GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING

Office of the Director

DISTRICT OF COLUMBIA
OFFICE OF ZONING
'00 MAY -4 P3:40

MEMORANDUM

TO: Board of Zoning Adjustment

FROM: Andrew Altman

DATE: May 3, 2000

SUBJECT: BZA Case 16559—addendum to Office of Planning Report of March 10, 2000 on case continued to May 10, 2000

The Field School amended its application to include the left turn lane on Foxhall Road (as recommended in comments on its application by the Department of Public Works) just a few days before the March 17, 2000 BZA hearing on its application. Although the Office of Planning spoke to the amended application in its report, ANC 3D did not have sufficient time to develop an opinion about the left turn lane, nor had DPW. We now have the ANC's resolution (Exhibit O) and an opinion in writing to the ANC from DPW addressing the safety issue. While OP's basic recommendation for approval remains the same, we are suggesting a revised set of conditions in order to give great weight to ANC 3D and the conditions it made its approval contingent upon.

BACKGROUND
In an April 10, 2000 letter from the DPW Office of Intermodal Planning Administrator, Kenneth Laden (Exhibit P) to ANC 3-D Commissioner Ann Heuer, Laden sums up the Field School's proposal for a left turn lane:

> *The left turn lane currently proposed by the Field School traffic consultants would provide a left turn lane approximately 250 feet long, which would accommodate approximately 10 cars waiting to make a left turn into the school. This left turn lane would be constructed by moving the northbound lane to the east, taking a portion of the school property. The left turn lane would be created by pavement striping and lane markings near the northern entrance, where the left turn lane begins, and may include a raised median area just south of the southern entrance to the school.*
>
> *To address the previous concerns regarding a left turn lane for southbound traffic, the Field School traffic consultants located the left turn lane to serve a*

BZA
Case No. 16559
Exhibit No. 418

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.418

relocated southern entrance to the proposed school. It is our understanding that the southern entrance to the property would be moved approximately 200 feet north from its present site. This revised entrance location would provide approximately 300 feet of vertical and horizontal sight distance between the entrance and oncoming northbound traffic. This clear sight distance should be adequate to allow safe left turning movements into the school property. While no traffic control signal is proposed at this time, the Field School will lay electrical conduit in case a traffic signal is required to facilitate left turns into the property in the future.

Laden further explains that the proposed left turn lane would provide approximately 300 feet of vertical and horizontal sight distance between the entrance and oncoming northbound traffic. DPW judged this to be adequate to allow safe left turning movements into the school property. DPW recognizes that the development of the Field School at this site presents an additional challenge to peak hour congestion on Foxhall Road, NW. However, DPW believes that "construction of the proposed left turn lane is the safest overall approach to the traffic which will be generated by the proposed school" if it is approved.

RECOMMENDATION

The Office of Planning recommends approval of the subject application, subject to a number of conditions, which are enumerated below. These conditions incorporate most of the School's Operations Plan (1 – 11) and the other conditions required by ANC 3D as a condition of their support.

1. The School will inaugurate staggered hours between the Lower and Upper Schools with an 8 AM start for seventh and eighth graders (approximately 50-60 students) and no sooner than 8:20 AM start for ninth through twelfth graders (approximately 250-260 students).

2. The school will strictly enforce carpooling among students so that no student can have the privilege of driving to the campus without at least two passengers, either students or faculty.

3. The School will not start any outdoor athletic event after 6 PM.

4. No athletic events will be held on Sunday.

5. The school will prohibit students from leaving the campus during the school day except for emergencies and organized trips.

6. The school will permit local residents to utilize the athletic field and tennis courts and walk or stroll the campus grounds when these areas are not being used for School purposes.

7. The School will shut the lights to the southernmost parking lot at 9PM and not turn on the lights at this parking lot on Saturday and Sunday except for special events.

8. The School will not allow any outside group to rent its facilities.

9. The School will not install any exterior lighting on the athletic field or tennis courts.

10. All lighting on the parking facilities will be directionally down lit with minimum light candle power.

11. The School will coordinate and work with the other schools located in the area to address community concerns.

12. Any deliveries will be scheduled to take place during off-peak hours—9:30 AM to 4:00 PM

13. No more than 106 vehicles should be allowed to enter the school property during the AM peak hour—7:30 AM to 8:30 AM. Conformance to this limit should be tied to the planned expansion from 260 to 320 students.

14. Before the School is to be opened, the left turn lane into a relocated south entrance as described in Gorove Slade Associates' Traffic Management Plan dated 4/03/00, shall be contructed and ready to carry traffic.

15. Left turns into the proposed northern entrance of the property should be prohibited at all times.

16. The size of the parking lot should be reduced to no more than 110 parking spaces. Major evening and weekend events should also require carpooling and vanpooling from Metro stops.

