner Haugen with attachments.
 6. Statistical report on crime activity
 7. Accompanying map of "Carney" blocks on crime activity
- *3. Aug. 7 Memo from Charles Szoradi re: correction and addition to July minutes.

attachments #6 & 7 - filed in Subject Folder - Crime Reports.

Charles SzoradiArchitect
and
Planner1710
Connecticut
Avenue NW
Washington
DC
20009~~202~~
~~234-2155~~
965-6277

AIA, AIP assoc.

7 AUG 1981

TO: RUTH HAUGEN

RE: MINUTES OF JULY 27 '81 MEETING
HARET SCHOOL

DEAR RUTH

PLEASE CHANGE ON PAGE 3 ITEM
I, I. C. 6 - THE LINE FROM BOTTOM.
CHANGE "BOARD OF DIRECTORS" TO
"REPRESENTATIVE" AND PAGE 4 AT
END OF ITEM C. ADD: "SZORADI
EMPHASIZED THAT HARET SCHOOL
IS A VERY VALUABLE ASSET TO
WOODLEY PARK AND HE WILL MAKE
AN EFFORT TO FIND AN APPLICABLE
SOLUTION TO SOLVE THE PROBLEM"

IT IS VERY IMPORTANT TO MAKE
THIS CHANGE
THANK YOU

Charles

3'

ADVISORY NEIGHBORHOOD COMMISSION 3-C

GOVERNMENT OF THE DISTRICT OF COLUMBIA

CATHEDRAL HEIGHTS CLEVELAND PARK MASSACHUSETTS AVE. HEIGHTS MCLEAN GARDENS WOODLEY PARK

August 18, 1981

To: Commissioners, ANC 3-C

From: Ruth Haugen, Secretary *RH*

Re: UPDATE

Linda Major did not get away from D. C. until August 14. A dental emergency, including a root canal problem, along with problems related to the sale of the house were among the deterrent factors to her keeping the original schedule.

Joan Slous (pronounced Slow us), 3529 Yuma Street, a lawyer formerly employed by the D. C. Corporation Council will be with us on Monday night to take minutes. (Linda participated in her selection.) With a six month's old baby she is temporarily retired from professional practice. I have spoken with her about the annual report that is due at the end of October, and our need to get out something to our constituents prior to the fall election.

POSTING:

The posting was done yesterday by Andrew Carroll, Bill Carroll's son. Copy of posting locations is attached for your review and suggestion as to other locations.

AGENDA for Aug. 21. *Aug 24.*

I will appreciate hearing from you as to suggestions for the agenda. My tel. # is 232-1468. Msg. can be left at answering service there or at office. I will have one for Monday p.m., but may not get it to you before.

Crime report: Sgt. Dowling advised that that office does not have manpower to provide monthly report. Practice is for community representative to come to community relations office when crime analysis officer is there (7 a.m. - 3:30 p.m.) M -F. Peter Espenschied has agreed to get the statistics for us.

There will be a number of items under TRANSPORTATION. In this connection I am enclosing a proposal received today from a constituent, submitted on the recommendations of both David Grinnell and Linda Major with whom he has had conversations.

SINGLE MEMBER DISTRICT COMMISSIONERS:

More

01-LYNN OHMAN
02-RUTH HAUGEN
03-CHARLES SZORADI
04-
05-PHILIP MENDELSON

ANC-3C OFFICE
2737 DEVONSHIRE PLACE, N.W.
WASHINGTON, D.C. 20008
232-2232

06-KAJ STRAND
07-GARY KOPFF
08-VACANT
09-PATRICIA WAMSLEY
10-DAVID GRINNELL

To: Commissioners, ANC 3-C (cont.)

Aug. 18, 1981

His recommendations relate to Public Hearings Nos. 192 & 193 for Docket No. B 81-4, routing changes under consideration with the opening of the three stations on Connecticut Ave.

I have registered ANC 3-C as interested in testifying at the September 9 hearing to be held at the Lafayette School with promise that I would supply name of person to present testimony later. ~~For Page~~

Unless I hear otherwise, I am assuming that the Zoning Committee will report on committee meeting on TREGARON held on July 30.

I hope to talk with you before Monday.

Copied below is a note dated Aug. 7, 1981 from Charles Szoradi regarding MINUTES OF JULY 27, 1981, regarding MARET SCHOOL. His concluding comment was "It is very important to make this change."

Please change on Page 3 from bottom I.1.c., 6th line from the bottom:

change "Board of Directors" to "Representative",

and Page 4 at end of item c. add "Szoradi emphasized that Maret School is a very valuable asset to Woodley Park and he will make an effort to find an amicable solution to solve the problem."

Attachments: 2

1. Posting Locations.
2. Aug. 15, 1981 Memo To ANC 3C Commissioners
Proposed MetroBus Service Changes
extension Red Line Subway service
To Varnhous UDC

Richard F. Yates
3704 Reno Rd.

NOTICES Posting Locations.

			JMD
Conn. & Cathedral	Bus Stop	S.E. CORNER	01
Conn. & Woodley	" "	S.E. CORNER	01
Conn. & Calvert	N.W. Corner		02
2800 Woodley Rd.	above Wash Post Box		02
Conn. & Woodley	Bus Stop	S.W. Corner	03
Conn. & Cathedral	S.W. CORNER		03
Conn. & Zoo			04
Conn. & Devonshire	S.W. CORNER		04
Conn. - Macomb	Library.		07
St. Patrick			06
Conn. - Newark			07
Conn. - Rodman	SW.		06
Conn. - Tilden			06
Porter	Idaho	S.E.	05
Wis./Newark		S.W.	05
Wis./Macomb		N.W.	05
		N.E.	06
Wis. - Ches of Capitol			09
Idaho & Mass.		S.E.	09
Fullon & Bellevue		N.E. CORNER.	10
Edmonds & 36th Pl.		N.W. Corner	10

8-17-81

changed by Gary 8/24/81

THE UPTOWN CITIZEN

Local ANC News

ANC 3G—Chevy Chase—The Advisory Neighborhood Commission 3G and the Chevy Chase Citizens Association held a Joint Town Meeting at the Chevy Chase Community Center on July 13. About 100 persons came to hear and talk with Mr. Thomas Downs, the D.C. Director of the Department of Transportation. Mr. Downs went into detail about the proposed changes in bus lines upon opening of the Van Ness Station. In general, it appeared, that the policy is to feed passengers into the subway and reduce thru-bus-service to downtown. The possibility of neighborhood bus service will be explored in a series of meeting with citizens. Mr. Downs commented on the current status of Reno Road stating that present plans for the implementation of the changes decided on call for an August 24 date.

