GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING

Office of the Director

'00 MAR 28 AM 11:15
OFFICE OF ZONING
DISTRICT OF COLUMBIA

MEMORANDUM

TO: Board of Zoning Adjustment

FROM: Andrew Altman

DATE: March 10, 2000

SUBJECT: BZA Case 16559

APPLICATION

This application by The Morris and Gwendolyn Cafritz Foundation on behalf of The Field School requests a special exception for establishment of a private school on the property located at 2301 Foxhall Road, NW. In its existing location at 2126 Wyoming Avenue, NW, the Field School currently has 212 students in grades 7-12 with 49 faculty/staff. Under this proposal, the maximum population would be 320 students and 74 faculty and staff. The property is located in the R-1-A Zone District, which allows private schools, subject to the special exception criteria of the Zoning Regulations.

SUMMARY RECOMMENDATION

The Office of Planning recommends that this application be approved, with several conditions.

SITE AND AREA DESCRIPTION

The proposed site currently is improved with a three-story, 14,000 square foot residence (built in 1937). Formal rear gardens overlook a sloping open meadow with views of the Washington Monument in the distance. The property slopes steeply to the east and the south.

The applicant proposes to add two wings which extend from the main house both to the northeast and to the south. These additions, approximately 40,000 square-feet, include two academic

BZA
Case No. 16559
Exhibit No. 286

Board of Zoning Adjustment
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EXHIBIT NO.286

buildings housing classrooms and academic offices, a 110-seat theater and a 200-seat gymnasium. In addition, a tennis court and athletic field will be constructed. The field will require the construction of a retaining wall, and substantial regrading, given the steep slope of the property. The existing house is to be used for student activities, administrative offices and classrooms; the school expects to retain many of the original Art Deco decorative elements.

The additions are terraced into the slope of the property, in order to reduce their visibility from the street and nearby property. (See proposed Landscape Site Plan, Exhibit A.) The original driveway entrance is retained, with a new entrance located at the southern portion of the property, also directly off of Foxhall Road. An internal driveway connects both entrances, with parking located along the driveway, and in a lot to the rear on the southern portion of the property. A dense band of landscaping is proposed along the southern boundary of the property.

The 10.5 acre site is located in an R-1-A Zone District. It fronts on Foxhall Road to the west. To the north is the Kreeger Museum, which was originally a very large private residence that has been converted to a museum open by appointment only. To the east are private residences, part of the Wesley Heights neighborhood. To the south are additional private residences that front W Street and Foxboro Place. Across Foxhall Road, to the northwest is the Foxhall Crescent development; to the west, the new home of the Spanish Ambassador is under construction and below that is the Mt. Vernon Campus of George Washington University. Across Whitehaven Parkway from MVC is St. Patrick's Episcopal School, which was recently permitted to expand. Additional schools in the area include The Lab School (just completing expansion) and Our Lady of Victory Elementary School. (See Sanborn Plat Map, Exhibit B and Area Map, Exhibit C.)

ANALYSIS

Zoning Issues. The subject site is in an R-1-A District. The Zoning Regulations, in section 200.1, describe such districts as follows:

> The R-1 district is designed to protect quiet residential areas now developed with one-family detached dwellings and adjoining vacant areas likely to be developed for those purposes.

Section 200.2 further explains:

> The provisions of this chapter are intended to stabilize the residential areas and to promote a suitable environment for family life. For that reason, only a few additional and compatible uses shall be permitted.

Section 206 of the Zoning Regulations deems private schools to be one of those compatible uses, provided that certain conditions are met. Section 206.2 outlines those conditions:

> The private school shall be located so that it is not likely to become objectionable to adjoining and nearby property because of noise, traffic, number of students, or other objectionable conditions.

Section 206.3 requires that ample parking space must be provided. In addition to these specific tests for private schools, the proposed use must meet the general tests for all special exceptions. According to Section 3104.1, "those special exceptions will be in harmony with the general purpose and intent of the Zoning Regulations and Maps and will not tend to affect adversely the use of neighboring property. . ." The following analyses deal with each of these conditions in turn.

Noise. There are several aspects of the proposed project which tend to mitigate the impact of noise. First, the school is restricted to grades 7 - 12, which minimizes the amount of outdoor recess. Second, the noise occurs only during the day- time hours, with the school day officially ending at 2:30 PM. After school activities and athletic events are over early (generally by 4:30 PM), meaning virtually all of the students are gone before most residents return from work. Therefore, the noise is likely to be not a major problem.

The property's 10.5 acres allows the site plan of the campus to include significant setbacks for all of the School's buildings and facilities. Along Foxhall Road the nearest residential building is approximately 110 feet from the property line. At the southern property line, the buffer is approximately 300 feet from the future Meeting House to the closest neighboring property at 2207 Foxhall Road and the distance between the southern entrance to the parking lot and the property is approximately 80 feet. A landscaped berm will provide an additional visual and auditory shield for this property from the parking lot.

The fact that the School will not install lights on the athletic field(s) helps to ensure that noise after daylight hours will not be a problem to neighbors to the northeast and southeast. The topography of the property and the landscaping also help to make it unlikely that noise will be a problem for neighboring property owners.

Finally, the School is proposing an Operations Plan that is likely to help to minimize noise. The Plan, for example, prohibits the School's facilities from being rented by outside groups and prohibits students from leaving campus during the school day. The Operations Plan also commits the School to quarterly meetings with representatives of the community via a Liaison Committee and to coordination with the other schools in the area to address community concerns.

Traffic. The applicant has submitted a detailed plan to mitigate traffic impacts. Given the large number of its students who currently rely on public transit in its Kalorama location, school officials expect transit usage to remain high, and will be running shuttle vans from the Tenleytown and GW/Foggy Bottom Metro stations and additional drop-off sites. The school also will not permit students to park unless they carpool with a minimum number of riders. By

these measures, the applicant's traffic engineering consultant, Gorove/Slade Associates, anticipates reducing the number of trips to the site during peak hour to 106.

The Department of Pubic Works (DPW) reviewed the applicant's report, and found most of the proposed measures to be reasonable. It did, however, recommend a left turn lane be installed by the school, to accommodate vehicles traveling southbound on Foxhall who wish to turn left into the school property, suggesting that the turning lane would decrease traffic cutting through the neighborhood, while not adversely affecting traffic on Foxhall. (The DPW report is discussed in more detail below.) In response to DPW's report, the School re-examined the possibility of putting in a left turn lane on Foxhall Road that stacks entirely in front of its property and adds a small island below. Its traffic engineers found such a lane could meet safety standards as long as no left turns were made *from* the lower driveway. Left turns from the school's property will now be made from the upper driveway where the line of sight is much better. (See attached Exhibit D). It also plans to hire a traffic control officer to enforce these restrictions.

Neighbors Against Foxhall Gridlock has prepared its own "Traffic Impact Analysis" and planning analysis prepared by MCV Associates, a northern Virginia traffic consulting firm. OP has taken these analyses into consideration in preparing our report. Below we respond to some of the points that their traffic report makes.

Students who drive

The report suggests that Field School is overly optimistic in its carpool estimates, because the DC Safe Teenage Driving Amendment Act of 1999 will restrict the ability of DC students to carry others. However, this law only impacts the ability to carpool of the students from DC. The majority who drive are from Maryland and Virginia.

Percentage of students/staff using public transportation

MCV also challenges the 36% figure used by G/SA re: public transit usage, and suggests that 25% is more realistic. OP concurs with the higher percentage, given that surveys performed of the parents indicated that approximately 90% of the parents would use the shuttle service, but the 36% (the figure for public transit usage at the current location) was used as a conservative estimate. This is also why OP is suggesting that future expansion be dependent on the school's achievement of its traffic reduction goals, to be sure that it is actively promoting transit usage.

Staff/employees

Staff / employees will be required to arrive before 7:30—i.e., before AM peak hour. Service and maintenance traffic was also included during the AM and PM peak hour traffic in the MCV report that was not included in the G/SA report. The MCV trip generation assumed that all faculty/staff would arrive during the AM and PM peak hour as compared to the G/SA report that states all faculty/staff will arrive *before* the AM peak hour and *half would leave* during the PM peak hour. The resulting trip generation from the MCV report is 200 (374 vs. 174) trips greater in the AM peak

hour and 160 (246 vs. 86) trips greater in the PM peak hour as compared to the G/SA report.

Traffic Impacts of the Field School

OP notes that some of Foxhall Road's current usage is quite discretionary. Adding a 15 mph school zone and a peak hour traffic officer and at least one traffic light on Foxhall Road will probably persuade some of Foxhall's commuters—especially those from further points such as Maryland and Virginia—to find alternative routes. The Field School and the planned improvements will likely slow traffic on Foxhall Road. As some neighbors have pointed out, this may be seen as a benefit.

Levels of Service

With regard to the existing LOS at the intersection of Garfield & Foxhall, the AM volumes in the MCV analysis were higher than in the G/SA report. G/SA videotaped the intersection of Garfield & Foxhall to prove that the operations of this intersection result in queues that clear in every signal cycle length during the AM peak hour. The PM volumes were significantly higher in the MCV analysis than in the G/SA analysis, which leads us to think they analyzed the commuter peak hour (between 4-6 PM) rather than the school peak hour (2:30-3:30 PM). OP believes that the school peak hour should legitimately be used here.