17. The parking lot should be setback at least 80 feet from the adjoining properties to the south. Screening vegetation must be installed and maintained in this buffer.

18. The School should investigate the porous pavement technology with a groundwater recharge system described in the attached material from Cahill Associates (Exhibit Q) and, if cost effective and otherwise feasible, use it for the parking lot installation in order to mitigate ecological disturbance to the property and the neighborhood.

19. While construction described in the BZA Order is ongoing, the applicant will meet with neighbors and community representatives on a monthly basis to discuss construction activities scheduled for the following month, and to also review its efforts to resolve any objectionable conditions.

20. At and after the completion of construction, Field School shall conduct similar meetings on no less than every six months to discuss and review any objectionable conditions, which may arise from the adjoining property owners and representatives of the Palisades Citizen'' Association; the Spring Valley-Wesley Heights Citizens Association' the Foxhall Citizens Association' the Wesley Heights Historical Society; the Foxhall Crescents Homeowners Association and ANC 3D. For the purposes of this provision, an adjoining property owner shall include owners directly across Foxhall Road.

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

22. A sidewalk will be laid along the edge of the school property as shown on the school plans.

23. The School will work with the neighbors to approach the Department of Public Works to implement a series of traffic calming measures to protect the residential neighborhoods from commuter encroachment.

AA/mv

Exhibit O
ANC 3-D

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

'00 APR 26 P4:01
DISTRICT OF

April 25, 2000

Ms. Sherri Pruitt Williams,Secretary
Board of Zoning Adjustment
441 Fourth Street NW Room 220
Washington DC 20001

RE:BZA Application #16559
The Field School

Dear Ms. Pruitt-Williams:

Advisory Neighborhood Commission 3D held its regularly scheduled monthly meeting on April 10, 2000 at the Ernst Auditorium, Sibley Memorial Hospital. Notice of this meeting was published in local newspapers, meeting notices were placed in each single member district and were sent to residents of the community at least seven (7) days in advance of the meeting. A quorum was present at all times.

One of the items on our agenda was the above referenced BZA Application dealing primarily with the Field School's revised traffic proposal. After viewing a slide presentation by Irwin Andrews, Project Director, Grove Slade Associates which showed new traffic plans proposed by the school to conform to requests previously made by ANC3D, and after hearing from representatives from the school, the Commissioners voted to pass the attached Resolution which supports the Field School's application subject to the conditions shown on the Resolution.

We request that the BZA gives our decision the "great weight" to which we are entitled under DC law.

Sincerely,

Eleanor Roberts Lewis (bjm)

Eleanor Roberts Lewis
Chair

BZA
Case No. 16559
Exhibit No. 414

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

RESOLUTION

Although **Advisory Neighborhood Commission 3D** remains concerned about traffic safety, congestion and compliance with the Ward 3 Comprehensive Plan, it supports approval of the **Field School's BZA Application No. 16559** subject to the incorporation of the following conditions in the order of the Board of Zoning Adjustment:

1. The School's operating plan dated April 3, 2000, as submitted to the ANC and the BZA should be incorporated in the BZA Order;

2. Recommendations of the Office of Planning, as listed at page 9 in its letter dated 3/10/00 including the Department of Public Works recommendations as described on pages 5, 6, 7 of the OP report should be incorporated in the BZA order with the following clarifications:

   A. Off peak hours in recommendation #2 are 9:30 AM to 4:00 PM.
   B. AM peak hours in recommendation #7 are 7:30 AM to 8:30 AM.

3. Before the School is to be opened, the left turn lane into a relocated south entrance as described in Grove-Slade's last traffic management plan dated 4/03/00, constructed at the applicant's expense, shall be constructed and ready to carry traffic (although we remain concerned about the raised median strip);

4. Left turns into the proposed northern entrance of the property should be prohibited at all times;

5 There must be a setback of at least 80', containing vegetation for the purpose of screening, between any parking lot, road or other improvement, and the adjoining property on Foxhall Road to the south, rather than the present 50';

6. The applicant must build any parking lot in accordance with comments at pages 6 to 7 and in the letter from the Office of Planning in its Report dated March 10, 2000;

7. While construction described in the BZA Order is ongoing, the applicant will meet with neighbors and community representatives on a monthly basis to discuss construction activities scheduled for the following month, and to also review its efforts to resolve any objectionable conditions. At and after the completion of construction, Field School shall conduct similar meetings on no less than every six months to discuss and review any objectionable conditions, which may arise from the operation of the School. Neighbors who may participate in the meetings shall include adjoining property owners and representatives of the Palisades Citizens' Association; the Spring Valley-Wesley Heights Citizens Association; the Foxhall Citizens Association; the Wesley Heights Historical Society, the Foxhall Crescents Homeowners Association and this Commission. For the purposes of this provision, an adjoining property owner shall include owners directly across Foxhall Road.