ANC 3E—American University Park/Friendship Heights—At the June 11, 1981 meeting the the Commissioners awarded \$1300.00 in grants to the following organizations:

Lisner-Louise Home	\$500.00
Iona House	500.00
Tenley Library Council	200.00
Friendship Citizens Association	
(Watch Program)	100.00

Since ANC 3E did not receive as many grant requests as in previous years, the Commission will accept grant requests again until September 1, 1981. The ANC 3E Budget Committee will review these requests, make recommendations to the full Commission and the Grants will be awarded at the September 10, 1981 Town/re-

gular meeting. If you would like a copy of ANC 3E Grant Guidelines write or call the ANC 3 office: 4025 Chesapeake Street, NW., DC. 20016/244-0800.

ANC 3E Position on recent Liquor Licenses: Since January 1, 1981 this ANC has reviewed 5 applications for new liquor licenses and one transfer. ANC 3E does not approve the granting of a liquor license but it will oppose or not oppose the granting of a license. These applicants are listed and the 3E position noted:

New York Restaurant, 4532 Wisconsin Ave., N.W. Class D Not Oppose; **Wide World of Wines**, 4801 Massachusetts Ave., N.W. Class B Oppose; **Gourmet Express**, 4936 Wisconsin Ave., N.W. Class D Not Oppose; **Passiou**, 4801 Massachusetts Ave., N.W. Class C Oppose; **Chadwick's**, 5247 Wisconsin Ave., N.W. Class C Not Oppose; **Tenley Inn**, 4606 Wisconsin Ave., N.W. Class C (Transfer) Not Oppose.

ANC-3C Seeks Citizen Participation

Advisory Neighborhood Commission 3C, which represents the citizens of the Cathedral Heights, Cleveland Park, Massachusetts Avenue Heights, McLean Gardens and Woodley Park neighborhoods of the District of Columbia, encourages its constituents to join with their ANC in helping the District Government help them. Only with volunteer time, energy and commitment can District residents benefit from the potential of the Advisory Neighborhood Commission system. By D.C. law, ANC recommendations carry "great weight" in the government decision-making processes.

Thursday, August 6, 1981

regarding issues which affect its neighborhoods.

An Advisory Neighborhood Commission is comprised of persons in a given area elected by residents of that area to advise the District on matters of public policy including streets, planning and zoning, recreation, traffic, local service programs, health, safety, sanitation, etc. The single member districts (SMD), of which each ANC is composed, are areas containing approximately 2,000 citizens. Each single member district (SMD) Commissioner is elected by its 2,000 residents; these Commissioners, one from each single member district (SMD), comprise the membership of the ANC.

Candidates for SMD Commissioner must be registered D.C. voters and have lived in the area they seek to represent for no fewer than 60 days prior to filing their petitions for eligibility. Candidates must hold no other elected office. If a resident wishes to establish himself as a candidate for SMD Commissioner in his neighborhood, he must file a petition, available beginning August 21st from and due back September 4th to the D.C. Board of Elections and Ethics, containing the signatures of no fewer than 25 registered qualified electors who are residents of the SMD he seeks to represent. Questions may be addressed to the Board of Elections and Ethics at 347-9725 or to the local Advisory Neighborhood Commission office (see telephone directory under D.C. Government "A" listings).

Of particular concern to ANC-3C is its SMD-08 area, bounded to the north by the south sides of

Idaho and Cathedral Avenues, to the south by the north sides of New Mexico Avenue, Watson Place and Garfield Street, to the east by the west side of 39th Street, and to the west by the Glover Archbold Park pathway. This district, one of the ten of which ANC-3 is composed, which includes the large Westchester and Colonnade apartment buildings, among others, has been unrepresented for the past two elected Commission terms, that is, from January 1978 through December 1981. Interested persons should contact the ANC-3 office, 232-2232, for assistance and/or information.

#4

August 21, 1981

To: Commissioner, ANC 3-C

From: Ruth Haugen, Secretary

RE: AGENDA - August 24, 1981 and F.Y.I.

AGENDA ITEMS

1. Tregaron - - Update

See copy of letter dated August 8, 1981 addressed to Dr. Sheldon Holen, President, Friends of Tregaron, from Alan R. Novak, President, regarding "our last meeting". (Copy attached) *#5a (attachment)*

Charles Szoradi suggests that familiarity with the content of this letter will assist in expediting his update at August meeting.

2. NEW BUSINESS -

Initiative #7 - REFERENCE FOR TUITION TAX CREDIT sponsored by D. C. Committee for Improved Education.

David Grinnell asks: Please bring the communication dated August 14, 1981 from Lindell Tinsley, Acting Director of Office of Campaign Finance to the meeting: The question is whether Commission should respond immediately to the request or refer to Education Committee. *#5b (attachment)*

#5c (attachment) This is a crucial issue. In this connection attached is copy of communication from SAVE OUR CITY - Vote No on Initiative #7. While as of this date it is not definite that it will be on the November ballot, groups are rallying in the interest of developing educational campaigns as to its implications.

F.Y.I.

1. Community Workshop on Fy 1983 Budget

Thursday, August 27, 1981 - 7 p.m. Georgetown U Law Center
600 New Jersey Ave. N. W.

