WILKES, ARTIS, HEDRICK & LANE
CHARTERED
ATTORNEYS AT LAW
SUITE 1100
1666 K STREET, N. W.
WASHINGTON, D. C. 20006-2897
(202) 457-7800

PHIL T. FEOLA
VOICE: 202-457-7317
EMAIL: pfeola@wahlone.com
FAX: 202-457-7814

ANNAPOLIS, MARYLAND
BETHESDA, MARYLAND
FAIRFAX, VIRGINIA
GREENBELT, MARYLAND
WALDORF, MARYLAND

March 1, 2000

BY HAND DELIVERY

Sheri Pruitt-Williams
Office of Zoning
441 4th Street, N.W.
Suite 210
Washington, D.C. 20001

'00 MAR -1 P3:12
OFFICE OF ZONING
DISTRICT OF COLUMBIA

Re: BZA Application No.16559
The Field School
2301 Foxhall Road, N.W.

Dear Ms. Pruitt-Williams:

Enclosed please find an original and nine copies of the Pre-Hearing Statement for the above-mentioned application. If you have any questions regarding the application or this Pre-Hearing Statement, please feel free to call either of the undersigned at (202) 457-7800.

Very truly yours,

Phil T. Feola

Paul A. Tummonds, Jr.

Enclosure

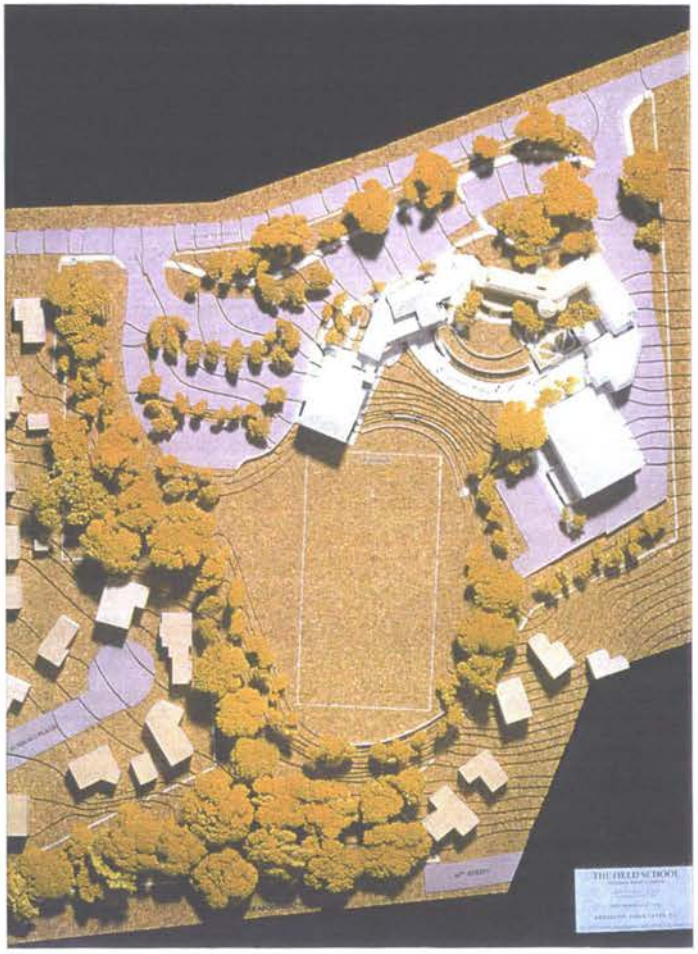
Cc: Office of Planning
ANC 3D
The Field School

#42

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.42A1

THE FIELD SCHOOL

BZA APPLICATION NO. 16559



2301 Foxhall Road, N.W.
Prehearing Statement
March 1, 2000

'00 MAR -1 P3:12

#16-42-A

BEFORE THE BOARD OF ZONING ADJUSTMENT
OF THE DISTRICT OF COLUMBIA

The Morris and Gwendolyn Cafritz Foundation on behalf of The Field School

BZA Application No. 16559
Public Hearing: March 15, 2000
ANC 3D

STATEMENT OF THE APPLICANT

I.
NATURE OF RELIEF SOUGHT

This is a special exception application of The Morris and Gwendolyn Cafritz Foundation on behalf of The Field School ("Field School") for the establishment of a private school on the property located at 2301 Foxhall Road, N.W. ("Property") with a maximum population of 320 students and 74 faculty and staff. The Field School is a private, independent school which has operated in the District of Columbia since 1972. It has been located at 2126 Wyoming Avenue, N .W. since 1974. The School currently has 212 students in grades 7-12 with 49 faculty/staff.

The application proposes school buildings and athletic facilities which have been carefully designed to minimize disturbance to the existing topography and landscaping on the Property and incorporates the existing house into the design scheme of the campus. The School will implement a Traffic Management Plan and an Operations Plan to minimize the impact that the School will have on the neighborhood. As a result of the design of the campus and the institution of the policies outlined in the Traffic Management and Operations Plans, the proposed special exception will not be objectionable to adjoining and nearby property owners as a result of noise, traffic or number of students.

II.
HISTORY OF THE FIELD SCHOOL

The Field School opened its doors in 1972 with 44 students at 1711 Connecticut Avenue, over the Regina Cleaners. In 1974, it moved to its present location at 2126 Wyoming Avenue, N.W. As a coeducational institution for grades 7 through 12, it was founded on the belief that learning occurs best in an informal, personal and non-institutional environment. Its name derives from the idea of the connectedness of life. The School's aim is to point to the unity of experience so that the student can begin to build a coherent personal vision. The integrated curriculum provides students with a vision of the interrelatedness of various spheres of human activity. It permits them to examine the particular and still maintain a sense of the whole.

Its philosophy is best described in its mission statement: "The Field School values the individual and inspires creativity, compassion for others and passion for learning. We select students with a variety of challenges, abilities and backgrounds. Through dialogue among students and teachers, we encourage students to seek knowledge and join in community. Field connects the various realms of knowledge to help students understand their world and lead full lives."

One way it promotes understanding of an increasingly complex world is through its Work Internship Program, first undertaken 25 years ago. During this two-week period at the beginning of February, all Field students go to work places throughout the city, including public schools, hospitals, shelters, community organizations and businesses, to experience first-hand the realities of the modern urban environment. Field is committed to remaining an urban school in the District of Columbia.

Field has also demonstrated a commitment to diversity by having a student body and a faculty that is enriched by ethnic and economic diversity, as well as by individual talents and gifts. Relationships among faculty, staff and students are grounded in respect for one another as individuals and communities. The Field School recognizes that the world which our students enter as adults will become increasingly more diverse. Justice, tolerance, cooperation, flexibility and understanding become ever more necessary for our alumni/alumnae to possess in order to live more fully as moral and social beings. As evidence of this commitment, Field had for many years a sister-school relationship with the Raymond School at 10th and Spring Street, N.W. and is currently entering into such a relationship with the Meridian Charter School at 1328 Florida Avenue, N.W.

III.
DESCRIPTION OF PROPERTY AND PROPOSED USE

A. Subject Property and Environs

The Property is located in the R-1-A Zone District. It consists of a beautiful hillside site of approximately 10.5 acres, fronting on Foxhall Road along its west property line and sloping downhill to the east, where it adjoins the rear of residential lots facing 44th Street and the heavily wooded Glover-Archbold Park. From a high point at the northwest corner to a low point at the southeast corner, the Property slopes downhill approximately 100 feet in elevation. The Kreeger Museum property abuts the Property continuously along the north property line. Residential properties facing W Street and Foxboro Place abut the south property line. The George Washington University at Mount Vernon College is located across Foxhall Road to the southwest and the Foxhall Crescents residential subdivision is located across Foxhall Road to the northwest

from the Property. The Property is adjacent to stable, well-maintained residential neighborhoods to the south, north and northeast.

The Property is presently improved with the Cafritz House which is a three story 14,000 square foot residence built in 1937 in the Art Deco style. The rear parts of the house open out to gardens and terraces overlooking a sloping open meadow and views of the Washington Monument in the distance.

B. Proposed Campus

The proposed campus site plan maintains the restored existing house and exterior terraces as primary architectural features of the new campus, with new buildings that are sympathetic in style and scale arranged as twin wings arcing out from the south and east faces of the house. The central landscaped terraces and gardens will become student quadrangle spaces and form pedestrian pathways between the separate classroom wings.

Parking for 128 cars will occur in several locations on the site; along the frontage road; in a parking area near the south entry; and in a parking area behind the proposed gymnasium building at the northeast corner of the Property. Space for 10 school buses will occur behind the gym. A service area and enclosed loading dock are located in the existing garage wing on the north side of the house, immediately adjacent to the north entrance. The existing landscaping and woodlands bordering the edges of the Property will be maintained and reinforced with new trees as landscaped buffers.

In addition to the house, which will be fully restored and utilized for administrative offices, meeting space, and classroom space; the proposed new construction will include approximately 40,000 square feet of space to be used for academic classrooms, administrative offices, a 200 seat

gymnasium and a 110 seat theater. The new architecture is designed to carefully integrate itself with the house and the hillside as a series of low, residentially-scaled, white masonry, two and three story buildings with hipped roofs of slate or metal. One academic wing of the new campus buildings will extend eastward from the house along the north property line, stepping down the hillside to the gymnasium. The gym is set back from the east property line approximately 100 feet and its curving roof line and integration into the hillside help maintain the gym's low profile.

The second academic wing is located just south of the south porch of the house and is separated from the house by an entrance courtyard. This wing is similar in detailing and scale to the house and will eventually connect to a future 400 seat all-school Meeting House of approximately 8,000 square feet. Adjacent to the gym and roughly in the middle of the Property are the athletic fields, including a main playing field, an overlapping softball field and a tennis court. Masonry retaining walls varying in height from approximately two to six feet will be located at the east end of the athletic field to allow appropriate regrading of the Property as necessary to create a level playing surface. There will be no lighting provided for the athletic field or the tennis court.

C. Compliance with Applicable Provisions of the Zoning Regulations

All of the proposed buildings and facilities of the school will satisfy the Zoning Regulations' requirements for the R-1-A zone. All of the buildings on the Property will have a height of less than 40 feet as required by the Zoning Regulations and will include not more than three stories. The size of the lot, 457, 380 square feet, and the rear and side yard set-backs, 95 and 35 feet, respectively, far exceed the requirements of the R-1-A zone. The school buildings and facilities will occupy only 7% of the Property even though the R-1-A Zone permits a lot

occupancy of 40%. Based on the proposed uses on the Property, the Zoning Regulations require 90 parking spaces, one loading platform, one service delivery parking space and one loading berth. The Field School will provide 128 parking spaces and the required loading platform, delivery parking space and loading berth.

IV.
THE APPLICANT IS ENTITLED TO SPECIAL EXCEPTION RELIEF UNDER THE ZONING REGULATIONS

As the Board is aware, uses that are allowed by special exception are deemed compatible with other uses permitted in that particular zoning classification provided certain requirements are met. In reviewing applications for a special exception under the Zoning Regulations, the Board's discretion is limited to determining whether the proposed exception satisfies the relevant zoning requirements. If the prerequisites of the Regulations are satisfied, the Board ordinarily must grant the application. See, e.g., Bakers' Local Union No. 118 v. D.C. Board of Zoning Adjustment, 437 A.2d 176, 178 (D.C. 1981). Granting special exception relief in this case is in harmony with the general purpose and intent of the Zoning Regulations and Map and will not adversely affect the use of nearby properties.

V.
THE APPLICANT MEETS THE STANDARDS FOR THE USE OF THE PROPERTY AS A PRIVATE SCHOOL.

Section 206 of the Zoning Regulations provides that a private school shall be permitted in a R-1 Zone District if the Board of Zoning Adjustment finds that two requirements are met. First, the private school must not be objectionable to adjoining and nearby property because of noise, traffic, number of students, or otherwise objectionable conditions (11 DCMR 206.2). Second, ample parking space, but not less than that required under Chapter 21 of the Zoning Regulations,

must be provided to accommodate the students, teachers, and visitors likely to come to the site by automobile (11 DCMR 206.3).

A. The Proposed School Shall be Located so That it is Not Likely to Become Objectionable to Nearby Property Because of Noise, Traffic, Number of Students, or Otherwise Objectionable Conditions.

1. Noise.

Noise emanating from the School will not adversely impact neighboring property due to the site's large area and the significant landscaping and tree buffer that will remain (and be substantially increased). Further, the proposal maintains substantial set-backs between the proposed buildings on the Property and the neighboring residential properties. Further, the School will not install lights on the athletic field thereby ensuring no use of it after daylight hours.

The site's 10.5 acre area allows the School to design a campus that will satisfy its academic and extra-curricular programmatic needs while assuring that any noise created by the School will not have an adverse impact on neighboring properties. The site plan of the campus has been designed to include significant setbacks from all of the School's buildings and facilities in order to further insulate the School from its neighboring properties. Along Foxhall Road the nearest residential building is approximately 110 feet from the property line. At the southern property line, there will be a buffer of approximately 300 feet from the future Meeting House to the property located at 2207 Foxhall Road. Further, the distance between the southern entrance to the parking lot and the property at 2207 Foxhall Road is approximately eighty (80) feet.

Finally, the School is proposing an Operations Plan that will establish policies to assure that the School's operation will minimize noise and not create an adverse impact on neighboring properties, as well as be a benefit these properties. The Operations Plan is contained in Exhibit I,

attached hereto. It will, for example, prohibit any of the School's facilities from being rented by outside groups. In addition, the Operations Plan addresses student conduct such as prohibiting students from leaving campus during the school day as well as behavior at all School athletic and social events. All outdoor sporting events on campus will only occur during the day, since neither the athletic field or the tennis court will have lights.

Due to the site's large land area and the relatively small number of students proposed to utilize it, the extensive landscaped buffers and setbacks provided along its boundaries and The Field School's policies relating to student activities and athletic facilities, the proposed use of the Property as a private school will not have an adverse impact on neighboring properties due to noise.

