Allowing this traffic to increase on Foxhall will encourage a Killing Field to increase. The first DC traffic fatality of Jan. 1, 2000 was at 4 a.m. on Foxhall Road. Our next door neighbor's 11-year-old son, Adrian Serrano, was killed on Foxhall Rd. 8 years ago.

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

Re: Case No. 16559

Dear Ms. Kress:

I am writing to oppose 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.

There is an accident on Foxhall every week! I'd like to know the death toll over 10 years!

Traffic on Foxhall Road 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, 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.

N.B.

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,

Patricia M. Markun
4405 W St. N.W.
Washington, DC
20007

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

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DISTRICT OF COLUMBIA
OFFICE OF ZONING

BZA
Case No. 16559
Exhibit No. 26

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.26