Mayor Barry is seeking citizen input for the Fy 1983 budget to be submitted to D. C. Council on Oct. 1, to Congress in Feb. He will be there.

2. Reno Road - Tom Downs, Director, DOT, replies to ANC 3-C's support of Order 81-33 in letter dated July 31 with attachment. Copies are attached. *#5d (attachments)*

On Aug. 18, Steve Posniak telephoned to inquire if ANC 3-C had received a reply from TD. I read to him reply of July 31.

*Correction - 8/18 memo
meeting date is
Aug 24*

addressed to Gary Kopff, AIC

sa

P.M. 8/18/81

Received 8/18/81

TREGARON CORPORATION

SUITE 201

1555 CONNECTICUT AVENUE, N. W.

WASHINGTON, D. C. 20036

(202) 797-2345

August 8, 1981

Dr. Sheldon Holen, President
Friends of Tregaron
2928 Macomb Street, N.W.
Washington, D.C. 20008

Dear Dr. Holen:

Thank you for your letter of July 30th. I am sorry that your group left our last meeting disappointed. However, after carefully reading your letter, it is apparent to me that some measure of your group's disappointment is related to continuing misapprehensions about our intentions. In those areas where this is the case, I hope that by continuing our dialogue, a commonly shared perception of the facts will ultimately emerge and this will serve to mitigate certain of your concerns. On the other hand, there are areas of real disagreement as to what is proper and appropriate with respect to the development of Tregaron. In these areas, I also would hope that a continuing dialogue would be helpful, since a process of give and take and a willingness to be forthcoming can often help to narrow real differences, in such a way as to make them palatable to both sides of an issue. Please assure the Friends that this is the approach Tregaron Corporation wishes to follow in its relations with community groups such as yours.

Few aspects of the developer's role in the development process are as painstaking and laborious as communicating a conceptual architectural plan to a group of concerned citizens of diverse backgrounds and professions.

One can hire expert professionals; architects, engineers, land planners and a multitude of consultants to analyze a site and its environs and reach an appropriate design solution. Working with their counterparts (lawyer-to-lawyer, engineer-to-engineer) in both the District and Federal governments, these professionals can then refine their plan to make it comply with each and every Federal and District law and other valid criteria affecting the public interest.

Dr. Sheldon Holen

August 8, 1981

Page Two

This too has been a long process; however, it is beginning to bear fruit for us. Current discussions with District authorities, the National Park Service, NCPC and other authorities in areas of apparent concern to you (drainage, traffic, preservation of trees, parking, etc.) lead us to conclude that there is absolutely nothing in our present approach to the development of our 14.6 acre part of the Tregaron estate which cannot be resolved in the beneficial interest of the general public. These efforts of ours, I believe, are indicative of our willingness to cooperate and compromise, a willingness that we have conveyed to the Friends for many, many months now.

You have characterized our basic concept as a "winding, densely-packed rowhouse development".

We would disagree with that characterization. Our basic concept is to build luxury single-family homes in clusters. As a result of a long, extensive and highly skilled effort by our excellent planning team, the individual single-family units are variously sited so as to preserve most of the trees on the property, more than 80%, and to open up vistas and create spaces within clusters and between housing units to avoid any sense of a rowhouse development. This latter objective is also achieved by locating adjoining units at different elevations and by varying unit heights. The single-family clustered houses in our PUD plan contain less square footage than that allowable under the F.A.R. for an R-1 Zone under a PUD.

You state that you consider our July 17th plan "grossly excessive...excessive in bulk, excessive in footprint, and excessive in density".

When we began our planning for Tregaron, we, of course, had to develop planning criteria. We had to ask ourselves what would be proper and appropriate for our development plan. For guidance, we looked to the policy of the District of Columbia as set forth in the District of Columbia's Goal and Policies Act, and as reflected in D.C. Zoning Law and Regulations. We also studied the PUD applications of other developers of large tracts or estates in the District as well as the responses of the D.C. authorities to such proposals. We then drafted our plan and sent you and our neighbors copies of our "Criteria for Responsible Development" of the Tregaron Estate, setting forth the goals of PUD.

Dr. Sheldon Holen
August 8, 1981
Page Three

Based on our studies, we decided to plan to build fewer F.A.R. feet above grade on Tregaron than the District would allow under a PUD in any R-1 Zone, whether R-1-A or R-1-B, and therefore to build less square footage than under R-1-A matter-of-right zoning, assuming houses of mass comparable to the Macomb Street houses on the Tregaron block.

Clustered housing under a PUD produces a smaller total footprint than that under matter-of-right subdivision by lots. Because of the compactness of our plan, we concluded that our footprint was smaller than what it would be under R-1-A, and as a percentage, less than the footprint of the other significant approved PUD developments in the District of which we are aware.

As I have repeatedly stated, because the houses in the neighborhoods surrounding Tregaron are all zoned R-1-B, and multi-family housing zoned R-5-B as well as Connecticut Avenue commercial are so close nearby, we believe the Tregaron property is properly R-1-B.

You suggest that our plan still fails to satisfy the views expressed by the Joint Committee of Landmarks. We do not agree. We have reduced the units of our plan from 184 units to 133 units -- a drop of 51 units, almost a 30% reduction. Our present plan calls for placing the parking area you refer to underground. The "view" from the south "vista" will not be obstructed. We believe we have been responsive to all of the concerns of the Joint Committee and have in our present plan retained all of the "old road" and other "old" features of the Estate.

You also express concern about soil erosion and run off. Our engineers and architects have done their engineering planning very carefully. After evaluating the relevant data compiled, they have assured me that we will have no serious problems in these areas. These are technical questions in which I defer to my professional staff. However, I repeat my invitation to have your professional advisers meet with ours so that you can assure yourself of the highly competent planning which has taken place.