2. Traffic.

The transportation consulting firm of Gorove/Slade Associates has undertaken a traffic study of the entire area of the Foxhall commuting corridor for various projects in the area surrounding the Property. This study has taken into account The George Washington University's use of the Mount Vernon College Campus and the proposed addition to St. Patrick's Episcopal Day School. In consultation with the Department of Public Works (DPW) and DPW's decision to install signalized traffic intersections at Whitehaven Parkway and Foxhall Road, Gorove/Slade has determined that the relocation of the School to the Property will not create any adverse traffic impacts on the area. The Traffic Impact Analysis is attached as Exhibit G.

All vehicular traffic will access the site from Foxhall Road from a northern entrance, slightly modified from the existing entrance, on the Property and from a new southern entrance that will be located approximately 80 feet from the southern boundary of the Property. The

School will provide 128 well-buffered and landscaped parking spaces on the Property. As discussed herein, the 128 parking spaces are more than adequate to address the expected demand for parking spaces. The campus has been designed to provide for an internal vehicular circulation plan that will provide two-way traffic and a third drop-off lane for parents dropping off students and for student drivers, faculty, staff and delivery persons to navigate the Property without congestion.

Since the application was filed with the Board, the Applicant and its representatives have met with members of the community to address concerns that were raised about the project's impact on the traffic patterns in the area. In response to those concerns, the applicant has created a Traffic Management Plan, attached as Exhibit H, which addresses those issues. The Traffic Management Plan consists of five categories: 1) Access and Circulation; 2) Shuttle Bus Program; 3) Parking Policies and Procedures; 4) Safety Issues; and 5) Enforcement and Community Coordination. The specific elements of these categories include:

ACCESS AND CIRCULATION

- During the AM peak traffic period (7:30 AM – 9:00 AM), cars will be prohibited from making left turns into the Property. This will eliminate the potential for queuing of cars on southbound Foxhall Road that are attempting to make a left turn into the Property. (This prohibition will not apply to shuttle buses or emergency vehicles).

- Morning classes will be staggered so that the 7th and 8th grades (50 students) will start classes at 8:00 AM and grades 9-12 (270 students) will start classes at 8:20 AM. The staggering of classes will create a more efficient flow of traffic into the Property in AM peak period.

- Right turns are permitted into and out of both entrances at all times.

- Due to limited sight distances, left turns out of the southern entrance are prohibited.

- A traffic control officer will be on duty, to direct and manage traffic, during the morning rush hour.

SHUTTLE BUS PROGRAM

- The School will create a shuttle bus program that will pick-up students and provide transportation from the Tenleytown (Red Line) and Foggy Bottom (Blue and Orange Lines) Metrorail stations, as well as other locations along major commuting arteries into the District such as the intersections of MacArthur and Loughboro and Massachusetts-Nebraska Avenues. The shuttle bus program will allow parents to drop-off their children at pick-up sites that will accommodate their existing commuting patterns and obviate the need for them to use Foxhall Road.

- The shuttle bus program will allow the students and staff who presently use Metrorail to travel to the existing School to continue to use Metrorail.

PARKING POLICIES AND PROCEDURES

- All students, faculty, staff and visitors who drive to the School will be required to park on the Property and will be prohibited from parking in the surrounding neighborhood. Enrollment contracts will mandate the loss of driving privileges for students who attempt to park in the surrounding neighborhood.

- All eligible student drivers will be issued a parking sticker that enables them to park on the Property. Students that do not have a valid parking sticker will be prohibited from parking on the Property. There is sufficient space on the Property for all faculty and staff members to park on the Property.

- Student drivers will be required to drive at least one other student to the School in order to receive a parking sticker.

- On occasion, special events will be held on the Property that will require off-site parking. On these instances, shuttle buses will be provided for all guests and no parking in the surrounding neighborhood will be permitted.

SAFETY ISSUES

- A traffic control officer will be present during the AM and PM peak traffic periods in order to assist vehicles in entering and exiting the Property.

- Flashing school zone warning signs reducing the speed limit to 15 mph will be installed along Foxhall Road at appropriate locations in coordination with DPW.

- No left turns will be permitted out of the Property from the southern entrance due to limited sight distances on Foxhall Road.

ENFORCEMENT AND COMMUNITY COORDINATION

- All student drivers will be required to register their vehicles with School administration in order to be issued a parking sticker permitting them to park on campus.

- Failure to abide by the established parking policies and procedures will result in the removal of parking privileges. Other disciplinary measures will be instituted, up to and including expulsion, to enforce the parking regulations.

- The School will create a Liaison Committee that will consist of representatives of the School, ANC 3D, the Neighborhood Alliance, the Palisades Citizens Association, the Foxhall Crescents Homeowners' Association and representatives of the properties adjacent to the Property along 44th Street, W Street and Foxboro Place. The Liaison Committee will meet quarterly, or as necessary, to discuss issues relating to the School's operation on the Property.

- The School will work with the other schools in the surrounding area to address concerns of the community.

Based on the Traffic Impact Analysis and the imposition of the policies outlined in the Traffic Management Plan, the proposed relocation of The Field School to the Property will not cause significant adverse traffic impacts on the surrounding roadway network.

3. Number of Students and Faculty/Staff

One of the underpinnings of the educational philosophy of The Field School is to provide its students with a learning environment that is marked by small class sizes and small total enrollment. Upon occupancy of the Property, the School will have 260 students and 60 faculty/staff. The present timetable envisions that the School will not reach its maximum student enrollment of 320 students and 74 faculty/staff for at least seven years. One of the most beneficial aspects of the Property is that it allows the School to have a modest student density per acre. The small student population will help assure that there will be minimal impact on neighboring

properties. The Field School's buildings and facilities will occupy only 7% of the site, while the Zoning Regulations permit a lot occupancy of 40%. Furthermore, the substantial landscaping and trees that will exist on the site, enhanced by the School's Landscape Plan, will protect neighboring properties from any noise that is created by the School. The site is more than adequate to accommodate 320 students.

4. Design Minimizes Impact On the Surrounding Community

As previously discussed, the proposed school buildings and facilities on the Property have been meticulously designed to be integrated into the existing topography and landscaping of the Property in order to minimize any impacts that the School may have on the surrounding community. In addition to the significant setbacks and landscaping described above, the design scheme for the Property addresses concerns regarding potential stormwater management degradation, adverse environmental impacts and quality of life issues for the immediate neighbors of the Property and the entire surrounding community.

Since the inception of the design phase for this project, The Field School's architects and civil engineers have paid great attention to the topography of the site and the ability of the School to adequately address issues relating to stormwater management. Due to the Property's proximity to the Glover Archbold Park, representatives of the School have met with staff of the National Park Service (NPS) and the staff of the Building and Land Regulation Administration (BLRA), Division of Soil Erosion and Sediment Control to discuss the proposed project. The results of these discussions have been very productive and the response from the various staff members has been overwhelmingly favorable to the project.

Stormwater runoff will be controlled for both quality and quantity with an underground stormwater retention tank located below the athletic field that will receive piped underground water from all parking lots and rooftops. Stormwater runoff from the parking lots will not be allowed to run onto adjacent properties, but will be intercepted by inlets and drained into the retention tank, and then piped downhill into the existing storm sewer at W Street. The Field School's Civil Engineer, R. J. Keller, will testify as to the adequacy of the proposed stormwater management plan, the meetings with NPS and BLRA, and his conclusion that the proposed use on the Property will not have an adverse impact on the surrounding community or the adjacent property owners.

In order to begin the design process for the school buildings and facilities, a Geotechnical Engineering Report was prepared for the Property. This report is attached as Exhibit J. This report describes the test borings that were undertaken on the Property and the subsurface conditions that were found. One of the observations included in this report is that there was no ground water encountered on the Property. Therefore, there is no evidence that any form of underwater aquifers exist on the Property. In addition, the design of the campus assures that 75% of the Property will consist of permeable surface, and only 25% of the surface area of the Property will be non-permeable. The relocation of the School to the Property will not create any adverse environmental impacts on the Property or the surrounding community.

The Field School has also taken great care in designing the campus to assure that the school not create an adverse impact on the surrounding community, but moreover, will be an asset to the community by assuring development on the Property that maintains the large open areas that presently exist. The school campus has been designed to be open and inviting to

members of the neighborhood. The campus will not be completely surrounded by a large wall or fence and neighboring property owners will be allowed to walk on the large open areas of the campus and use the athletic field and tennis court when not being used for School purposes. The proposed campus design also includes a public sidewalk that has been placed on the School property in order to provide the safest opportunity for all members of the community to walk south along Foxhall Road. It is the hope of the School that this sidewalk will be able to be connected with the sidewalk that is being constructed by the Department of Public Works on the eastern side of Foxhall Road. This would allow a pedestrian to walk south on Foxhall Road from the northern boundary of the Property to Whitehaven Parkway on a sidewalk, rather than the dangerous conditions that presently exist for pedestrians on Foxhall Road.

The Field School has also tried very hard to be cognizant of the concerns of its adjoining property owners. Pursuant to discussions with neighbors along 44th Street, N.W., there will be no access to the site from 44th Street. Similarly, the southern entrance on Foxhall Road to the school's parking lot has been designed so that is approximately 80 feet from the boundary of the property located at 2207 Foxhall Road, N.W. This is equivalent to an entire building lot between the southern entrance to the School and the adjacent property. In addition, the entrance to the parking lot includes a significant berm and landscaping, so that the view of the parking lot from the 2207 Foxhall Road property is obscured and any impact on the adjoining property owner is mitigated.

For these reasons, the reviewed and approved stormwater management system proposed by the School, the lack of any adverse environmental impacts on the Property and the open and thoughtful design of the campus to enhance the quality of life of residents in the area, the

proposed project will not create any other objectionable conditions to the surrounding community.

B. The Field School Will Provide Ample Parking Spaces on the Property to Accommodate Students, Teachers and Visitors

The Zoning Regulations require that, based upon the proposed characteristics of the campus, 90 parking spaces be provided on the Property. This calculation is based on the ultimate construction of the meetinghouse that will create a parking requirement of 40 spaces. The Field School will provide 128 parking spaces for automobiles and 10 parking spaces for school buses on the Property. As discussed in depth in the Traffic Impact Analysis, Exhibit G, it is estimated that their will be a daily demand for 98 parking spaces. Therefore, Gorove/Slade Associates has concluded that number of parking spaces provided in the Property is more than adequate to accommodate the expected demand for parking from students, faculty/staff and visitors to the school.

VI.
COMMUNITY OUTREACH

The Applicant has had numerous discussions and meetings with property owners adjacent to the Property, various neighborhood organizations and has made presentations to Advisory Neighborhood Commission 3D on two occasions and will make a final presentation to ANC 3D on March 13, 2000. A full list of these meetings is included as Exhibit K. In addition, representatives of the School have engaged in countless phone conversations and informal meetings with members of the community over the last year.

VII.
WITNESSES

A. Elizabeth Ely, Director, The Field School

B. Lawrence Buc, President, Board of Trustees

C. David Cox, Kress/Cox Associates, P.C., Project Architect

D. Elliot Rhodeside, Rhodeside & Harwell, Inc. Landscape Architect

E. R.J. Keller, R. C. Fields, Jr. & Assoc., P.C., Civil Engineer

F. Louis Slade, Gorove/Slade Associates, Traffic Consultant

G. Steven E. Sher, Director of Zoning Services, Wilkes, Artis, Hedrick & Lane, Land Use Planner

VIII.
EXHIBITS IN SUPPORT OF THE APPLICATION

The Applicant submits the following exhibits in support of the Application:

Exhibit A — Plans for the proposed school campus;

Exhibit B — Portions of the Baist Atlas and Sanborn Map showing the Property outlined in red;

Exhibit C — Portion of the D.C. Zoning Map showing the Property outlined in red and the surrounding area;

Exhibit D — Photographs of the Property;

Exhibit E — Photographs of the model of the proposed campus;

Exhibit F: Outline of Witnesses Testimonies:

1. Elizabeth Ely, Director of The Field School;

2. Lawrence Buc, President, Board of Trustees;

3. David Cox, Kress/Cox Associates, P.C., Project Architects;

4. Elliot Rhodeside, Rhodeside & Harwell, Inc. Landscape Architects;

5. R.J. Keller, R.C. Fields, Jr. & Assoc., P.C., Civil Engineer;

6. Louis J. Slade, Gorove/Slade Associates, Traffic and Parking Consultant

7. Steven E. Sher; Director of Zoning Services, Wilkes, Artis, Hedrick & Lane, Land Use Planner

Exhibit G: Traffic Impact Analysis prepared by Gorove/Slade Associates;

Exhibit H: Traffic Management Plan;

Exhibit I: Operations Plan;

Exhibit J: Geotechnical Engineering Report prepared by GeoConcepts Engineering, Inc.;

Exhibit K: List of Meetings Between Representatives of The Field School and Members of the Foxhall Community; and

Exhibit L: Resumes of Expert Witnesses.

IX.
CONCLUSION

As demonstrated above, this application meets the criteria set forth in Section 206 for special exception approval and is, therefore, in harmony with the general purpose and intent of the Zoning Regulations. In compliance with Section 3108.1 of the Zoning Regulations, the School has demonstrated that the relief sought is in harmony with the general purposes and intent of the

regulations and will not adversely affect neighboring property. Therefore, the School respectfully requests the Board of Zoning Adjustment to approve this application.