A vote was called on the amendment. The amendment passed 3-2-0. The main motion was, as amended, passed by a vote of 5-0-0.

Exhibit P
DPW letter

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

April 10, 2000

Ms. Ann F.Heuer
Advisory Neighborhood Commission 3-D
Sibley Hospital, Ernst Auditorium
P.O. Box 40846
Washington, D.C. 20016

Dear Commissioner Heuer:

This letter is in response to your questions regarding the Department's comments on the proposed Field School traffic plan. It is our understanding after talking to the transportation consultants for the Field School project, that a proposed left turn lane from southbound Foxhall Road into the proposed Field School property was rejected for the following reasons.

1. The planned left turn lane allowing southbound cars to turn into the northern entrance to the property would require taking property from the adjacent Kreeger Museum,
2. The amount of traffic turning into the property was not deemed sufficient to warrant a left turn lane, and
3. The left turn lane into the northern entrance would be prohibitively expensive.

An alternative to add a southbound left turn lane near the current southern entrance to the property was rejected by the traffic consultants for the school in that there was insufficient sight lines to allow safe turning into the proposed school property.

When the Department reviewed the traffic consultant's report, we noted that the traffic plan encouraged school-related traffic to travel through adjacent residential streets and make right turns, only, into the school property. We felt that this presented additional unwarranted traffic on adjacent residential streets. We also felt that there would be no effective barrier to prohibit southbound cars on Foxhall Road from ignoring the recommended travel routes and attempt to make a left turn into the proposed school. This, we thought, could present a dangerous situation. Therefore, the Department recommended a left turn lane be reconsidered.

The left turn lane currently proposed by the Field School traffic consultants would provide a left turn lane approximately 250 feet long, which would accommodate approximately 10 cars waiting to make a left turn into the school. This left turn lane would be constructed by moving the northbound lane to the east, taking a portion of the school property. The left turn lane would be created by pavement striping and lane markings near the northern entrance, where the left turn lane begins, and may include a raised median area just south of the southern entrance to the school.

To address the previous concerns regarding a left turn lane for southbound traffic, the Field School traffic consultants located the left turn lane to serve a relocated southern entrance to the proposed school. It is our understanding that the southern entrance to the property would be moved approximately 200 feet north from its present site. This revised entrance location would provide approximately 300 feet of vertical and horizontal sight distance between the entrance and oncoming northbound traffic. This clear sight distance should be adequate to allow safe left turning movements into the school property. While no traffic control signal is proposed at this time, the Field School will lay electrical conduit in case a traffic signal is required to facilitate left turns into the property in the future.

This proposed relocation of the left turn lane does not impact Kreeger Museum property, and the Field School proponents are willing to accept this additional cost.

It is our understanding that Advisory Neighborhood Commission 3-D expressed some concerns that many students remain after school closing time (2:30 PM) for extra-curricular activities, thereby impacting evening rush hour traffic on Foxhall Road as well as during the morning rush hour traffic. The school has indicated that they expect approximately half of their student body to remain after school for extra-curricular activities. However, many of these students will be leaving before the peak evening rush hour period, which begins at 5 PM. Therefore, we do not believe after school activities will present a significant traffic problem on Foxhall Road.

We recognize that the development of the Field School at this site presents an additional challenge to peak hour congestion on Foxhall Road, NW. However, we believe the construction of this proposed left turn lane provides the safest overall approach to the traffic which will be generated by the proposed school.

I apologize for not being able to attend this evening's ANC meeting in person, but hope this letter further clarifies our position. Please contact me at (202) 671-2309 if you have any further questions.