The intersection of Foxhall Road and Whitehaven Parkway

The MCV report presents the intersection of Foxhall Road and Whitehaven Parkway as failing in future conditions with the signal as compared to the G/SA report that does not. The MCV report did not optimize the signal timing at this intersection to result in acceptable levels. Shifting some green time from one movement to another would easily make this intersection operate at acceptable levels. This intersection appears to be less of an issue with the left turn lane solution that is now proposed.

The Department of Public Works

DPW reviewed both the applicant's traffic plan, and an analysis prepared by MVC Associates for Neighborhood Against Foxhall Gridlock, and did its own study in response to citizen concerns about the traffic impacts of the various institutional expansions scheduled for the Foxhall Road corridor. The DPW plan makes the following recommendations:

1. The Board of Zoning Adjustment should require that implementation of the Transportation Management Plan, as detailed in the February 29 memorandum, be a condition of approval, although DPW does question the use of a traffic control officer as possibly unsafe for the officer, given the limited sight lines along this stretch of road.

2. DPW recommends that the applicant widen Foxhall Road adjacent to its property, and fund the construction of a left turn stacking lane for southbound

traffic turning into the Field School. DPW feels that this would minimize what it sees as the likely result of the previously right-turn only restriction, that it would increase the likelihood that some cars will use neighborhood streets to cut through to Foxhall or to turn around.

3. In the event that the Board does not impose the above condition, DPW recommends that the left turn prohibition be lengthened to apply from 7:30 AM to 9:30 AM, to coincide with the rush hour time period on the Foxhall Road.

OP believes that the new design for a left turn lane with stacking and an island addresses both of DPW's first two concerns here. The school intends to move the utilities underground as they widen the road. DPW also requested that they lay conduit for the city as well—in case a traffic light is needed in the future. Representatives of the school felt that this would be no problem.

The Palisades Citizens' Association (PCA) has also recommended that the school be approved, but with several conditions, chiefly that the Department of Public Works do a comprehensive study and implement a series of recommendations to improve traffic flow and minimize the intrusion of traffic bound for the school into the adjacent residential neighborhoods. They feel strongly that such a step is necessary, in relation to all the school activity in the area.

The PCA is particularly concerned with a recommendation made by DPW to install a traffic light at W Street, in addition to the one planned for Whitehaven Parkway. In its memo, DPW indicates that it is willing to drop the call for a traffic signal at this intersection, in the face of neighborhood opposition. The school supports the PCA position.

Parking— The school plans to provide 128 parking spaces. For the proposed uses on the property, the Zoning Regulation require 90 parking spaces, one loading platform, one service delivery parking space and one loading berth. The Field School Projects that at maximum enrollment it will need 98 parking spaces, but proposes to provide the required loading platform, delivery parking space and loading berth and 128 parking spaces.

OP understands the neighbors' concern that, should Field School provide inadequate amounts of parking on site, it will spill over into neighborhood streets. However, we are also concerned about the runoff related to such a large parking lot, particularly given the steep slope to the south, and to impact such a large lot could have on the microclimate. In the Urban Design element of the Comprehensive Plan for the District of Columbia, Section 705 (c) calls for developing "land adjacent to major and minor stream valleys, with special attention to possible impacts on the watershed." (Glover-Archbold Park is specifically mentioned in this section.)

OP suggests that the school investigate a compromise, where space be provided for overflow parking, should that turn out to be a problem, but where those spaces which are only used

occasionally be paved with a more porous surface. OP further notes that the DC Environmental Health Administration has suggested the possibility of utilizing "environmentally sound" porous pavers as one way to mitigate the negative impacts of the parking lot.

Number of students—OP concludes that that 10.2 acres is adequate to accommodate the proposed maximum of 320 students and the proposed 74 faculty/staff. OP does not see an adverse impact per se from the number of students itself. The primary impact in this instance of the number of students is related to the number of vehicles.

OP suggests a cap on number of vehicles—proposed as a condition by ANC3D. We believe that the cap should relate to the goals set by the applicant for traffic demand management, and that permission to expand beyond the initial number of 260 students should be related to the school's success in meeting their vehicle targets during AM peak hour. Abiding by this limit should be tied to the planned expansion from 260 students to 320 students.

Visual Intrusion. Some groups have complained about the visual intrusion of such a large structure on the neighboring properties. However, given the large size of the property, its steep slope, the design of the structures to follow the terrain, and the commitment of the school to have no lights on its playing fields and to heavily landscape along the southern boundary, OP concludes that the applicant does not represent a significant visual intrusion for neighboring property owners.

Institutional Intrusion. An additional concern voiced by some neighbors is the change in character of the neighborhood from residential to institutional. They fear that the addition of the Field School into an area with so many schools will tip the balance to an institutional character. While the Office of Planning is deeply mindful of the Comprehensive Plan's call to preserve and enhance the quality of stable neighborhoods, we conclude that the school is not inconsistent with that character. First of all, schools, almost by their very nature, are associated with residential areas. Second, Foxhall Road, with 17,500 cars per day, is a busy arterial road, not a quiet residential collector street. Third, the area has already been characterized by a number of institutional uses, such as the former Mt. Vernon College, St. Patrick's Church and School, the Kreeger Museum and various embassies. Last, the design of the new buildings retains various elements from the mansion to evoke a residential feel, and the buildings are "tucked into" the slope, to minimize the perceived bulk.

Other objectionable conditions—Consultants for some of the neighbors suggest that the proposal will negatively impact on the environmental quality of life (noise, lights, fumes) of the neighboring residents. They also point out the need for considerable excavation, soil and tree removal to meet the needs of the school. Neither OP nor the D.C. Environmental Health Administration felt that the environmental impacts of the project were such that they could not be mitigated with best management practices. OP suggests that the School consider mitigation measures (such as porous pavers and so-called "rain garden" bio-retention areas)for stormwater runoff in their parking lot.

EHA will continue to work with the applicant on an acceptable erosion control and stormwater management plan. OP believes that the applicant's transportation management plan, design of lighting, additional landscape buffers help to minimize the environmental impacts and make them acceptable for an urban area.

ANC AND COMMUNITY GROUPS

ANC 3D has jurisdiction. On March 13, 2000, they voted to oppose but also suggested conditions if the application is approved (see attached resolution and letter. (See attached, exhibit E). Their opposition was largely based on the now superceded traffic plan. The ANC chair was not available for comment before this report went out.

The Palisades Citizens' Association voted on March 7, 2000 to support the application with several conditions, related to traffic issues. The left turn lane is a new development since this vote was taken. Conversations with the PCA representative indicate a willingness to work with DPW and the applicant to see if the lane could make it possible to permit left turns into the school during rush hour without causing such backups on Foxhall Road that commuters divert through neighborhood streets. PCA insists, however, that the Board should make a DPW traffic calming program a condition of any approval. (See attached, exhibit F)

Foxhall Crescents Homeowners Association voted not to oppose the application as long as there were no left turns off of Foxhall Road into the proposed Field School. Again, this opposition to left turns took place before the applicant agreed to implement the left turn lane. (See attached, exhibit G)

The Wesley Heights Historic Association (see attached, exhibit H) supports the application as long as certain conditions are met, including the prohibition of access to the school on 44th Street.

The Wesley Heights Association for The Preservation of Residential Streets, A Committee of the Wesley Heights Historical Society supports the school's application to relocate to the Cafritz property. (See attached, exhibit I)

The Neighborhood Alliance (see attached, exhibit J) is not opposed as long as certain conditions are met.

Neighbors Against Foxhall Gridlock is opposed to the application. It has prepared its own "Traffic Impact Analysis" and planning analysis, and is seeking party status. (See attached, exhibit K) Also opposed and seeking party status is Sylvia Shugrue, the neighbor whose property abuts the school on the south side.

The Office of Planning has received several letters in opposition and support, and has met with opponents to solicit their views.

OTHER AGENCIES

Department of Public Works --See discussion above and attached report, exhibit L.

Metropolitan Police Department --Sees no threat to public safety from the proposed development—See attached, exhibit M.

Office of the Fire Marshall --Offers no objection—See attached, exhibit N.

RECOMMENDATION

The Office of Planning recommends approval of the subject application, subject to several conditions, which are enumerated below. The applicant has made several concessions to meet neighborhood concerns. We feel that the design is attractive, in keeping with the neighborhood and minimizing visual intrusion and institutional "feel". Our major concern, as is the neighbors', is traffic. We recommend that the Board adopt the conditions proposed by the Department of Public Works. In addition to the traffic conditions, we also recommend that the Board impose additional conditions, which the applicant has indicated its willingness to adopt. These include:

1. No lighting will be installed on the playing fields, and any lighting in the parking areas should be low-level, and designed to be visible only in the immediate vicinity of the lights (not visible to any neighbors).

