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To <u>Mr. Griffis</u>		From <u>Nick Giordano</u>	
Co./Dept.		Co.	
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Mr. Geoffrey H. Griffis, Chair
Board of Zoning Adjustment
District of Columbia Office of Zoning
441 4th Street NW, Ste 210-s
Washington DC 20001

Re: Application No. 17429 Friends of St. Patrick's et al.; Hearing February 28, 2006

Dear Chairman Griffis:

I am writing to you in opposition of the application of St. Patrick's to develop a new middle and high school at 1801 Foxhall Rd with an initial enrollment of 440 students and 100 faculty. Traffic conditions on Foxhall Road have deteriorated over the last few years to the point where it is often backed up in both directions from Canal Road up to the German Embassy, and it gets worse month by month. St. Patrick's proposes elimination of a northbound lane on Foxhall and a new intersection that is likely to create yet another bottleneck morning and evening. This new school simply cannot be supported without strict and enforceable caps on the number of students at the school, the number of vehicles entering and leaving the school, and the number and timing of activities that can occur there. St. Patrick's plan does not adequately reflect the amount of traffic that its operations will in truth create and contains no teeth to force it to protect our neighborhoods.

In the Foxhall neighborhood, we have long been burdened with a disproportionate share of private school traffic created by the 9 private schools and 2 universities within on-half mile of the proposed St. Patrick's site (St. Patrick's Lower School, Georgetown Day Middle and Lower Schools, the Lab School, the Field School, the Rock Creek International School, Our Lady of Victory School, the Washington International School, the River School, GW- Mount Vernon and Georgetown University). Some of these schools continue to create traffic, parking, noise, and operations problems for us every day, and several have ignored existing BZA requirements that were supposed to protect us. The last time the BZA approved a school on Foxhall (the Field School), it did so only with hard vehicle and student caps, required widening of Foxhall road, and continuation of an established traffic plan, with both future enrollment and occupancy itself tied to the school's compliance with these protections. With an initial enrollment of 440 (70% bigger than Field), no enrollment or vehicle caps, and no enforceable traffic plan, the St. Patrick's development doesn't present these types of protections, even though traffic on Foxhall has worsened in the intervening years and is projected to deteriorate still more even without this proposed new school.

Anyone who proposes a brand new school on Foxhall road should carefully and explicitly address each of the challenges and issues that school operations will create, and must be required to ensure that the reasonable interests of existing homeowners and businesses are protected, even if it increases the cost of their project or limits the kind of school they can operate. So far St. Patrick's has failed to do that and should not be entitled to a special exception until they do. I urge the BZA to reject St. Patrick's plan for a new school on Foxhall at this time.

Finally, it is still my fervent hope that negotiations between St. Patrick's and community representatives can produce an agreement on operations and traffic issues which is acceptable to all. If that were to happen I would be prepared to withdraw my opposition to the school.

Sincerely


Nick Giordano
1722 Hoban Rd., NW
Washington, DC 20007

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 17429
EXHIBIT NO. 64

Board of Zoning Adjustment
District of Columbia
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To: DC Board of Zoning Adjustment

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Date: 2/26/2006

Re: Application 17429

CC:

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• **Comments:**

Dear sir or madam,

Please provide this letter to the commissioners for their consideration with regard to application 17429, Friends of St. Patrick's et al.

Thank you for your assistance.