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Rec'd.
MAY 10 2000

MEMORANDUM

TO: Board of Zoning Adjustment

FROM: Erwin N. Andres
Louis J. Slade, P.E.

DATE: April 3, 2000

SUBJECT: Revised Field School Transportation Plan

INTRODUCTION

This memorandum outlines the changes of The Field School Ingress/Egress ("Entrance") Plan from the previous plan presented in the Gorove/Slade Associates traffic reports dated December 13, 1999 and February 29, 2000. The analysis to support the revisions to the Entrance Plan were presented in the December 13, 1999 Gorove/Slade traffic report that analyzed the implications of allowing left turns into The Field School property without a dedicated left turn lane.

Figure 1 presents the revised transportation plan for The Field School with the proposed southbound, dedicated left-turn lane in the Foxhall Road right-of-way.

PROPOSED CHANGES

The changes associated with the revised Entrance Plan have been made to address the traffic-related issues raised by the District of Columbia Department of Public Works (DCDPW) and include the following major components:

- In response to a recommendation made by DCDPW, a southbound left-turn lane on Foxhall Road in front of The Field School property has been designed to accommodate southbound left-turns into the site at a modified southern entrance. The Foxhall Road widening to accommodate this lane has been accomplished by utilizing the existing right-of-way on the east side of Foxhall Road in front of The Field School property.

- The dedicated southbound left-turn lane will have the ability to store approximately 10 passenger cars waiting to turn left into the site. With the proposed traffic signal at the intersection of Foxhall Road and Whitehaven Parkway, gaps within the northbound traffic stream will be created to allow for safe passage of left-turning vehicles into The Field School property. Further, the School still proposes to utilize a police officer in the morning to ensure safety. The road widening accommodates an "island" where the officer can stand. Based on an analysis accounting for the projected conditions along Foxhall Road, the proposed southbound left-turn lane will be adequate to serve the left turns into the Field School.

