

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

RECEIVED
D.C. OFFICE OF ZONING
2006 MAR -2 AM 11:26

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 ,

Polly deBaults and John Spaulding
1403 Foxhall Rd NW
Washington, DC 20007

Tel: 202-338-3012

Board of Zoning Adjustment
District of Columbia
CASE NO.17429
EXHIBIT NO.78

John V. Wells

5300 Cushing Pl., N.W.
Washington, D.C. 20016
(202) 362-1677

RECEIVED
D.C. OFFICE OF ZONING
2006 MAR -2 AM 11:26

February 26, 2006

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 Mr. Griffis:

I understand that Saint Patrick's Episcopal Church and Day School (FOSP) has proposed to build a new 440-student middle/high school on the grounds of the old Brady Estate (Casey Mansion), and that this case will be heard by the BZA this Tuesday (the 28th).

I believe that the FOSP proposal would produce a disastrous outcome for our community. There are 11 existing private schools within a one-half mile radius of the proposed site. These schools already impose a huge burden on our community while drawing most of their students from outside our area. The problem with private schools is that the parents are so convinced that nothing is too good for their children that they insist on driving their children to school, refuse to use public transportation or car-pools, and clog up our neighborhood streets. The Field School, which was the last school built in our area, accepted a number of restrictions on its operations and traffic plan to mitigate its impact on the neighborhood. FOSP is proposing a larger school on a smaller acreage and has not been willing to agree to any of the conditions imposed on the Field school.

The conditions agreed to by the Field School are not unreasonable. For example, the Field School has a cap of 320 students, a maximum of 106 inbound traffic trips between 7:30 AM and 8:30 AM, and no student parking with a closed campus (students can't leave during the day). It has hours of operation of 8 to 6, has no outside PA system, is limited to three major events per year, and operates no summer camp. Construction was limited to the hours of 7:30 to 5 M-F.

In contrast, FOSP is asking for 440 students (a minimum, not a cap), estimating 159 inbound trips (but not agreeing to a binding trip cap), is allowing student driving with the right to have an open campus, is stating that its hours of operation are 6AM to Midnight with virtually no limit on the number of major events per year, is proposing an outside PA system and the right to run summer camps from 8AM to 8PM, is proposing a high-use athletic field , and wants construction to be allowed at any time between 7AM and 7 PM on all days but Sunday. Furthermore school plans do not appear to restrict the usage of the facility for church events or by students at the existing lower school.

For the above reasons I strongly oppose the school portion of the FOSP proposal. I urge the BZA to disapprove the proposal. I believe that no new private schools should be approved in this neighborhood until ALL the private schools agree to transportation plans for their students that provide for a reasonable traffic burden on our neighborhood streets.

Sincerely yours,

A handwritten signature in black ink that reads "John V. Wells". The signature is written in a cursive style with a large, stylized "J" and "W".

John V. Wells

4503 MacArthur Blvd NW
Washington, DC 20007
February 25, 2006

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

RECEIVED
D.C. OFFICE OF ZONING
2006 MAR -2 AM 11:26

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



Arden and Frank Staroba



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

RECEIVED
D.C. OFFICE OF ZONING
2006 MAR -2 AM 11:26

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,

Michelle Edwards Howard
4751 Whitehaven Plwy NW
Washington DC
20007

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

RECEIVED
D.C. OFFICE OF ZONING
2006 MAR --2 AM 11:26

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 to the application of Friends of St. Patrick's to develop a new middle and high school at 1801 Foxhall Road with an initial enrollment of 440 students and 100 faculty. Traffic on Foxhall Road is often backed up in both directions from Canal Road up to the German Embassy. 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 one-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 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,


Robert Gabor and Aye Aye Maw
4444 Greenwich Parkway, NW
Washington, DC 20007

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

RECEIVED
D.C. OFFICE OF ZONING
2006 MAR -2 AM 11: 27

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 Road** 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.

