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July 12, 2000

BY HAND

DISTRICT OF COLUMBIA
'00 AUG -9 P4:37

Ms. Sheila Cross Reid
Chairperson
Board of Zoning Adjustment
441 Fourth Street, N.W., Room 201
Washington, D.C. 20001

Re: BZA Application No. 16566

Dear Ms. Reid and members of the Board of Zoning Adjustment:

I have enclosed for consideration by the Board of Zoning Adjustment, a letter from the Hillandale Homeowners Association which will clarify the Association's position regarding the traffic concerns for the Georgetown University Campus Plan.

I appreciate your consideration.

Sincerely,

ROBINS, KAPLAN, MILLER & CIRESI L.L.P.

Richard B. Nettler

enclosure
cc: Scott Anderson, Hillandale Homeowners Association
Andrew Altman, Office of Planning (By Hand)
Georgetown University

BZA
Case No. 16566
Exhibit No. 167

Board of Zoning Adjustment
District of Columbia
CASE NO.16566
EXHIBIT NO.167

HILLANDALE
HOMEOWNERS ASSOCIATION
3939 Hillandale Court, NW • Washington, DC 20007-2133 • 202/342-0130 fax 202/342-0131

August 4, 2000

Ms. Sheila Cross Reid, Chair
Ms. Jerrily R. Kress, Director
Office of Zoning
441 Fourth Street, NW Suite #210
Washington, DC 20001

Re: Georgetown University Campus Plan Application #16566

Dear Ms. Reid and Ms. Kress:

As President of Hillandale Homeowners Association I would like to clarify Hillandale's position and request that your office approve GU's application only if the access and traffic concerns outlined herein can be addressed.

Hillandale is a community consisting of 267 single-family residences located directly across Reservoir Road from the Gu medical complex. Hillandale participated as an interested party in the GU planning process and has appeared at the hearings held in conjunction with that process.

The process has surfaced many valid concerns from various constituencies, which have been catalogued in the record. My concern and the reason for this letter is that concerns, when catalogued appear to have equal weight. While Hillandale has no disagreement with the issues raised, Hillandale's overarching concern is the impact of increased vehicular traffic on Reservoir Road.

Before discussing the traffic issue and its importance to Hillandale, it is important to say that Hillandale supports GU and its attempt to make itself a better institution. Many of our residents work for or attend Georgetown. We enjoy and benefit from our proximity to Georgetown and understand and accept that there will be inconveniences as well as benefits from living across the street from such a major institution.

Hillandale is located directly across Reservoir Road from the GU Medical Center. The only legal egress and the only practical ingress to Hillandale for residents, services police and emergency vehicles is via Reservoir Road. When Reservoir Road is blocked as it occasionally is for community events (races and the like) and often is due to traffic, Hillandale is cut off.

The portion of Reservoir Road that most concerns Hillandale runs from Fox hall Road to Wisconsin Avenue. The road is substantially less than forty feet wide, has residential parking on both sides of both ends making it a two-lane road at each end. In front of GU there is an area posted "no parking" during peak traffic periods in the direction leading to or from downtown D.C. making Reservoir, if there are no illegal parkers, three lanes in these short sections. GU is currently subject to a "parking cap", apparently on the theory that if there is limited parking, people won't come or will take public transportation. GU in an attempt to mitigate the congestion, provides a bus system for its employees and students. While the current mitigation efforts have no doubt reduced congestion they have not prevented it. Users of the GU facility routinely fan out in a ten to fifteen block circle to locate parking. The result of the frustration of those who cannot find parking has been more and more people who are willing to risk a ticket in order to find parking in order to access GU's facilities. One illegal parker turns Reservoir back into a two-lane road. There is always an illegal parker and a ticket waiving from his windshield or an orange boot on his tire does not return Reservoir to a three-lane road. Meanwhile busses leave their back end out in traffic when picking up passengers to assure they can get back into the traffic and delivery trucks, postal trucks and parcel delivery trucks routinely park in no parking zones or double park all with the same effect – Reservoir is a two lane road notwithstanding current "mitigation efforts by GU, signaling, stripping signage and law enforcement efforts. In short Reservoir Road is barely working.

The GU campus plan proposes building 1,200,000 square feet of new construction of which 220,000 Square feet consists of a medical office building and a clinic building across Reservoir Road from Hillandale with access to Hillandale, while adding a total of only up to 670 new parking spaces. The plan is supported by a traffic engineering study that implausibly concludes the impact of the planed construction on Reservoir traffic will be negligible. Hillandale hired a traffic engineer who reviewed GU's traffic engineer's study and concluded that the conclusions were based on incomplete or inadequate data. The DPW has accepted GU engineer's conclusions without verifying the underlying data.. The DPW has initiated a "traffic corridor study" and it is our understanding that GU has agreed to pay for a third engineer to further study traffic.

Hillandale is in the conflicted position that: We enjoy GU as a neighbor; GU has been responsive to our community; And Hillandale supports GU in building what they need to remain and/or become a first-class educational and medical facility. It does little good, however, to build a facility that cannot be accessed because of infrastructure limitations. Gridlock is not good for DC, not good for the University, and disastrous for Hillandale residents. Studying the traffic and developing recommendations for change without the resources or the will to implement them will do nothing. Hillandale requests that the BZA require not only the study but also the implementation of effective traffic amelioration measures as a precondition to approval of GU's plan. Nobody benefits from Gridlock.

Hillandale Homeowners Association



Ronald R. Fletcher
President