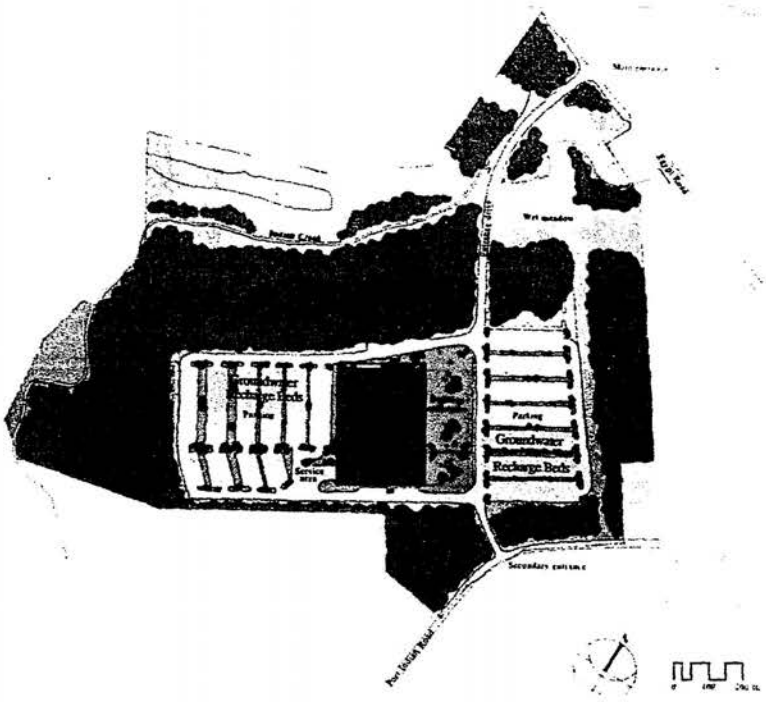
Sincerely,

Kenneth G. Laden
Administrator

Exhibit Q
Cahill Parking Lot

SmithKline Beecham Corporation Clinical Laboratory Complex

Valley Forge Business Center
Montgomery County Pennsylvania



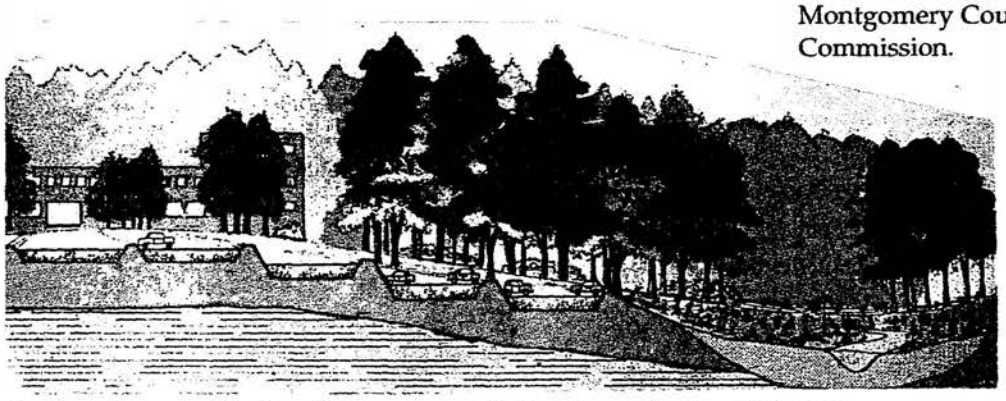
Site plan shows "Private Enclave" for building created by conducting stormwater to recharge beds under parking lots thus preserving the forest.

Shortly after completing SmithKline Beecham's Animal Health Products headquarters complex at Applebrook, Cahill Associates was asked to undertake environmental engineering for SmithKline's new $17-million, 135,000 square-foot office and laboratory on a 40-acre site in West Norriton Township Pennsylvania.

Water resources related concerns posed the the most serious constraints. As engineered in other successful projects, stormwater was handled by collecting it in gravel filled recharge beds underneath the parking lots which were paved with porous asphalt. This technology allowed the site designers, Andropogon Associates, to save an existing mature Oak/Beech forest and create an enclave for the office/laboratory complex. The project also involved the design of recreated wetlands and the use of innovative vegetation management techniques.

Construction Cost: $17-million.
Project Competed: 1987

Planning Merit Awa
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Commission.



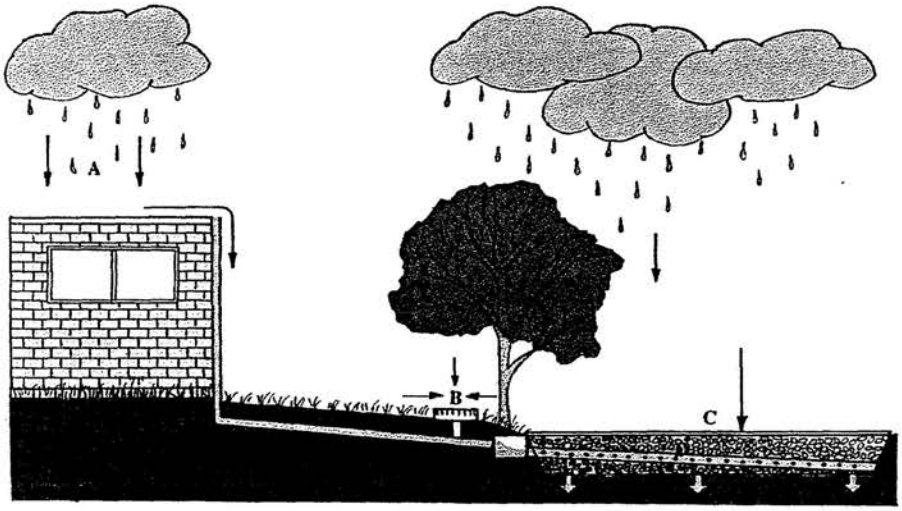
Section through site showing porous asphalt recharge beds and stream.