I live on Reservoir Road, NW and currently I cannot get out of my driveway going west at times as schools do not keep traffic moving during carpool time and blatantly make all of us wait in their carpool madness. If St. Patrick's is allowed to add such a large school population to my east without traffic improvements, I may find myself unable to get out of my driveway at all. **As a taxpayer in DC, I am outraged that a private sectarian school expects me to provide for their road needs as is obvious in St. Patrick's refusal to agree to a plan and commit to pay the costs.**

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.

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

RECEIVED
D.C. OFFICE OF ZONING
2006 MAR -2 AM 11:27

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

Dear Chairman Griffis:

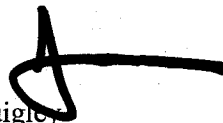
I am writing to you in opposition of the application of St. Patrick's to develop a new middle and high school at 1801 Foxhall Rd with an initial enrollment of 440 students and 100 faculty. Traffic conditions on Foxhall Road have deteriorated over the last few years to the point where it is often backed 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



James S. Quigley
1521 Elliot place NW
Washington DC 20007

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

RECEIVED
D.C. OFFICE OF ZONING
2006 MAR -2 AM 11: 27

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.

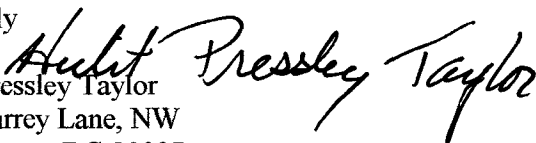
In the Foxhall neighborhood, we have long been burdened with a disproportionate share of private school traffic created by the 9 private schools and 2 universities within one-half mile of the proposed St. Patrick's site (St. Patrick's Lower School, Georgetown Day Middle and Lower Schools, the Lab School, 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

Hulit Pressley Taylor
1713 Surrey Lane, NW
Washington, DC 20007



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

RECEIVED
D.C. OFFICE OF ZONING
2006 MAR -2 AM 11:27

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 is 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,

Deborah Butterworth
Deborah Butterworth

4413 Greenwich Parkway, NW

2/24/06

February 25, 2006

RECORDED
D.C. OFFICE OF ZONING
2006 MAR -2 AM 11:27

Mr. Geoffrey H. Griffis
Chair
Board of Zoning Adjustment
District of Columbia Office of Zoning
441 4th Street, NW
Suite 210-2
Washington, DC 20001

RE: St. Patrick's School on former Brady/Casey Estate

Dear Mr. Griffis,

I am writing to strongly oppose the application of St. Patrick's Day School to build a 440 student middle and high school on the grounds of the old Brady Estate at 1800 Foxhall Road.

Traffic congestion on Foxhall is already tremendous during rush hour (please see statistics). This 2-lane road was built to accommodate residential traffic, hence it *cannot* absorb any further high-intensity motor vehicle circulation, such as brought in by SUVs, vans and large automobiles, typical of student drop-offs and pick-ups. Adding 440 students, plus a 100s of staffers, visitors, tradesmen, spectators at sporting events, and the school in all likelihood *not considering* any reasonable hours or noise levels, is unacceptable in this Foxhall Road neighborhood.

I trust your Office will do everything necessary and feasible to maintain viable residential neighborhoods in the District. Thank you.

Sincerely,



Ilse S. Higgins
4615 Fulton St., NW
Washington, DC 20007
202/ 966- 6042

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:

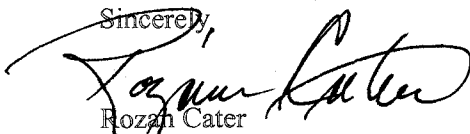
I am writing to you in opposition of the application of St. Patrick's to develop a new middle and high school at 1801 Foxhall Rd with an initial enrollment of 440 students and 100 faculty. Traffic conditions on Foxhall Road have deteriorated over the last few years to the point where it is often backed 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,