Respectfully submitted,

WILKES, ARTIS, HEDRICK & LANE
CHARTERED

By: _____
Phil T. Feola

_____
Paul A. Tummonds, Jr.

Date: March 1, 2000

181535 v.4



THE FIELD SCHOOL

FOXHALL ROAD CAMPUS

2301 FOXHALL ROAD
WASHINGTON, D.C.

BOARD OF ZONING ADJUSTMENT SUBMISSION

ZONING CODE STUDY

Current Zoning Classification: R-1-A

CATAGORY	MAX. / REQUIRED	PROVIDED	REFERENCE
Building Height	40 ft.	34 ft. @ Bldg. 1 28 ft. @ Proposed Meetinghouse 32 ft. @ Academic Addition 30 ft. @ Bldg. 2 35 ft. @ Gymnasium	400.1,
Number of Stories	3	3	400.1
Minimum Lot Area	7,500 sq. ft.	10.5 Acres = 457,380 sq. ft.	401.3
Min. width of Lot	75 ft.	709 ft.	401.3
FAR	Nuns Prescribed	NA	402.4
Lot Occupancy	40%	5.6 % (5% Bldg. Footprint 25,436 sq. ft.)	403.2
Rear Yard	25 ft.	95 ft.	404.1
Side Yard	8 ft.	35 ft. .	405.9
Parking	90 spaces	128 automobile spaces 10 school bus spaces	2101.1
Loading Platform	1 @ 100 sq. ft.	Not required (included in Loading Berth)	2201.3
Service Delivery	1 @ 10 ft. W by 20 ft. D x 10 ft. H	1 @ 10 ft. W by 20 ft. D x 10 ft. H	2201.5
Loading Berth	1 @ 12 ft. W x 30 ft. D x 14 ft. H,	1 @ 12 ft. W x 37 ft. 6 in. D x 14 ft. H	2201.6

Footnotes:
1. Definition of building height: height measured at mid point of elev. from grade to ceiling of top story.
2. One per bldg. between 50,000 & 100,000 sq. ft.

PARKING CALCULATION

Classification: High School-all districts

Total parking spaces required is derived from the following: a calculation based on (1) Faculty and staff plus either (2) a calculation based on the number of classroom seats or (3) a calculation based on the largest number of Assembly seats, whichever is the greater of numbers 2 and 3.

1.	**Faculty & Staff =** 2 spaces for each 3 teachers & other employees 74 teachers & other employees (.67) =		**50 spaces**
2.	**Classrooms** 1 for each 20 classroom seats 320 students (.05) =		16 spaces
3.	**Assembly Space** 1 for each 10 seats in the largest assembly space Carriage House Theater Gymnasium Future Meetinghouse	110 seats (.10) = 200 seats (.10) = 400 seats (.10) =	11 spaces 20 spaces **40 spaces**
	TOTAL REQUIRED		**90 SPACES**
	TOTAL PROVIDED		**128 AUTO SPACES** **10 SCHOOL BUS SPACES**

RENOVATION-CONSTRUCTION TOTALS

Phase 1

RENOVATION-Existing House	**14,000 sq. ft.**
NEW CONSTRUCTION	
Academic Building 1:	11,660 sq. ft.
Academic Addition	5,175 sq. ft.
Academic building 2	8,350 sq. ft.
Total Academic Construction	**25,185 sq. ft.**
Gymnasium	14,850 sq. ft.
Total New Construction	**40,035 sq. ft.**
Phase 1 Campus (House + New Constr.)	**54,035 sq. ft.**

Phase 2

Future Meetinghouse	7,900 sq. ft.
Phase 2 Campus (Ph 1 +2)	**61,935 sq. ft**

DRAWING INDEX

CS.1 Cover Sheet

Civil
C1.1 Existing Conditions/ Label
C1.2 Utility Plan Label

Landscape
L1.1 Landscape Plan
L1.2 Landscape Sections

Architectural
A1.1 Floor Plan: Level 1
A1.2 Floor Plan: Level 2
A1.3 Floor Plan: Level 3
A1.4 Floor Plan: Level 4
A1.5 Floor Plan: Level 5
A1.6 Roof Plan
A2.1 Exterior Elevations
A2.2 Exterior Elevations

KRESSCOX ASSOCIATES, P.C.
ARCHITECTURE
PLANNING
INTERIOR DESIGN
2900 M STREET, NW
WASHINGTON, D.C. 20007
202 625 7676
FAX 965 7144

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

revisions:

drawing title:
TITLE SHEET

scale:

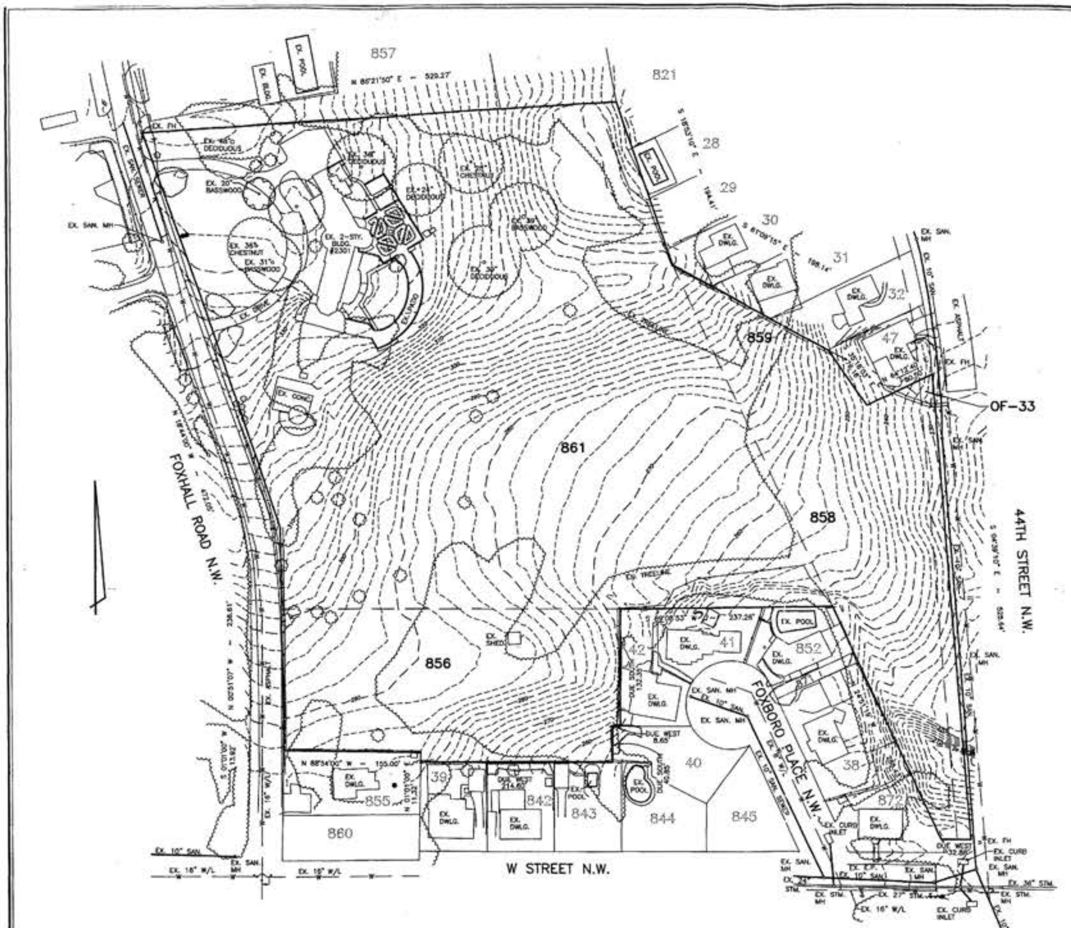
drawn by:

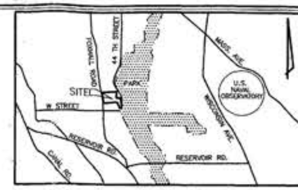
checked by:

project no.: 9908

CS.1

date: JANUARY 14, 2000





VICINITY MAP SCALE: 1"=2000'

GENERAL NOTES:

1. PROPERTY DESCRIPTION: LOTS 861,856,858,859 & OF-33 SQUARE 1341
2. TITLE REPORT NOT FURNISHED.
3. PLAT SUBJECT TO RESTRICTIONS OF RECORD.
4. TOPOGRAPHIC INFORMATION TAKEN AERIAL SURVEY AND FIELD RUN SURVEY BY THIS FIRM.
5. BOUNDARY INFORMATION TAKEN FROM AVAILABLE RECORDS AND COMPILED FROM SURROUNDING PROPERTIES AND FIELD MONUMENTATION.
6. BOUNDARY DOES NOT MATHEMATICALLY CLOSE.
7. STORM SEWER AND SANITARY SEWER INFORMATION AND LOCATION TAKEN FROM AVAILABLE RECORDS.
8. BENCHMARK #1
TOP S.E. CORNER FIRST CONCRETE STEP AT SOUTH SIDE PORCH
HOUSE LOCATED AT #2208 FOXHALL ROAD
ELEV.= 252.75

BENCHMARK #2
TOP S.E. CORNER FIRST CONCRETE TERRACE STEP
HOUSE LOCATED AT #4535 W STREET N.W.
ELEV.= 230.24

THIS DRAWING IS A SERVICE DOCUMENT OF R.C. FIELDS, JR. & ASSOC., P.C. AND MAY NOT BE USED OR REPRODUCED WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER AND /OR LAND SURVEYOR.

EXISTING UTILITIES SHOWN ON THIS PLAN TAKEN FROM AVAILABLE RECORDS AND/OR FROM FIELD OBSERVATIONS. FOR EXACT LOCATIONS OF EXISTING UNDERGROUND UTILITIES, NOTIFY "MISS UTILITY" AT 1-800-257-7777, 72 HOURS BEFORE THE START OF ANY EXCAVATION OR CONSTRUCTION.

LOCATION AND DEPTH OF ALL EXISTING UNDERGROUND UTILITIES TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION. INTERFERENCE OR DISRUPTION OF SAME WILL NOT BE THE RESPONSIBILITY OF THIS OFFICE.

ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT STANDARDS AND SPECIFICATIONS OF FAIRFAX COUNTY, VIRGINIA.

©1999 R.C. FIELDS JR. & ASSOC.

RCF
FIELDS, JR. & ASSOCIATES
A PROFESSIONAL CORPORATION
LAND SURVEYING · SITE PLANNING · SUBDIVISION DESIGN
718 Jefferson Street
Alexandria, Virginia 22314 (703) 549-6422

COMMONWEALTH OF VIRGINIA
R.C. FIELDS, JR.
LICENSE No. 1410 & 1416
LAND SURVEYOR
PRELIMINARY

PLAT
SHOWING BOUNDARY & TOPOGRAPHIC SURVEY

THE FIELD SCHOOL

2301 FOXHALL ROAD
WASHINGTON, D.C.

C1.1
EXISTING CONDITIONS

DATE	REVISION

DESIGN: R.K.B.
DRAWN: R.K.B.
SCALE: 1" = 50'
DATE: JUNE, 1999
SHEET 1 OF 1
FILE: 99–13

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

THIS DRAWING IS A SERVICE DOCUMENT OF R.C. FIELDS, JR. & ASSOC., P.C. AND MAY NOT BE USED OR REPRODUCED WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER AND /OR LAND SURVEYOR.

EXISTING UTILITIES SHOWN ON THIS PLAN TAKEN FROM AVAILABLE RECORDS AND/OR FROM FIELD OBSERVATIONS. BEFORE ANY EXCAVATION, ALL OF EXISTING UNDERGROUND UTILITIES NOTIFY "MISS UTILITY AT 1-800-257-7777, 72 HOURS BEFORE THE START OF ANY EXCAVATION OR CONSTRUCTION.

LOCATION AND DEPTH OF ALL EXISTING UNDERGROUND UTILITIES TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION. INTERFERENCE OR DISRUPTION OF SAME WILL NOT BE THE RESPONSIBILITY OF THIS OFFICE.

ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT STANDARDS AND SPECIFICATIONS OF WASHINGTON, D.C.

©1999 R.C. FIELDS, JR. & ASSOC.

R.C. FIELDS, JR. & ASSOCIATES
A PROFESSIONAL CORPORATION
LAND SURVEYING · SITE PLANNING · SUBDIVISION DESIGN
718 Jefferson Street Alexandria, Virginia 22314 (703) 549-6422

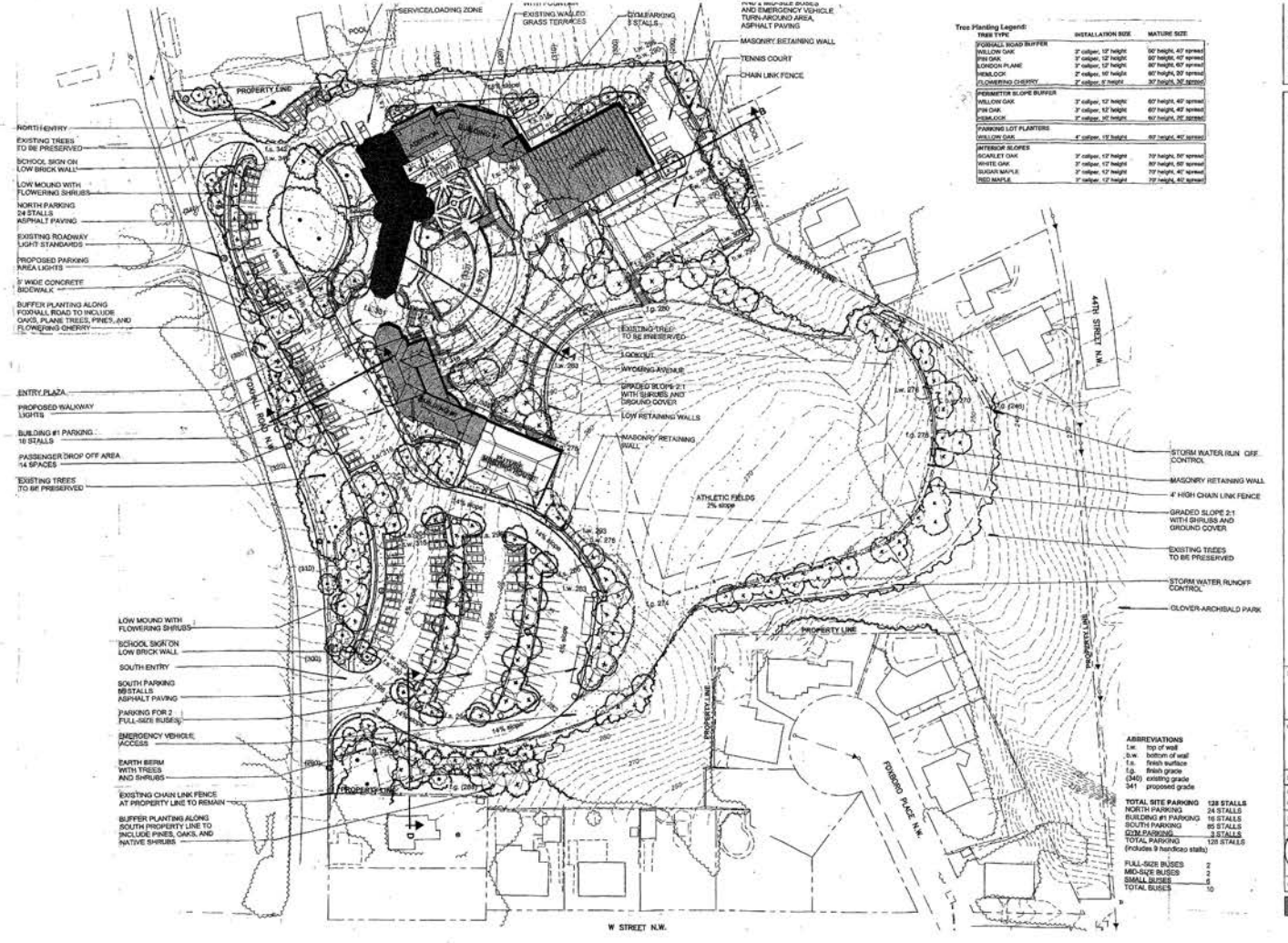
COMMONWEALTH OF VIRGINIA
R.C. FIELDS, JR.
No. 6476
LAND SURVEYOR

PRELIMINARY SITE UTILITY PLAN
LOTS 856, 859, 861 & OF-33 SQUARE 1341
THE FIELD SCHOOL
2301 FOXHALL ROAD
WASHINGTON D.C.

