

## Cochran, Patricia (DCOZ)

---

**From:** Bardin, Sara (DCOZ)  
**Sent:** Monday, December 1, 2025 9:17 AM  
**To:** DCOZ - BZA Submissions (DCOZ); DCOZ - ZC Submissions (DCOZ)  
**Subject:** FW: Woodley and Cleveland Park Redevelopment

I am not sure which case this is for.

Sincerely,

Sara

**Sara Bardin**  
**Director**



**Office of Zoning | District of Columbia Government**

[www.dcoz.dc.gov](http://www.dcoz.dc.gov) | [sara.bardin@dc.gov](mailto:sara.bardin@dc.gov)

441 4th Street, NW | Suite 200-S | Washington, DC 20001  
(202) 727-5372 (office) | (202) 727-6072 (fax)

---

**From:** Kirsten Denney <kirstendenney@yahoo.com>  
**Sent:** Saturday, November 29, 2025 10:26 PM  
**To:** ATD DCOZ <dcoz@dc.gov>  
**Subject:** Woodley and Cleveland Park Redevelopment

**CAUTION:** This email originated from outside of the DC Government. Do not click on links or open attachments unless you recognize the sender and know that the content is safe. If you believe that this email is suspicious, please forward to [phishing@dc.gov](mailto:phishing@dc.gov) for additional analysis by OCTO Security Operations Center (SOC).

Some people who received this message don't often get email from [kirstendenney@yahoo.com](mailto:kirstendenney@yahoo.com). [Learn why this is important](#)

I like much about the plan for the redevelopment, but am also very concerned about the impact to our business. As one of the few 2nd story businesses between Ordway and Macomb, will be leveled to allow the building of a larger structure above the first level? Will we be able to operate during construction?

Parking is barely mentioned in the plan. The diagram in B2 seems to include underground parking, which would be a huge relief, but it's not discussed anywhere - and would that apply to many of the new buildings? We have reviewed our data and found that only 2 of our 140 clients use the metro. People just aren't going to take the metro for 20-minute errands (or workouts, in our case). I'm sure parking is critical to any of the businesses that require only short visits and especially if the clients needs to carry more than a few pounds of baggable items. (No parking is horrible for dry-cleaning and our small markets.)

Related to this, even tho I use my bike to get to nearly all my errands that I can't walk to, I would very much hope that we don't get rid of the street parking for additional bike lanes. In support of the businesses there and the people who visit

them, there should be an alternate route around that densest stretch. If it's possible at all; it seems impossible to incorporate safe biking on the bridge and there are no extra lanes there.

I heard that there was a study done in the neighborhood as to whether folks would prefer a pedestrian mall to parking in CP. I didn't see the study but I often wonder if the question was framed up to include the impact to the local businesses. A pedestrian mall is less appealing when surrounded by boarded-up storefronts. Ever since I was a kid, when someone mentioned going out in CP, the next thing said was always "but parking sucks there". It's unrealistic to think we small businesses can thrive w/o parking.

I hope the lack of parking is being thoroughly considered in this plan, especially since it is barely mentioned.

Thank you -

Kirsten Denney  
Owner of The Exercise Coach

---

A gift that donates: [www.canwecountonyou.com](http://www.canwecountonyou.com)