Cahill Associates
Environmental Consultants

CAHILL ASSOCIATES
ENVIRONMENTAL CONSULTANTS

Thomas H. Cahill, P.E.
President

104 SOUTH HIGH STREET • WEST CHESTER, PA 19382 • 610-696-4150 • FAX 610-696-8608
P.O. BOX 558 • CAPE MAY, NJ 08204 • 609-884-6200
E-MAIL: tcahill@hcahill.com



A. Precipitation is carried from roof by roof drains to storage beds.
B. Stormwater runoff from impervious ares and lawn areas is carried to storage beds.
C. Precipitation that falls on pervious paving enters storage beds directly.
D. Stone beds with 40% void space store water.
Continuously perforated pipes distribute stormwater from impervious surfaces evenly throughout the beds.
E. Stormwater exfiltrates from storage beds and into soil, recharging groundwater.

Diagram of Recharge System Technology



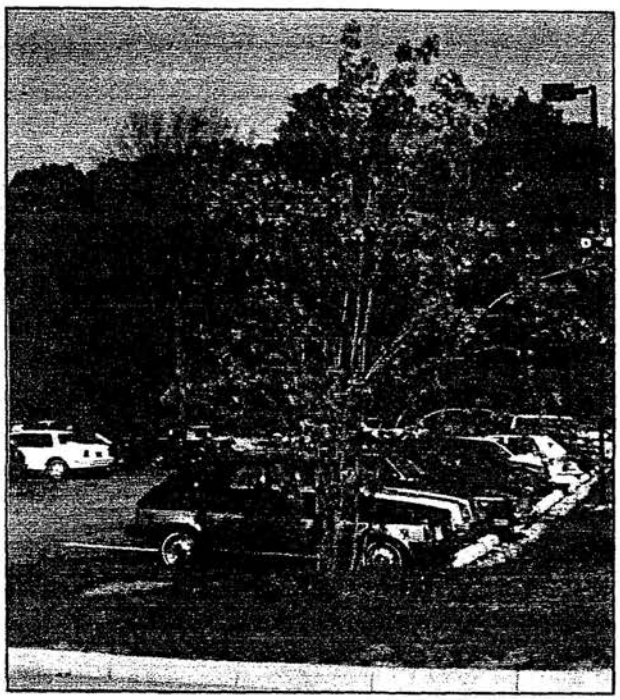
Rain collects on the surface of non-porous asphalt (foreground) and disappears into the porous asphalt parking area.

Montgomery County Planning Commission

Land Development Award Competition

SmithKline Beecham Clinical Laboratories

Fact Sheet



1990 PLANNING MERIT AWARD

SmithKline Beecham Clinical Laboratories receives a Planning Merit Award for its innovative stormwater management and groundwater recharge system. The project's parking lot layout and native landscape plan are also recognized.

Located on Egypt Road in West Norriton Township, this 135,000 square foot laboratory facility required parking spaces. To provide stormwater penetration for acquifer recharge and to avoid the unsightly construction of a stormwater basin, the SmithKline Beecham project located groundwater recharge beds beneath porous pavement in the parking bays. This innovative system allows for stormwater to penetrate through the paving where it is detained in gravel-filled recharge beds, which allows the water to slowly infiltrate into the subsurface aquifer.

Project Name
SmithKline Beecham Clinical Laboratories
Egypt Road

Municipality
West Norriton Township

Award Winning Features
Innovative porous paving
Acquifer recharge
Superior parking lot layout and landscape plan

Project Data
Land use: Laboratory
Tract size: 40 acres
Square feet: 135,000

Owner/Developer
SmithKline Beecham Corporation
West Norriton, PA

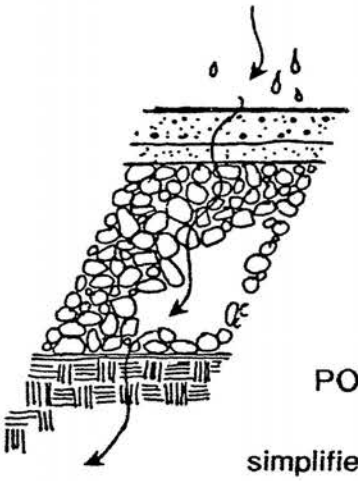
Landscape Architect
Andropogon Associates
Philadelphia, PA