Rozan Cater
4530 Q Place, N.W., Washington, D.C. 20007

DC OFFICE OF ZONING

RECEIVED

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

Cecile Fruman and Ahmet Tokpinar
4445 Greenwich Parkway NW
Washington DC, 20007



2006 MAR 1
D.C. OFFICE OF ZONING
RECEIVED

February 28, 2006

Mr. Geoffrey H. Griffis, Chair
Board of Zoning Adjustment
District of Columbia Office of zoning
441 4th St. NW, Suite 210-s
Washington, DC 20001

Re. App. #17429 Friends of St. Patrick's et al – Hearing 2/28/06 – Oppose until storm water management concerns are properly addressed

Dear Chairman Griffis:

Storm water management in our city is a major concern and should be addressed in every new development project. This is especially true when a project is proposed for a hilly section of undeveloped woodland area, adjacent to a park containing a streambed, which is the case in this application.

As a resident of the Palisades neighborhood for many years, I have observed development projects that have resulted in serious erosion. In some cases, runoff has been devastating to our community and surrounding areas, including mudslides onto Canal Rd. as well as a serious (and costly) breach in the Canal berm at Little Falls Branch following a rainstorm.

Therefore, before any new development is approved for St. Patrick's school on Foxhall Rd., BZA should require the following:

1. Use low impact technology in the entire project.
2. Protect hills from runoff into Glover Park and streambed.
3. Minimize paved surfaces in all buildings and roads.
4. Add rain gardens/roof gardens to absorb water and prevent runoff.
5. Include storm water management topics in St. Patrick's curriculum, and use grounds as a model of good storm water management methods.
6. Invite visitors (including developers and city planners) to campus to showcase storm water management methods and how to apply them in other development projects.
7. Offer training programs on campus in low impact development technology for developers and home owners, and use campus as a model and as a laboratory.

Thank you for your consideration of these views.

Sincerely,


Sally Strain

5712 Sherier Pl., NW
Washington, DC 20016
(202) 363-4546

RECEIVED
D.C. OFFICE OF ZONING
FEB 28 2006
11:48 AM

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

February 27, 2006

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 to 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. Although we are relatively recent additions to the Foxhall Village community, we have seen that Foxhall Road is often backed up in both directions from Canal Road up to the German Embassy, and that the traffic has gotten worse in just the seven months that we've lived here. 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.

We are more bothered by the process that has taken place to this point. 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.

Sincerely,



Vijay Shanker and Dee Martin
4700 Reservoir Road, NW
Washington, DC 20007
202-669-2137

2006 MAR - 7

D.C. OFFICE OF ZONING

RECEIVED

Board of Zoning Adjustment
District of Columbia Office of Zoning
441 4th St NW Suite 210-S
Washington DC 20001

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

Dear Commissioners:

I am writing to you in opposition of the applications of St. Patrick's to develop a new middle and high school facility at 1801 Foxhall Rd with an initial enrollment of 440 students and 100 faculty.

I have no objections to a school being built on the property in general. However, certain conditions must be met to abate traffic, safety and environmental concerns. Having attended meetings with the Friends of St. Patrick's (FOSP) I do not trust them to work to meet these conditions at this point. They have not offered an enrollment cap, they have not given any details about shuttle services, they are not realistic about the number of car trips in and out of the school, they have not limited the hours of use of the facility and there are more concerns than I can mention at this point.

The Field School which would be a neighbor of this proposed school agreed to conditions and put enrollment caps in writing. They have been a good neighbor. FOSP should have to meet the same conditions that the Field School met in order to get a zoning exception. At this point they have not even come close to doing this. I am not experiencing a "not in my backyard" instance. I just want FOSP to follow the rules of the law.

Sincerely,



Lisa G. Lindstrom
1700 Surrey Lane NW
Washington DC 20007
202.965.1117

2006 FEB 29 AM 9:26
D.C. OFFICE OF ZONING
RECEIVED

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 one-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

Mark G. Roddy, MD and Kirsten Roddy, Esq.
1605 45th St NW
Washington DC, 20007

706 FEB 29 AM 9:26

D.C. OFFICE OF ZONING

RECEIVED

February 24, 2006

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 oppose of the application of St. Patrick's to develop a new middle and high school at 1801 Foxhall Rd with a planned initial enrollment of 440 students and 100 faculty.