BZA
Case No. 16559
Exhibit No. 423 See Exhibit No. 396

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.423
www.gsatrans.com

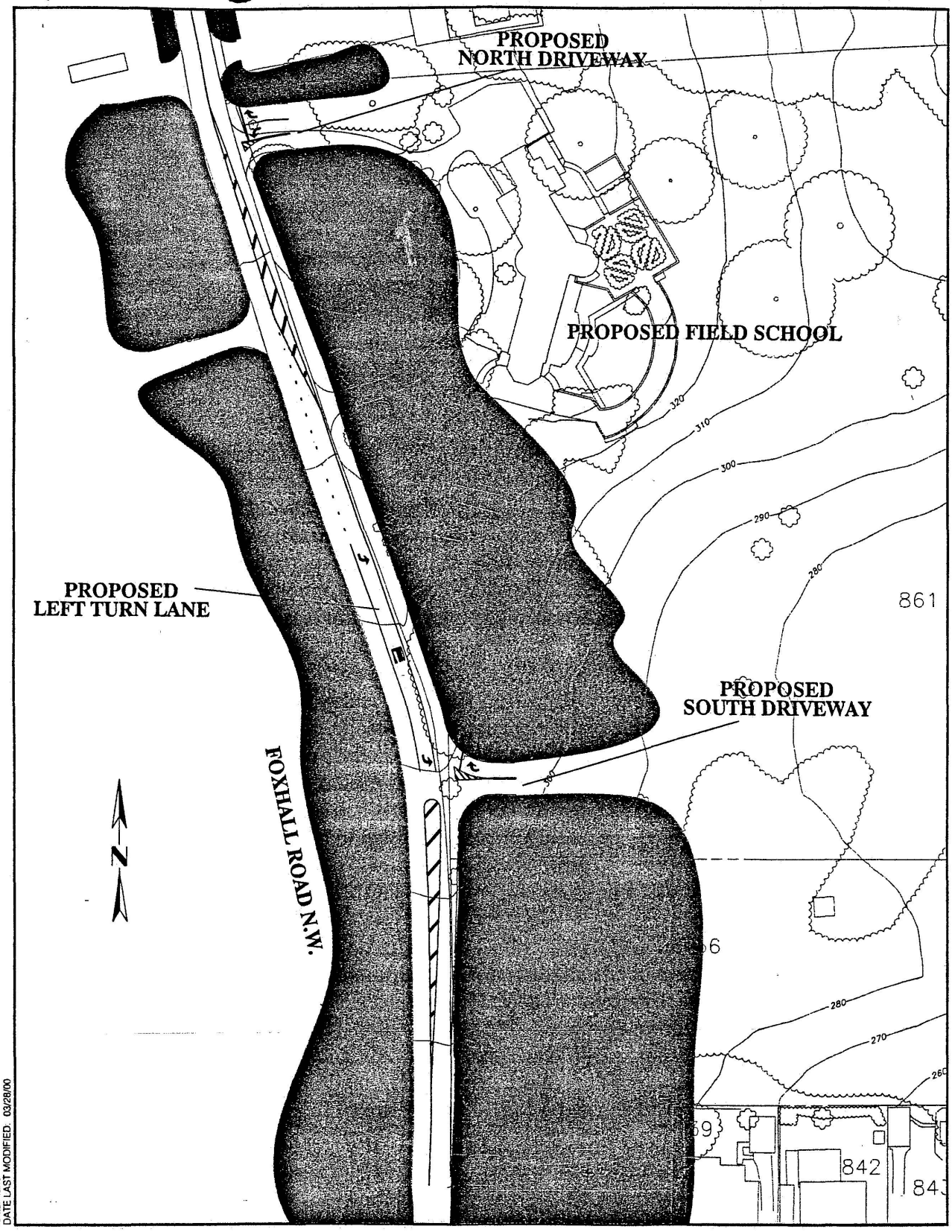


Figure 1
Foxhall Road Southbound
Left Turn Lane Improvement

View Number: 1

- The previously located southern entrance, which was restricted to right turns in and right turns out, along Foxhall Road has been shifted 120 feet to the north to a location approximately 200 feet north of the southern property line. This change allows for better access into the site with the new left-turn lane and creates a greater separation between the southern property line and the newly relocated southern entrance.

- With the addition of the southbound left-turn lane, inbound vehicles destined for The Field School will be allowed to turn left into the site without impeding through traffic along Foxhall Road.

ANALYSIS

Based on the analytical results presented in the December 13, 1999 traffic report, all of the studied intersections will operate at an acceptable level of service, with the exception of the intersection of Foxhall Road and W Street. This intersection currently operates, and will continue to operate, at unacceptable levels of service due to the long delays associated with eastbound and westbound W Street vehicles waiting to turn onto Foxhall Road. A previous proposal to signalize this intersection to address these long delays will not be implemented due to community opposition.

The December 13, 1999 Gorove/Slade Associates report presented a conservative estimate of the traffic implications associated with the left turns into the Property. This report overestimated The Field School trip generation and did not account for the benefit of a separate left-turn lane on Foxhall Road. Accounting for the current proposal, that is a dedicated left turn lane in the Foxhall Road right-of-way, our revised analysis results in levels of service better than what was presented in the December 13, 1999 report.

CONCLUSION

The inclusion of a dedicated left-turn lane on Foxhall Road for left turns into The Field School will result in improved access to the site by serving southbound Foxhall Road traffic destined for the site. The proposed left-turn lane will provide the opportunity to adequately and safely accommodate the projected traffic arriving from the north while allowing for efficient commuter travel along Foxhall Road. The provision of this roadway improvement will allow for the School to serve Field School-related traffic in the context of the area-wide improvements that have been identified for the Foxhall Road corridor.

2205 Foxboro Place
Washington, D.C. 20007

May 9, 2000

Ms. Jerrily Kress
Director
Office of Zoning
441 – 4th St. N.W. Suite 210
Washington D.C. 2001-

Fax (202) 727-6072

'00 MAY -9 P5:50
DIST...

Dear Ms. Kress,

Ref. Case # 16559 Application by Field School to purchase Cafritz Estate

As residents of 2205 Foxboro Place, and immediate neighbors of the Cafritz Estate, we would like to record our support for the recent Advisory Commission decision to approve the Field School's application.