2. Any deliveries will be scheduled to take place during off-peak hours.

3. Only three major evening events will be held during the school year.

4. Heavy landscape cover will be planted to screen the properties to the south of the property.

5. A sidewalk will be laid along the edge of the school property.

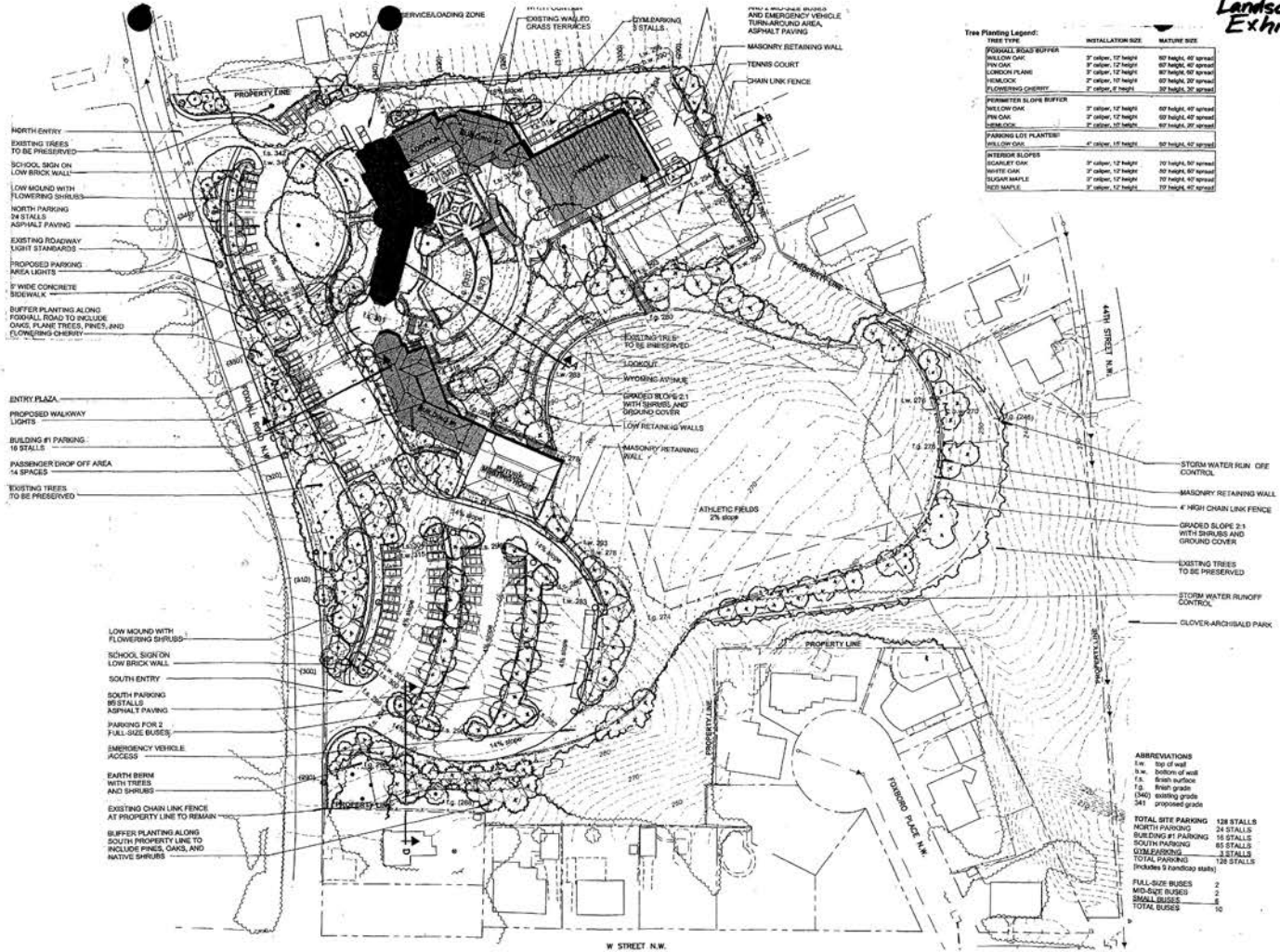
6. The size of the parking lot should be reduced and major evening and weekend events should also require carpooling and vanpooling from Metro stops.

7. No more than 106 vehicles should be allowed to enter the school property during the AM peak hour. Conformance to this limit should be tied to the planned expansion from 260 students to 320 students.

8. The Department of Public Works should implement a series of traffic calming measures to protect the residential neighborhoods from commuter encroachment.

AA/mv

Landscape Site Plan
Exhibit A



Tree Planting Legend:

TREE TYPE	INSTALLATION SIZE	MATURE SIZE
FOXHALL ROAD BUFFER		
WILLOW OAK	3" caliper, 12' height	60' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
LONDON PLANE	3" caliper, 12' height	80' height, 60' spread
HEMLOCK	2" caliper, 10' height	60' height, 30' spread
FLOWERING CHERRY	2" caliper, 8' height	30' height, 30' spread
PERIMETER SLOPE BUFFER		
WILLOW OAK	3" caliper, 12' height	60' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
HEMLOCK	2" caliper, 10' height	60' height, 20' spread
PARKING LOT PLANTER		
WILLOW OAK	4" caliper, 15' height	60' height, 40' spread
INTERIOR SLOPES		
SCARLET OAK	3" caliper, 12' height	70' height, 50' spread
WHITE OAK	3" caliper, 12' height	80' height, 60' spread
SUGAR MAPLE	3" caliper, 12' height	70' height, 40' spread
RED MAPLE	3" caliper, 12' height	70' height, 40' spread

ABBREVIATIONS

t.w.	top of wall
b.w.	bottom of wall
f.s.	finish surface
f.g.	finish grade
(340)	existing grade
341	proposed grade

TOTAL SITE PARKING	128 STALLS
NORTH PARKING	24 STALLS
BUILDING #1 PARKING	16 STALLS
SOUTH PARKING	85 STALLS
GYM PARKING	3 STALLS
TOTAL PARKING (includes 9 handicap stalls)	128 STALLS
FULL-SIZE BUSES	2
MID-SIZE BUSES	2
SMALL BUSES	6
TOTAL BUSES	10

SCHOOL
2301 FOXHALL RD
WASHINGTON, DC

KRESSCOX ASSOCIATES, P.C.
ARCHITECTURE
PLANNING
INTERIOR DESIGN
2000 M STREET, NW
WASHINGTON, DC 20007
202 955 7570
FAX 955 7144