Traffic conditions on Foxhall Road have deteriorated over the last few years to the point where traffic is often backed up in both directions from Canal Road up to and beyond the German Embassy. This congestion drives traffic, often at speeds far exceeding the legal limits, through my Foxhall Village neighborhood as drivers seek ways to avoid the traffic on Foxhall Road. The proposal by St. Patrick's as it stands will only make things worse and will result in a significant diminution of safety and quality of life for those of us living in the surrounding environs.

St. Patrick's proposed elimination of a northbound lane on Foxhall and a new intersection will create yet another bottleneck. Furthermore, their unwillingness to agree to 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 reveals that they are not interested in becoming a good neighbor or in being respectful of the wishes of the community in which they seek to operate.

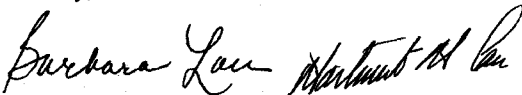
The St. Patrick plan does not adequately reflect the amount of traffic that its operations will create and contains no provisions to protect our neighborhoods. Foxhall neighborhoods are already disproportionately burdened by private school traffic created by the 9 private schools and 2 universities operating within a half mile of the proposed St. Patrick's site. These schools create traffic, parking, noise, and operations problems every day, and several have ignored existing BZA requirements that were supposed to protect us.

When the BZA approved the Field School on Foxhall Road, it did so with the stipulation that there be hard vehicle and enrollment caps in place; that Foxhall Road would be widened; that an established traffic plan would be in place; and that future enrollment and occupancy would be tied to the school's compliance with these protections. In contrast, St. Patrick's proposal, which foresees an initial enrollment of 440 (70% bigger than Field), contains no enrollment or vehicle caps, no enforceable traffic plan, and no limit on the number of events or hours of operation.

The proposal for a new school on Foxhall Road should explicitly address each of these challenges and should protect the reasonable interests of existing homeowners and businesses, even if that protection increases the cost of their project or limits the kind of school they can operate. So far, St. Patrick's has failed to do so and, until it does, it should not be granted a special exception to proceed.

It is our hope that current negotiations between St. Patrick's and community representatives will produce an agreement acceptable to all. Until that occurs, we respectfully urge the BZA to reject St. Patrick's plan for a new school on Foxhall Road.

Sincerely,



Barbara and Hartmut Lau
1505 44th Street NW
Washington, DC 20007

2006 FEB 29 AM 9:29

D.C. OFFICE OF ZONING

RECEIVED

Eve Zartman-Ball
4470 Reservoir Rd NW
Washington, DC 20007
202-337-8955 ezb@visionsite.org

February 24, 2006

RECEIVED

DC OFFICE OF ZONING

2006 FEB 29 AM 9:29

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. I live right next to this area for many years and am a property owner and ever increasing amount tax paying citizen. I go through these roads and intersections every day. I depend on these roads for getting my child to the local DC public school, our family to the local markets, and to full time work for my husband and myself. I am your tax paying citizen greatly affected by this decision and have something to say about it.

I just ask that you for one day come at morning or evening rush hour to the intersection of Foxhall and Reservoir and see what the current conditions are. Do not depend on hearings or even my letter to tell you – go and see it for yourself.

You will find jersey barriers blocking turn lanes so they are impassable, giant pot holes and dips in the road, trees hanging on or near to falling on power lines (and fairly regular outages of the traffic and street lights), a giant pipe break in recent history at this exact intersection, lead pipe replacement pending on many of the homes in the area on WASA's plans, a very strange 4-way traffic light system where proper turn lights and lanes are not followed and near constant fender bender accidents occur, traffic being routed to largely one lane with no turn arounds and lots of one-ways which create long lines and that is constant morning and evening (literally getting into my car in the morning is like doggem cars) traffic for the people who live near this area. **This is an intersection and road area that is currently failing in terms of needed support. The possibility of adding additional traffic to this area, much less in any volume, will make it intolerable for the people who pay the taxes in the area to live there.**