C1.2
UTILITY PLAN

DATE	REVISION
12/99	REVISED LAYOUT

DESIGN: R.J.K.
DRAWN: A.J.
SCALE: 1" = 50'
DATE: SEPT, 1999
SHEET 1 OF 1
FILE: 99-13



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	60' height, 40' spread
HEMLOCK	2" caliper, 10' height	60' height, 20' spread
FLOWERING CHERRY	2" caliper, 8' height	30' height, 20' 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 PLANTERS		
WILLOW OAK	4" caliper, 12' 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

THE FIELD SCHOOL
2301 FOXHALL RD
WASHINGTON, DC

KRESSCOX ASSOCIATES, P.C.
ARCHITECTURE
PLANNING
INTERIOR DESIGN
2909 M STREET, NW
WASHINGTON, D.C. 20007
202 965 7670
FAX 965 7744

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

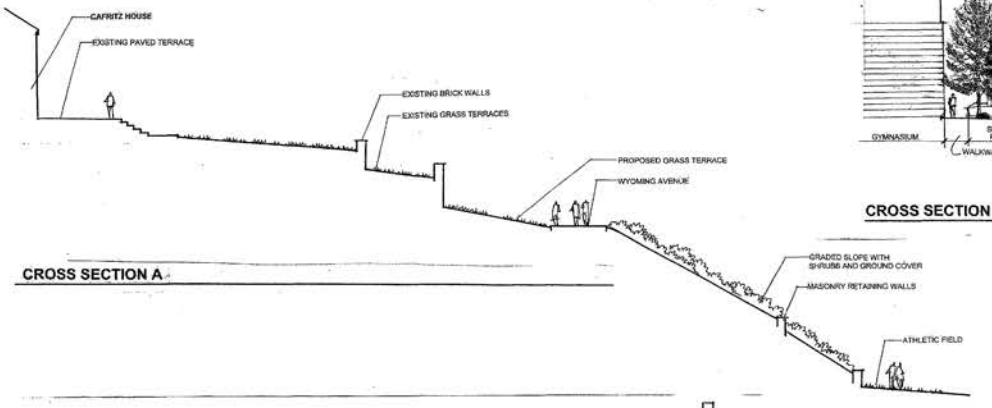
revisions:

drawing title:
LANDSCAPE SITE PLAN

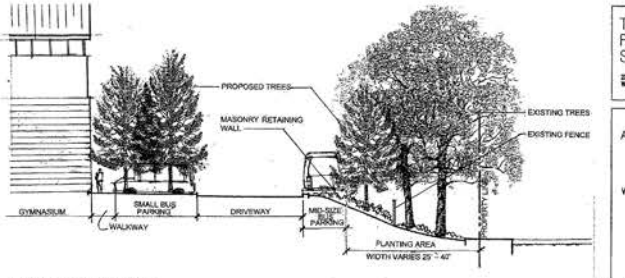
scale: 1" = 40'
drawn by:
checked by:
project no.: 6008

L1.1

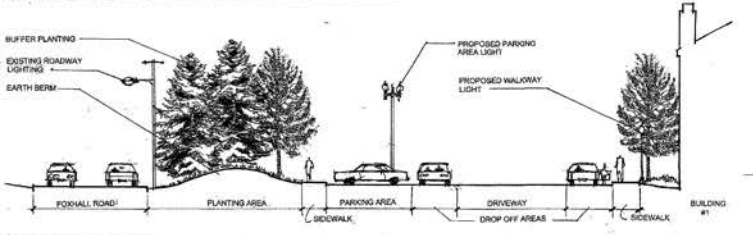
date:



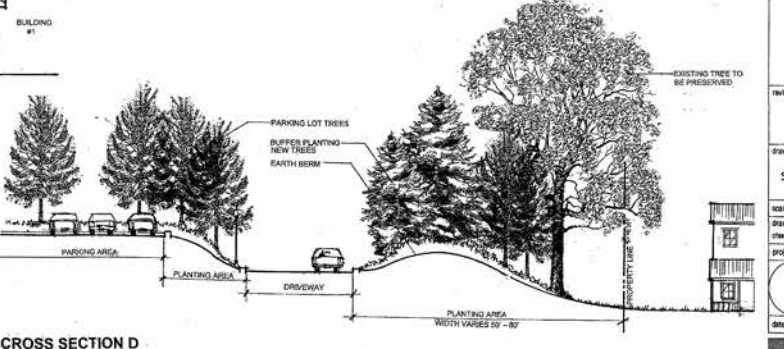
CROSS SECTION A



CROSS SECTION B



CROSS SECTION C



CROSS SECTION D

THE FIELD SCHOOL
2301 FOXHALL RD
WASHINGTON, DC

KRESSCOX ASSOCIATES, P.C.
ARCHITECTURE
PLANNING
INTERIOR DESIGN
2029 M STREET, NW
WASHINGTON, D.C. 20037
202 955 7070
FAX 955 7144

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

revisions:

drawing title:
LANDSCAPE SITE SECTIONS

scale: 1" = 10'

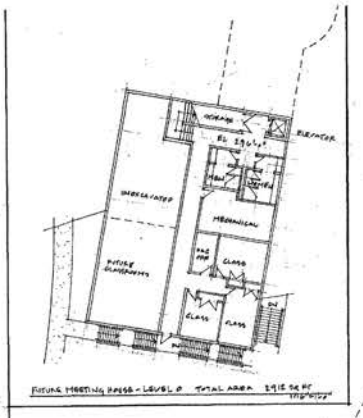
drawn by:

checked by:

project no.: 9908

L1.2

date:



THE FIELD SCHOOL

2221 FORRALL RD
WASHINGTON DC

KressCox ASSOCIATES, P.C.
ARCHITECTURE
PLANNING
INTERIOR DESIGN
2900 M STREET, NW
WASHINGTON, D.C. 20007
202 965 7370
FAX 965 7744

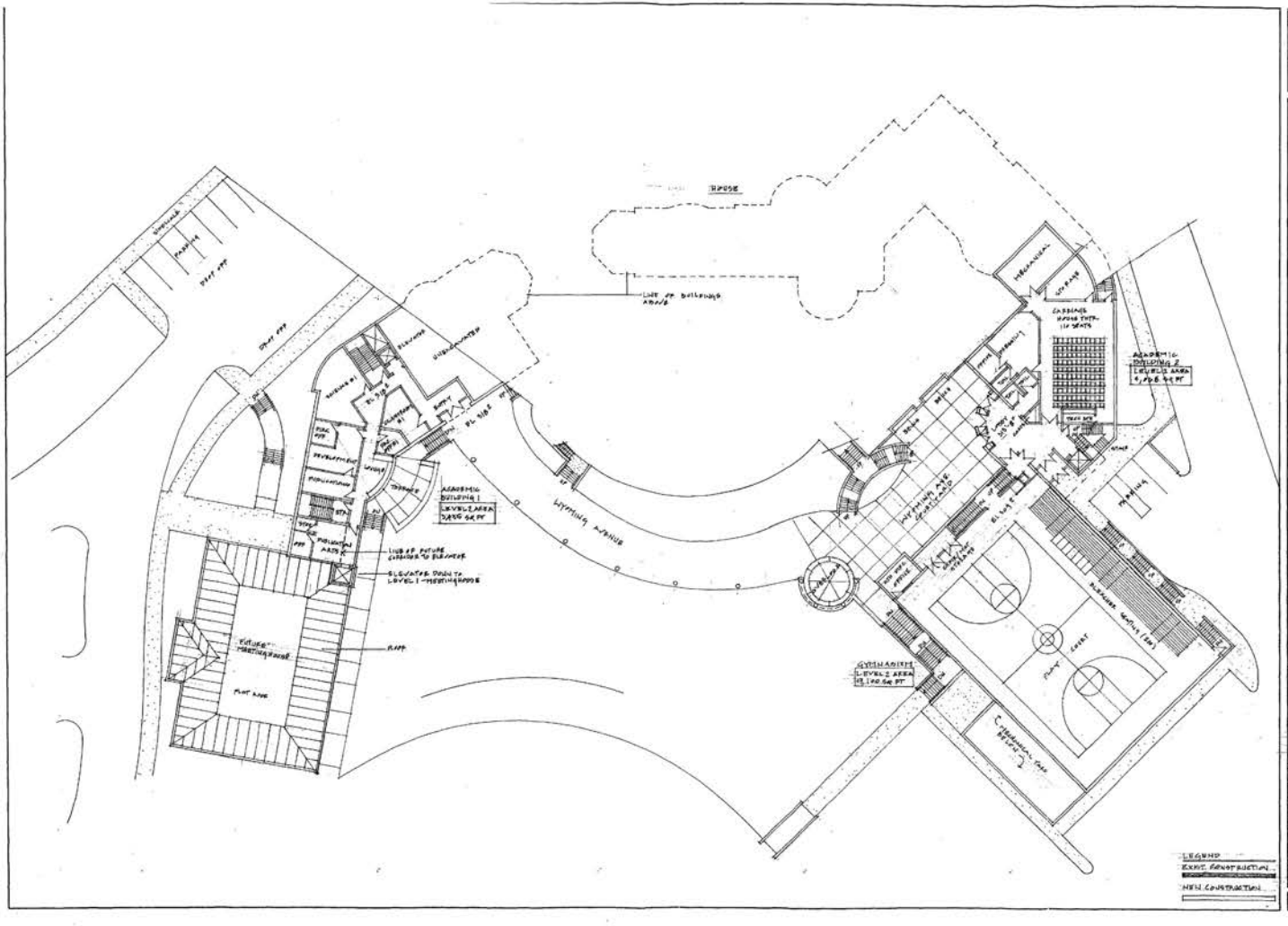
revisions:

drawing title:
FLOOR PLAN
LEVEL 1

scale: 1/16"=1'-0"
drawn by: TH
checked by:
project no.: 9906

A1.1

date: 01.09.2009



THE FIELD SCHOOL

2201 FOXHALL RD
WASHINGTON, DC

KRESSCOX ASSOCIATES, P.C.
ARCHITECTURE
PLANNING
INTERIOR DESIGN

2909 M STREET, NW
WASHINGTON, D.C. 20007
202 965 7070
FAX 965 7144

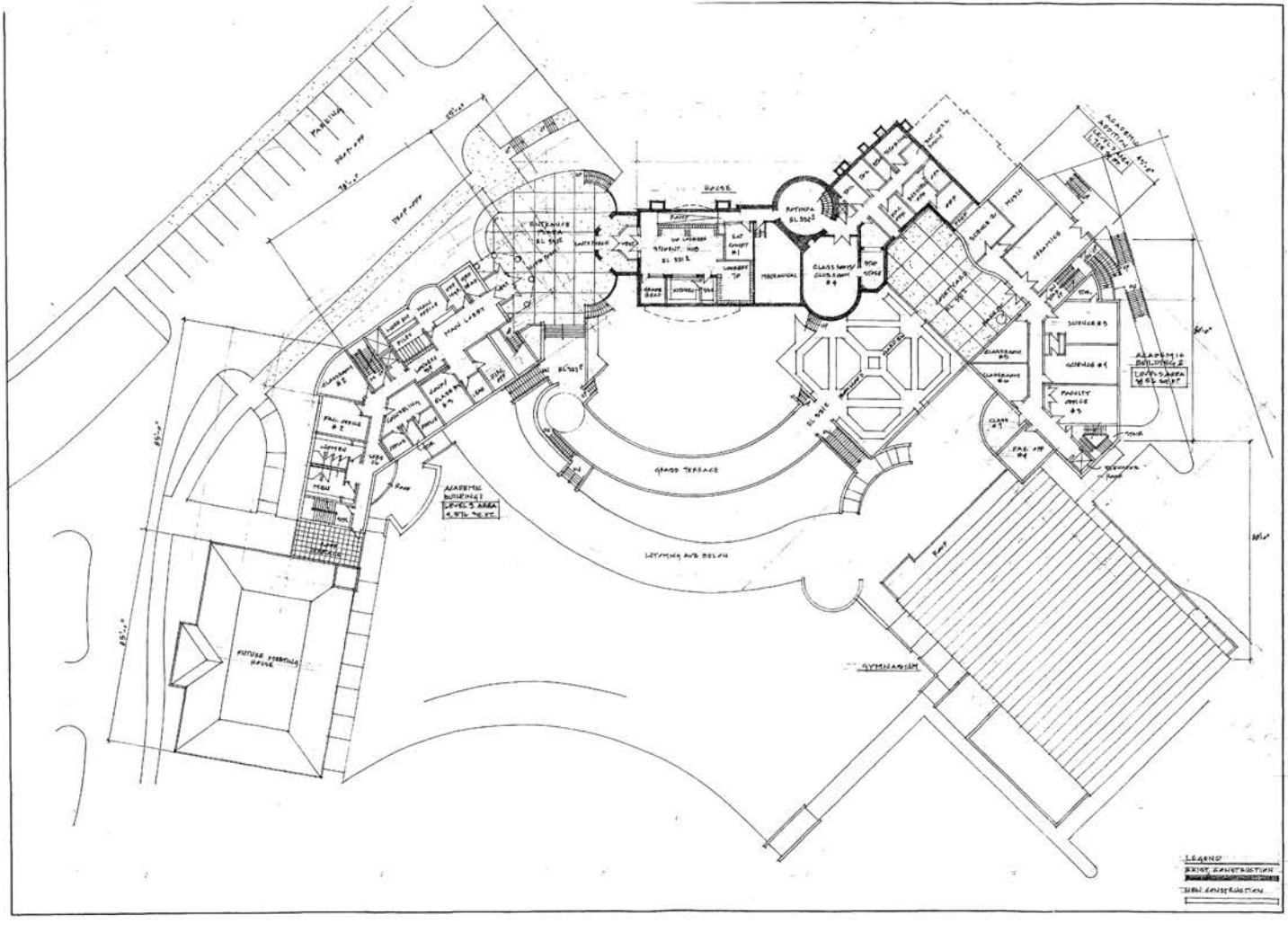
revisions:

