Testimony

My name is Leila Afzal. I reside at 3006 Ordway Street NW, just down the hill from NCRC. My son attended the public elementary school, John Eaton, at the corner of Lowell and 34th streets, approximately 4 blocks from our home. For the seven years my son attended the school (he graduated the 6th grade this past June), we were not comfortable letting him walk alone to school - even when he was older - because of the dangerous traffic situation relating to NCRC. Ordway Street becomes a speed way and is too dangerous to cross during school hours. We were also afraid to let him walk along Highland Place because of the dangerous traffic situation there as well. As it was, my husband or I would walk our son to school dodging moving traffic and inhaling fumes from idling cars. On a related point, and one that might not occur to anyone who has not walked along Highland Place - even the sidewalks are unsafe. Large SUV's regularly impinge on the sidewalks with big bumpers as they try to get near the sidewalk or to park. We regularly had to stop walking as someone would fling a door open and fully block the sidewalk, often nearly hitting us. It had a very disruptive effect. Finally, in the last few months of 6th grade, my son did walk home alone from school. He told me he preferred to walk down Macomb and walk along Connecticut Avenue and back up Ordway because it was easier. I drew the conclusion that he didn't have to duck and dodge the cars coming to and leaving NCRC.

It is also my understanding that NCRC and DoT are seriously considering a plan to eliminate parking along the Ordway street frontage to NCRC to accommodate student drop-off and teacher parking. This would have a serious adverse impact to those of us who live on the hilly part of Ordway. During inclement weather, we need to park on the flat part of Ordway to protect our parked cars from the slipping and sliding cars going east on Ordway from 34th street. Our cars are

BZA
Case No. 16970
Exhibit No. 290

Board of Zoning Adjustment
District of Columbia
CASE NO.16970
EXHIBIT NO.290

Leila Aleali

regularly side-swiped during snowy/icy weather. Further, limiting parking during certain hours also has the effect of forcing residents to get up early in the morning to move their cars to accommodate an institution that is neither tax-paying nor operating by a matter of right. Finally, parking is regularly fairly tight and residents need those spaces during all hours including special events at nearby establishments such as the movie theater etc.

One day in February last year while I was walking my son to school, I realized there was virtually no traffic on Highland. I quipped to my son that NCRC must be filming their drop off – sure enough, as we got closer, we saw Mr. Thoren filming the road. My son looked at me in awe and said "Mom, how did you know?

Finally, during testimony heard on September 7, 2003 reference was made to the great cooperative behavior of parents during hurricane Isabel. When Highland was blocked, parents used Ordway Street to access the school. Several times, I was blocked from proceeding on Ordway because cars, one going east and one going west would stop put on their blinkers waiting for a parking space to open up. Often the cars were side by side or nose to nose so you could not scoot around them. When I looked to the rent-a-cop to do something about the blocked road, he glared at me and turned his back and walked away. He did nothing to keep the traffic moving.

I testimony last week questioned the The traffic study conducted on behalf of Cleveland Park Neighbors occurred in the spring of 2002. I believe that Mr. Thoren's children were not enrolled at NCRC until the fall of 2002, which accounts for the fact that they were not included in the study.

Finally, I was co-President of the Cleveland Park Club for 4 years. Membership to the Club is limited only by the proximity to the Club and the vast majority of members walk to the club. The main purpose of the Club is to provide the use of its small backyard pool. Rentals usually occur on nights and weekends. There is virtually no traffic impact from the use of the Club during the school days

Leila Ahmed

I thank you for your time and attention.

My name is Leslie Oberdorfer. Our family has lived at 3415 Ashley Terrace NW since 1979. We are former NCRC parents and current NCRC neighbors.

These past five years have brought an enormous increase in school traffic and congestion such that it has dominated and made dangerous pedestrian and vehicular traffic on Highland Place and upper Ordway Streets. We are required to proceed very cautiously to navigate our exit from Ashley Terrace whether on foot or in the car. Passage on Highland Place becomes dangerously prohibitive as cars clog the street during the four pick-up and drop –off periods.

The proposal to make Highland Place one way going West will only increase the danger for us as we must currently back out of Ashley in order to access all roads. We will be forced onto Highland **at all times** further congesting that narrow winding residential street and making our lives and those who service the street difficult.

The school's plans for development portend a business too large for its location. It will dominate the neighborhood. I support the neighbor's suggestion that NCRC pursue upgrading their present facilities for current enrollment **NOT INCLUDING CONSTRUCTION WHICH ADDS CAPACITY FOR MORE STUDENTS NOW AND IN THE FUTURE.** There is no reason that we as residents need bear ALL of the burdens of the school's inappropriate expansion.

November 4, 2003

BZA
Case No. 16970
Exhibit No. 290-A

Testimony of Ana Tejbium Evans

3428 Ashley Terrace

My name is Ana Evans. I live at 3428 Ashley terrace with my husband and 12 year old daughters. We have lived there since 1992, and before that we lived in Adams Morgan. My testimony relates to the map we have used in our presentations before you, the map that shows the school in the context of its neighbors on Ordway, Highland, Newark, and Ashley Terr.

Our original intent was to let the ANC know of the neighborhood sentiment about this project. To that end, I drafted a petition addressed to Nancy MacWood, Chair of ANC3. The petition contains a general description of the project – using the information available to us at the time. The people who signed the petition also provided us with contact information so that we could keep them informed of any developments, and this we have done, formally and informally.

Beyond the first purpose, we decided to use the list of names on the petition as the basis for a visual aid. We colored in red the lot owned by each resident who had informed us of their opposition to the schools plan, and we retained their signature on the petition as a documentation.

The ranks of opponents of NCRC's expansion have grown. Residents who wished to remain neutral initially changed their position once the DOT released their report acknowledging the danger in the current traffic situation, and proposing to solve it by turning Highland into a one way street and/or eliminating residential parking places.

You notice that the map is limited to the area immediately surrounding the school. We only approached people who lived in affected area. We did not conduct a popularity contest. We did not ask friends from other parts of the city to write letters of support for our cause. They are not relevant here. WE do not doubt that residents of Mt. Pleasant or Georgetown would support the school, they have nothing to lose. We were interested in demonstrating the local residents' opinion of the expansion project. No one who signed the petition has requested that we remove his house from our map. I will submit two

BZA
Case No. 16970
Exhibit No. 290-B

ANA Evans

letters from neighbors who signed letters of support for the school but who do not support the expansion.

From what I observed in canvassing my neighbors, I noted that it was not easy or pleasant for anyone to have to take this stand in opposition to NCRC. A number of people are professionally involved in education. Many of us have children who attend schools in other parts of the city, public and private, so we know we may inconvenience other residents. But that does not mean that all situations are equivalent. MacArthur Blvd, Wisconsin Avenue, 16th Street, do not compare with Highland Place. Ordway We are not asking that our streets receive special treatment. What we are saying is this: These particular streets are narrow and winding. Highland does not have a proper sidewalk, people walk on the street. Ordway is likewise narrow and winding. Newark and Ordway become treacherous in wet and cold weather. There are few parking places, and they are in demand. We are not being asked to share the streets with NCRC, the school takes over the streets completely.

This is a good place for a small intimate nursery school, but not for a nursery school with grandiose plans for expansion. We who live there know this, and that is why the map is a field of red. The neighbors are as near unanimous about this as a group of disparate people can be. We have come to this position through observation and good judgment, and I hope that you will examine the evidence and come to the same conclusion.