I have watched as the Field School and the Spanish Embassy develop from nothing into their current status. I have gotten held up as guests to either try for events try and walk on the non side walked streets and been held up in lines of 10+ the stop and gos of the needed security of the night for people to cross roads (with no designated cross walks or lights or sidewalks). All the while saying -- it is not frequent, they are good neighbors, but concerned this is a safety issues waiting to happen. But these organizations have had to take more moderate approaches (limiting students and events and outside noise) to their "footprint" of effect on the community because of this exact citizen outreach and their effect has been tolerable.

When the "Casey Mansion" property came into the news I followed it. I actually thought that the Mayor taking it over would add some but not great or constant traffic and might help increase the infrastructure problems in the area. When that idea imploded for political reasons and it was given to Salvation Army

to sell, the immediate thought of housing came into play and I thought if large enough homes the traffic would not be that greatly increased, I would welcome more home owner property tax paying citizens to the area. But when the proposal to add "the other side of the street" to St Patrick's has now come to pass, with the volume of students proposed, it becomes something that no harm meant to St Patricks' but I must oppose. 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.

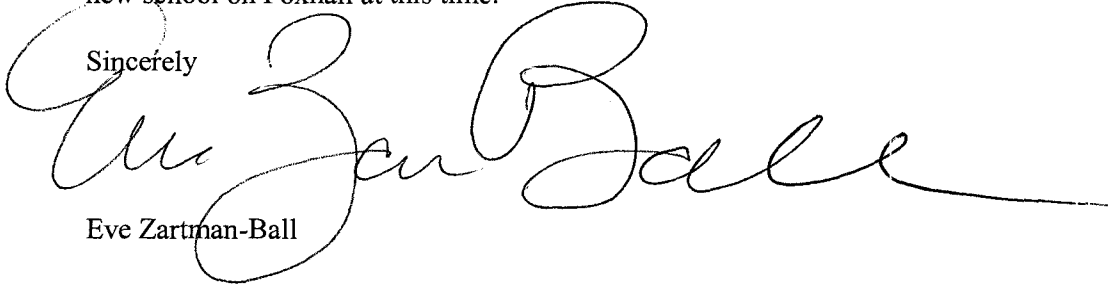
As I have just described above the current system is failing and can not take the addition of more. **This is a residential area** with some commercial development. We are surrounded by National Park, the German Embassy, the Spanish Embassy, the French Embassy (all of which when they have events take our parking and add to the traffic issues – but again are random) all of which we largely can not control and they take a great deal of the space. But beyond those elements we are suffering at the moment (much less an addition to) 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).

Were all of these schools not here my average commute would be cut in half as it is. Imagine adding to it much less the effects on the roads accidents etc – mentioned above. 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. **How I am I supposed to believe that new schools requirements would be followed when the last 11 (mentioned above) haven't been.**

All I am saying is that the current system is not working (on every level) and we have suffered enough from this constant onslaught and growth. One day drive from Georgetown Hospital (yes please note you are discussing a priority one emergency route – that added traffic would effect transport to that facility and should discuss these ramifications with them) up Reservoir Road and turn onto Foxhall passed Field school and then turn around and look back Reservoir down to Macarthur. Count the schools yourself, see their morning and evening drop off routines, be stuck in the one lane of traffic and feel the pot holes and impassable turn lanes and then park your car on the road and see how you can get in and out and have to wait for a hole in the traffic to get in and out. **I implore you to live one day in the tax paying property owners shoes and see what effect your decision has.**

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.

Sincerely



Eve Zartman-Ball

J. Michael O'Connell and Robert J. Mikolitch

1702 Surrey Lane, NW
Washington, DC 20006

February 24, 2006

Mr. Geoffrey H. Griffis, Chairman
The 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.

As 20+ year residents of Foxhall Village, our neighborhood has 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, and all of my neighbor's 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,



J. Michael O'Connell and Robert J. Mikolitch (signature not available)

RECEIVED
D.C. OFFICE OF ZONING
2006 FEB 29 AM 10:00

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.

