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BZA # 17429

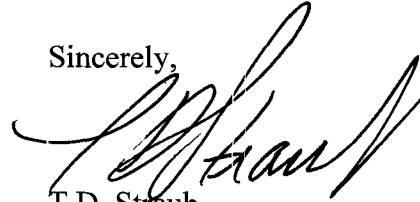
To the Board of Zoning Adjustment

I am presenting, for your file, my recent testimony before the ANC-3d on the proposed St. Patricks development of 1801 Foxhall Road N.W.

As you will note, my testimony covers several areas of concerns about the proposed development including but not limited to traffic impact, scale and design of the residential development and the size of the school.

Please include this statement of concern in your file on this matter.

Sincerely,



T.D. Straub
1809 45th St. N.W.
Washington, DC 20007

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 17429
EXHIBIT NO. 42

Board of Zoning Adjustment
District of Columbia
CASE NO.17429
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*delivered to ANC-3 D
Meeting Wed Feb 1, 2006*

Colony Hill Position (to be read by Terry Straub)

Colony Hill, a neighborhood of 41 houses at the intersection of Foxhall and Reservoir Roads and the community most directly affected by this development, the only contiguous neighborhood, is gravely concerned with the effects of a new school of 540 students, staff, and teachers plus a residential development of 29 houses—on the safety and environmental integrity not only of our own neighborhood but also the surrounding neighborhoods of Foxhall Village, Wesley Heights, Kent, Berkeley, Palisades, Burlieth, and also any one who uses Foxhall Road to commute to and from work or school. We have worked energetically with the Friends of St. Patrick's to improve their plan and moderate its impact; unfortunately, we have not reached agreement as of this date, therefore, we cannot support their submission at this time. We feel strongly that more work needs to be done on this plan prior to its presentation to the BZA and we would support an extension date for the hearing and we offer to continue to work with St. Patrick's towards solutions in all areas of concern during this period. Colony Hill has engaged professionals well known to the Office of Planning and the BZA to advise us on these concerns and to review the St. Patrick's plan for possible discrepancies in traffic analysis and to propose workable alternatives to site work in their plan. These consultants include Joe Meira, Traffic Engineer and Ken Doggett, respected land use and neighborhood planner. Now let me address these areas of concerns specially and briefly.

With regard to traffic impact of the proposed school and residence, our community opposes an extension of 45th Street to serve as the sole point of entrance to and egress from the residential community. If this were to come about, traffic from the new community would have to exit Colony Hill at one of the two points where Colony Hill streets meet Foxhall or Reservoir Roads. Those points present substantial dangers to motorists and pedestrians under existing conditions and all of these intersections, under current traffic demands, are currently given a failing grade by the Department of Transportation.

Likewise, our traffic subcommittee continues to question the need for yet another signalized intersection on Foxhall Road—directly across from the entrance to the German Embassy—which by the way is a serious concern to the Embassy, to serve as the main entrance to the new school. Another traffic light would further complicate travel for motorists and pedestrians alike in the Foxhall corridor. We believe that an entrance to the school and the residential development can be located at the existing Whitehaven/Foxhall intersection, with full protection of the parkland and the reservoir. Our subcommittee is nearing completion of a plan that utilizes such an entrance.

Additionally, our traffic subcommittee finds that FOSP has consistently underestimated the impact on the traffic that will be generated by both the school and residential community, the amount of traffic that will be generated during peak hour periods at the school, and the rate of growth of all traffic on Foxhall road in future years. Add to this the 43 houses to be built on the Phillips Estate we are talking about a major

transformation of the Foxhall Road area—major—in the next five years. Foxhall Road was built originally as a country lane. Can it accommodate all this? Further, FOSP has presented no rationale as to why it should be allowed 440 students and 100 faculty and support personnel at its new middle and upper schools. We note that the Field School was restarted to a much lower enrollment and faculty/support staff, and we are concerned that if St. Patrick's is authorized an enrollment substantially larger than Field, the Field School will seek to increase its enrollment. We understand that St. Patrick's is proposing a school that differs in some respects from Field, but we believe that the basic question to be addressed in this public proceeding concerns not the desires of the applicant in designing its educational program but rather the additional traffic loading, parking impacts, and other burdens that such a program would place on the surrounding communities.

Finally, it is not clear to us that the positive modifications that our Architectural and Noise/Light/construction subcommittees have negotiated with FOSP are to be included in FOSP's amended filing to the BZA. Without these modifications in FOSP's application, we believe FOSP's application will be further deficient. The Architectural modifications to FOSP's proposals—many of which they agreed to—are essential to ensure that any houses that are built on Hoban Road are consistent with the design and nature of the historic, Horace Peasley designed homes of Colony Hill. As to scale alone we are all too familiar with what has happened on Loughboro Road in the past year. The noise/light/construction modifications are also needed to mitigate the negative effects of truck traffic, noise and dirt during the construction period and to control these impacts.

Finally, we cannot help but feel that future parents of the school, in fifteen years, may be highly regretful of this plan when they wish to have the ability to add another playing field for their students. This would only be possible if the open space now taken up by this residential development were left open for now. St. Patrick's while asking a great deal of the community in new traffic impositions might consider giving back to the community this green space as a buffer with the Glover Archbold Park and the adjacent community.

In conclusion, we oppose the Friends of St. Patrick's plan as presented by them. We believe it will create untenable traffic and safety problems for the community that we will have to live with forever. We do not believe they have adequately responded to these concerns and urge that they seriously reconsider their proposal to adequately correct these deficiencies. Nevertheless, we stand ready to work with their representatives to engage in meaningful and good faith discussions to adequately resolve the concerns of our community and our surrounding neighborhoods.