FRIENDS REFIELD

Friends of the Field opposes Maret's curb cut in the 5800 block of Nebraska Ave, NW,

Public Space Permit application #383995

We, Friends of the Field, representing more than 250 residents of Chevy Chase, DC, oppose the Maret School's (Maret's) plan for a proposed commercial driveway in the 5800 block of Nebraska Avenue, NW. Maret leases the Nebraska property, described as Sq 2319, Lot 0832, from the Episcopal Center for Children (ECC). The ECC created this lot by subdivision in October 2021. ECC's business address is 5901 Utah Avenue, NW, where their school buildings are located at Sq 2319, Lot 0831.

We recognize Maret's right to lease property from ECC and understand that the lease arrangement will provide welcome revenue to ECC. But this proposal demonstrates a lack of appreciation and respect for the qualities of community that make this a true neighborhood.

Maret's proposal to create a new commercial driveway in the 5800 block of Nebraska Avenue, NW, will dramatically increase safety risks for pedestrians and bicycle users, increase traffic volumes, congestion, and traffic conflicts, and risk or remove street trees. The proposed commercial driveway is adjacent to the ECC campus which has two existing driveway entrances in the 5800 block of Nebraska that might be modified as an alternative to new construction.

The proposed 24-foot-wide commercial driveway is out of place in this R-1-B zoning district. This zoning category is meant to stabilize residential areas; the proposed commercial driveway would be extremely disruptive. Accordingly, we, undersigned Friends of the Field, oppose Maret's proposed commercial driveway in the 5800 block of Nebraska Ave, NW. We believe the proposal should be denied.

Specific points of disagreement:

(a) Nebraska Ave is a Major Collector, characterized by busy morning and evening rush hours.

Although traffic volumes have recently been suppressed due to COVID (work from home) conditions, and a long reconstruction project on Oregon Avenue, when Oregon reopens, the wider, smoother road will almost certainly see traffic volumes return to or surpass pre-pandemic levels. Oregon intersects with Nebraska to create a popular crosstown route from Silver Spring to Connecticut Avenue and beyond. Nebraska traffic would be severely disrupted by the new, out-of-place curb cut.

- (b) Nearby Beach Drive (Rock Creek Park, National Park Service) is functionally classified as a Minor Arterial. It, too, has been closed to vehicular traffic during the COVID pandemic, and may be permanently closed to vehicles, having the effect of further increasing traffic on Nebraska, again, most significantly during morning and evening peak hours.
- (c) The south side of Nebraska Ave. between Moreland Street and Utah Avenue has 15 homes served by residential driveways. Each of these creates traffic conflict points with through traffic on Nebraska. The north side of the 5800 block of Nebraska has one existing residential driveway in addition to the existing institutional driveways serving ECC.
- (d) This is a walk-friendly neighborhood boasting a network of good sidewalks that promote walking for transportation and spontaneous interaction. This pedestrian infrastructure is a critical feature of local social life as has become apparent under pandemic conditions.
- (e) The surrounding community is home to many families with young and school-age children, who walk and ride bikes daily for school and play. Older adults and seniors are very much in evidence, walking for commutes, health, recreation, and sociability.
- (f) This is a bicycle-friendly neighborhood and community, with Nebraska Avenue providing access to Rock Creek Park to the east, and the Connecticut Avenue corridor to the west. It is popular with bicyclists commuting, and riding for health, fitness, recreation, and utility trips. There are no bicycle facilities on Nebraska, meaning that people on bicycles must mix with motor vehicles in the travel lanes or ride in parking lanes and risk not being seen.

The updated Move DC 21 bicycle priority map shows planned but unfunded bicycle facilities on Nebraska between Connecticut and Oregon. Adding more traffic – and more commercial traffic – is not the way to increase safety for pedestrians and bicycle riders. Any future bicycle facilities would require space in the ROW, likely reducing what is currently parking space.