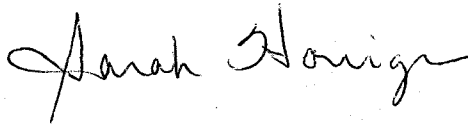
In the Foxhall neighborhood, we have long been burdened with a disproportionate share of private school traffic created by the 9 private schools and 2 universities within ~~one-half~~ ^{one} mile of the proposed St. Patrick's site (St. Patrick's Lower School, Georgetown Day Middle and Lower Schools, 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,

Sarah Horrigan
4441 Greenwich Parkway NW
Washington DC 20007



RECEIVED
D.C. OFFICE OF ZONING
JAN 17 2006 9:29 AM

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:

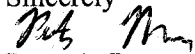
I am writing to you in opposition of the application of St. Patrick's to develop a new middle and high school at 1801 Foxhall Rd with an initial enrollment of 440 students and 100 faculty. Traffic conditions on Foxhall Road have deteriorated over the last few years to the point where it is often backed 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



Peter A. Ross

1712 Surrey Lane, NW
Washington, DC 20007

2006 FEB 29 AM 9:30

D.C. OFFICE OF ZONING

RECEIVED

February 25, 2006

Mr. Geoffrey H. Griffis
Chair
Board of Zoning Adjustment
District of Columbia Office of Zoning
441 4th Street, NW
Suite 210-2
Washington, DC 20001

RECEIVED

D.C. OFFICE OF ZONING

2006 FEB 27 AM 9:30

Dear Mr. Griffis,

I am writing to oppose the application of St. Patrick's Day School to build a 440 student middle and high school on the grounds of the old Brady Estate on Foxhall Road just North of the intersection with Reservoir Road, NW.

I live just off Foxhall Road, half a mile North of the proposed school, and can attest to the heavy traffic congestion on Foxhall. Adding 440 students, plus a 100 staffers, plus visitors, tradesmen, spectators at sporting events and others will generate an unacceptable addition to Foxhall traffic.

Moreover, the imposition of a large school in a residential neighborhood represents a further step in the unfortunate trend to hollow out the District and replace homes with businesses and institutions.

I trust you will recognize the need to maintain viable residential neighborhoods in the District.

Sincerely,



Richard J. Higgins
4615 Fulton St., NW
Washington, DC 20007
202 966 6042

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

[give address and name]

This letter reflects very accurately our views on this important matter. We urge you to give it your best consideration.
YVES AND EVELYNE ROVANI
1800 HOBAN ROAD NW
WASHINGTON DC 20007

Evelyn Rovani

Yves

2006 FEB 29 AM 9:00

DC OFFICE OF ZONING

RECEIVED

Board of Zoning Re: Petition # 11429
City of Washington D.C.

2-24-2006

2006 FEB 29 AM 9:30

DC OFFICE OF ZONING

RECEIVED

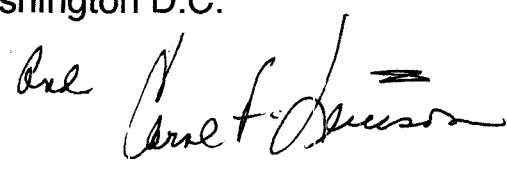
Mr Geoffrey Griffis:

Dear Sir. I am writing to you in reference of the petition of the St. Patricks School to build a new campus on Foxhall Road I live in a home that backs directly on Foxhall Road. I am very much aware of the gridlock every weekday morning from 7 am to 9 :30 am that make me a prisoner in my own home for travel at those hours. I cannot see that the solution to the area traffic problem posed by the petitioners has been addressed at this time to have confidence there is a simple solution to the traffic for the commuting public or the residents of this area of town. I would be glad to have you visit and see for yourself the magnitude of the traffic delay which even if it gets no better is probably unacceptable. I plead that you delay the petition of the St Patricks School until you have in hand a sensible secure approach to this problem. I think for myself that the traffic problem precludes the construction of a school in this neighborhood, that it is bursting at the seams at present and that this project should be shelved. I fully support the position of the FCCA on this issue. Thank you for your consideration.