RHODESIDE & HARWELL, INC.
LANDSCAPE
320 KING STREET
SUITE 202
ALEXANDRIA, VA 22314
703.683.7447 FAX 683.7449

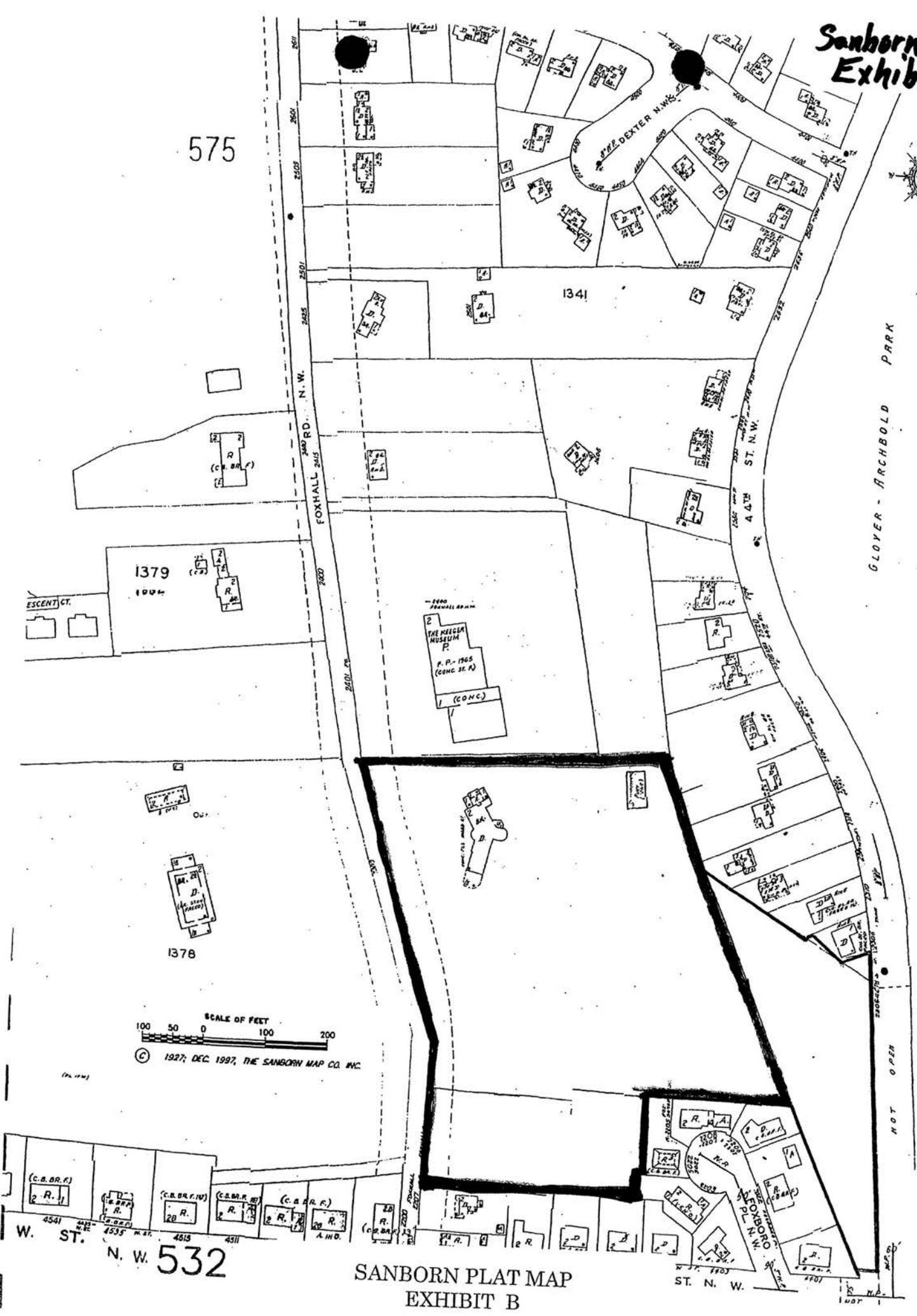
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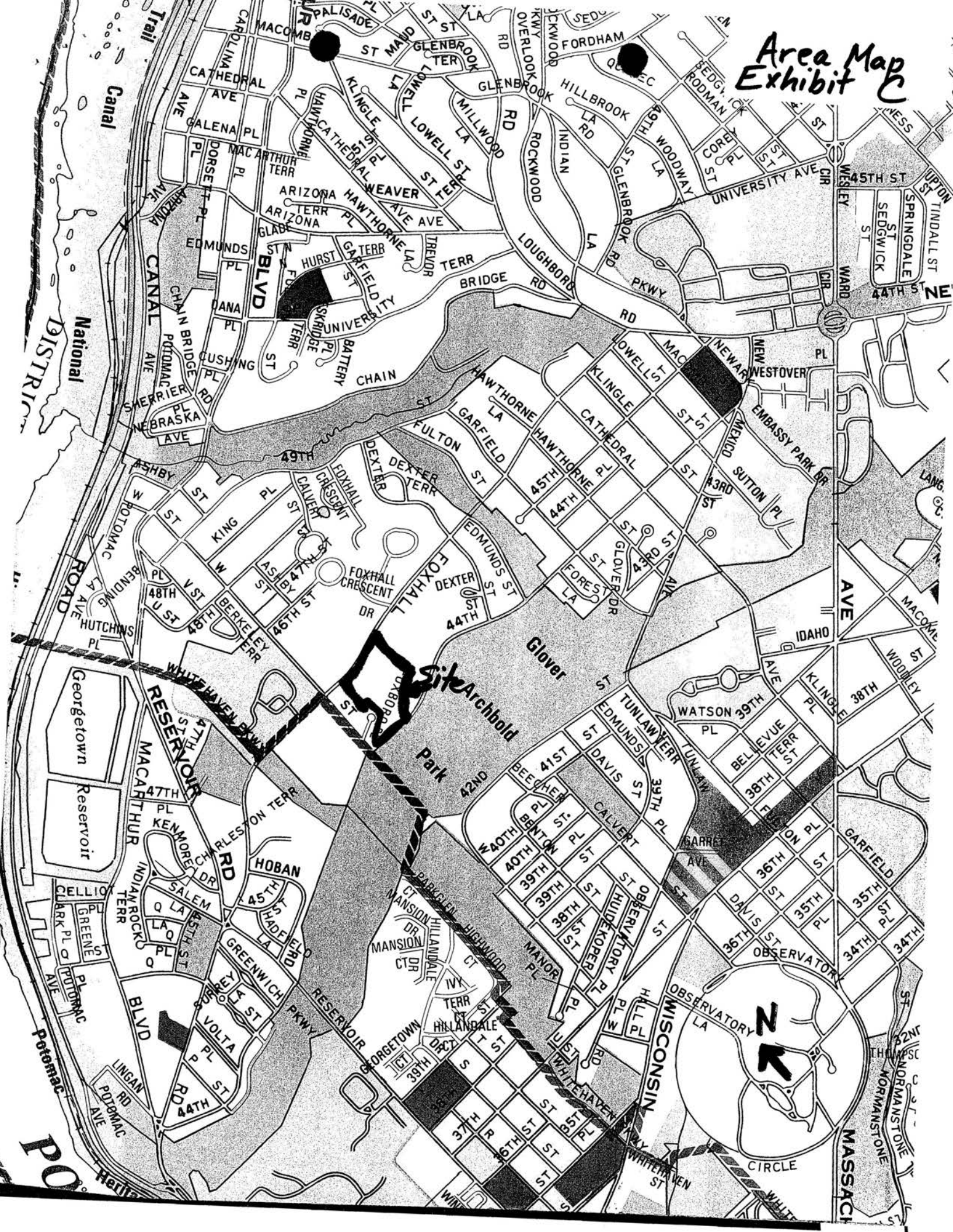
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SANBORN PLAT MAP
EXHIBIT B


Area Map
Exhibit C
Site
Archbold
Park
Glover
Georgetown
Reservoir
RESERVOIR
MACARTHUR
BLVD
CANAL
NATIONAL
PARK
Potomac
Trail
Canal
ROAD
CHAIN
BRIDGE
RD
WISCONSIN
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BLVD
Potomac
Herita

Revised Site Plan
Exhibit D



Exhibit E

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3-D
P.O. Box 40846
Palisades Station
Washington, D.C. 20016

March 14, 2000

'00 MAR 16 P3:44

Ms. Sherry Pruitt
Secretary
Board of Zoning Adjustment
441 4th Street NW Suite 210
Washington DC 20001

RE: BZA Application No. 16559 – The Field School

BY FACSIMILE: 727-6072

Dear Ms. Pruitt:

Advisory Neighborhood Commission 3D held its regularly scheduled monthly meeting on Monday, March 13, 2000 at Sibley Memorial Hospital's Ernst Auditorium. Notice of this meeting was posted in all SMD's seven days prior to the meeting, notice was posted in the Northwest Current and notice was also distributed by fax to interested parties. A quorum (4) was present at all times.

On the agenda was BZA application #16559 – Application of the Morris and Gwendolyn Foundation/ the Field School for a special exception to establish a private school under Section 206 for a maximum of 320 students and a maximum of 74 faculty and staff in the R-1-A District at premises 2301 Foxhall Road NW

After hearing from the Field School and other interested parties, the Commissioners of ANC3D voted 5-0-0 to recommend to the Board of Zoning Adjustment that the Field School's application for a special exception to build a new campus in a residential neighborhood be disapproved because it does not meet the legal criteria for the granting of such an exception under the zoning regulations and because the proposed use of the site is not in accordance with the Ward 3 Comprehensive Plan for this low density residential area.

Based on the extensive written and oral record before this ANC (developed over the course of five long public hearings), it is our opinion that the operation of the new Field School campus as outlined in the application will have an adverse affect on the surrounding neighborhoods because of reduced traffic safety and increased traffic congestion. A school at this location will adversely affect the quality of life for the

BZA
Case No. 16559

community and unalterably change the character of the surrounding residential neighborhoods for the worse.

Traffic and Pedestrian Safety Concerns

The proposed site for Field School is on Foxhall Road, a major thoroughfare for commuters from Spring Valley, Wesley Heights and the nearby areas in NW Washington and Montgomery County heading downtown, as well as thousands of Virginia commuters traveling to employment centers in Upper NW Washington and Montgomery County. According to a DPW report dated March 9, 2000, over 17,000 cars used Foxhall Road daily in 1997. It is our observation, substantiated by residents in close proximity to that artery, that the traffic volume has increased substantially since the 1997 data was collected.

The proposed site is located at a point on Foxhall Road that is narrow, curvy and steep, with poor visibility. Ingress and egress from this school will be perilous for both vehicles and pedestrians as the accident data in the DPW report suggests. In addition, the extra traffic inevitably taking shortcuts to the School through our residential streets, many without sidewalks, will jeopardize the safety of our neighbors. Even at rush hour, our nearby residential streets are full of children, parents with baby strollers, dog walkers, joggers, etc. There is no other example in the Metropolitan area of such a large school that is only accessible from a very busy traffic artery with only two lanes.

Traffic Congestion

Presently, Foxhall Road is in gridlock most morning and evening rush hours. Similarly, MacArthur Boulevard is experiencing more traffic than ever before. As a result, residential side streets adjacent to Foxhall Road are feeling the impact of this traffic Commuters are turning into our neighborhoods streets (for example, Garfield, Dexter and Fulton) and proceeding down to 49th Street and ending up on MacArthur Boulevard to avoid the congestion on Foxhall Road. Locating the Field School at this site will only exacerbate a very serious problem, which already exists.

Field School's Traffic Plan

The latest traffic plan proposed by the Field School (dated March 9, 2000) is unacceptable. Although the shuttle bus component of the plan contains some useful ideas, there are many significant and crucial details still to be worked out. In addition, a major part of the plan would prohibit left turns into the School from the south bound lanes of Foxhall in the morning rush hour and thus force every car to enter and leave the School by making a right hand turn from the north bound lanes. By prohibiting left hand turns, the plan will divert morning school traffic from Foxhall Road onto the residential

side streets to the west of Foxhall so that cars can realign themselves to come back onto Foxhall Road via "W" Street in order to make the right hand turn into the School. Thus, "W" Street and other nearby residential streets will become heavily used – something this ANC tried so hard to prevent in the GWU/Mt. Vernon Campus negotiations.

The Field School's plan also envisions traffic lights on Foxhall, both at Whitehaven Parkway and at "W" Street. And, in fact, without both these lights, their traffic plan would probably be unworkable. ANC3D supports a light at Whitehaven Parkway to accommodate the increasing traffic caused by the GWU/Mt. Vernon Campus, St. Patrick's Day School and the Lab School. However, we do not think the Field School's suggested routing of their parents and students via Whitehaven Parkway is manageable because of the 325 students from St. Patrick's who are being dropped off on Whitehaven during rush hours. In addition, neither the School nor the DPW traffic reports consider the large number of students, faculty and service related vehicles associated with GW University which will begin to use Whitehaven in the next few years. / As we suggested earlier, the proposed Field School traffic of as much as several hundred cars will quickly be diverted to "W" and other nearby residential streets.

