HARRY E. T. THAYER
4521 DEXTER STREET N.W.
WASHINGTON, D. C. 20007-1116

April 14, 2000

'00 APR 18 P2:52
OFFICE OF ZONING
DISTRICT OF COLUMBIA

Ms. Sheila Cross Reid
Chair, BZA
% Ms. Jerrily R. Kress, Director
The Office of Zoning

Dear Ms. Reid:

This is in reference to the application relating to the Field School, Case No. 16559, which I understand the Board will take up again on May 10. I am attaching a copy of my previous letter on this subject, written in anticipation of the BZA's February 29 meeting at which you considered the non-traffic aspects of the case. I regret I will be unable to attend next month's meeting.

The Office of Planning March 10 memorandum to the BZA reflects changes in the Field School plan relating to traffic. These changes, which ANC 3D took into account in its April 13 resolution in favor of the Field School, do not by any means eliminate a deleterious impact on my neighborhood, which is Wesley Heights east of Foxhall.

Mr. Altman's memo itself acknowledges this problem and correctly alludes to the need for compensating action by the Department of Public Works. The purpose of my letter is to stress this DPW responsibility and to urge that the BZA, if the BZA approves the Field School application, record its view that the DPW must act as OP recommends. Mr. Altman's memo (page 5) includes the following paragraph (my underlining):

> *OP notes that some of the Foxhall Road's current usage is quite discretionary. Adding a 15 mph school zone and a peak hour traffic officer and at least one traffic light on Foxhall Road will probably persuade some of Foxhall's commuters -- especially those from further points such as Maryland and Virginia -- to find alternative routes. The Field School and the planned improvements will likely slow traffic on Foxhall Road. As some* [other] *neighbors have pointed out, this may be seen as a benefit.*

The memo concludes by listing the following condition relating to the DPW (my underlining):

> *8. The [DPW] should implement a series of traffic calming measures to protect the residential neighborhoods from commuter encroachment.*

The dense and incautious traffic on Foxhall, exacerbated by earlier institutional expansions in the area, has already resulted in commuters increasingly diverting through Wesley Heights, notably via Garfield St. and New Mexico Ave. (and on the north, 49th St.), but also through other Wesley Heights streets, including my own. Despite four-way stop signs in place on most of this neighborhood's streets, vehicle drivers frequently do not honor them, continuing through the neighborhood, as if on Foxhall, heedless of speed limits, and apparently ignored by the Police Department. This is a threat to neighborhood pedestrians and local traffic, and the changes related to the Field School would make it worse..

I hope that the BZA will address this point raised by the OP memo.

Sincerely,

Harry E.T. Thayer

cc: Kathy Patterson
Council of the District of Columbia

BZA
Case No. 16559
Exhibit No. 410

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.410

HARRY E. T. THAYER
4521 DEXTER STREET N.W.
WASHINGTON, D. C. 20007-1116

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February 23, 2000

Ms. Sheila Cross Reid
Chair, BZA
% Ms. Jerrily R. Kress, Director
The Office of Zoning
441 4th St., N.W. Suite 210
Washington, D.C. 20001

Dear Ms. Kress

This is in reference to Case No. 16559, the application of the Cafritz Foundation/The Field School for a special exception to establish a private school in the R-1-A District at what is now 2301 Foxhall Road, N.W.

I oppose the application. Its approval would exacerbate, to what seems to me to be an intolerable degree, both the already-severe traffic problems on Foxhall Road and its adjacent streets and the resulting ecological damage to its neighborhoods. The existing situation is caused both by increased traffic created by other schools in the area and by increased flow between the suburbs and the city. I understand a traffic study has been completed with the claim that estimated traffic levels that would result from approval of BZA application No. 16559 "can be accommodated by the public street system without adverse impacts." That this claim is erroneous can be demonstrated, I believe, by more careful study.

I urge rejection of this application.

Sincerely,

Harry E.T. Thayer

CC Kathy Patterson
Council of the District of Columbia
441 Fourth St. N.W.
Washington, D.C. 20001

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