Mr. Robert H. Hurt
2260 48th Street N.W.
Washington, D.C. 20007

March 12, 2000

Ms Jeriily R. Kress, Director
The Office of Zoning
441 4th Street, N.W., Suite 210
Washington, D.C. 20001

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DIS ZONING COMMISSION

Re: Case No.16559

Dear Ms. Kress:

I am writing to register my strong opposition to the above referenced application of **The Morris** and **Gwendolyn Cafritz Foundation/The Field School** for a special exception to establish a private school for a maximum of 320 students and 74 faculty and staff in the R- 1-A District at the premises 2301 Foxhall Road, NW.

The proposed use would create extreme vehicular congestion, unsafe neighborhood streets and commuter thoroughfares, and permanent environment impacts that would seriously diminish the quality of the environment, reduce the level of service of adjacent neighborhood streets and render the Foxhall Road artery impassable in rush hour. Furthermore, I object to the proposed 'compromise' with the Palisades Citizens Association that would disallow left-hand turns into the property from Foxhall in favor of right-hand turns only. This would oblige cars to thread their way up through residential streets from the west side of Foxhall where there are many children and pedestrians on those same side streets.

Traffic on Foxhall Road, a narrow, two-lane but heavily used artery, is already seriously congested. The additional accommodation of as many as 320 vehicular turns (by the Field School's own traffic estimate), into and out of the proposed school, whether turning from the left or right, twice each day, cannot be reasonably accommodated.

Furthermore, the school's traffic consultant, Gorove/Slade Associates performed its manual turning counts (upon which all its conclusions, including the main one which states: "The Field School will generate traffic levels which can be accommodated by the public street system without adverse impacts.") on March 11, and again on April 6, 1999. This was during the spring break/Easter period when traffic congestion was not at its normal peak. Any traffic solution short of eliminating these additional vehicles on Foxhall Road in rush hour is unacceptable.

Furthermore, the plans filed with the BZA entail major disturbances to the land and the natural watershed and underground natural aquifers: and additionally, location of driveways and parking lots next to the private residences on W Street. This will likely result in serious permanent ecological impacts and emission of dangerous fumes from idling vehicles in car pool queues in the direction of the existing, adjacent homes.

For the above stated reasons, I urge rejection of this application.

Sincerely,

Robert H. Hurt

C: Katherine Patterson, Council of the District of Columbia
441 Fourth Street, NW
Washington, DC 20001

BZA
Case No. 16559
Exhibit No. 104

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.104