The ANC, the Palisades Citizens Association and the Neighborhood Alliance with GW have not supported and do not support a light at "W" street because we do not want this residential street to become an alternate commuter route. Field School had publicly committed to support this position. But their present traffic plan is predicated on a light at "W" Street. ANC3D believes the traffic diversion caused by this light will have a major adverse impact on the residential character of this area Moreover, a light at "W" Street will make it impossible for the two houses located on the East of Foxhall Road to safely exit their driveways.

Other Issues

The site plan does not provide adequate buffers for the adjoining residential properties from the noise, lights, exhaust fumes and water/salt run off of the parking lot.

There is no adequate public transportation for this location. Every other similar private school in this city (including the Field School in its present location) has better access to the bus or metro than this residential site in this totally residential neighborhood.

For all of the above reasons, ANC3D believes that the special exception request to locate the Field School on the Cafritz property should be rejected. We request that the BZA give our advice the "great weight" to which it is entitled under No. 1-261,DC Code, 1982 ed.

(If the BZA decides to proceed against our advice, we recommend that the approval be conditioned on a reduction in the size of the parking lot and a traffic plan worked out with the School, which is acceptable to DPW and this ANC and which should include consideration of a vehicle or student population cap and a third "left turn" lane on southbound Foxhall Road at the school site.)

Sincerely,

Eleanor Roberts Lewis (bpm)

Eleanor Roberts Lewis
Chair, ANC3D

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3–D
P.O. Box 40846
Palisades Station
Washington, D.C. 20016

RESOLUTION OF PROPOSED FIELD SCHOOL FOXHALLCAMPUS

WHEREAS Commissioner Ann Heuer moved to authorize the Chair to draft and send a letter to the Board of Zoning Adjustment to reflect the Field School's application for a special exception on the grounds that it is likely to adversely affect the surrounding neighborhood because of reduced traffic safety and increased traffic congestion and also on the grounds that the proposed use of the site is not in accordance with the Ward 3 Comprehensive Plan for this low density residential area and

WHEREAS Ann Heuer additionally moved that this letter should indicate that in the event that the application is approved by the BZA, the approval should be conditioned on a reduction in the size of the parking lot as well as the development of a traffic plan worked out with the School which is acceptable to DPW and this ANC and which should include consideration of a vehicle and/or student population cap and a third "left turn" lane on southbound Foxhall Road at the school site;

THEREFORE this Resolution was voted on and unanimously approved (5-0-0) at the March 13, 2000 meeting of Advisory Neighborhood Commission 3-D

Exhibit F

THE PALISADES CITIZENS' ASSOCIATION

POST OFFICE BOX 40603, PALISADES STATION, WASHINGTON, DC 20016

Jerrily R. Kress
Director
Office of Zoning
441 4th Street
Suite 210
Washington DC 20001

March 8, 2000

Dear Ms. Kress,

This is to inform you that the Palisades Citizens Association at it's March general membership meeting overwhelmingly passed the following resolution in response to the Field School's application for a special exception to build a private school the property at 2301 Foxhall Road, NW (BZA Application # 16559).

The resolution reads as follows:

Recognizing our neighbors' serious concerns about increased traffic, especially on their residential streets, the Palisades Citizens Association will support the Field School application with the following conditions:

1. That the Department of Public Works be required to create, implement and enforce a traffic mitigation plan for side streets off Foxhall Road, including 49th Street, that is acceptable to the community in order to keep Field School traffic and commuters of residential streets, including, but not limited to:
   - A sign that bans left hand turns at W street onto Foxhall Road during morning rush hours and other such signs that keep traffic off neighborhood streets
   - Additional stop signs
   - Other traffic deterrent measuers for residential streets
   - No installation of a traffic light at W Street and Foxhall Road

2. That during the morning rush hours between 7:30 and 9:00 AM, no left hand turns may be made by southbound cars from Foxhall Road into the Field School; and that the Field School take all reasonable measures to require that its parents, students and staff do not use neighborhood side streets to reach the school.

3. That The Field School will support the Palisades Citizens Association in opposing the proposed traffic signal at Foxhall Road and W Street, but will support the proposed traffic light at Whitehaven Parkway and Foxhall Road.

Sincerely,

Cary Ridder

Cary Ridder
President

 Exhibit G

Foxhall Crescents Homeowners Association Resolution on Field School

Whereas Foxhall Road is a major thoroughfare with already unacceptable levels of traffic during peak traveling periods;

Whereas the traffic survey submitted by the Field School indicates an increase in Foxhall traffic during peak morning times of approximately 10%;

Whereas egress from properties onto Foxhall Road during these periods is difficult at present;

Whereas the driveway for the homeowners at 4500-4527 Foxhall Crescents is proximate to the proposed northern entrance of the Field School;

Whereas the Field School traffic survey indicates that there will be an additional 140 left hand turns into the proposed northern entrance of the school during the morning peak traffic time;

Whereas the delay caused by these left hand turns has the real potential of stacking up traffic to block our driveway exit and beyond;

Whereas a requested comprehensive cumulative traffic impact plan has not been done by the city or private sources regarding existing and proposed expansions along the Foxhall Road corridor;

Whereas the 29 homeowners of Foxhall Crescents treasure our neighborhood and its residential character as do other adjacent neighbors; and

Whereas Foxhall Crescents Homeowners Association is interested in working with the other neighborhood groups to reach a satisfactory resolution to all issues created by this application; therefore be it

Resolved that the Foxhall Crescents Homeowners Association express its opposition to allowing left hand turns off of Foxhall Road into the proposed Field School and that the position be communicated to ANC3D and the Board of Zoning Authority.

Gene Godley, President

Caroline Beeson, Vice President

Barr McKenzie, Treasurer

Colin Bruce, Secretary

David Trachtenberg, At Large

Exhibit H

WESLEY HEIGHTS HISTORICAL SOCIETY

4323 CATHEDRAL AVENUE
WASHINGTON, D. C. 20016
(202) 244-7033

March 9, 2000

Ms. Jerrily R. Kress
Director
D. C. Board of Zoning Adjustment
441 4th Street, NW
Suite 210
Washington, DC 20001

Re: Application of the Field School for Use of the Cafritz Estate as a School

Dear Ladies and Gentlemen of the Board:

Wesley Heights is a quiet, upscale residential development of single-family homes in Northwest Washington, DC. Most of the present houses in Wesley Heights were built between 1932 and 1950, and occupy lovingly-tended lots, ranging in size from 5,000 square feet to over an acre, many with large trees and attractive gardens. Virtually all of the streets have sidewalks used by strollers, joggers, bikers, dog walkers and children walking to Horace Mann School, which lies along its northern limit. Traffic in the area is limited, particularly in the morning when left turn access is not permitted from southbound Foxhall Road north of Garfield Street and no access is permitted onto Macomb Street from Nebraska Avenue. Virtually all of the intersections within Wesley Heights have four-way stop signs. Only Garfield and Newark Streets and New Mexico Avenue, where there are traffic lights, invite commuter traffic.

The Wesley Heights Historical Society was established in 1989 in response to perceived overdevelopment that threatened to change the character of our neighborhood. Our members sponsored a zoning overlay that was adopted in 1992 by the city as a means for keeping new building or additions to existing homes to a reasonable level. We continue to be interested in to preserving the peaceful residental character of the neighborhood by seeing to it that existing zoning regulations, as well as the Wesley Heights Overlay District, are followed and enforced and that traffic in our area does not impact negatively on the character of the neighborhood or the quality of life of the immediate neighbors.

The Cafritz Estate lies south and west of the lower end of the Wesley Heights Overlay District and abuts Wesley Heights properties only at the southern end of 44th Street, which runs some ten blocks north to south through the entire length of Wesley

Heights. Traffic on 44th Street is local and very light with only a few commuter cars that have made legal right-hand turns onto Dexter and Edmunds Streets from north-bound Foxhall Road.

Lower 44th Street from Forest Lane south has homes only on the west side; to the east lies Glover Archbold Park and to the west is Acclimation Park (also known as Wesley Heights Park) both satellites of Rock Creek Park and under National Park Service administration. The street, which lacks sidewalks from Edmunds Street southward is used for walking, jogging, and park access by local residents as well as those who live in apartments and townhouses in Sutton Place, Westover, Cathedral Heights and Glover Park.

It is the strong contention of the WHHS that the peaceful character of this residential and recreational street should not be changed by commuting or school car-pooling traffic. Accordingly, the Society has joined the neighbors as a party to an agreement with the Field School that they will have no automobile access from or onto 44th Street for twenty-five years or as long as the School or its agents control the Cafritz Estate and use it for educational purposes.

It is further the position of the Society that continual south-bound traffic on Foxhall Road headed into downtown Washington and across Key Bridge, particularly during morning rush hours, not be impeded by vehicles turning into or out of the Field School nor that traffic headed into or out of the School be diverted onto Dexter, Edmunds, Fulton or 49th Streets east or west of Foxhall Road or onto other residential streets in nearby neighborhoods.

As long as these conditions are met by the Field School's plans and testimony submitted to the Board of Zoning Adjustment, the Wesley Heights Historical Society fully supports the School's application and would welcome it as a neighbor willing to enjoy and contribute to the quality of life in our neighborhood.