Dr. Sheldon Holen
August 8, 1981
Page Four

On the question of what you refer to as the "National Capital Planning Commission's scenic easement", let me clarify this situation for you. Even your own adviser on the subject, from the firm of Caplin and Drysdale, does not suggest that such an easement currently exists in favor of the National Capital Planning Commission. Nor is it our intention, as you suggest, to avoid defining the area subject to the easement we wish to give, until building plans are approved. We are currently defining the exact area to be covered by the easement in discussions with relevant Federal authorities. We want very much to give such a scenic easement comprising virtually the entire area of the estate that is wooded.

I am sorry that you lack confidence in my representation that more than 80% of Tregaron's significant healthy trees would be spared from destruction. My confidence in this is quite strong, and I invite you to have professionals meet with my arborist and land planners so that a factual basis from people you trust can be developed for your consideration. Should that happen I feel confident you will share my confidence.

As to traffic and parking, I believe Mr. Harrison has sent you our traffic study which finds no serious traffic problems created by our proposed development. I look forward to having a response from you on this subject after you have studied this document. Our provision for parking is thought by some neighbors to be too much, and by others to be too little. We think it is more or less about right, but remain open to modify our program if we come to see a need for more parking.

You urge a new approach: "one based on, among other things, a greatly reduced number of individual living units, an even more greatly reduced footprint, and generally more imaginative and sensitive approach to Tregaron's special challenges".

It is not clear to me that doing less, as you seem to suggest, is in fact a new approach. And, as I have tried to indicate in this letter, we consider our plan a good one, consistent with the District Goals and Policies, and sensitive to the lovely park-like character of Tregaron, which would be preserved in perpetuity under our plan.

Because I do not consider our plan excessive, I see no good public policy reason to alter it substantially. On the other hand, I respect the concerns and interests reflected in your letter and remain flexible and forthcoming in my attitude towards these issues.

Dr. Sheldon Holen
August 8, 1981
Page Five


We are now in the period during which we will finally define our plan and file our PUD.

With respect to defined issues governed by law judiciously administered, our plan will stand on its own merits. At this point in the planning, after months of consultation, I frankly don't know how to respond to your request for "a new approach". While I am not at all sure what is meant, my sense is that the request may well exceed the boundaries of a private citizen's right to protect his personal interest in that which does not belong to him.

The public and federal interests are well protected by law and public policy as administered by the public authorities addressing this matter. At this point in that process, prior to filing our PUD, we still have the flexibility to respond to the unique needs of the private citizen, our neighbors. I am not convinced that the "Friends of Tregaron" is an appropriate body to represent this interest; however, the sincerity of certain of your members is unquestioned. Based on a respect for this sincerity, we would be happy to discuss these matters again with the "Friends" at your convenience.

Very truly yours,

TREGARON CORPORATION


Alan R. Novak, President

ARN:mmf

cc: Ms. Kay McGrath
Ms. Suzanne Ganschinietz
Mr. Peter Craig
Mr. Jacques DePuy
Mr. Christopher Klose
✓ Mr. Gary Kopff
Mr. Arthur V. Meigs
Mr. Richard Ridley
Mr. Charles Szoradi

#5c

Post Office Box 9453
Washington, D.C. 20016

SAVE OUR CITY

VOTE NO ON INITIATIVE #7

Mr. James Speight, President
Dr. Patricia Elwood, Treasurer

STEERING COMMITTEE

The Honorable Arrington Dixon,
Chairman, Council of
the District of Columbia
Chairperson

The Honorable Hilda H M. Mason
Councilmember-at-Large,
Council of the
District of Columbia
Co-Vice Chairperson

Ms. Floretta McKenzie,
Superintendent of Schools
of the District of Columbia
Co-Vice Chairperson

Mr. William Simons, President,
Washington Teachers Union
Co-Vice Chairperson

COMMITTEES

COMMUNITY OUTREACH CHAIRPERSON

Dr. J. Terry Wingate,
Pastor, Purity Baptist Church

ISSUES CHAIRPERSON

Mr. Eugene Kinlow,
President, District of Columbia
School Board

MEDIA CHAIRPERSON

Ms. Barbara Lett Simmons,
Member, District of Columbia
School Board

LEGAL CHAIRPERSON

The Honorable Wilhelmina Rolark,
Councilmember, Ward 8
Council of the District of Columbia

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Dr. Eva Rose Towns,
President, D.C. Citizens for
Better Public Education

RESOURCE CHAIRPERSON

Mr. Charles Braxton,
Legislative Representative
Washington Teachers Union

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Rev. William Revely,
Pastor, Mt. Gilead Baptist Church

ORGANIZATIONS

American Association of
Retired Personnel

American Federation of
Government Employees

Anti-Defamation League
of B'nai B'rith

ANC 4-B

ANC 7004

Citizens for Tax Justice

Concerned Citizens for
Social Improvement in
Washington, D.C.

D.C. Parent Teachers
Association

Gay Activists

Jewish Community Council
of Greater Washington

Malcolm X Park Association

National Association for the
Advancement of Colored People,
Washington, D.C. Branch

National Urban League,
Washington, D.C. Branch

Organization of Black
Activist Women, Inc.

Parent Teachers Association
Area Council

25th Place Block Club

Envelope addressed:

3-C
Gary J. Kopff
2737 Devonshire Pl. N.W.
Washington, D. C. 20008

Received
8/15/81

July 31, 1981

Dear Citizen:

On July 16, 1981 Arrington Dixon, Chairman of the Council of the District of Columbia, held a press conference to alert our community to the threat of the Referendum for a Tuition Tax Credit, which is commonly called Initiative #7.

As a result of this action on the part of Chairman Dixon, a group of concerned citizens have united to form a coalition whose single purpose is to defeat Initiative #7. In order to wage a city-wide campaign to accomplish our goal, the coalition was required by law to establish a committee and conform to Campaign Finance Laws. As a result, the Save Our City Committee or SOC has been formed. SOC needs your help. Today we must inform every voter that this Tuition Tax Credit will have a terrible fiscal impact not only on our public education system, but also on our city.

