

3635 Ordway St NW  
Washington, DC 20016  
December 16, 2010

DC OFFICE OF ZONING  
2010 DEC 20 PM 3:30

Anthony J. Hood  
Chairman, DC Zoning Commission  
441 4<sup>th</sup> St NW, Rm. 200  
Washington, DC 20001-2714

Dear Chairman Hood,

I request that the attached letter to Karina Ricks of the DC Department of Transportation be  
  
included in the record for Zoning Commission Case No. 08-15 (Friendship-Macomb SC Inc.).

Sincerely,



Daniel E. Hecker

ZONING COMMISSION  
District of Columbia

CASE NO. 08-15  
EXHIBIT NO. 296

ZONING COMMISSION  
District of Columbia  
CASE NO.08-15  
EXHIBIT NO.296

3635 Ordway St NW  
Washington, DC 20016  
December 9, 2010

Karina Ricks, Associate Director,  
Transportation Policy & Planning Administration  
District of Columbia Department of Transportation  
2000 14<sup>th</sup> St., NW, 6<sup>th</sup> floor  
Washington, DC 20009

Dear Ms. Ricks,

We look forward to meeting with you at the January 18th ANC3C meeting to discuss the Construction Management Agreement (CMA) for the Giant PUD. Besides standard CMA issues, we want to discuss impending commercial parking overflow from restaurants near the Wisconsin/Macomb intersection. Also, we would like a meeting and an agreement about our longer-term transportation concerns.

At the January 2009 ANC3C meeting, you promised that DDOT would ban commercial parking on residential streets, limit cut-through traffic, and control other problems that develop -- after the PUD is completed. However, within the year, we expect dramatically increased commercial parking on residential streets -- as soon as demolition begins, and the sites' 278 parking spaces disappear, and would like to discuss mitigation options with you. The South Block lot (233 spaces) is now de facto primary parking for the five restaurants near the Wisconsin/Macomb intersection, and we are concerned about the likely impacts on the local neighborhood by overflow commercial parking, beginning when demolition/construction commences and continuing with the completed development.<sup>1</sup>

Our fears of longer-term problems, expressed at the 2009 ANC meeting and in our Zoning Commission testimonies, have been heightened, by: 1) approval of the PUD with less parking than specified in zoning regulations six more restaurants than allowed by the Overlay,

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<sup>1</sup> As evidence for the impending restaurant parking spillover: 1) The Giant lot is almost full at times when the supermarket is relatively empty, with densest parking on the south end, near the restaurants. 2) Most of the vehicles have Maryland and Virginia tags, and as you testified before the Zoning Commission, grocery shoppers prefer markets close to home. 3) Parkers have been filmed as they approach the lot from the restaurants. Furthermore, at least 30 parking spaces on Idaho Avenue appear to be at risk during construction.

and unresolved residential parking pass and loading issues, 2) promotion of the canard that this is a “transit-oriented development”, even though it is located approximately one mile from the nearest two Metro stations (i.e., the assumption that many grocery store shoppers and restaurant patrons would walk from the stations or arrive by Metro-bus), and 3) the incorrect Zoning Commission testimony that this development will serve a very limited radius (so that many of its patrons would walk and cycle), disproved by the large number of Maryland and Virginia vehicles already parking at or near the site and flowing along Wisconsin Avenue, and by anecdotal evidence from Maryland and Virginia residents who patronize nearby restaurants, 4) Little or no mitigation of current parking spillover and cut-through traffic problems.

While confident that you remain sympathetic to our concerns, we have become increasingly uncomfortable waiting to discuss procedures and mitigation “tools”. We fear that solutions might not be available, might not work, or will involve considerable lead-time, including City Council approval. And with Giant’s traffic calming and mitigating escrow limited to \$100,000 (as you may recall, the ANC3C’s resolution called for \$500,000), our options may be further limited. So we request that DDOT begin working with the local neighborhood to develop a plan to address the concerns with overflow parking and cut-through traffic on Macomb, Newark, and Ordway/Idaho.

Sincerely,

Daniel Hecker

David Isaacs

Ordway St. Coalition