Sincerely yours,

George E. Watson
President

WESLEY HEIGHTS HISTORICAL SOCIETY
4323 CATHEDRAL AVENUE
WASHINGTON, D. C. 20016

Exhibit I

The Wesley Heights Association for
The Preservation of Residential Streets
-- A Committee of the Wesley Heights Historical Society --

The Field School Re-Location To the Cafritz Property

March 8, 2000

Dear Neighbor:

There has been a great deal of information, confusion and rumor regarding the Field School proposal to relocate to the Cafritz Estate.

The attached backgrounder and findings represent over a year's worth of work, under the auspices of the Wesley Heights Historical Society. We feel this effort is representative of the interests of the entire community.

We invite your attention to our attached review and conclusions.

Sincerely,

Lisa Natanson

Stephen K. Gardner

Tom Gibson

Stefania Berla

David Schlitz

Simon Sidamon-Eristoff

Mooney Aircraft Corporation

1701 K STREET NW, SUITE 800 WASHINGTON, D.C. 20006
PHONE (202) 296-7045 FAX (202) 833-9536

Facsimile

TO Mary Vogle @ 447-7638

From Tom Gibson fax @ 202/338-1569
voice @ 202/338-5314

Pages: Cover + 3

Date: 3-24

Note: Per our conversation.

TG.

Background

Since January of 1999, in both correspondence and presentations to the ANC 3-D and dialogue with the Field School, a group of residents from all parts of Wesley Heights has reviewed the varied aspects of the proposed establishment of the Field School on the Cafritz Property. The primary focus has been land use and preservation of character of our neighborhood and included these elements:

- environmental concerns (focused on adjoining National Park Land (Glover Archbold Park),
- the shared community resource of lower 44th Street as a haven for strollers, joggers, dog-walkers, children learning to ride bicycles, & bird watchers
- the preservation of green spaces in an area otherwise besieged by developers wherein the D.C. government has not enforced zoning laws or levied sanctions against developers with known violations, and
- safety.

In March 1999, at a meeting of the Wesley Heights Historical Society (also attended by representatives of the Spring Valley/Wesley Heights Citizens Association), a Sub-Committee of the Wesley Heights Historical Society was established to review the Field School plans and seek tangible assurances that community concerns would be addressed. The overwhelming view of the 90-plus residents attending the meeting was that protecting the remaining green space in our community and preserving the residential character of Wesley Heights would be served by keeping lower 44th Street closed to traffic of any sort.

During the last 12 months, The Committee met at least a dozen times and retained legal counsel to review zoning, environmental, and traffic issues. Extensive conversations were held with the National Park Service and other environmental groups. Numerous meetings and conversations were held with Field School representatives to review issues and concerns.

Findings and Resolutions

We are persuaded that the Field School development of the Cafritz Property does not threaten to significantly alter the existing character of our neighborhood community. We think they will be good neighbors. Items of particular concern and interest:

- Protection of Glover Archbold Park -- The Field School has worked with the National Park Service to establish a site plan that will ensure proper run-off into Glover Archbold Park – thereby preserving wetland areas, protecting the last stand of old-growth forest in the District of Columbia and not posing additional erosion threats.

- Preservation of Green Spaces – The school has pledged a green buffer of landscaping on its property boundaries. Perhaps more importantly, the maximum impermeable surface of the school's plan – buildings and parking lots -- is about 18 percent of the land area. A residential development could pave and cover up to 60 percent of the land area.

- Protection of Lower 44th Street -- The Field School has provided long-term binding assurances that lower 44th Street will not be used for access to their property – thereby preserving the community-wide sanctuary of lower 44th Street and adjoining National Park Land.

- Neighborhood Recreational Space for Children -- The Field School has pledged weekend use of their playing fields exclusively for the informal use of the local community (no leased use of facilities to area sports leagues). This is welcome in view of the very heavy weekend use of the fields at Horace Mann and Stoddert.

- Ongoing Liaison to the Community -- The Field School has already established a standing liaison with the community and in the future has pledged to serve as convener of this group to optimize community relations.

We support The Field School's plan to relocate to the Cafritz Property. We believe the Field School's current plans reflect a shared commitment to preserving the environmental integrity of Glover Archbold Park, and preserving green/open spaces and the quiet residential character of Wesley Heights. Further, we fear the potential environmental and aesthetic consequences of alternative use of the land – especially another high-density development project.

Exhibit J

The Neighborhood Alliance

4701 Berkeley Terrace, N.W.
Washington, D.C. 20007-1508
Phone: (202) 338-7926 Fax: (202) 333-6422

March 10, 2000

Jerrily R. Kress, Director
Office of Zoning
441 4th St., NW
Suite 210
Washington, D.C. 20001

RE: Case No: 16559

Dear Ms. Kress,

Attached is a statement of The Neighborhood Alliance regarding the application for the Field School for a special exception to build a private school at 2301 Foxhall Road, Northwest.

The Neighborhood Alliance is a coalition of neighbors and groups which successfully negotiated a settlement in mediation with GW/Mt. Vernon last December for the Mt. Vernon campus plan which was approved by the BZA.

It is important that a decision involving the Field School not produce traffic – especially on W Street – or other problems that would undermine this agreement and the conditions of the Mt. Vernon campus plan which the BZA approved.

Sincerely,

Penny Pagano

Penny Pagano, Chair
The Neighborhood Alliance

The Neighborhood Alliance
4701 Berkeley Terrace, N.W.
Washington, D.C. 20007-1508
Phone: (202) 338-7926 Fax: (202) 333-6422

STATEMENT

The Neighborhood Alliance (TNA) opposes a traffic signal at the corner of W Street and Foxhall Road – and any land use changes that would encourage the city to install such a signal – because it undermines the BZA approved settlement between GW/Mt Vernon and The Neighborhood Alliance to keep non-residential traffic off W Street and adjacent neighborhood streets.

The Neighborhood Alliance urges ANC-3D and the Office of Planning to recommend that the BZA require as a condition of approval of the Field School application that DCDPW create a traffic mitigation plan for nearby residential streets that is acceptable to the community.

A new traffic signal proposed for Foxhall Road and Whitehaven Parkway will also require DCDPW to implement measures to encourage the flow of traffic onto Whitehaven Parkway – not W Street – and reevaluate the intersection of Whitehaven and MacArthur Boulevard to insure that traffic moves smoothly and efficiently.

Exhibit K

TRAFFIC IMPACT ANALYSIS
FOR
FIELD SCHOOL
on Foxhall Road

Washington, D.C.

Prepared For

Neighbors Against Foxhall Gridlock
Washington, D.C.

Prepared By

MCV Associates, Inc.
4605-C Pinecrest Office Park Drive
Alexandria, Virginia
22312
(703) 914-4850
Fax (703) 914-4851

March 6, 2000

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INTRODUCTION

The Field school is proposing to relocate its existing site on Wyoming Avenue to a site off Foxhall Road, just north of W Street. The site location is shown in Exhibit 1. Gorove/Slade Associates, Inc. conducted a traffic impact study for the school relocation and the data and findings are presented in the Traffic Reports dated December 13, 1999 and February 29, 2000[1]. The purpose of this report is to present the study process and findings of an independent traffic study that was prepared by MCV Associates, Inc. The proposed school at Foxhall Road will have a maximum enrollment of 320 students and 74 staff/employees.

The following tasks were conducted to prepare the traffic impact study:

1. Review proposed development plans including access and circulation plans.

2. Collect current turning movement counts at three adjacent intersections. Roadway and neighborhood reconnaissance to develop travel patterns to and from the proposed school site.

3. Identify existing traffic conditions including capacity and levels of service.

4. Identify approved developments in the neighborhood.

5. Determine site traffic during the peak hours.

6. Project future traffic conditions including capacity and levels of service.

EXISTING CONDITIONS

The proposed school site is located off Foxhall Road just north of W Street. Foxhall Road is a two lane north-south roadway in the vicinity of the site, with vertical and horizontal curves that result in inadequate sight distance at several locations on it. W Street is a two lane east-west roadway that serves residential traffic along it. The intersection of Foxhall Road and W Street is unsignalized. Whitehaven Parkway is located just south of W Street. Whitehaven Parkway is a two lane roadway that connects Foxhall Road to MacArthur Boulevard. The intersection of MacArthur Boulevard and Whitehaven Parkway is not signalized. Whitehaven Parkway will become the primary access roadway to the George Washington University Mount

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[1] The traffic data in the two reports are based on counts conducted in March/April of 1999.

Vernon Campus and is presently the main access for St. Patrick's Episcopal Day School. The intersection of Foxhall Road and Whitehaven Parkway is unsignalized. Garfield Street is located north of the school site. Garfield Street is a two lane roadway that connects to W Street via 49th Street on the west side to New Mexico Avenue on the east side. The intersection of Foxhall Road and Garfield Street is signalized.

AM and PM peak period turning movement counts were made on Wednesday, February 23 and Thursday, February 24 of this year. The data collected is presented in the Appendix. The data collected was analyzed to determine the peak hours and the peak hour volumes. The peak hour volumes at the three intersections are presented in Exhibit 2. Capacity and levels of service were estimated using the Highway Capacity Software (Release 3.1b). The existing levels of service are summarized in Exhibit 3.