Engineer
Cahill Associates
West Chester, PA

Architect
Francis, Cauffman, Foley and Hoffmann
Philadelphia, PA

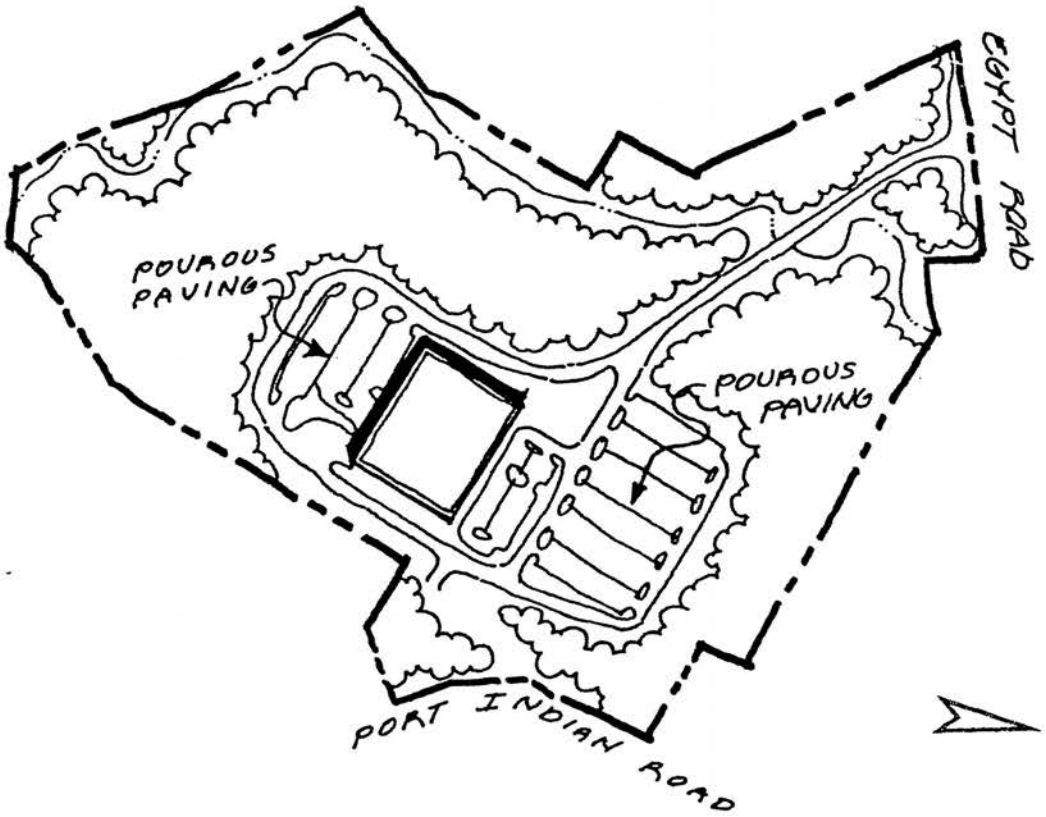
LANDSCAPE PLAN

Also of merit are the project's well-conceived landscape plan and parking lot layout. The extensive preservation of existing wooded areas and the reclamation of wetland on the tract create an environmentally-sensitive setting for the research facility. Native plant materials throughout the parking lot and around the building blend well with the natural features of the site. Adequate pedestrian connections throughout the parking lot insure safe circulation from car to office. SmithKline Beecham Clinical Laboratories is a model of ecological and human scale design.



POROUS PAVING

simplified cross section



The MCPC Approach

The Montgomery County Planning Commission's Land Development Competition is an annual program dedicated to recognizing excellence in site planning and design throughout Montgomery County. It honors the developers, consultants, and municipalities responsible for shaping the places that add to Montgomery County's high level of liveability and attractiveness.

Prepared by the Montgomery County Planning Commission, Courthouse, Norristown, Pennsylvania 19404

St. Joseph's Education Center
Site Planning & Design

Archdiocese of Philadelphia
Downingtown, PA

In 1986, the Archdiocese of Philadelphia constructed a new elementary school and education center on a 39 acre parcel in Downingtown, PA. The low-lying site was adjacent to the Mill Race of Beaver Creek, and to existing wetlands and floodplains. To manage stormwater and avoid excessive site disturbance, Cahill Associates designed a shallow detention/infiltration basin. This shallow basin was designed to allow the water in the detention basin to slowly infiltrate during storm events, providing both improved water quality and recharge to the groundwater, while avoiding excessive earthwork near environmentally sensitive areas.

Additionally, the low, shallow basin was graded to function as a soccer and play field for the students during periods when it was not raining. This "dual purpose" of the area allows the school to meet both stormwater management and recreational needs in a limited area.