Please allow a representative of SOC to speak before your membership, principally on the Tuition Tax Credit but also on related key issues affecting our city. The attached fact sheets will provide you with more information. Please fill out the attached form and join us today.

We must Save Our City from this dangerous initiative.

Sincerely,

James T. Speight, Jr.

JAMES T. SPEIGHT

President, Save Our City Committee

Arrington Dixon

ARRINGTON DIXON

Chairperson, Save Our City Committee

FACTS AND FALLACIES ABOUT TUITION TAX CREDITS

THE PROPONENTS OF THE TUITION TAX CREDITS SAY THEY WILL HELP THE DISTRICT OF COLUMBIA'S PUBLIC SCHOOL SYSTEM.

FACT: Tuition tax credits will undermine the public school system because they will syphon off at least \$64 million from general tax revenues each year. This is approximately 23% of the budget of the Board of Education and as much as the total budgets for the Department of Recreation and Fire Department combined. Even though tax credits would be granted for contributions to public schools, this would tend to benefit only those public schools where parents are wealthy enough to benefit from the tax credit. The contributions would not go into a general fund for the schools but would be used to buy special materials and services ... in schools where parents could afford them. Basic services throughout the system would suffer because tax revenues would be lower.

THE PROPONENTS OF TUITION TAX CREDITS SAY THEY ARE NEEDED TO HELP LOWER INCOME STUDENTS ATTEND PRIVATE SCHOOLS.

FACT: Tuition tax credits would benefit high tax bracket individuals disproportionately. They would be of little or no help to those near the poverty line. For example, a family of four earning \$7,500 pays \$128 in taxes to the District. This means the highest credit they would receive would be \$128, an amount that would not go far toward one year's tuition. The proponents also assume that there is enough room in private schools for those low-income individuals who desire a private education. This is not true.

THE PROPONENTS OF TUITION TAX CREDITS SAY THAT THEY WILL SAVE THE TAXPAYERS MONEY.

FACT: Just as a leaky faucet in the kitchen causes more water to be needed in the rest of the house, so tuition tax credits would cause more money to be needed to be paid for vital services to compensate for monies lost through the credit. Thus, the tax credits could result in higher tax burdens, especially for those who are not benefitting from the credits.

THE PROPONENTS OF TUITION TAX CREDITS SAY THAT THEY ARE CONSTITUTIONAL.

FACT: Tuition tax credits have already been struck down in Rhode Island, New Jersey, and New York because they were declared unconstitutional.

HOW WOULD TUITION TAX CREDITS WORK?

Under the initiative, any taxpayer could take a credit of up to \$1200 per pupil. Corporations, as well as individuals who do not have school aged children could also use the credit, by paying tuition or other expenses of eligible students. Corporations could cut their tax bills up to 50 percent. Individuals could end up paying no taxes at all to the District of Columbia.

Example: Mr. and Mrs. Smith file separate income tax returns. They both take maximum advantage of the tax credit for their son, John. They get four corporations to donate \$1200 toward John's tuition. They send him to a boarding school. The District of Columbia Treasury loses \$7200 in revenue so one student can go to school.

#5c

SAVE OUR CITY INFORMATION SHEET

NAME _____ WARD _____

ADDRESS _____ ZIP _____ PRECINCT _____

TELEPHONE _____ ORGANIZATION _____

____ Add my name to SOC.

____ I will serve as poll watcher on election day at PCT _____ WARD _____.

____ I will make arrangements for SOC presentation in my Church _____

Civic Assoc. _____

ANC _____

PTA _____

Club _____

Other _____.

____ I will distribute SOC information.

____ I will help raise funds SOC campaign.

____ I will volunteer to work in the SOC office.

____ I will work on the telephone bank.

____ Other _____

I will serve on the following Committee:

COMMITTEE

CHAIRPERSON

____ Community Outreach

Dr. Terry Wingate

____ Issues

Mr. Eugene Kinlow

____ Media

Ms. Barbara Lett Simmons

____ Legal

Councilmember Wilhelmina Rolark

____ Speaker Bureau

Dr. Eva Towns

____ Resources

Mr. Charles Braxton

____ Polls

Rev. William Revely

____ Publications

Dr. Eva Towns

#5d

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

415 12TH STREET, N. W.
ROOM 508
WASHINGTON, D. C. 20004

Received
8/6/81

ADDRESS REPLY TO
DIRECTOR OF TRANSPORTATION



JUL 31 1981

Mr. Gary Kopff
Chairman, ANC-3C Office
2737 Devonshire Place, N. W.
Washington, D. C. 20008

Dear Mr. Kopff:


Thank you for your letter supporting the proposed Director's Order 81-33, Reno Road traffic management plan. The Department will publish a final order to implement the experiment in the near future and will provide two copies to the ANC-3C office for public review.

The final order will reflect your request to retain the current parking restrictions on the east side of 34th Street N. W., between Porter and Ordway Streets, and Cleveland Avenue and Klinge Road. We will not install, however, a left turn lane, northbound, at Reno Road and Albermarle Street as part of the experiment. Certainly, we will consider this and other control measures as part of a permanent operational plan, should our monitoring program indicate the need for such changes.

As you suggest, an extensive amount of "before implementation" data has been collected to allow us to evaluate the effects of the plan before adopting a permanent plan of operation. I also intend to hold a public hearing after the six-month trial period.

I have enclosed for your information a copy of a recent letter to the Federal Highway Administration answering certain questions raised about the experiment. Again, thank you for your comments on the Reno Road plan.