Yours sincerely



Fredric E. Levison
4452 Q St N.W.
Washington D.C.



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

This is not a form letter, please read

Dear Chairman Griffis:

In November I appeared before the Board to oppose what I thought was an expansion of the Lab School, only to learn at that hearing that it was actually an effort to have the board ratify its violation of existing restrictions placed on it by the BZA years ago. At that time I described the current traffic situation in the Foxhall area, which is untenable presently. What St. Patrick's proposes will cripple the neighborhood in ways that will affect our peaceable enjoyment and therefore our property values. But, most importantly it will completely destroy the neighborhood's character through their aggressive plans to overdevelop and overuse an urban campus. And I venture to guess that most of the students are not DC residents, further adding insult to the injury we will suffer.

Therefore, I am writing to you in the strongest 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 Lab School, and it gets worse month by month.

If you remember my testimony in November, I explained the impact of the Lab School on Reservoir Road, and also westbound MacArthur. Eastbound MacArthur has long been a problem because of Georgetown Day School. I explained that eastbound MacArthur backs up from Canal all the way to 47th Place, a distance of at least 10 blocks. What St. Patrick's proposes will further complicate traffic problems through the elimination of a northbound lane on Foxhall and a new intersection that will create a worse bottleneck during morning and evening rush hours. Not only will it affect the neighborhood negatively, it will impede traffic headed north on Foxhall en route to the Department of Homeland Security – a recent burden to the neighborhood. Foxhall cannot carry any more northbound morning rush hour traffic, nor southbound in the 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

D.C. OFFICE OF ZONING

RECEIVED

2006 FEB 29 AM 9:40

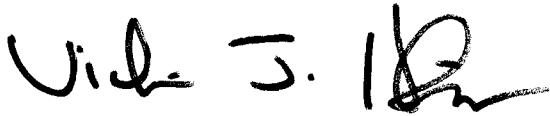
Georgetown University). These schools continue to create traffic, parking, noise, and operations problems for us every day, and several have ignored existing BZA requirements that were supposed to protect us.

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

A handwritten signature in black ink, appearing to read "Vicki J. Hicks", with a stylized flourish at the end.

Vicki J. Hicks
1850 47th Place, NW
Washington, DC 20007

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



Allen and Joanne Assarsson
4455 Q St
Washington DC 20007

2006 FEB 29 AM 9:40

D.C. OFFICE OF ZONING

RECEIVED

February 24, 2006
Board of Zoning Adjustment
DC Office of Zoning
441 4th St. NW, Suite 210
Washington, D.C. 20001

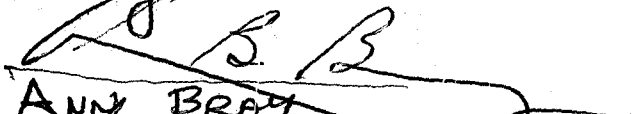
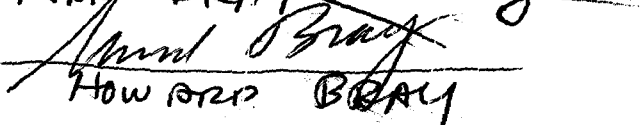
Re: Application No. 17429 Friends of
St. Patrick's et al. Hearing Feb. 28, 2006

Dear Commissioners:

We oppose the above application for development of a new middle and upper school on now undeveloped land at 1801 Foxhall Road, NW by the Friends of St. Patrick's. This proposed school will heavily burden the present serious traffic problems in the Foxhall Road Corridor and have a negative impact on the community, which already contains 9 private schools and three universities, the source of much of that traffic.

We urge the Board to apply to this application at least to some close scrutiny it gave to the application of the Field School for new expanded facilities nearby on Foxhall Road a few years ago. Among the strict conditions applied to the Field School were enrollment - staffing caps and other restrictions to mitigate traffic and other harm to the nearby community. The applicant should be instructed to negotiate with neighbors effective, binding agreements to mitigate traffic and environmental impacts from its proposed development.