PROPOSED LOCATION OF ADDITION

ST. JOSEPH'S EDUCATION CENTER

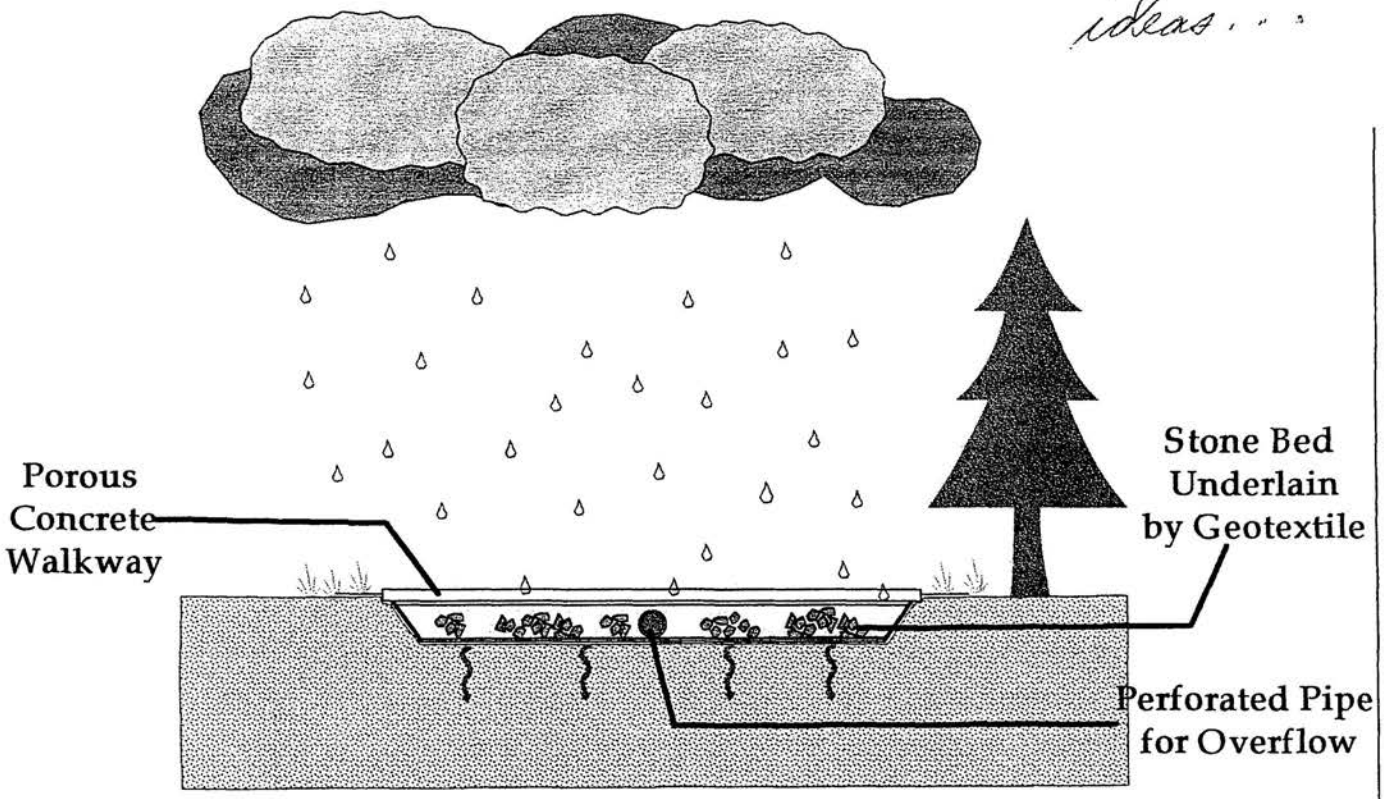


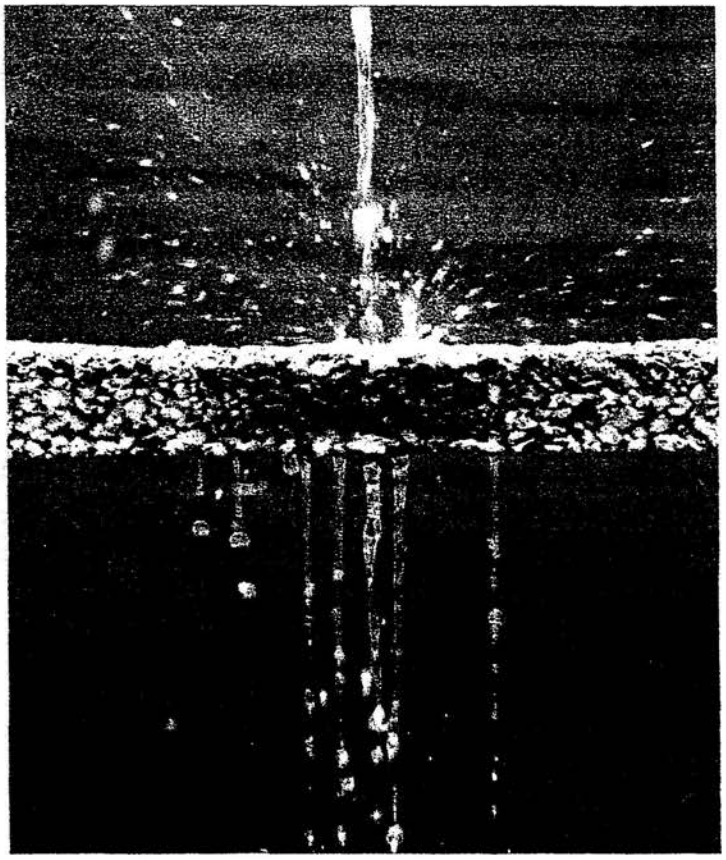
SITE LOCATION MAP
1" = 400'