Sincerely,


Thomas M. Downs
Director

Enclosure

cc: Councilmember Shackleton

#5d

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION
415 12TH STREET, N. W.
ROOM 508
WASHINGTON, D. C. 20004

ADDRESS REPLY TO
DIRECTOR OF TRANSPORTATION



JUN 30 1981

Mr. Kenneth Bellamy
Division Administrator
Federal Highway Administration
666 - 11th Street, N. W.
Room 1000, McLachlen Building
Washington, D. C. 20001

Dear Mr. Bellamy:

As we have discussed following your letter of May 20, I believe that the proposed Reno Road experimental plan is consistent with federal statutes and regulations and should be eligible for federal highway funding. This letter responds to your request for more information on this matter and also describes a proposed course of action by the District to implement operational changes for Reno Road.

In your letter of May 20, you requested information on six issues, as follows:

1. Copy of comments and consideration given to same:

I have attached a complete set of the comments the Department has received on the Director's Order 81-33. Due to several requests to extend the comment period, the docket remained open until this week, rather than closing on May 31.

The Department received a total of 46 letters (some from the same individuals or same families), of which 34 expressed opposition or reservation about the proposal, on one or more of the following grounds:

- 1) Request extension of comment period and delay of implementation (proposed for June 29) until resurfacing of Western and Wisconsin is complete;

Mr. Kenneth Bellamy
Page Two.

- 2) Concern that Connecticut Avenue can not handle additional traffic;
- 3) Request a delay in changes on Reno Road until METRO is open to Friendship Heights due to concern about spillover onto other residential streets;
- 4) Suggest environmental and safety improvements on Reno Road outweighed by environmental impacts on Connecticut Avenue, local streets, and to some degree, Wisconsin Avenue; and request an environmental analysis prior to any changes on Reno Road.
- 5) Oppose plan, but agree speeding should be decreased, and several commenters suggested speed bumps on Reno Road to deal with speeding problem;
- 6) Agree that changes are needed to address safety problems on Reno Road, but oppose left-turn restriction from Western Avenue to 41st Street due to concerns for:
 - a. effect on Connecticut Avenue traffic and performance, or
 - b. concern that neighborhood streets east of Connecticut will be affected by traffic diverted from Reno.
- 7) Disagree that current Reno Road operation poses any unwarranted safety problems to school children, or to other pedestrians and to motorists.

Eight letters were received in clear support of the proposal, generally on the grounds that the noise generated by high volume-high speed traffic degraded the residential character of the area

Mr. Kenneth Bellamy
Page Three.

and that current operation was unsafe for both motorists and pedestraains. Four comments received gave tentative approval, but sought more information on certain aspects.

In response to concerns expressed by those in opposition, I offer the following information concerning actual traffic conditions and modifications to the proposal in view of the concerns.

Many of these concerns are based, I believe, on the false assumption that traffic volumes have continued at the same level or risen in recent years. Recent D.C. DOT studies of rush hour traffic flow on Connecticut and Wisconsin Avenues and on Reno Road show significant variance from earlier numbers. This study indicates that:

- Total traffic volume has been decreasing over the past several years.
- Traffic diverted from Connecticut Avenue because of METRO construction over the past five years has not returned to Connecticut Avenue.
- The Reno Road route is carrying a disproportionately large amount of the traffic in this corridor.

DOT's previous position that we would not make changes to Reno Road operation before nearby Metro stations were opened was based on earlier data that was obtained from varying locations on each of the three arterials.

Connecticut Avenue in particular, has lost a considerable volume of traffic, which apparently diverted to other routes to avoid the METRO construction. One of the major impacts of the proposal will be to prevent the inbound Connecticut Avenue traffic, which now traverses Western Avenue to 41st Street and then south on 41st Street, from making the left turn onto 41st Street. This traffic, which amounts to about 500 vehicles from 8:00 - 9:00 a.m., will then logically stay on Connecticut Avenue.

Some modest volumes of traffic now travel from the Wisconsin Avenue area along east-west streets such as Military Road, Fessenden Street and Van Ness Street, to Reno Road and proceed south on Reno Road. We expect that when these drivers realize that traveling Reno Road in the morning rush hour is slower than it has been, they will use Wisconsin Avenue instead of Reno Road. This should reduce neighborhood intrusion between Wisconsin and Reno Road.

Mr. Kenneth Bellamy
Page Four.

An inducement to use both Connecticut Avenue and Wisconsin Avenue will be offered through major signal improvements on these routes prior to implementation of changes on Reno Road. These changes should increase the capacity to more than compensate for the 500 to 700 vehicles diverted from Reno Road.

We believe that after an initial period of confusion and driver attempts to find shortcuts, that most diverted traffic will choose major arterials and will not significantly effect the side streets. School children walking along the side streets will not be in any more danger than at present. School will not be in session during the initial week of the new operation, so school children will not be effected during the driver search for new routes.

If any side street does become significantly impacted by short cutting motorists, we are prepared to take further steps to reduce such traffic. This would be in the form of additional turn restrictions, or other actions indicated by information developed as part of an extensive monitoring program to be described in a later section of this letter.

With regard to concerns about the resurfacing project at Western and Wisconsin Avenues and the effect of that work on the capacity of both arterials, we have changed the intended implementation date to the middle of August. METRO officials have assured me that they will be able to complete this work by this time and that it is reasonable to expect completion at an earlier date. As you know, our original agreement with METRO required completion of this project in June.

Other concerns about the need for more environmental analysis and safety information will be addressed under item 3.

On the issue of speed bumps to slow down traffic in lieu of the proposed plan, I think you would agree that this is a very dubious proposition. While I support the use of traffic control measures, such as speed bumps, where appropriate, I do not think that a road with Reno Road's hilly and curved topography and high volume - even after implementation of the proposed plan - is an appropriate location for such devices. Also, until evaluation of the 46th Street demonstration, I am reluctant to add them to other streets. As you know we are continuing to examine the question of liability. However, I am not ruling out such measures in the future, if circumstances warrant.

Because traffic engineering is as much an art as a science, I have proposed an experiment for dealing with what I think are unwarranted levels of traffic at higher than acceptable speeds. The plan I am proposing is flexible and most elements (primarily signs and street striping) can be changed readily should our monitoring effort detect an unanticipated problem. Speed bumps can, of course, be removed but not so readily.