drawing title:
FLOOR PLAN
LEVEL 2

scale: 1/8"=1'-0"
drawn by: TJ
checked by:
project no.: 1807

A1.2

date: 01-04-2008



THE FIELD SCHOOL
2301 FOXHALL RD
WASHINGTON, DC

KRESSCOX ASSOCIATES, P.C.
ARCHITECTURE
PLANNING
INTERIOR DESIGN
2909 M STREET, NW
WASHINGTON, D.C. 20007
202 965 7070
FAX 965 7144

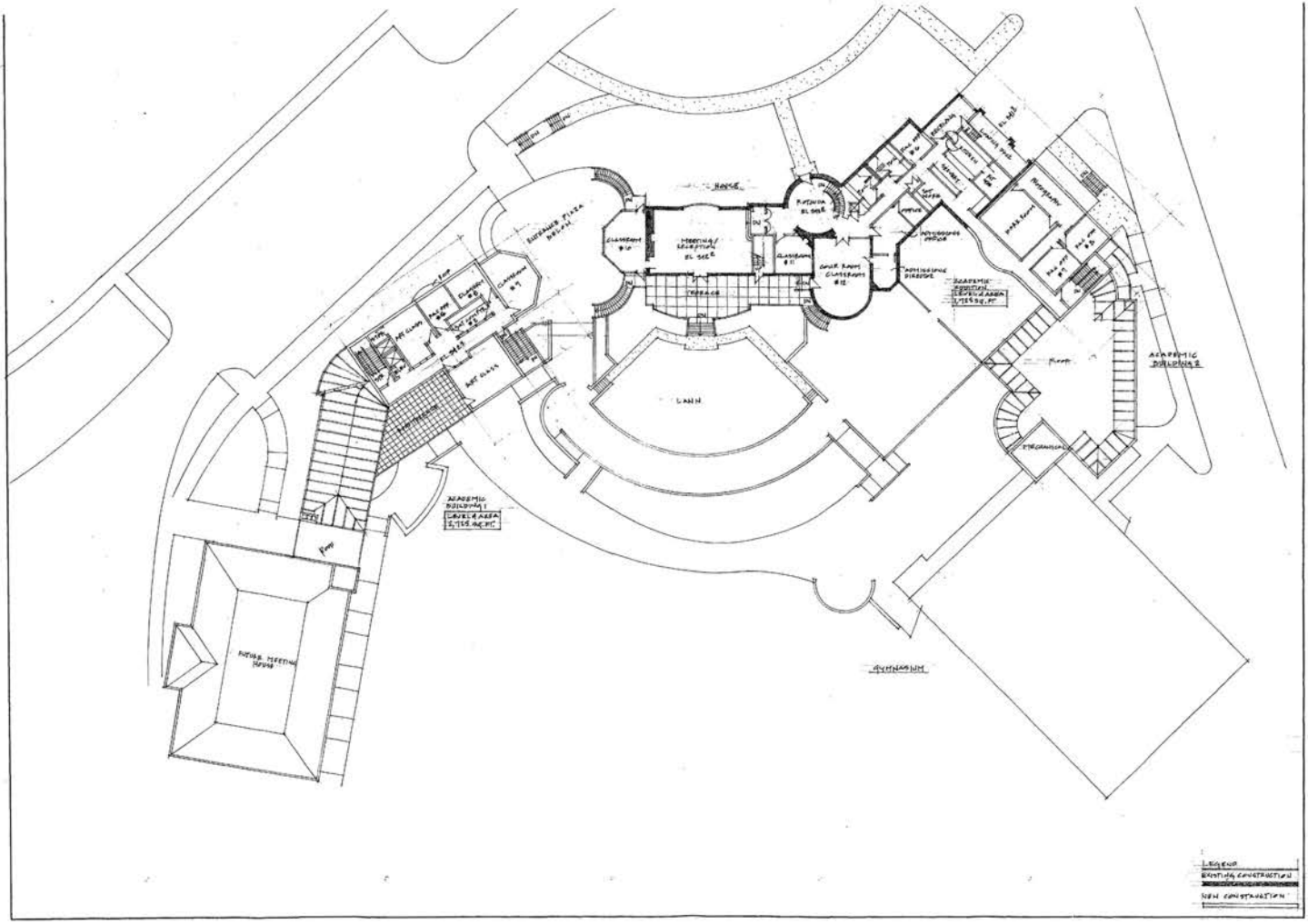
revisions:

drawing title:
FLOOR PLAN
LEVEL 3

scale: 1/16"=1'-0"
drawn by: TH
checked by:
project no.: 9808

A1.3

date: 01-04-2000



THE FIELD SCHOOL

2301 FOXHALL RD
WASHINGTON, DC

KRESSCOX ASSOCIATES, P.C.
ARCHITECTURE
PLANNING
INTERIOR DESIGN

2503 M STREET, NW
WASHINGTON, D.C. 20007
202 955 7370
FAX 955 7144

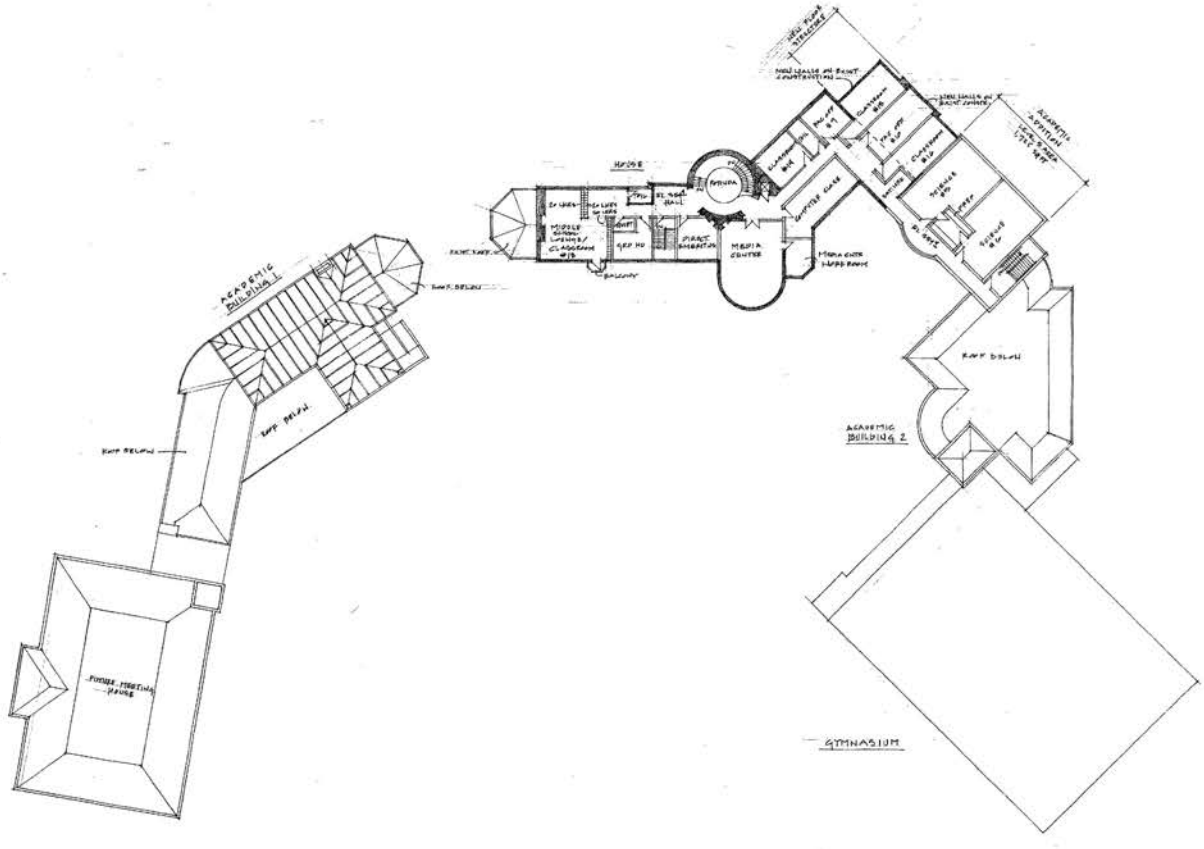
revisions:

drawing title:
FLOOR PLAN
LEVEL 4

scale: 1/8"=1'-0"
drawn by: TN
checked by:
project no.: 0808

A1.4

date: 11.04.2008



LEGEND
EXISTING CONSTRUCTION
NEW CONSTRUCTION

THE FIELD SCHOOL
2301 FOXHALL RD
WASHINGTON, DC

KRESSCOX ASSOCIATES, P.C.
ARCHITECTURE
PLANNING
INTERIOR DESIGN
2029 M STREET, NW
WASHINGTON, D.C. 20037
202 965 7010
FAX 965 7161

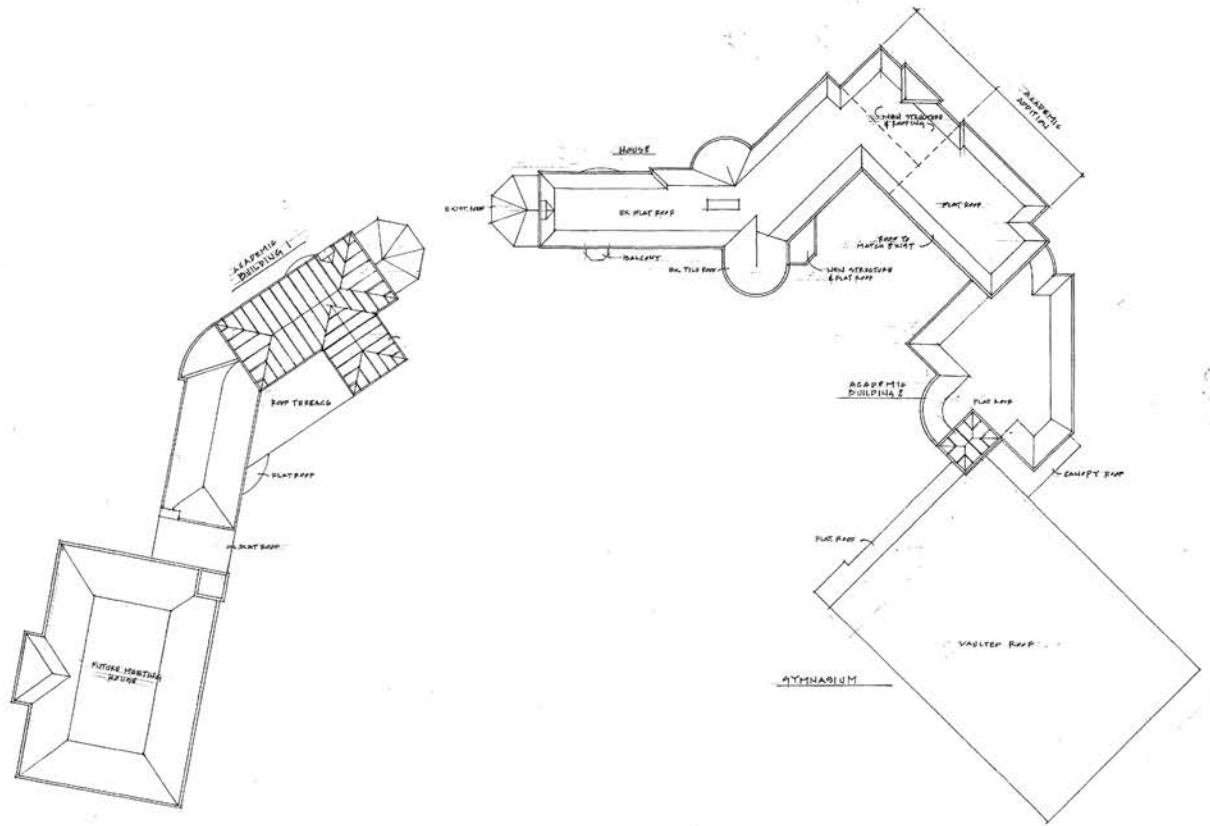
revisions:

drawing title:
FLOOR PLAN
LEVEL B

scale: 1/16"=1'-0"
drawn by: TN
checked by:
project no.: 1998

A1.5

date: 01.09.2000



THE FIELD SCHOOL
2301 FORHALL RD
WASHINGTON, DC

KRESSCOX ASSOCIATES, P.D.
ARCHITECTURE
PLANNING
INTERIOR DESIGN
2969 M STREET, NW
WASHINGTON, D.C. 20007
(202) 625 7670
FAX 625 7344