With increasing population demands, St. Joseph's decided to expand the existing facility in 1998. The expansion will include a new wing with 11 classrooms, as well as a new gymnasium building. For this expansion, Cahill Associates has designed a porous pavement parking lot with a stormwater storage/infiltration bed located beneath the pavement. Again, this system will meet the needs for stormwater management, will improve water quality and promote groundwater recharge, and will avoid constructing a large unsightly detention basin on limited school property.

Porous Concrete Walkway

Here are two additional ideas . . .

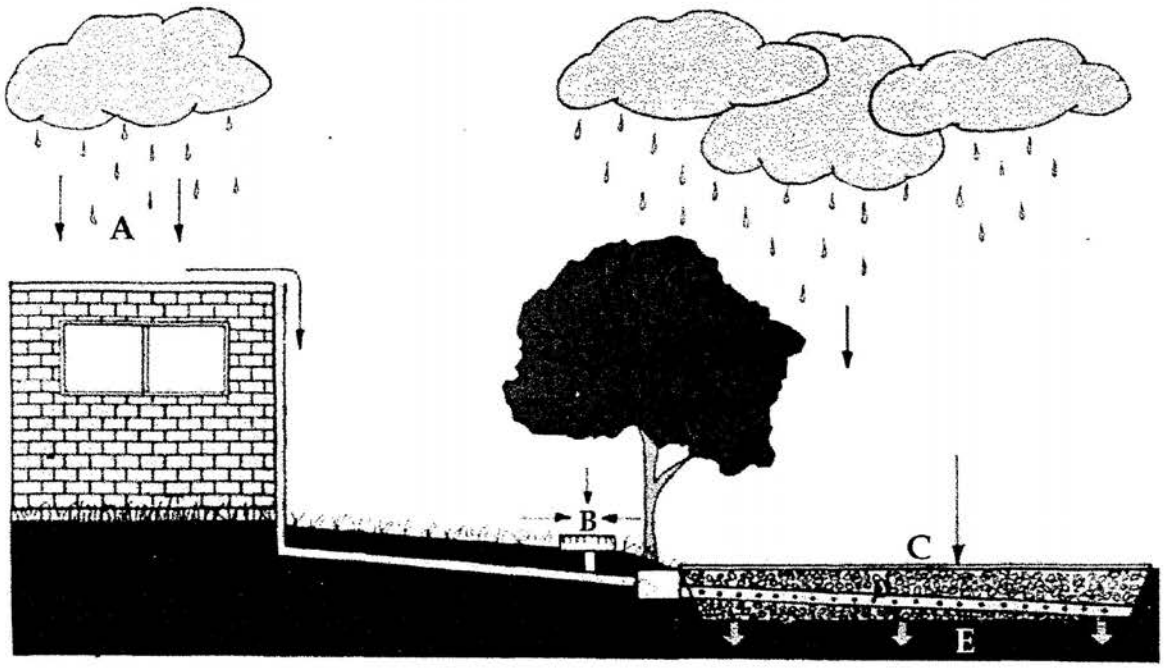




Infiltration BMP: Portland Cement Pervious Pavement Walkway

CAHILL ASSOCIATES
Environmental Consultants

Connection of Roof Leaders and Storm Drains to Sub-Surface Infiltration Bed



A. Precipitation is carried from roof by roof drains to storage beds.
B. Stormwater runoff from impervious areas and lawn areas is carried to storage beds.
C. Precipitation that falls on pervious paving enters storage beds directly.
D. Stone beds with 40% void space store water. Continuously perforated pipes distribute stormwater from impervious surfaces evenly throughout the beds.
E. Stormwater exfiltrates from storage beds and into soil, recharging groundwater.



CAHILL ASSOCIATES
Environmental Consultants