Rives F. Carroll 3405 Ashley Terrace, N.W. Washington, D.C. 20008

16970

D.C. BOARD OF ZONING
MAY 22 PM 12:08

May 21, 2002

Dan Taglierini, Director
Ken Laden, Associate Director
DC Department of Transportation
2000 14th Street, NW, 6th Floor
Washington, D.C. 20009

Re: Objection to change Highland Place to One-Way Street and to Eliminate Parking

Dear Mr. Taglierini and Mr. Laden,

I am writing to express my concern about the proposal to make Highland Place, N.W. a one-way street and to eliminate parking bordering National Child Research Center street frontage. These suggested changes are an attempt to adapt a small, winding, neighborhood street in a historic residential community to the requests of an over-expanded institution that is threatening the character of its surroundings by proposed inappropriate growth.

This plan is misguided. The school has an over enrollment of 51 students, 171 instead of the120 designated as the maximum by the BZA. At least 90% of these students arrive and depart each day by car, mostly very large cars. Only a handful is Cleveland Park residents. And even fewer actually walk to school. Consequently, at the six or more times throughout the school day when cars deliver and collect students, Highland Place becomes a driveway----a clogged driveway----for NCRC, no longer a viable two-way street.

Illegally increasing its enrollment and overwhelming the street's capacity to handle traffic are poor reasons for rewarding the school with greater latitude to damage the character of the neighborhood, one of the prime benefits NCRC has from its location. DOT's plans will force neighbors to accept the consequences of NCRC's proposed enrollment and building expansion to the detriment of our own properties. These are properties that most of us have owned and maintained for one to four decades. We care. We care about our neighborhood and we care about our city. We are part of a hefty tax base for D.C. At least one third of the NCRC cars are from Virginia and Maryland.

Please think twice before you take away parking places from tax payers who have no driveways or only shared driveways and who already have a No Parking restriction on their side of Highland Place. For a city trying to attract more residents and keep their current residents, this is an unwise decision. With the illegal increase in NCRC staff, parking on Highland Place is already difficult.

BZA
Case No. 16970
Exhibit No. 184

Board of Zoning Adjustment
District of Columbia
CASE NO.16970
EXHIBIT NO.184

I urge you to leave Highland Place a two-way street. Requiring all cars to move from east to west will create traffic back-ups on narrow 33rd Place all the way along Newark to 34th Street. Every car entering Highland Place, whether from the east or west, will be forced to exit on 33rd Place. Drivers will naturally drive faster on a one-way street. This speed is already a problem from Uptown Theater movie goers looking for last minute parking spots. And neighbors will be inconvenienced as they are forced to drive around the block every time they leave or arrive home. When snow and ice render Newark Street unusable, Highland will not be an available relief route, as it has been.

DOT's proposed solutions for this already dangerous traffic situation will create more problems. The burden on the community is misplaced.

Sincerely,

Rives Carroll

Rives Carroll
29-year resident of Cleveland Park

cc: Mr. Geoffrey Griffis, Chair, Board of Zoning Adjustment
Mr. Andrew Altman, Director, Office of Planning
Ms. Kathy Patterson, D.C. Council member
Ms. Carol Schwarz, D.C. Council member
Mr. Phil Mendelson, D.C. Council member

5/22/03

Fax to:

Mr. Geoffrey Griffis, Chair BZA

202-727-6072

From: Rives Carroll

3 pages including cover

D.C. BOARD OF ZONING
ADJUSTMENT
2003 MAY 22 PM 12:08