DALE R. MEERS & ELIZABETH B. HEFFERNAN
2930 FOXHALL ROAD, N. W.
WASHINGTON, D.C. 20016

February 24, 2000

OFFICE OF ZONING
DISTRICT OF COLUMBIA
2000 FEB 29 AM 11:34

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

Dear Ms. Kress,

Re case #16559
Field School proposal
2301 Foxhall Road, NW

On New Year's night/about 2:00 am, less than two months ago, a young man (aged twenty two?)killed himself on Foxhall Road just outside our bedroom window. He was driving so fast that he almost split his car in two when he smashed into a telephone pole. The Washington Post gave his death/the accident two sentences.

Of our six children, two are still at home. Since both of us work, we employ a college student/nanny to help out. Three years ago two of our nanny's best friends, students at American University, died on Foxhall Road about two blocks up the street from our home. That car was going very fast. It hit a mailbox throwing it 20' up the road before smashing into and breaking a telephone pole.

About ten years ago a girl from National Cathedral School was driving on Foxhall, taking her younger brother to his school, St Albans. Another car side-swiped her and whatever their speed, it was sufficient that her car rolled over. The girl survived but her brother was killed. Regrettably, we personally know, almost by chance, of four youngsters who have died in car accidents in which speeding on Foxhall was the major cause.

The upper half of Foxhall, above Reservoir Road, is a residential two-lane street. These are mostly single family homes that do not have ready access to public transportation. No metro, no buses available. In order to get about, all families around here have to use cars, and most homes have two. We all accept that Foxhall Road does not exist simply for homeowners to access their own property.

For cross-town traffic above Georgetown, Foxhall Road is almost the only available street. While Foxhall is an indispensable route home for us (residents), it is almost as indispensable for a very large number of commuters.

BZA
Case No. 16559
Exhibit No. 30

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.30

Battery Kimble park extends West from Georgetown University all the way to Chain Bridge Road and cross-town commuters necessarily use Foxhall Road. Foxhall begins at Canal Road where the Chain Bridge rush hour traffic builds at the light. MacArthur Blvd is around the curve where it dead-ends into Foxhall at a three-way stop light. Georgetown Day School is just up MacArthur, and the school's cross-town commuters necessarily go South into Foxhall. Foxhall continues North past the Rock Creek International School and on to a stop light at Reservoir Road. Reservoir Road comes in from MacArthur and also feeds traffic North on Foxhall and East to Georgetown University and the Hospital.

The road turns past the German Embassy where W Street dead-ends into Foxhall. St Patrick's School is half way down W Street. Both Our Lady of Victory School and the Lab School of Washington are at the far end of V Street; they also front on MacArthur Blvd. The Lab School's new construction and expansion continues now, and both schools feed cross-town traffic up V Street as it too dead-ends into Foxhall.

Foxhall narrows dangerously to two lanes at the curve where V Street traffic enters. This is particularly dangerous because traffic typically accelerates just before that curve, and drivers can not see that the street becomes two lanes until after they make the turn. Foxhall continues up the hill, with the campus of George Washington's Mt. Vernon College extending from V to W Street. The College entrance is on W Street and feeds campus traffic into Foxhall where W Street(also)dead-ends.

There are several very large estates along that stretch of two-land road, and it is one of these that the Field School wants to acquire. Conventional homes start before the Garfield Street traffic light. Our home is on the corner of Garfield and Foxhall.

Foxhall terminates at the top of the hill, at the junction of Nebraska Ave and Loughborough Road, about five blocks up from Garfield. The top section of Foxhall becomes particularly congested both because of the juncture of the three roads and because vehicles back up from the traffic lights in front of American University. That traffic at that juncture congests all the more because the other side streets are closed by the police in rush hours to protect the children who attend Horace Mann School. That school`s traffic is a greater problem in the morning because it overlaps with the morning-rush.

New Mexico Ave begins/terminates in front of American University, with a stop light that feeds traffic into Nebraska that then backs up in both directions. Not incidentally, American University has a huge parking lot with exits on both Nebraska and New Mexico. To compound the traffic flow in the area, there are four sets of traffic lights a block further at Ward Circle where

Massachusetts intersects Nebraska.

Rush hour commuters who try to avoid the congestion at the traffic light at the confluence of Foxhall, Nebraska and Loughborough, turn East on Garfield. They wend their way around back streets to reach Wisconsin or Massachusetts Ave. Chronic problems with drivers who take that escape route include running the stop-sign one block down from Foxhall. DC Police frequently position a patrol car around the corner on 45th Street. That deters but certainly does not stop the scoff-laws.

Field School's traffic consultant is, at best, grievously misinformed if it has advised that additional traffic would have little or no adverse impact. In rush hours it might simply create dead-lock.

We are advised that the Field School, if established on Foxhall Road, contemplates only 320 vehicular turns. Such a statement must be incomplete or disingenuous. Homeowners around Sidwell Friends, The National Cathedral and St. Albans (our not too distant neighbors on Wisconsin Ave) will readily advise of the continuous, annually renewed problem of adolescent students who are permitted to drive their cars to school. They are youngsters who come from good homes, but they still park inappropriately, often illegally and complicate the driveways and streets adjacent to the schools. They are truly adolescents, and as every insurance company knows, their driving habits leave more than a little to be desired. But they are also dangerous to themselves and others, particularly when competitive with other adolescent drivers.

That is, even if the vehicles that Field School anticipates would be parked on the School's campus, their student drivers will all be young and inexperienced. Au pairs, nannies and working parents are also prospective drivers who wait for prolonged times in lines that impinge on traffic. Field school will necessarily require administrative, maintenance and grounds staff besides their teachers. And there is no ready public transportation for them in this area.