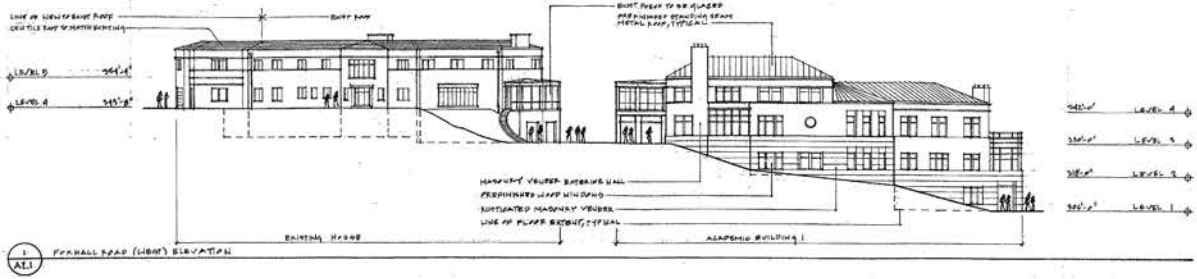
REVISIONS:

drawing title:
ROOF PLAN

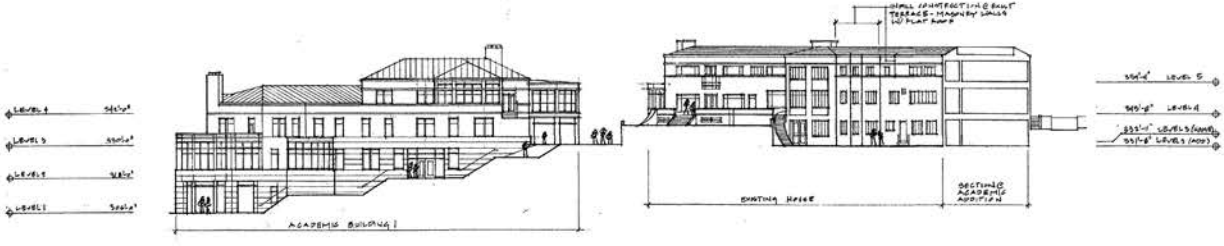
SCALE: 1/16"=1'-0"
drawn by: TW
checked by:
project no.: 0808

A1.6

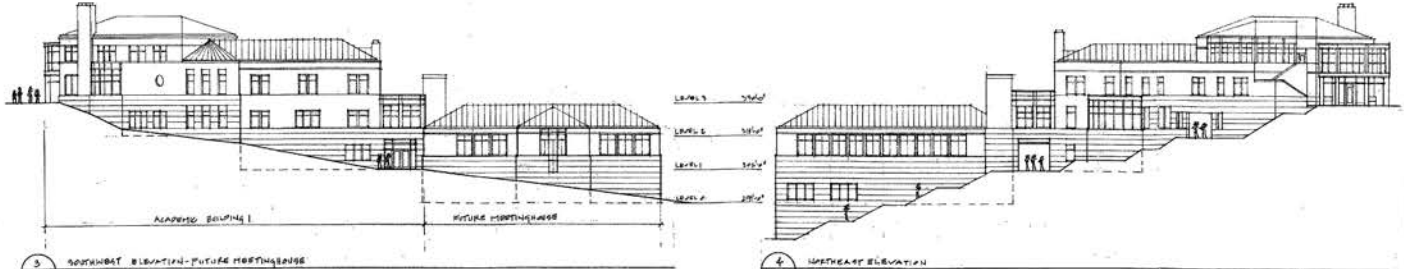
date: 04.14.2008



1 / A2.1 FOXHALL ROAD (NORTH) ELEVATION



2 / A2.1 EAST ELEVATION



3 / A2.1 SOUTHWEST ELEVATION - FUTURE MEETINGHOUSE

4 / A2.1 NORTHEAST ELEVATION

THE FIELD SCHOOL
2301 FOXHALL RD
WASHINGTON, DC

KRESSCOX ASSOCIATES, P.C.
ARCHITECTURE
PLANNING
INTERIOR DESIGN
2350 M STREET, NW
WASHINGTON, D.C. 20037
202 965 7670
FAX 965 7964

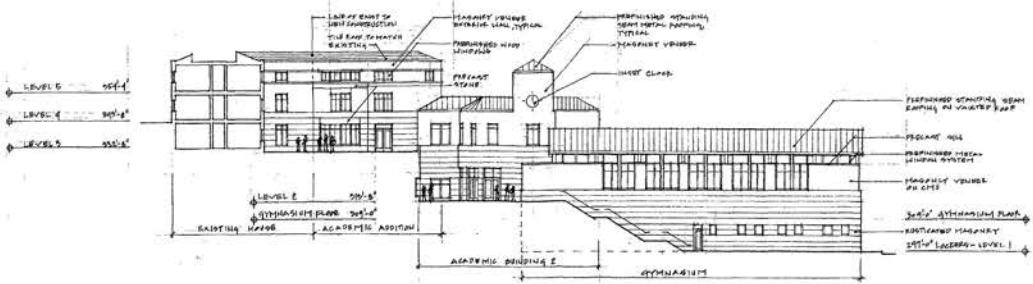
revisions:

drawing title:
EXTERIOR ELEVATIONS

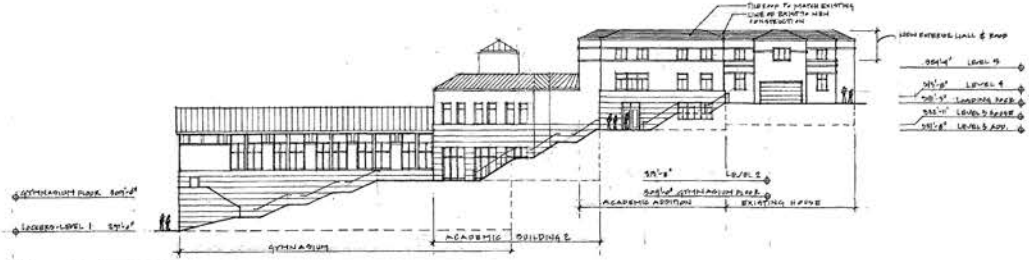
scale: 1/10"=1'-0"
drawn by: TW
checked by:
project no: 9905

A2.1

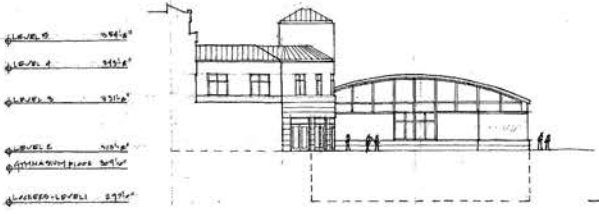
date: 01.14.2000



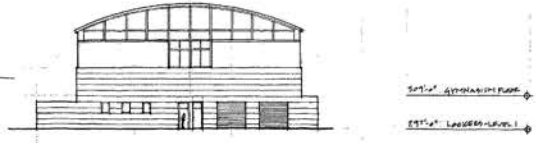
1 A2.2 SOUTH ELEVATION



2 A2.2 NORTH ELEVATION



3 A2.2 WEST ELEVATION



4 A2.2 EAST ELEVATION

THE FIELD SCHOOL
3301 FENWAY RD
WASHINGTON, DC

KRESSCOX ASSOCIATES, P.C.
ARCHITECTURE
PLANNING
INTERIOR DESIGN
2000 M STREET, NW
WASHINGTON, D.C. 20007
202 965 7070
FAX 965 7144