Additionally, I have received several calls and one letter to the docket expressing concern about proposed parking restrictions on 41st - Reno. Director's Order 81-33 proposes to remove parking on both sides of 41st Street from Western Avenue to Military and on Reno Road from Military to Huntington. In looking at this question, I found that the narrow roadway does make parking inadvisable along most of this section. However, I did agree with a neighborhood representative, Joe Bosco, to remove the proposed 6 foot median on the section between Morrison and Military (30 feet wide), so that parking will be permitted on the east side of this portion of the road.

2. Current and projected volumes, levels of capacity:

As mentioned earlier, recent traffic studies show excess capacity on Connecticut Avenue and on Wisconsin Avenue, which will be enhanced by changes in traffic signalization. Charts showing these volumes as compared to previous years and drawings illustrating levels of service during the a.m. peak period as well as projected volumes after implementation are being sent to you under separate cover by Seward Cross.

3. Department's analysis of Reno Road regarding the environment, energy and safety:

The proposed plan as described in the May 1, 1981 D. C. Register was developed as a regulatory change that would eliminate the reversible lane operation on the Reno Road route. The thrust of this proposal was to improve the operation of this roadway by clearly defining lane usage and providing for essentially one lane movement in each direction at all times, except the evening peak period. The change as proposed principally affects the

morning rush period by the reduction of one lane. At all other times the number of lanes available in either direction is essentially the same as the existing operation.

The need for an environmental assessment was felt by the Department to be unnecessary for this traffic operational change for the following reasons:

- . The action as proposed is reversible and minimal capital improvements are involved. Certainly, the proposed experiment can in no way be considered a Class I action under 23 CFR 7.7.1.
- . The Department originally submitted the PE request (approved by FHWA on April 27, 1981) as being categorically excluded under regulations set forth in 23 CFR 771.115(b).
- . The controversy related to this project is well understood by the Department and issues raised by both proponents and opponents of the plan resulted in the Department's decision to implement the plan on a six month trial basis. During this time, close monitoring of impacts within the Reno Road corridor under a joint COG-DC DOT plan will permit the Department to evaluate these impacts and determine whether the proposed operation should remain in place or be restored to the existing operation. The difficulties in evaluating air quality and energy impacts prior to plan implementation are caused by the uncertainties associated with estimates of travel diversion. During the monitoring phase traffic counts throughout the area will be taken, compared to existing traffic volumes, and problem areas identified. Corrective action will be taken to alleviate traffic conditions in these areas.

Mr. Kenneth Bellamy
Page Seven.

The need for environmental assessments could be established during the course of the six month experiment as determined through the monitoring effort.

- . The proposed plan does not change the functional classification of the Reno Road route. Currently classified as a minor arterial, this classification remains because a special operation will continue during the p.m. peak period providing two lanes in the peak direction. Our definition of minor arterial includes those streets which are primarily used as neighborhood collector streets throughout most of the day, but have special operations such as reversible lanes or additional lanes in the peak flow direction during a rush period.
- . FHWA Regulations, 23 CFR Part 7.7.1, October, 1980, defines categorical exclusions as a Class II action and item (14) under this section includes highway safety or traffic operations improvement projects.

The Reno Road proposed traffic operation change is considered by the Department as a traffic operations improvement because the reversible lane operation is removed and new pavement markings more clearly define traffic lanes. Also signalization changes are included in the proposed plan. The federal regulations indicate an action proposed as a categorical exclusion may require environmental study should there be substantial controversy on environmental grounds. While there has been controversy concerning this project, the environmental issue has not been a principal concern as stated in comments being provided to you with this letter. The major issue raised by comments received has been related to traffic diversion and the need to complete other transportation projects before making changes. Problem locations will be identified during the course of the six month study period and corrective actions taken to alleviate traffic impacts. At the conclusion of the six month study period the Department will assess the new operation based on both the monitoring study and community reaction to determine the appropriate course of action, including more environmental analysis.

The monitoring effort also will closely examine the question of safety. On this question, I think three points are worth making:

- 1) The hilly terrain and curving alignment severely limit sight line at many points, posing a hazard to both motorists and pedestrians. Morning driving speeds are significantly faster on Reno Road than on nearby arterials, compounding this problem.
- 2) Three elementary schools are located on the corridor and the a.m. rush period coincides with the childrens travel to school, which is a major reason for attempting to reduce a.m. volume and speed.
- 3) Numerous accidents occur on Reno Road and that, compared to other minor arterials of similar configuration and volume, Reno Road has a high rate of major accidents where the possibility for injury is almost certain, as indicated on Chart 1. While the number of major accidents is about the same as others, the injury rate in these accidents is alarming.

4. Description of Studies to Evaluate Experiment:

Enclosed is a copy of the Reno Road Traffic Monitoring Service Project, which D. C. DOT and the COG will jointly undertake as indicated earlier in this letter. I think you will find it thorough and responsive to requests from neighborhood groups for a thorough evaluation.

5. Community Involvement

The current Reno Road plan has been developed with considerable input from the communities in the Reno Road corridor over a period of several years.

The initial proposal, (D.O. 80-151) published in the D. C. Register November 14, 1980, was prepared in response to an intensive campaign by citizens in the Reno Road area requesting the Department to implement traffic control measures which would reduce and/or slow traffic on Reno Road. The initial plan was explained to ANCs in the

Mr. Kenneth Bellamy
Page Nine.

area at a series of workshops, November 6, 1980 at the Cleveland Park Congregational Church, November 12, 1980 at the ANC-3E office and at an open meeting at St. Ann's Church on November 19th.

At the St. Ann's meeting, the Acting Director of DOT explained the proposal in detail and fielded comments and questions from those in attendance. During the 60 day comment period, comments regarding the plan were received from numerous community groups and individuals. The responses were evenly divided between support for, and opposition to, the proposed plan. Two ANCs (3G and 3C), two citizen groups and over 500 individuals responded in support of the plan, reiterating their concerns for the safety of residents on and near Reno Road due to the heavy traffic volumes and high speeds.