Sincerely,


ANN BRAY

Ann Bray
HOWARD BRAY

06 44th St NW
Washington DC 20007
2-337-4115

RECEIVED
DC OFFICE OF ZONING
FEB 27 AM 9:41

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


Katherine Samolyk
4442 Greenwich Parkway
Washington DC 20007

2006 FEB 29 AM 9:41

D.C. OFFICE OF ZONING

RECEIVED

1815 - 45th Street, N.W., Washington, D.C. 20007

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, *Patricia Hass*

Patricia Hass, home owner of: 1815 - 45th St., N.W., Washington, D.C. 20007

2006 FEB 27 AM 9:41

D.C. OFFICE OF ZONING

RECEIVED

Martin C. Mitsoff
4445 Volta Place NW
Washington, DC 20007
Tel: 202.337.1441
E-mail: volta44@starpower.net

25 February 2006

Mr. Geoffrey H. Griffis, Chairman
Board of Zoning Adjustment
District of Columbia Office of Zoning
441 4th Street NW
Suite 210 South
Washington, DC 20001

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

Dear Chairman Griffis,

The purpose of this letter is to express opposition to the Friends of St. Patrick's Episcopal Day School LLC ("FOSP") application to develop a new middle and high school at 1801 Foxhall Road, with an enrollment of 440 students and 100 faculty and staff members. The FOSP proposal and BZA application lacks a very important binding requirement to limit traffic and school operations at levels that mitigate, or at least do not exacerbate, the existing traffic problems on Foxhall Road and Reservoir Road.

Traffic conditions on Foxhall Road have deteriorated over the last few years to the point where traffic is backed up in both directions from Canal Road to well north of the German Embassy during the morning and evening rush hours; these conditions continue to deteriorate and the addition of yet another school without strict and enforceable traffic constraints will only make matters worse for local residents, commuters and area businesses.

In the Foxhall and Palisades neighborhoods, we are burdened with a disproportionate share of private school traffic created by the 9 private schools and two universities within one-half mile of the proposed FOSP development (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 weekday traffic, parking, noise, and operations problems, and several have ignored existing BZA requirements that were supposed to protect us. The last time the BZA approved a school on Foxhall Road (the Field School), it did so only with hard vehicle and student caps, and with both future enrollment and occupancy itself tied to the school's compliance with these protections.

RECEIVED
DC OFFICE OF ZONING
2006 FEB 29 AM 9:41

25 February 2006
Mr. Geoffrey H. Griffis, Chairman
Board of Zoning Adjustment
Page Two

With an initial enrollment of 440 (70% bigger than Field), no enrollment or vehicle caps, and no enforceable traffic plan, the FOSP proposal does not provide adequate protections. I cannot support the FOSP proposal 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. **I therefore urge the BZA to reject the FOSP plan for a new school on Foxhall Road.**

If renewed, good-faith negotiations between FOSP and Foxhall community representatives can produce an agreement on operations and traffic issues that addresses the issues raised here, I will withdraw my opposition to the proposed school.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Martin C. Mitsoff". The signature is fluid and cursive, with a prominent horizontal line across the middle.

Martin C. Mitsoff

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:

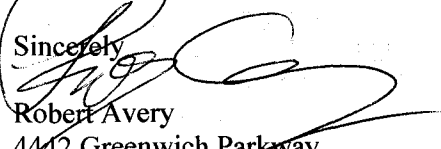
I am writing to you in opposition of the application of St. Patrick's to develop a new middle and high school at 1801 Foxhall Rd with an initial enrollment of 440 students and 100 faculty. Traffic conditions on Foxhall Road have deteriorated over the last few years to the point where it is often backed 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,


Robert Avery
4442 Greenwich Parkway
Washington DC 20007

RECEIVED
D.C. OFFICE OF ZONING
JAN FEB 29 AM 12:41