As noted in Exhibit 3, the signalized intersection of Foxhall Road and Garfield Street is currently operating at LOS F, with 140 seconds of delay per vehicle, during the AM peak hour. During the PM peak hour, this intersection is currently operating at LOS C, with delay of 21.7 seconds per vehicle. The eastbound movement on Whitehaven Parkway at Foxhall Road is currently operating at LOS F, with significant delay during the AM peak hour and LOS E (delay of 37.7 seconds per vehicle) during the PM peak hour. During the AM peak hour, the eastbound and westbound movements on W Street at Foxhall Road are currently operating at LOS F, with delays of 115 and 859 seconds per vehicle, respectively. During the PM peak hour, the eastbound and westbound movements on W Street at Foxhall Road are currently operating at LOS E and LOS F, with delays of 48.9 and 116 seconds per vehicle, respectively.

This shows that the existing traffic conditions on Foxhall Road result in LOS F at all the three intersections analyzed, during one or both time periods.

FUTURE CONDITIONS

The future traffic conditions consist of the existing traffic, the normal growth in through traffic, traffic from other approved developments in the area, and the traffic generated by the proposed development.

Normal Growth in Through Traffic

Traffic data on Foxhall Road was available for two consecutive years (1999 and 2000). A comparison of the data for the two years showed that the traffic has grown 4.9 percent in one year on Foxhall Road. It was conservatively assumed that the Field School will be operational within one year (although the full occupancy of 320

students may not occur for several years). The existing through traffic on Foxhall Road was increased by 4.9 percent resulting in 41/34 trips in the southbound direction during the AM/PM peak hours. The resulting northbound trips were 36/36 during the AM/PM peak hour.

Other Approved Developments

The Spanish Ambassador's residence is currently under construction off Foxhall Road just north of the Field School entranceway. This will include a large full time staff as well as the Ambassador's family. In addition the George Washington Mount Vernon Campus has been approved for a maximum of 1,000 full time equivalent students, which shall not exceed a 1,500 head count. Trips were estimated for these two approved developments and added to the existing traffic.

Field School

The Field School will have a total of 320 students and 74 staff/employees at full occupancy. Field School is proposed to have two driveways in to the school. The northern driveway will allow for a full access in to and out of the school. The southern driveway will allow right in and right out only. Further, the left turns in and left turns out of the northern driveway will be restricted during the AM peak period. Only shuttle buses and emergency vehicles will be permitted to make left turns in to the school during the AM peak period. In other words, all traffic coming to the school during the AM peak period has to enter the school from the south. The Gorove/Slade report, dated February 29, 2000 has 60% of the traffic going eastbound on Whitehaven Parkway from MacArthur Boulevard to Foxhall Road and 40% of the traffic coming north on Foxhall Road from points south of the intersection of Whitehaven Parkway and Foxhall Road. Thus, according to the Gorove/Slade Report 100% of the traffic to the school will pass through the intersection of Foxhall Road and Whitehaven Parkway. The 60% of the traffic going eastbound on Whitehaven Parkway from MacArthur Boulevard to Foxhall Road will conflict with the traffic entering St. Patrick School and the new George Washington Mount Vernon entrance on Whitehaven Parkway. The alternative path for traffic approaching the school from the north proceeding south on Foxhall Road is to turn right on Garfield Street/Fulton Street/Dexter Street and proceed to 49th Street and work their way to W Street and turn left at Foxhall Road to enter the school from the south. Some southbound vehicles will turn right on westbound W Street from Foxhall Road, make a U-turn and then turn left on Foxhall Road to enter the school from the south.

All traffic must turn right on Foxhall Road during the AM peak hour. The traffic exiting the school desiring to go south on Foxhall Road will turn right on Foxhall Road and then left on Garfield/Fulton/Dexter and proceed on to W Street to turn right on to

Foxhall Road. The no left turn restriction in to and out of the school during the AM peak hour will cause the school traffic to use local residential streets such as Dexter, Fulton, W, 49th, etc.

The Gorove/Slade Report indicates that, based on a students residence zip code analysis, 65 percent of the traffic will approach the school from the north and 35 percent will approach the school from the south. The geographic trip distribution pattern from Gorove/Slade Report is presented in Exhibit 4.

The vehicle trips generated by the proposed Field School at Foxhall Road was estimated as follows:

. The existing school site is located off Connecticut Avenue which is served by Metrobus and Metrorail (within walking distance). Based on Gorove/Slade report, a total of 36 percent use public transportation at the existing school site. Since the proposed site is not served by Metrobus or Metrorail and the students will have to wait for the shuttlebus at the Metrorail station and then transfer to the shuttlebus, it was assumed that a maximum of 25 percent of the students will ride the shuttlebus.

. Students who drive were assumed to have one other student with them, resulting in 45 vehicle trips during the AM peak hour. The foregoing is subject to the new D.C. "Safe Teenage Driving Amendment Act of 1999" which limits drivers under 17 from carrying passengers other than siblings.

. The remainder of the students were assumed to be driven to the school.

. The shuttle bus trips were assumed to be 5 during the AM /PM peak hour based on the Gorove/Slade report.

. A conservative estimate of 5 vehicle trips for visitors/maintenance/deliveries/etc. entering during the AM peak hour and leaving during the PM peak hour was assumed.

. The staff/employees were assumed to arrive/depart during the peak hours as per the Gorove/Slade report.

. The PM exiting student trips were based on data provided in Gorove/Slade report and data from other similar schools.

The summary of vehicle trip generation is as follows:

	Stud./ Emp.	AM Peak Hour			PM Peak Hour		
		IN	Out	Total	In	Out	Total
Students Who Drive	90	45	0	45	0	25	25
Students Driven	150	120	120	240	66	66	132
Students - Shuttle Bus	80	5	5	10	5	5	10
Staff/Employees	74	74	0	74	0	74	74
Visitors		5	0	5	0	5	5
Total		249	125	374	71	175	246

These vehicle trips were distributed to the roadway network based on the trip distribution patterns noted in Exhibit 4. The AM/PM peak hour school vehicle trips are shown in Exhibit 5.

Total Trips

The addition of the existing trips, normal growth in through traffic, traffic from other approved developments and trips from the Field School results in total AM and PM peak hour trips. These trips are shown in Exhibit 6.

Capacity/Levels Of Service

As in the existing conditions, the Highway Capacity software was utilized to estimate the capacity and levels of service at the three intersections. It was assumed that the intersection of Foxhall Road and Whitehaven Parkway is signalized. The levels of service results are summarized in Exhibit 7. Results show that the northbound left turns from Foxhall Road on to Whitehaven Parkway is projected to operate at LOS F during the AM peak hour, with the traffic signal. The intersection of Foxhall Road and Garfield Street is projected to operate at LOS F during the AM and PM peak hours. The levels of service at the unsignalized intersection of Foxhall Road and W Street is LOS F on both the eastbound and westbound approaches during the AM and PM peak hours.

CONCLUSIONS

The levels of service results for the existing and future conditions with the Field School in place are presented in Exhibit 8. The results show that the eastbound approach on Whitehaven Parkway at Foxhall Road is currently operating at unacceptable levels of

service. The installation of a traffic signal at this intersection improves the levels of service for the eastbound approach. However, the northbound left turn drops to LOS F.

The eastbound and westbound approaches on W Street at Foxhall Road are currently operating at unacceptable levels of service and are projected to operate at severely untolerable conditions during the AM peak hour.

The intersection of Foxhall Road and Garfield Street is currently operating at LOS F during the AM peak hour and becomes worse (in terms of delay to vehicles) with the Field School traffic. The existing acceptable levels of service during the PM peak hour (LOS C) becomes an unacceptable LOS F with the Field School.

If left turns are permitted from Foxhall Road in to the school during the AM peak hour to prevent traffic from using the local residential streets, it is estimated that a total of approximately 150 vehicles will make this maneuver during one hour. This may require that a separate left turn lane be installed on Foxhall Road. This may not be feasible due to the right-of-way limitations.

This analysis concludes, that from a traffic perspective, the addition of the Field School to the Foxhall Road neighborhood makes a bad situation worse. The traffic impacts of the Field School are very severe resulting in unacceptable conditions at all three intersection analyzed.

Exhibit L

From: "Jessie Harris" <jes405@hotmail.com> at INTERNET-MAIL
Sent: Tuesday, February 22, 2000 8:25 AM
To: Williams, Anthony A.
Subject: Placing Field School on Foxhall Road

Dear Mr. Williams:

I am writing in opposition to BZA Case No 16559. The Cafritz Foundation and the Field School are seeking to have the Field School occupy the Cafritz estate on Foxhall Road.

I live at 4401 W Street on the east side of Foxhall Road. I have been involved in one accident at Foxhall and W and narrowly missed I do not know how many, but lots. The vision up and down Foxhall at this location is limited. Because of waiting, at some times, for quite a long period, the anxious go into the roadway when they do not have right of way over other entering traffic or when oncoming traffic on Foxhall is too close to the intersection at the speed it is going.

The additional traffic that will be created if the Field School request is approved will make this corner even more dangerous because there is no way that it does not greatly increase the traffic on Foxhall.

The other problem will be in creating gridlock on Foxhall.

I appreciate the Field School's efforts to minimize other concerns of the neighbors, but this is one that they cannot do anything about. I am opposed to having a school at this location.

