Laine Shakerdge Kaufman
3230 Highland Place, NW
Washington, DC 20008
202-362-6812

D.C. OFFICE OF ZONING
2003 MAY -8 PM 3:40

May 7, 2003

Mr. Geoffrey Griffis
Board of Zoning Adjustment
441 4th Street, NW Suite 201
Washington, DC 20001

Re: Case 16970 Sq. 2072 Lot 30
NCRC's proposed expansion

Dear Mr. Griffis,

Our family lives directly across the street from NCRC's playground on Highland Place, and were very fortunate to have our sons, now ages 7 1/2 and 9, attend the school for five consecutive years. It's a wonderful school, one that truly *lives* its mission statement. We love the school, the staff does an excellent job teaching, and my husband and I were very involved.

With that said, I am *strongly* in opposition to NCRC's expansion plans which propose to more than double their square footage, and increase the number of cars by about 30 per day, for *now.*

1. Traffic, parking and safety issues:
Highland Place is a quaint, narrow street, with a dangerous, sharp, blind curve in the middle of it, directly in front of NCRC's entrance. Thirty-third Place, is parents' only means of egress from the carpool line, to Newark Street which leads to 34th Street (Reno Road). Thirty-third Place is a narrow street, which has parking on both sides of the street, thus allowing only one line of moving traffic. So, it's essentially a one way street that changes directions, depending on the direction of the first driver that approaches either end. It's hectic and crazy during school hours. The line up of cars on Newark Street, to turn onto 34th Street in the mornings in particular, extends half way down the block, with long waits because it's well known that the corner of 34th and Newark is treacherous.

Other factors that contribute to the traffic and parking problems:

1. There is NO street parking on the south side of Highland Place, the side we live on, and there is no sidewalk. When my children step off our property, they step right into the street. (See attached photo)
2. We do not have a driveway of our own. Because of the vintage of the houses on our street, we share a driveway with our next door neighbor. The driveway we share is only large enough to park one car. If I happen to come home during one

BZA
Case No. 16970
Exhibit No. 180

Board of Zoning Adjustment
District of Columbia
CASE NO.16970
EXHIBIT NO.180

of NCRC's four drop off or pick up times each day, and there is no street parking, which frequently occurs, the driveway may or may not be available to me. (See attached Photo.)

3. Highland Place does not have an alley for trash pickup. Once a week, on a school day, my shared driveway is taken up with trash cans and cannot be used by either of us.

Our traffic consultant indicates that approximately 50% of on-street parking is already generated by NCRC, so NCRC's proposal to increase traffic and/or eliminate street parking on Highland Place for their own use is abhorrent. If NCRC gets its way, there will be no parking available anywhere near our house, for our own cars. That is simply unacceptable.

NCRC has created the existing dangerous conditions by irresponsibly growing beyond any level reviewed by DDOT or approved by BZA. Worse, NCRC misled DDOT and BZA as to its actual enrollment in 1998, when meaningful consideration could have been given to the actual traffic and parking impacts to the neighborhood. Since the 1963 BZA order that denied NCRC's application to expand enrollment from 70 to 80 (as one neighbor recalls), NCRC's enrollment has increased some 250% without meaningful review by DDOT or approval by BZA.

The traffic management plan NCRC implemented this past year simply shifted the increased congestion from 33rd and Highland to the eastern end of Highland, where parents routinely block driveways. The plan did not mitigate the volume of traffic, nor the problems.

Why would we reward NCRC's clear disregard for the BZA order, and the arrogance with which they're ignoring their violations, (and their representations upon which the order was based, of "no new construction planned...no enrollment increases planned...") with more concessions from neighbors? NCRC should first resolve their violations, and mitigate the problems caused by those violations. Anything different is unacceptable.

2. Proposed enrollment increase

There are approximately 168 families each academic year, and 37 staff people. Allowing for some walkers, and some car poolers, that means there are approximately 153 cars, driving on our narrow Highland Place, or Ordway Street, and/or trying to park every week day, twice a day. NCRC proposes 10 more students and 6 more staff—*for now*. That will add approximately 15 additional cars, twice a day—again, allowing for carpooling and an occasional walker—and not counting additional part time staff who come and go—to the narrow streets that make up the heart of Cleveland Park's Historic District.

It is impossible to imagine that NCRC, in proposing to more than double its physical space and create a school campus, essentially, is not going to gradually add, or try to add, more and more students and staff. Each student, each staff person, each additional conference the school holds, each additional event they host, will exacerbate the traffic, parking and safety issues which are already barely tolerable.

Thank you for considering the viewpoint of the *effected* residents.

NCRC's proposed plan will be completely detrimental to the residents of Cleveland Park, and to the nature and the core of the Cleveland Park Historical District. Please vote against it.

Sincerely,

Laine Shakerdge Kaufman

Laine Shakerdge Kaufman



***Typical shared driveway on Highland Place.**

***No sidewalk in front of my house. When my children step off our property they must step right into the street and oncoming traffic.**