

Oliver Sockwell
1685 Myrtle Street NW
Washington DC 20012
202-829-0837

RECEIVED
D.C. OFFICE OF ZONING
2010 JUN 18 PM 3:07

June 17, 2010

Zoning Commission For the District Of Columbia
Suite 200/210-S
441 4th Street, NW
Washington DC 20001

Dear Sirs:

I am writing to ask you to oppose CASE NO. 97-16A. The proposal to modify the mission and campus of Lowell School does not adequately address vehicular traffic, pedestrian safety and parking in the adjacent neighborhood. I request the opportunity to appear and participate as a party and will be an opponent of the application.

I have been the owner and occupant of 1685 Myrtle Street, which is within 200 feet of Lowell School, since 1986.

The School proposes to redirect afternoon vehicular ingress from the current 17th Street entrance to a new driveway at the intersection of Myrtle Street and Kalmia Road. This new driveway effectively extends Myrtle Street into the Lowell site. The traffic plan submitted by the School presumes all entering traffic will turn left or right off Kalmia Road to enter the "Myrtle Street Extension".

The first problem is that the most direct and obvious route into the new Myrtle Street Extension is not from Kalmia but rather to come straight down Myrtle Street and cross Kalmia into the new driveway. This is already a safety issue as Maryland drivers currently race down Myrtle from 16th Street to avoid the light at Kalmia Road. As 49% of the Lowell students are from Maryland, the proposed traffic plan will exacerbate an existing problem, create a three way tie up at the Myrtle and Kalmia, and result in stacking on Myrtle Street. The Lowell traffic plan does not address how to manage traffic entering from Myrtle Street.

Second, the Lowell traffic plan relies on a faulty assumption - that Myrtle Street allows parking on both sides of the street. However, street signs clearly mark that no parking is allowed at any time on the east side of Myrtle Street. This reflects that Myrtle Street is quite narrow for a two-way street, about 24 feet curb to curb. Parked cars have been sideswiped when someone parks illegally on the east side leaving insufficient roadway. To facilitate two-way traffic, one car typically must pull into a driveway or open parking space. Myrtle Street is simply too narrow to accommodate the additional traffic, stacking and illegal parking resulting from the proposed new entrance.

ZONING COMMISSION
District of Columbia
CASE NO. 97-16A
EXHIBIT NO. 3B

June 17, 2010

Page 2

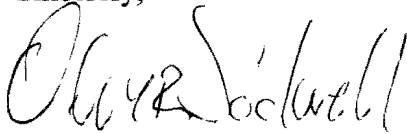
Third, there is a significant existing safety problem at the proposed new ingress site. Specifically, drivers frequently ignore the stop signs at the Myrtle/Kalmia intersection and simply race through without stopping. This hazard is such a danger that the 4th District DC Police now frequently posts a squad car at this intersection. The traffic study does not address this problem.

Finally, the application does not address the existing problems that Myrtle street residents experience with Lowell School; the illegal parking and jaywalking, the blocking of driveways, and the use of the Myrtle Street/Kalmia Road Alley. The application does not acknowledge that Lowell School has not kept its prior agreements with respect to neighborhood issues.

For all the aforementioned reasons, I request you to deny this application.

Thank you for your support.

Sincerely,

A handwritten signature in cursive script, appearing to read "Oliver Sockwell".

Oliver Sockwell



UNITED STATES POSTAL SERVICE

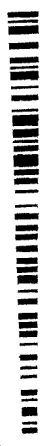


First-Class Mail
Postage & Fees Paid
USPS
Permit No. G-10

• Sender: Please print your name, address, and ZIP+4 in this box •

Oliver Sockwell
1685 Myrtle St. NW
Washington DC 20012

POSTAGE
PAID
PERMIT NO. 10
WASHINGTON, MD



CERTIFIED MAIL™

Oliver Sockwell
1685 Myrtle
Washington