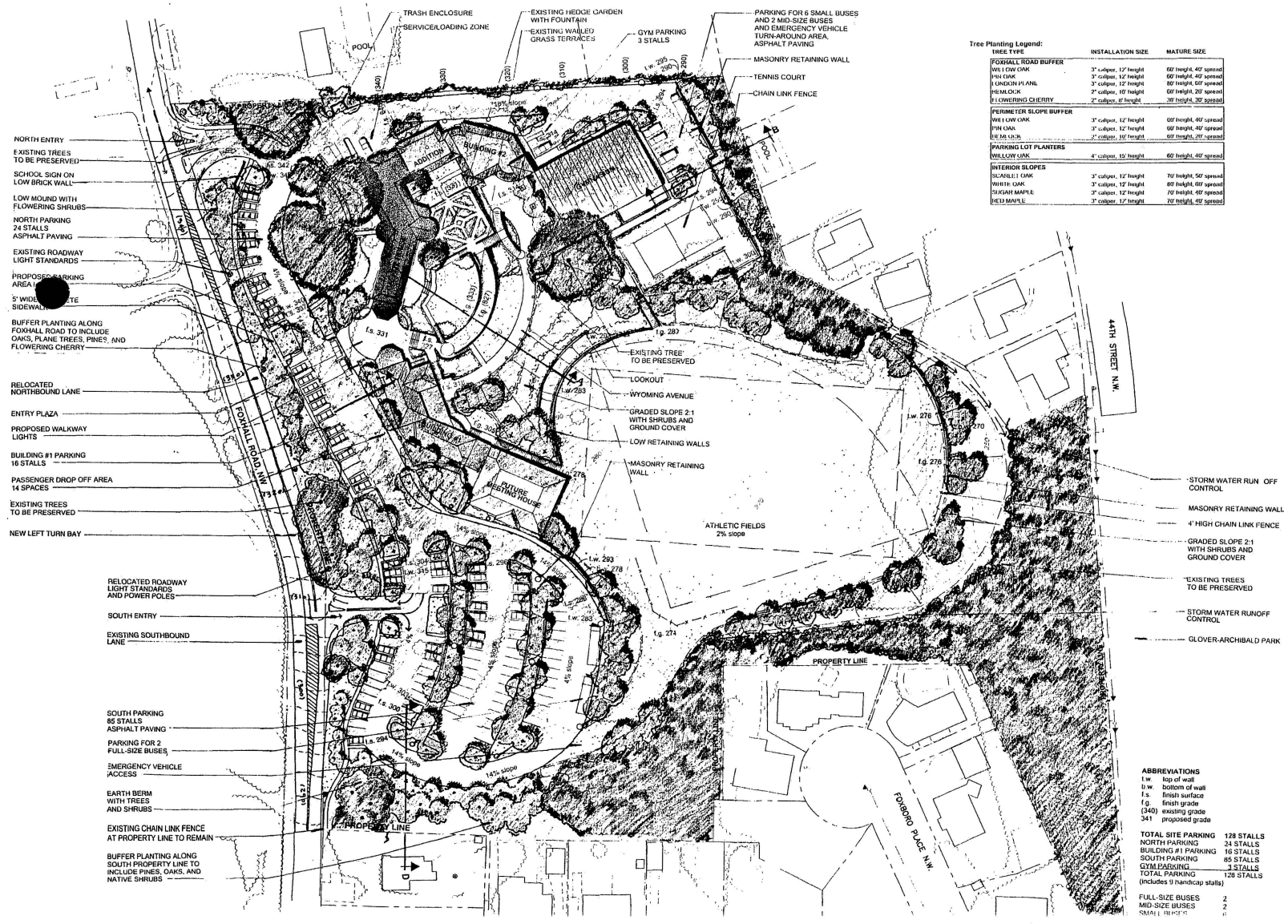
This takes into account the willingness shown by the School to address the concerns expressed by residents of the neighborhood with possible negative impacts on Foxhall traffic. It also takes into consideration the architectural plans submitted by the School which, we feel, are in keeping with the character of the neighborhood and will largely preserve the estate's green spaces. We are particularly concerned that, should the School's purchase fall through, the property might be developed; this would result in a degradation of the environment and a loss of the very characteristics that make Foxhall Road unique.

Sincerely,

Cesare and Jennifer Calari

Cc: Mr. Roesing

MAY 09 '00 05:40PM MB CAFDR P.1/1



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	3" caliper, 10' height	60' height, 20' 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	3" caliper, 10' height	60' height, 20' spread
PARKING LOT PLANTERS		
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	60' 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