Two ANCs (3E and 3F), four citizen groups and over 300 individuals responded in opposition to the plan. Their major concerns related to increased congestion, air pollution and energy consumption in the corridor and intrusion of diverted Reno Road traffic into neighborhoods. These responses to the initial plan were a primary consideration in the development of the current plan.

When I assumed the Director's position in January, one of my first meetings was a sit-down session in my office with representatives of both sides. The meeting, held on January 13, was broken into three segments - a 45 minute session with those against changes on Reno Road, an hour session with both sides, followed by a session with those in favor of the D.O. 80-151. Participants at that meeting were chosen by the heads of each group.

During February and March I met with affected ANCs (Reno Road was usually one of several issues raised by these groups). My calendar also shows discussions with individuals, such as Steve Posniak (March 16), as well as the Wisconsin Avenue Corridor Committee on February 9.

After more internal review of the comments received on D.O. 80-151, the staff proposed an experimental plan,

which is less extensive in terms of changes than the initial plan. After review and modification a proposed Director's Order was developed.

On April 17, I met with Steve Posniak, and then released information on the proposal to the press. Eleven individuals representing the key neighborhood groups, as well as the ANCs who had commented on D.O. 80-151, received information packages that afternoon. On Tuesday, April 21, I again met with representatives of these groups (approximately 30 people attended) to discuss details of the plan and answer questions.

The proposed plan, Director's Order 81-31, was published in the D. C. register on Friday, May 1. Comments received on that docket are under review now as indicated under item 1.

6. Change in Functional Classification of Reno Road:

As discussed in the environmental section, the Reno Road/41st Street/34th Street corridor will retain its classification and its function as a minor arterial.

Summary

A substantial amount of staff time, including my own, has been required to develop this experiment. I believe both the time and funds required will be well spent if the experiment has the desired results. In addition to the benefits to the neighborhood, this experiment will provide useful information for neighborhood traffic plans needed in other areas of the District to improve safety and the quality of life for District residents.


Delaying implementation of Reno Road traffic measures will provide sufficient time for road resurfacing at Western and Wisconsin and, yet, still give us time to make changes while schools are not in session. This revised schedule will still enable us to monitor traffic, safety and environmental effects during three seasons, so that any seasonally related effects can be accounted for. It will also enable us to closely monitor changes related to the opening of the Van Ness station, which is worthwhile in itself as it will add to our body of knowledge regarding the benefits and effects of subway service in that area.

Mr. Kenneth Bellamy
Page Eleven.

Due to my extending the comment deadline, the staff has not had sufficient time to analyze material provided June 18, by Citizens for a Safe and Adequate Northwest Transportation Policy. Should the report developed for the group by Stephen G. Petersen P.E. provide additional and useful information that might affect our own analysis, I will contact you. At this time, however, the information available to me indicates that this is a prudent course of action for relieving an unwarranted traffic problem. I believe the plan merits federal support.

I look forward to working with you as we implement these operational changes. If you require further information as you consider the question of FHWA support, please contact me directly.

Sincerely,

for 
Thomas M. Downs
Director

Attachments

ADVISORY NEIGHBORHOOD COMMISSION 3-C

GOVERNMENT OF THE DISTRICT OF COLUMBIA

CATHEDRAL HEIGHTS CLEVELAND PARK MASSACHUSETTS AVE. HEIGHTS MCLEAN GARDENS WOODLEY PARK

August 25, 1981

Mr. Mark Looney, Director
City-Wide Housing Foundation
Room 301
1419 V Street, N.W.
Washington, D.C. 20009

Dear Mark:

Upon my request at last night's meeting, this ANC approved a \$25 donation to your organization. This is not a very great sum, but larger contributions require a lengthier and sometimes difficult process.

I believe our Treasurer, David Grinnell, is in the process of causing a check to be sent separately to you from our Interstate Savings & Loan account.

Should there be any problem in this, or if there is anything else we can do, please let me know.

Sincerely,



Phil Mendelson
Vice-Chair

SINGLE MEMBER DISTRICT COMMISSIONERS:

01-LYNN OHMAN
02-RUTH HAUGEN
03-CHARLES SZORADI
04-
05-PHILIP MENDELSON

ANC-3C OFFICE
2737 DEVONSHIRE PLACE, N.W.
WASHINGTON, D.C. 20008
232-2232

06-KAJ STRAND
07-GARY KOPFF
08-VACANT
09-PATRICIA WAMBLEY
10-DAVID GRINNELL

City-Wide Housing Foundation

1419 V Street, NW, Room 301, Washington, DC 20009 (202) 737-3703

August 5, 1981

Dear Friends:

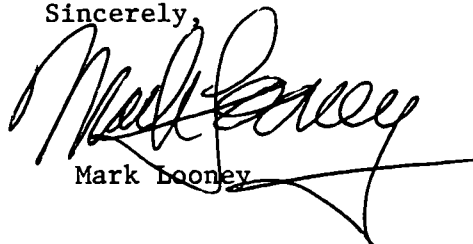
In the past few months, the Citywide Housing Foundation has coordinated a successful national drive to stop an anti-rent control amendment in Congress. This amendment would have been devastating for DC tenants. We have been actively fighting lawsuits against the new condominium law and the rent control law. During all of this activity we continue to counsel thousands of tenants by phone, in our office or at their building. Now we are working on a citywide tenant convention for the Fall.

Six months ago we received many generous donations from tenants in response to our fund appeal-over \$4,000. It is very difficult to fundraise from government and foundation sources now with the recent cutbacks. Now we must depend on you for survival-the tenants of the District. We are the only citywide tenant advocacy group. If you want us to continue, please send a donation of \$10 or more today in the enclosed envelope. It's much cheaper than losing rent control!

Thank You,

Sincerely,


Ira Denson


Mark Looney