TENSATIVE
ELEVATIONS

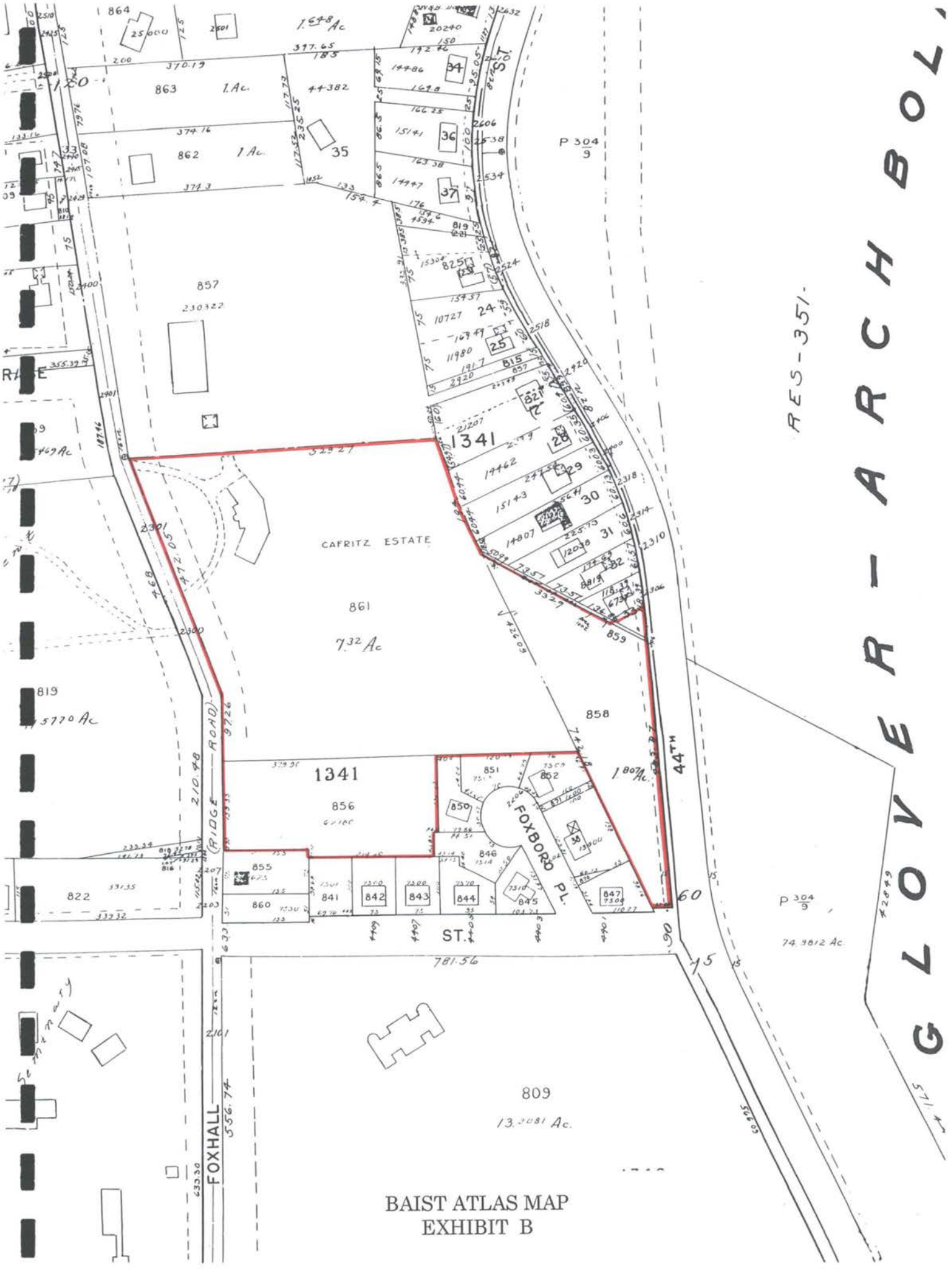
Drawing title:
EXTERIOR ELEVATIONS

scale: 1/16"=1'-0"
drawn by: TW
checked by:
project no.: 0005

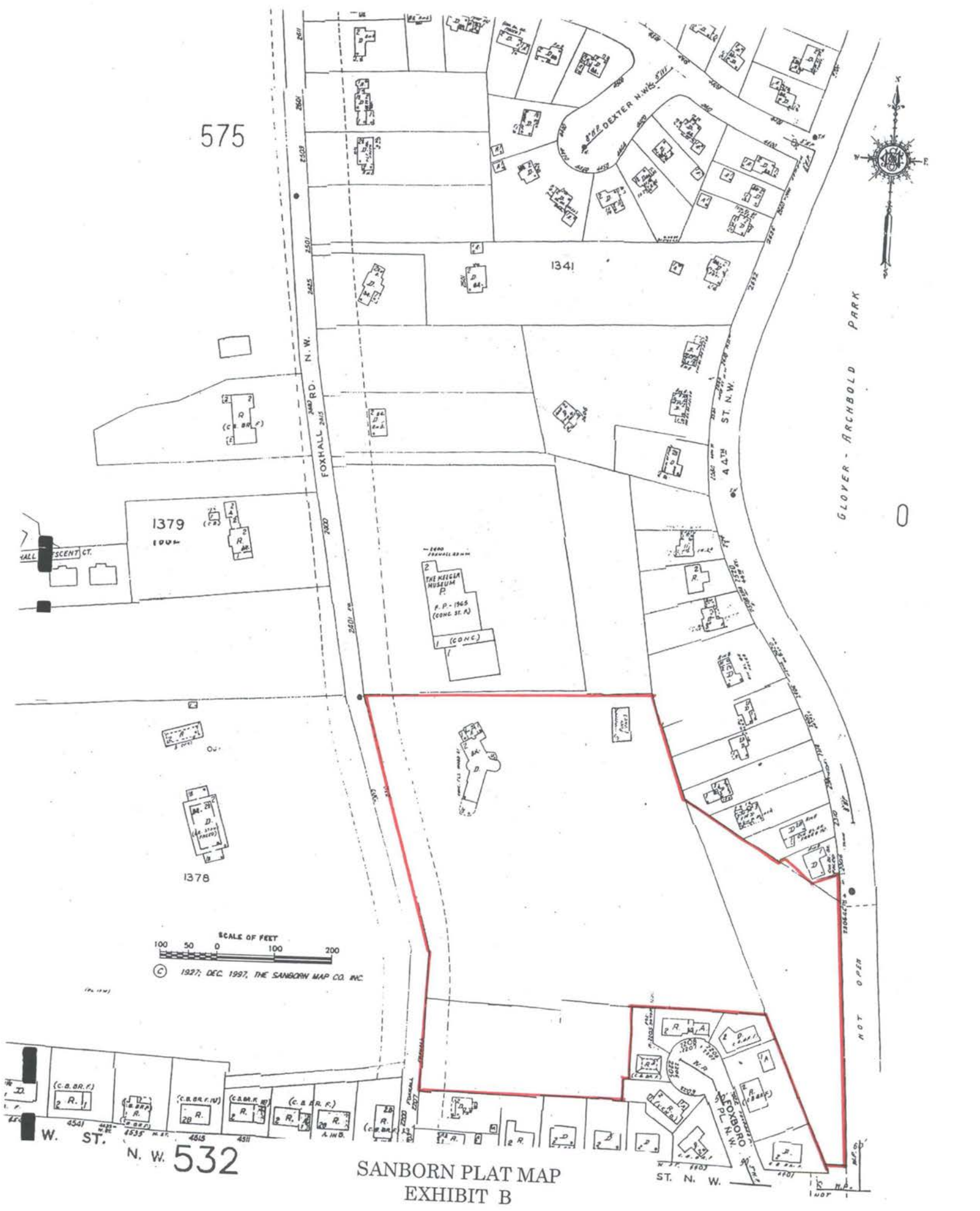
A2.2

date: 01.16.2008

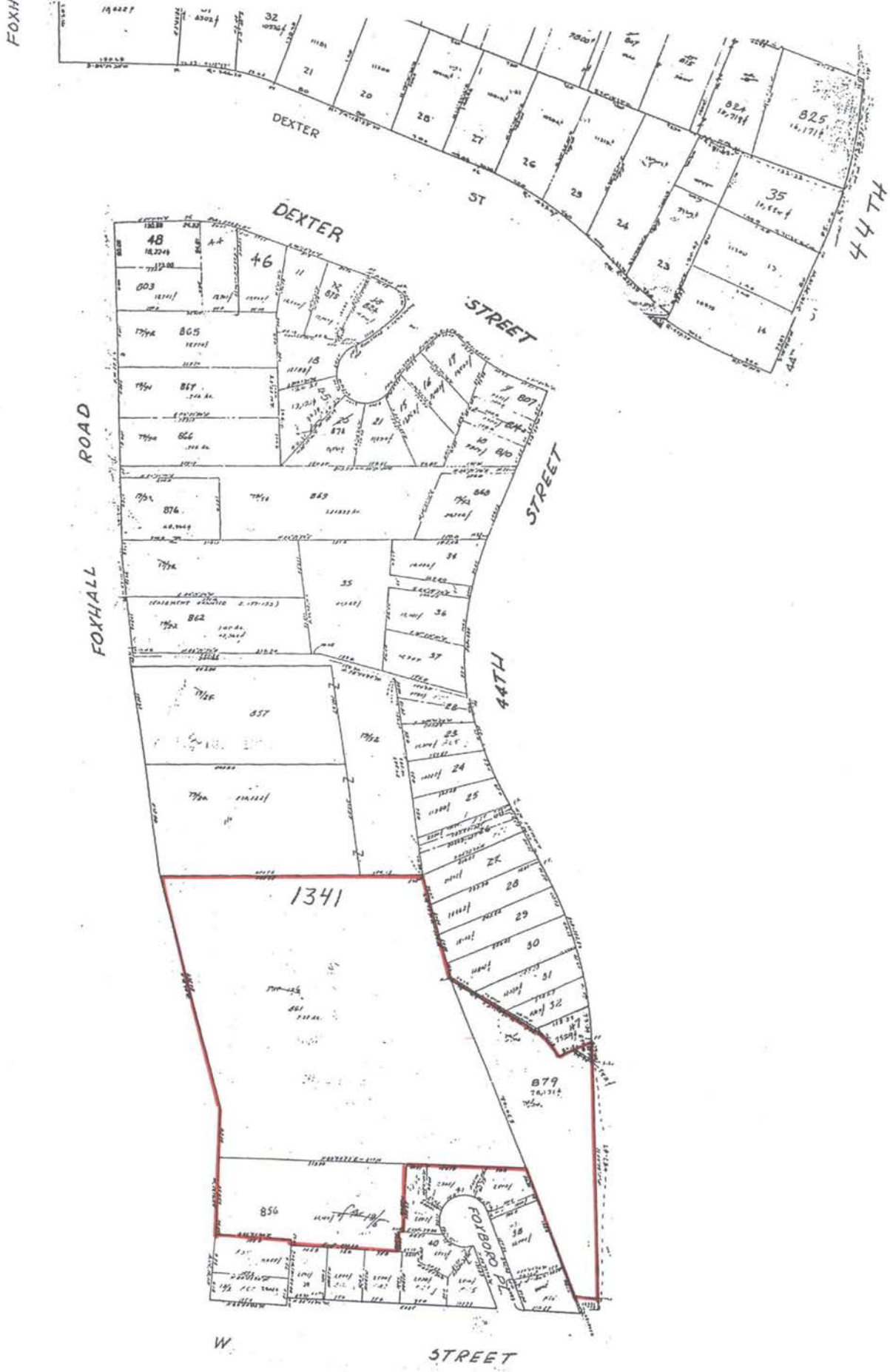




BAIST ATLAS MAP
EXHIBIT B

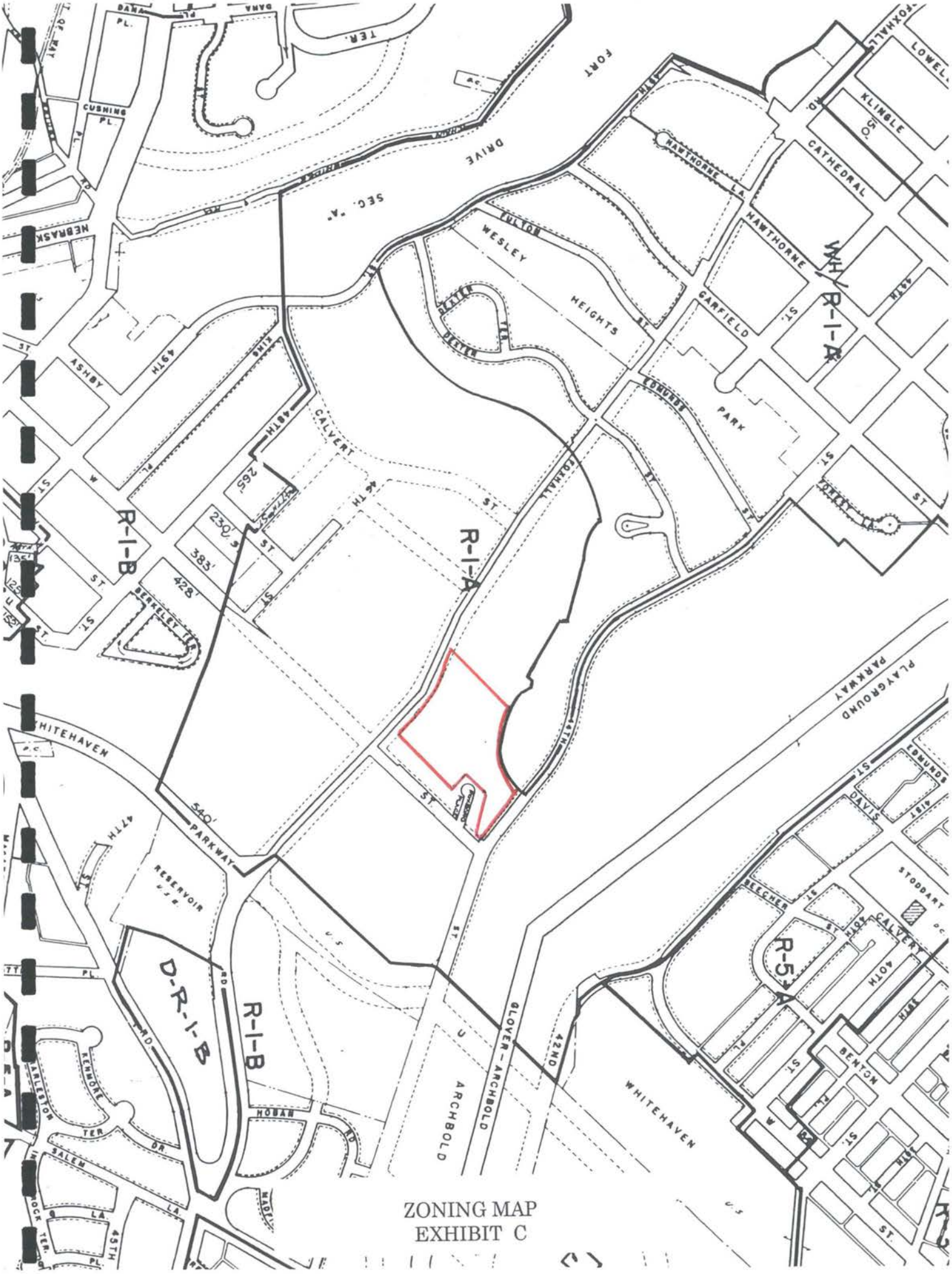


SANBORN PLAT MAP
EXHIBIT B



SANBORN TAX PLAT
EXHIBIT B





ZONING MAP
EXHIBIT C





View of existing building on the Subject Property (from the southern boundary of the Subject Property)



View of Subject Property toward Foxhall Road (from the east toward the western boundary of the Subject Property)

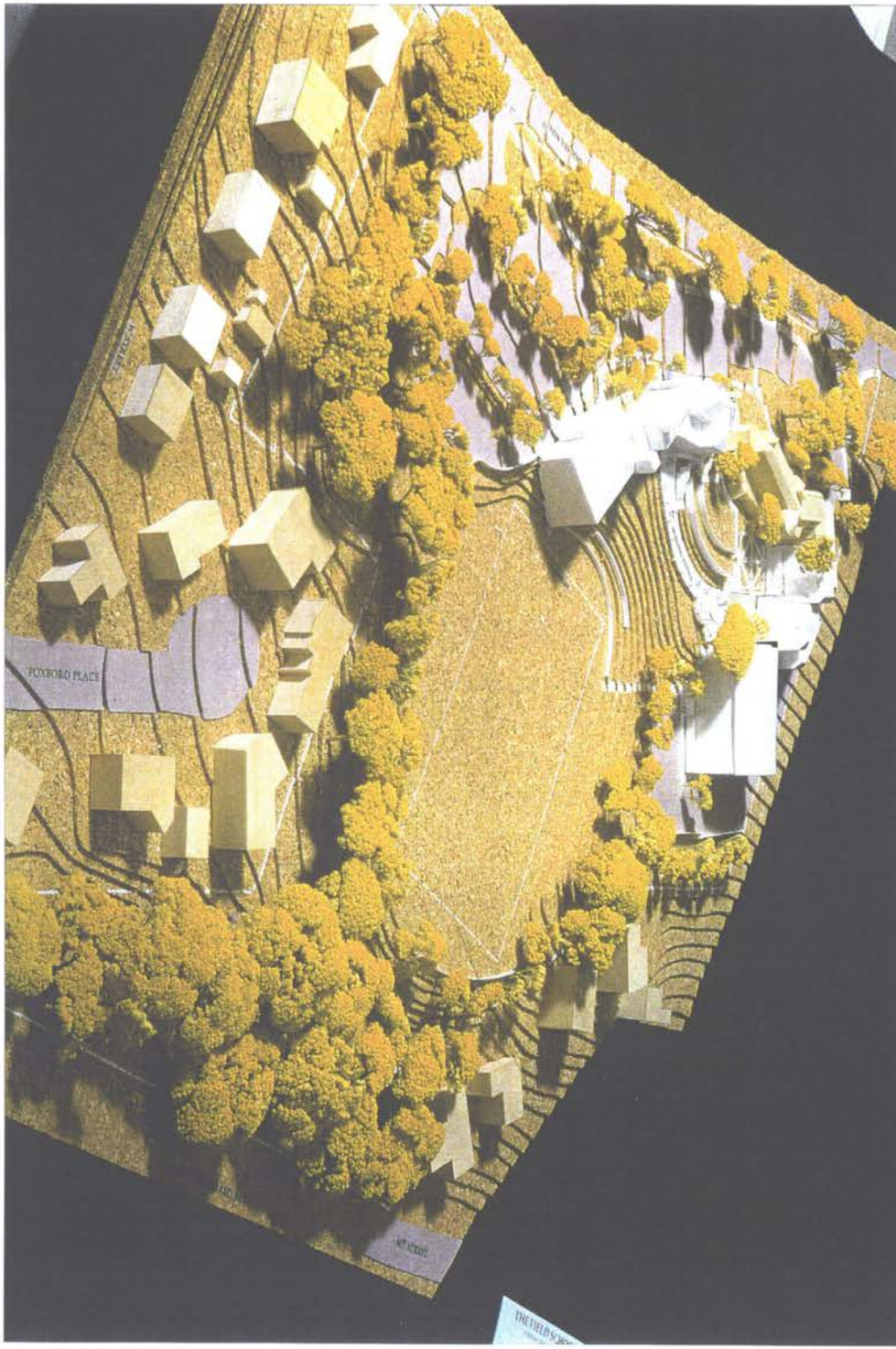


View of the existing building on the Subject Property (from the northeast)



View of interior of Subject Property




FOXBORO PLACE


FOXBORO PLACE
44TH STREET
THE FIELD SCHOOL

F

OUTLINE OF TESTIMONY
ELIZABETH ELY, DIRECTOR
THE FIELD SCHOOL

I. Description of the School

II. History of the School

III. Educational Philosophy

IV. Objectives for the Project

V. Need for the Facility

VI. Benefits to the District and the Neighborhood

OUTLINE OF TESTIMONY
LAWRENCE BUC, PRESIDENT OF THE
BOARD OF TRUSTEES OF THE FIELD SCHOOL

I. Search for Appropriate Location

II. Chronology of Citizen Meetings

III. Issues in Dispute

IV. Field Accommodations

V. Support Obtained

VI. Desire to Work with Community

OUTLINE OF TESTIMONY OF DAVID COX, FAIA
KRESS/COX ASSOCIATES, PC
ARCHITECT

I. Introduction

A. Principal/Director of Design, Kress/Cox Associates, PC

B. Experience in the District of Columbia

II. Proposed Relocation of The Field School to 2301 Foxhall Road, N.W.

A. Description of neighborhood surrounding the Property

B. Description of the Property and existing Cafritz house

C. Overall Design Scheme for the proposed Campus - incorporation of existing Cafritz house and topography of the site into the proposed campus

