

## Cochran, Patricia (DCOZ)

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**From:** Bardin, Sara (DCOZ)  
**Sent:** Friday, October 22, 2021 9:52 AM  
**To:** DCOZ - BZA Submissions (DCOZ)  
**Subject:** FW: Subject: CASE #20472- Opposition to River School Application for Special Exemption

Sara

**Sara Bardin**  
Director



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**From:** Leah Johnson <[leahpianos@gmail.com](mailto:leahpianos@gmail.com)>  
**Sent:** Thursday, October 21, 2021 10:36 PM  
**To:** ATD DCOZ <[dcoz@dc.gov](mailto:dcoz@dc.gov)>  
**Subject:** Subject: CASE #20472- Opposition to River School Application for Special Exemption

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Dear Chairman Hill,

I am writing to respectfully request that you deny the River School's application for a special exemption and to support ANC3e who voted to oppose the application on October 14, 2021.

I live at 4344 Verplanck Place, NW, DC 20016, three blocks from the proposed purchase site.

The following are the main issues for me:

1. The crux of the issue: the River School project is a massive project on a small plot and it's at a dangerous location.

Board of Zoning Adjustment  
District of Columbia  
CASE NO.20472  
EXHIBIT NO.93

2. The River School wants to move 440 people (350 students + 90 faculty) onto a single residence plot of 2.27 acres at the double intersection of Nebraska Avenue with Van Ness and 42nd Streets.
3. The project and the CTR raise many serious concerns: (i) traffic volume, (ii) use of local streets for queuing, (iii) worsening of intersection performance and safety , (iv) lack of commitment to alternative transit modes in the proposed Traffic Management Plan, and (v) lack of consequences for non-compliance (as laid out in the ANC 10/14 resolution).
4. DDOT has given several intersections near 4220 Nebraska an F1 or F2 rating which means “failing,” even without the River School traffic being added to the mix. According to the Institute of Transportation Engineers' Trip Generation Report, the River School would generate about **1,438** car trips daily.
5. The River School currently has 220 students. Its families come from all over DC, Maryland and Virginia. It cannot be and will never be a local school. Transportation is necessary for its business. It will generate a great amount of traffic.
6. Some of the data the River School traffic consultants have used in its filing on current traffic conditions are outdated, inaccurate and far underestimate current and future traffic conditions.

I hope you will seriously consider the River School's application for a special exemption.

Sincerely,  
Leah Johnson