Sincerely,

Jessie M. Harris

Exhibit M

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
2000 - 14TH STREET, N.W.
6TH FLOOR
WASHINGTON, D.C. 20009

REPLY TO:
DISTRICT DIVISION OF TRANSPORTATION

Office of Intermodal Planning

Memorandum

To: Andrew Altman
Director
Office of Planning

From: Kenneth Laden
Administrator

Date: MAR - 9 2000

Subject: BZA Application No. 16559 – The Morris and Gwendolyn Cafritiz Foundation requesting special exception to establish a private school for a maximum of 320 students and a maximum of 74 faculty and staff in the R-1-A District at premises 2301 Foxhall Road, N.W. (Square 1341, Lots 856,861,878 and 879).

The Department of Public Works (DPW) has reviewed the transportation study performed by Gorove/Slade on behalf of the applicant as well as a traffic impact analysis prepared by MCV Associates on behalf of Neighbors Against Foxhall Gridlock. The Department has also conducted an independent traffic analysis, related to the relocation of the existing Field School from Wyoming Avenue N.W. to the new site on Foxhall Road N.W.

The Proposal

The applicant is requesting a special exception to permit the establishment of a private school on the property located at 2301 Foxhall Road, N.W. The property is presently the location of the Cafritz House, which contains approximately 14,000 square feet of residential space. The Field School, which is the subject of this request, is currently located at 2126 Wyoming Avenue N.W., west of Connecticut Avenue. If the application is granted, the proposed campus plan will restore the existing house to be used for administrative offices, meeting space and classrooms. New construction proposed at the property includes two academic buildings containing approximately 40,000 square feet, a gymnasium and athletic field facility.

The applicant states that the school's total enrollment is anticipated to be 320 students and will also include an employee population of 74 faculty and staff that would be achieved gradually over seven years. The school will provide 128 parking spaces to accommodate faculty, staff and student parking demand. In addition, spaces will be provided for 10 school buses. According to the applicant, the school will be open five days a week (Monday through Friday) from 7:30 a.m. to 2:30 p.m.

The Impact of the proposal

Our analysis of traffic and parking conditions associated with the Field School covers the following aspects of the proposal:

- Existing traffic and parking conditions;
- The impact of the school during the daily routine operation on weekdays; and
- Traffic Management Program and traffic operational improvements in the vicinity of the School.

We have reviewed the February 29, 2000 revised traffic study report prepared by Gorove-Slade on behalf of the applicant, the Field School, and the traffic report prepared for Neighborhood Against Foxhall Gridlock by MCV Associates, Inc. dated March 6, 2000.

It should be noted that Foxhall Road is operating at or over capacity during the A.M. and P.M. rush hours. We note that Foxhall Road is a minor arterial with a paved width of 22 feet and an average daily traffic volume of 17,500 vehicles in the vicinity of the site. Any substantial traffic increase along Foxhall Road may exacerbate the existing traffic conditions. In addition, the applicant's traffic report notes that sight distances along this section of Foxhall Road are limited due to curves and hills. The report also indicates that Foxhall Road serves a significant amount of north/south commuter traffic during the morning and evening rush hours, and that much of the traffic along Foxhall Road exceeds the posted speed limit. The level of service along Foxhall Road is generally worse in the morning rush hour than at the evening rush hour. Finally, the applicant's traffic analysis notes that traffic on uncontrolled side streets currently has difficulty accessing Foxhall Road during periods of peak traffic congestion.

Regarding the routine operation of the school, we note that only the morning peak traffic operation of the facility will coincide with the A.M. peak hour of the external streets in the area. According to the applicant, the school will generate approximately 106 inbound and 68 outbound vehicles during the A.M. peak hour. The directional distribution of the projected vehicular trips indicates that 65 percent of the traffic will be coming from the north and 35 percent will be coming from the south of the site. However, due to the proposed access policy of the school, right-turn in/right-turn out requirement, 100 percent of the school passenger vehicles would be required to approach the site from the south.

If this recommended traffic scenario is implemented, the intersections of Whitehaven Parkway at Foxhall Road and 'W' Street at Foxhall Road would be most heavily impacted by the school's

traffic. The Department is planning to install traffic signals at these two intersections in the near future. This would aid in allowing traffic from these two streets enter Foxhall Road safely. In our judgement, these two intersections would operate at an acceptable level of service during the morning peak hour. However, local residents have expressed a concern that a traffic signal at 'W' Street NW would be dangerous due to poor sight lines and a severe incline near the intersection with Foxhall Road. In 1993 there was one traffic fatality at this intersection. In 1995 there were two accidents, and in 1997 there were six accidents (no fatalities).

The P.M. peak hour of the school occurs between 2:00 P.M. and 3:00 P. M., while P.M. peak traffic of the external streets is from 4:00 to 5:00 P.M. Accordingly, routine afternoon school traffic would have a minimal impact in the area. However, the applicant has not fully examined the impact of after-school extracurricular activities on traffic patterns in the area.

There is no guarantee that traffic coming from the north would access the Field School using the traffic pattern recommended by the applicant: MacArthur Boulevard to Whitehaven Parkway and Foxhall Road. As reflected in the traffic report prepared on behalf of the opponents, the most direct route is Foxhall Road and a right turn on the local residential streets, namely Garfield Street and Dexter Street and then use 49th Street to reach W Street eastbound to Foxhall Road. Therefore, the potential traffic impact of this proposed traffic scenario on the residential neighborhood by the school relocation cannot be discounted.

We have reviewed the Field School Transportation Management Program which covers the following elements:

- Access and Circulation
- Shuttle Bus Program
- Parking
- Safety
- Enforcement and Community Coordination

The Department supports much of the transportation program as outlined by the applicant, including the provision of the shuttle bus service. However, it is unclear as to how the Field School will ensure implementation of this policy or the requirement that student's carpool.

As stated previously, we are concerned that the "right turn only" policy for access into and out of the Field School may actually encourage more traffic to weave through the surrounding residential neighborhood to access the school. If the "Left turns into the school are prohibited for passenger vehicles between 7:30 A.M. and 9:00 A.M." policy is implemented, the hours should be between 7:30 A.M. and 9:30 A.M. which reflects the morning peak travel hours.

While a traffic control officer provided by the school may be helpful, we are concerned that it may not be safe to have a traffic control officer located in Foxhall Road, and that a traffic control officer located at the entrance to the school may create additional congestion and accidents. The school should exercise caution in implementing this policy.

The amount of parking provided by the Field School appears to be adequate.

The Department supports the Field School Transportation Management Plan's recommendation for installing a sidewalk on school property adjacent to Foxhall Road, and flashing warning signals in the vicinity of the school.

Conclusion

Foxhall Road N.W. suffers from traffic congestion during the morning rush hour period, which coincides with peak morning traffic at the proposed Field School. Vehicular traffic entering the Field School will cause additional congestion along Foxhall Road, and may increase traffic on adjacent residential streets. The installation of traffic signals on Foxhall Road at Whitehaven Parkway and 'W' Street may improve traffic safety and allow vehicles to turn onto Foxhall Road from these streets. Some residents oppose the proposed traffic signal at Foxhall and 'W' Street. A traffic signal will be installed at Foxhall and Whitehaven Parkway in the summer of 2000. While the Department believes a traffic signal would reduce accidents at Foxhall and 'W' Street, we would only install a traffic signal at this intersection with the support of the neighborhood.

If the Board of Zoning Adjustment approves this application, we recommend that the following conditions be added to the approval.

1. To minimize traffic intrusion into the neighboring residential streets, the Department recommends that the applicant widen the east side of Foxhall Road adjacent to its property to provide a left turn stacking lane for southbound traffic turning into the school. The Field School should finance this road widening and construction of the left turn stacking lane. The Department may consider a signal installation at the school driveway to allow all movements at all times. If required, the Field School should also pay for the installation of the traffic signal at their entrance.

2. The Department would require that the traffic mitigation elements provided in the Field School Transportation Mitigation Plan of February 29, 2000 be made a condition of the approval.

3. If the recommended left turn stacking lane is not made a condition of a Board of Zoning Adjustment approval, the prohibition on left turns into the property by passenger vehicles should be extended from the proposed 7:30 AM to 9 AM to 7:30 AM to 9:30 AM to coincide with morning peak traffic.

Exhibit N

GOVERNMENT OF THE DISTRICT OF COLUMBIA
METROPOLITAN POLICE DEPARTMENT

MR 22 3 45

MAR 20 2000

Andrew Altman
Director
D.C. Office of Planning
801 North Capitol Street, NE
Washington, D. C. 20002

Dear Mr. Altman:

This is in response to your request for review and comments by the Metropolitan Police Department on BZA Application Number 16559 – The Morris and Gwendolyn Caftritz Foundation for establishment of a private school (The Field School) on Lots 856, 861, 878, 879, Square 1341, premises located at 2301 Foxhall Road, N.W.

Based upon a review of this application, it does not appear that the development of the property proposed by this application will adversely affect public safety in the immediate area.

Sincerely,

Nola Joyce
Senior Executive Director
Office of Organizational Development

Exhibit O

F.D. Form-19.1

GOVERNMENT OF THE DISTRICT OF COLUMBIA
FIRE DEPARTMENT
WASHINGTON, D. C. 20001

MEMORANDUM

TO: Andrew Altman
Director

FROM: James N. Short, Jr.
Battalion Fire Chief

DATE: March 8, 2000

SUBJECT: BZA Application No. 16659 - The Morris and Gwendolyn Cafritz Foundation for Establishment of a Private School (The Field School) on Lots 856, 861, 878, 879, Square 1341, at 2301 Foxhall Road, N.W.

The D.C. Fire and EMS Department has reviewed the above application and offer no objections.

If you have any questions, I may be reached at 727-3659.