- (g) Nearby Rock Creek Park is a favorite destination of residents, who often access the park on foot or by bike via Nebraska Avenue.
- (h) ECC already has two commercial entrances and a semi-circular driveway serving the campus.
 One of these nearest the existing school buildings is proposed to be closed as part of the new commercial driveway application. All these existing curb cuts are close to the signalized intersection of Nebraska and Utah, where automated traffic controls help regulate vehicle movements.
 While there are frequent bottlenecks at this intersection now, any additional curb cut would likely make conditions worse.

- (i) The proposed driveway would risk or require removing established street trees and would likely threaten an ancient heritage tree that has its own dedicated retaining wall.
- (j) Maret plans bus pick-up drop-off adjacent to the proposed new driveway. Parked buses here would severely limit sightlines, especially when considered together with the grade of the roadway, and the presence of many pedestrians and people on bicycles and scooters.

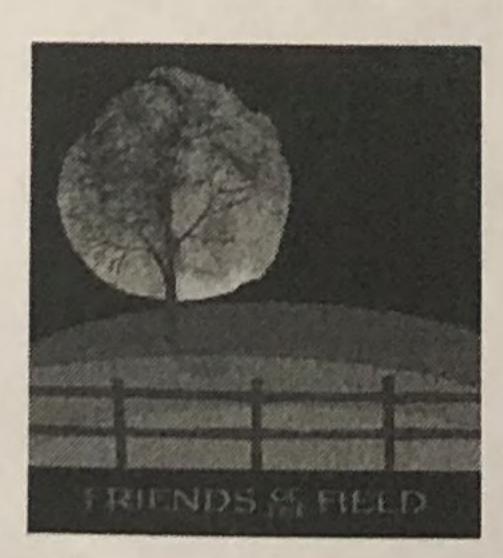
Finally, we reference a July 10, 2019, letter from ANC 4C, supporting their neighboring ANC 1A. They urged then-DDOT Director Jeff Marootian and the Office of Planning to adopt a new standard for approving curb cuts and driveways. They wrote that the then-current standard for approving curb cuts was based on a "do no harm" standard.

That standard had perhaps made sense in a shrinking city, hungry for development, but it was no longer enough merely to prevent harm. They argued that the loss of public space must produce an actual benefit. ANC 4C wrote: "DDOT must instead presume that permit applications for driveways and curb cuts will be denied unless there is a clear and compelling reason that such a permit will benefit the community and long-term goals of the District." In 2022 the long-term goals of the District which must be considered include important initiatives like Vision Zero and Climate Ready DC.

We reiterate that the present proposal runs counter to such forward-looking District policies, and should not be approved.

Respectfully,

Friends of the Field



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Name: Ellen F. Lazarus Signature: Ellen 7 Fananum Address: 3124 Oliver St. NW 20015	Add comment
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Name: Jackyn Kilvory	
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Address: 2916 R. Henhouse St. NW.	
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Name: Kimberly J Forces Signature: Almer J Forces Address: 5857 Nebraska Ave Na	Add comment
Name: CLAUDIA RUGELL Signature: (Muda V Kursell Address: 5860 Nahvaska Ave	Add comment
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Name: Sesse Gry or Signature: Address: 5873 Nebrus a Ave Mu	Add comment
Name: Laura Lorenzo Signature: Laura /	Add comment

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Name: Amachi Thompson Signature: Company Software St NW	Add comment
Name: Valeria Macedo Signature: Valeria Maddo Address: 5845 Nebraska Ave	Add comment
Name: Michele Haley Signature: Michele Haley Address: 5881 Nabraska Ave Washington DC 20045	Add comment
Name: KYLE HALEY Signature: LITT Address: S881 NEBBASKA AVE	Add comment
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From: celesteregan@aol.com

Subject: Petition

Date: February 13, 2022 at 6:09 PM

To: Claudia Russell cjrussell@erols.com

Cc: Sam Smith ssmith7673@aol.com

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February 11, 2022	PETITION	friendsofthefield20015@gma
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