From the perspective of safety alone, we would like to ask that your office review the DC Police traffic accidents and deaths on record for this area, particularly for Foxhall Road.

The area is quite lovely, and the speed limit of 25 mph is rarely observed. Yet it is all the more important because there are basically no sidewalks from Reservoir Road to Nebraska Ave. In non rush hours, Foxhall is serene and rather quiet. During rush hours, traffic builds at all the cross street lights with the worst of worst usually at the ends of Foxhall: at Nebraska in the north and Canal Road in the South. Five to ten minute delays at the lights are not infrequent.

The citizens of this area are quite hospitable to children and schools. As noted, we have three universities, five private and one public school already in the area. But present school traffic combined with commuting traffic have already exhausted the road's capabilities. School buses do stop to pick up and drop off youngsters on Foxhall already, and they rely on other drivers to be patient and sensible, which is often not true.

The environmental impact of existing cross-town traffic is already degenerative, with commuters, particularly when stopped at a traffic light, discarding soda cans, emptying cigarette ash trays, honking, shouting and playing radios to the MAX. Some of the commuters act as if they are dedicated to ensuring that Foxhall isn't deprived of the contagious trashing of major thoroughfares.

We have a vested and very real interest in the quality of this neighborhood, its beauty and (relative) quietness. We are stunned that Field School should consider Foxhall Road safe or appropriate. Teachers know better than almost any other adults, with the exception of our police, how impulsive and entitled adolescents can be, particularly with their perspectives on driving. The developer/owner of Field School should be even more concerned than we are to consider placing that school on a road that is both dangerous and open to abusive driving.

We most strongly urge that you reject the Field School's application for the R-I-A District location.

Sincerely,

Dale R. Meers and Elizabeth B. Heffernan

2930 Foxhall Road, NW
Washington, D.C. 20016

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

NAFG 4701 Berkeley Terrace, NW
Washington, D.C. 20007

The Field School on Foxhall Road brings...

TRAFFIC GRIDLOCK

VEHICULAR & PEDESTRIAN ACCIDENTS

ECOLOGICAL IMPACTS

Gridlock = Approval of The Field School BZA application.
The Field School plans 320 left & right turns entering & exiting on Foxhall Road in the middle of morning rush hour each school day.

Pedestrian & Vehicular Accidents = Approval of the Field School Traffic Plan proposing no traffic light at the school & no public sidewalks.
The Field School proposes to solve the new traffic problems by posting an off-duty policeman at the school's entry.

Ecological Impact = Gas fumes from long lines of idling cars and flooding adjacent properties from large areas of impervious surface.
The Field School presence & associated vehicular gridlock will seriously impact our fragile wooded urban parkland environment!

Planning = Neighborhood Action - Come Together - Work Together Succeed Together
The Mayor's motto for his neighborhood initiative held November 18, 1999.

The Field School traffic is the huge straw that will finally break the back of the Foxhall corridor already under siege with six schools in a few short blocks!

The Field School's professional traffic analysis is based on data collected on March 11 & April 6, the low spring break traffic period, not during normal peaks.

DC Zoning Regulations do not permit rezoning that is likely to be detrimental to neighborhoods & the environment! STAND UP FOR YOUR RIGHTS! ***Write letters of opposition to this: Case No. 16559; Ms. Jerrily R. Kress, Director, Office of Zoning, 441 4th Street, NW, Suite 210, Washington, DC 20001.***

Join the NEIGHBORS AGAINST FOXHALL GRIDLOCK (NAFG) & be heard!
I agree! Enclosed is my **tax-deductible** contribution of:
__ $25 __ $50 __ $100 ✓ $250 __ $500 __ $1000
Make check payable & mail to: The Neighborhood Alliance/NAFG 4701 Berkeley Terrace, NW Washington, DC 20007 - 1508

Name Dale R. Meers & Elizabeth B. Heffernan
Address 2930 Foxhall Rd NW
Phone 363-9880 Email _____ FAX 362-3515

You can't get there!

Please attend

The Palisades Citizens Association Meeting March 7 at 7:30

The Advisory Neighborhood Council (ANC) Meetings Monday, February 14, 7:30 at Sibley Hospital Auditorium & Monday, March 13, 7:30 at Sibley Hospital Auditorium

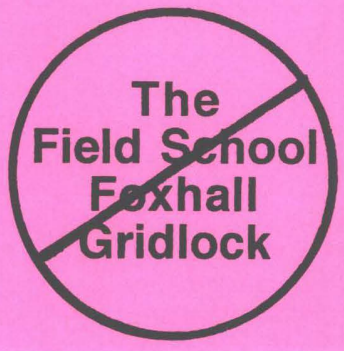
The Bureau of Zoning Adjustment (BZA) Hearing Wednesday, March 15, 1:00 at 441 4th Street NW Suite 220 Judiciary Square Metro & Car Pool Arrangements

Your personal & financial support are essential to prevail. Please attend the meetings & get your opposition on record!

Write to the BZA

E-Mail Mayor Williams
mayor@dcgov.org

The Neighborhood Alliance is a coalition of residents & groups formed to educate, inform & represent citizens on issues of importance & concern to their communities.



The Neighborhood Alliance/ Neighbors Against Foxhall Gridlock

needs your participation to stop the threat to the Foxhall Road artery & adjacent neighborhood streets. Get involved today or it will be too late!

The BZA Hearing is March 15
1:00
441 4th Street NW
Suite 220

To Help Please Call
202.337.9725
or
202.338.0573