II. Description of Proposed Campus

A. Description of proposed School buildings and facilities

B. Significant set-backs for all School buildings and facilities from all Property lines

C. Substantial landscaping and tree buffer bordering the Property

D. Compliance with the applicable requirements of the Zoning Regulations

III. Conclusion

OUTLINE OF TESTIMONY OF ELLIOT RHODESIDE
RHODESIDE & HARWELL, INC.
LANDSCAPE ARCHITECT

I. Introduction

A. Director, Rhodeside & Harwell, Inc.

B. Experience

II. Proposed Landscape Plan for The Field School

A. Description of the Existing Property

B. Description of Proposed Landscape Plan

1. Maintenance of existing topography, plantings and landscaping on the Property
2. Extensive wooded and landscaped buffer around the Property

III. Conclusion

OUTLINE OF TESTIMONY OF R.J. KELLER, L.S.,
R.C. FIELDS, JR. & ASSOCIATES, INC.
LAND SURVEYOR

I. Introduction

A. Senior Project Engineer, R.C. Fields, Jr. & Associates, Inc.

B. Experience in the District of Columbia

II. The Field School – Site Analysis

A. Examination of the Property's soil and underground water characteristics

B. Proposed stormwater management plan

1. Meetings with District of Columbia officials
2. Meetings with the National Park Service

III. Conclusion

OUTLINE OF TESTIMONY OF LOUIS J. SLADE,
TRAFFIC ENGINEER,
GOROVE/SLADE ASSOCIATES

I. Introduction

- A. Traffic Engineer; Gorove/Slade Associates
- B. Experience in the District of Columbia and surrounding communities

II. Department of Public Works Proposed Area-Wide Traffic Improvements for the Foxhall Road Corridor

- A. Gorove/Slade Associates preparation of traffic impact analyses for other institutional uses in the area
- B. Meetings with the Department of Public Works (DPW)

III. Traffic Impact Analysis Prepared for The Field School

- A. Description of area surrounding the Property
- B. Existing traffic conditions and The Field School's contribution to traffic patterns in the area
- C. Expected traffic conditions and The Field School's proposed future impact on traffic patterns in the area
- D. Parking assessment results and ability of The Field School to satisfy demand for parking on the Property

IV. Proposed Transportation Management Plan (TMP) of the Field School

- A. Access and Circulation
- B. Shuttle Bus Program
- C. Parking Policies and Procedures
- D. Safety
- E. Enforcement and Community Coordination

V. Conclusion

OUTLINE OF TESTIMONY OF STEVEN E. SHER
DIRECTOR OF ZONING SERVICES,
WILKES, ARTIS, HEDRICK & LANE
LAND USE PLANNER

I. Introduction

II. Site Location and Description

III. Description of Surrounding Area

IV. Comparisons with Comparable Schools

V. Compliance With Zoning Regulations

VI. Compliance With Comprehensive Plan

VII. Compatibility of Use

VIII. Conclusion



Traffic Impact Analysis
The Field School

Prepared For



The Field School

Washington, D.C.

Prepared by
Gorove/Slade Associates, Inc.

1140 Connecticut Avenue NW
Suite 700
Washington, D.C. 20036
202-296-8625

February 29, 2000

TRAFFIC IMPACT ANALYSIS
THE FIELD SCHOOL
TABLE OF CONTENTS

	Page
LIST OF TABLES	ii
LIST OF FIGURES	ii
INTRODUCTION	1
EXISTING CONDITIONS	2
Description of Existing School Characteristics	2
Description of Existing Conditions at the Proposed Relocation Site	2
Existing Roadway Network	2
Existing Traffic Conditions	4
Existing Levels of Service	8
Identification of Existing Traffic Issues	9
FUTURE CONDITIONS	10
Proposed Site Access	10
Proposed School Program	10
Projected Trip Generation	11
Directional Distribution	12
Future Traffic Volumes	14
Future Levels of Service	14
Shuttle Bus Program	17
Circulation and Stacking Considerations	17
Projected Parking Demand	18
CONCLUSIONS	19

TRAFFIC IMPACT ANALYSIS
THE FIELD SCHOOL
LIST OF TABLES

Table	Title	Page
Table 1	Existing Capacity Analysis Levels of Service (LOS)	8
Table 2	Projected Trip Generation at Maximum Enrollment of 320 Students and 74 Employees	12
Table 3	Total Future Capacity Analysis Levels of Service (LOS)	14

TRAFFIC IMPACT ANALYSIS
THE FIELD SCHOOL
LIST OF FIGURES

Figure	Title	Page
Figure 1	Site Location and Regional Roadway Network	3
Figure 2	Existing Lane Configuration	5
Figure 3	Existing Traffic Volumes	6
Figure 4	Directional Distribution	13
Figure 5	Future Site Generated Volumes	15
Figure 6	Future Traffic Volumes	16

INTRODUCTION

The purpose of this report is to present the findings of a Traffic Impact Analysis (TIA) for the proposed relocation and expansion of the Field School in the northwest section of Washington, D.C. The Field School is proposing to relocate its existing campus on Wyoming Avenue to a new site on Foxhall Avenue north of W Street. In addition to this relocation, the Field School is proposing to add 48 students and 11 employees to its existing student population of 212 and existing employee population of 49, with the ability to increase over time to a maximum student enrollment of 320 students and a maximum employee population of 74 employees. This study will determine the impacts of the proposed relocated school on existing traffic levels and will identify improvements necessary to satisfy the traffic requirements. Although the school plans to expand to 260 students and 60 employees as part of its relocation program, this traffic impact analysis accounts for a maximum development of 320 students and 74 employees that would be achieved gradually over several years. This report presents existing conditions, estimates of future Field School traffic characteristics and parking requirements, and preliminary recommendations regarding the school access and circulation plan.

Based on meetings with community representatives, this report also outlines a revised transportation management program geared to address community concerns. The key elements of the revised transportation management plan include an expanded shuttle bus service to off-site locations and a routing plan that requires right-turns in and out of the school during the morning peak period. The impacts of these key elements are accounted for in the analysis detailed within this report.

The scope of work undertaken for this study is as follows:

- Review proposed development plans.
- Data collection efforts which include manual traffic turning movement counts at major intersections surrounding the newly relocated site, mode choose observations and surveys, and tabulation of zip code information to determine the direction of trips to and from the site.
- A site and roadway reconnaissance to determine access opportunities and constraints.
- Analysis of existing conditions using intersection capacity analysis.
- Analysis of possible alternatives for future internal site operations.
- Analysis of future conditions based on future site configurations and operations.

Sources of data for this study include: The District of Columbia Department of Public Works, the Field School, KressCox Architects, and the files and library of Gorove/Slade Associates, Inc.

EXISTING CONDITIONS

Description of Existing School Characteristics

The Field School is currently located at 2126 Wyoming Avenue NW, just west of Connecticut Avenue NW. Due to its proximity to the major commuting corridor of Connecticut Avenue, access to the site on Wyoming Avenue is relatively convenient. Ample public transportation opportunities exist with the presence of Metrobus Route L1 on Connecticut Avenue in the vicinity of the existing school site and various other Metrobus routes at Dupont Circle, which is an approximate 5-minute walk from The Field School. In addition to the Metrobus routes, The Field School is within a 5-10 minute walk to both the Dupont Circle and the Woodley Park/National Zoo Metrorail stations along the Red Line.

The existing student and employee populations consist of 212 students and 49 employees. Limited parking is provided within the property of the school. Residential permit parking along Wyoming Avenue NW is currently implemented to deter school-related vehicles from parking in the immediate residential neighborhood surrounding the existing Field School site.

Description of Existing Conditions at the Proposed Relocation Site

The proposed Field School relocation site is bordered by Foxhall Road to the west, the Glover-Archbold Parkway to the east, W Street for a small portion to the southeast and the terminus of 44th Street to the northeast. This site has limited existing public transportation opportunities with no Metrorail stations within a reasonable walking distance. The nearest public transportation opportunity to this site consists of the D4 Metrobus route that traverses along MacArthur Boulevard and Reservoir Road, which is an approximate 5-minute walk from the relocation site.

Existing Roadway Network

The relocation site is served by two parallel north-south commuting corridors: MacArthur Boulevard and Foxhall Road. These two arterials provide access from northern portions of the northwest area of the District to Georgetown and downtown areas of the District. The regional roadway network that serves the site and the site location are presented in Figure 1. A description of the roadways serving the relocation site is detailed below:

- Foxhall Road: Foxhall Road is a major local north-south roadway that extends from the north at the intersection of Nebraska Avenue and Loughboro Road to the intersection of MacArthur Boulevard and Canal Road.
- Garfield Street: Garfield Street is a local east-west roadway, which extends from 49th Street to the west and New Mexico Avenue to the east. This roadway primarily serves local residential traffic and provides a route that will eventually lead to Wisconsin Avenue, a major north-south commuting corridor, via New Mexico Avenue and Fulton Street.
- W Street: W Street is a local east-west roadway that primarily serves local residential traffic. This roadway provides a connection between MacArthur

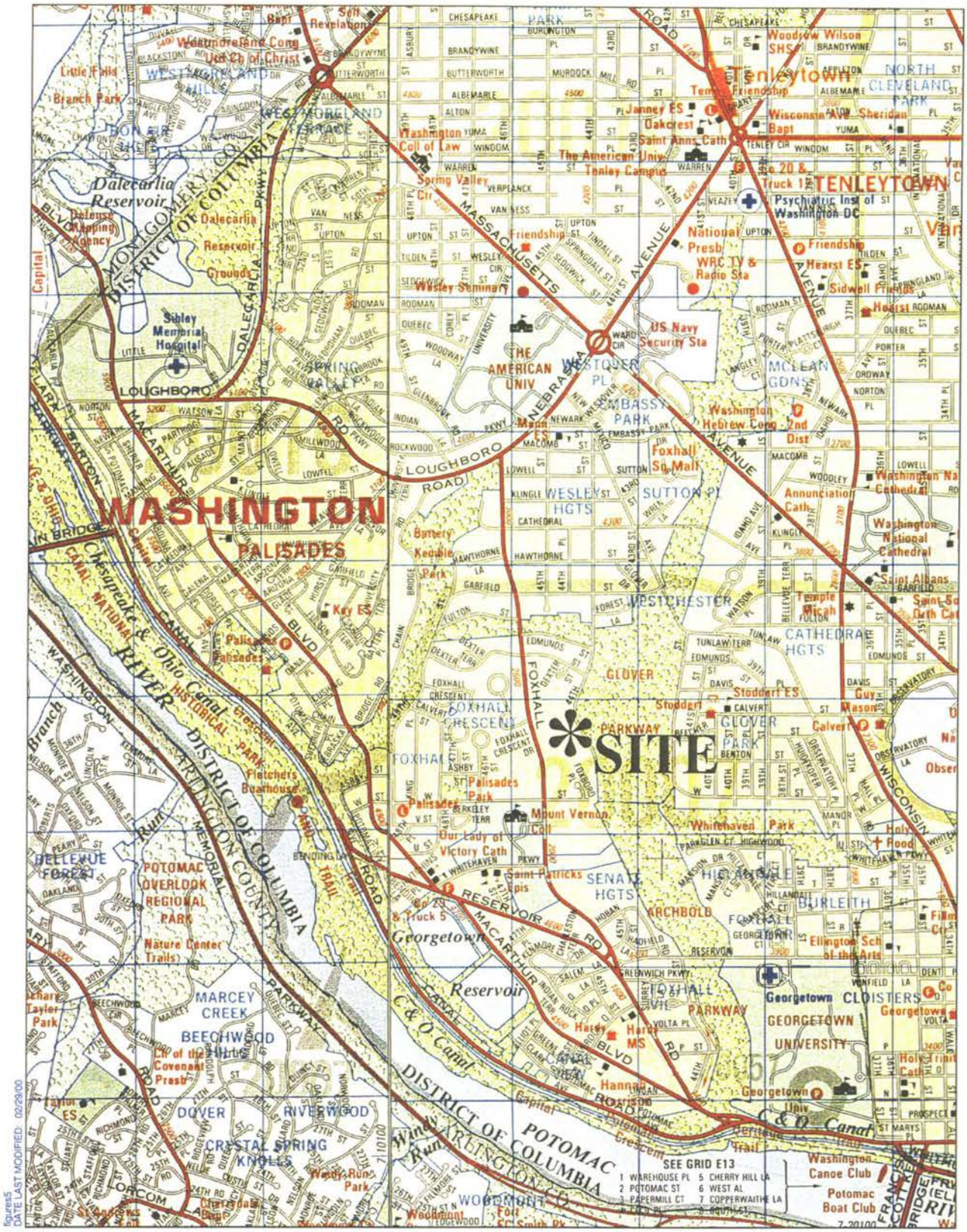


Figure 1
Site Location and Regional Roadway Network

Boulevard and Foxhall Road and offers direct access to George Washington University at Mount Vernon College (GW/MVC).

- MacArthur Boulevard: MacArthur Boulevard is a major arterial that serves a large commuting population from Montgomery County destined for downtown Washington, DC. MacArthur Boulevard currently provides a parallel commuting route to Canal Road, which currently has directional restrictions during peak hour commuting periods. This roadway is a four-lane divided boulevard that extends from Montgomery County to the north and terminates at Canal Road to the south.

Descriptions of the existing traffic control operations at the study area intersections are provided below:

- Foxhall Road and Garfield Street: This intersection is controlled by a two-phase traffic signal with a cycle length of 70 seconds. The eastbound and northbound directions have "No Turn on Red" restrictions due to poor sight distances of vehicles along Foxhall Road.
- Foxhall Road and W Street: This intersection is unsignalized with stop sign control for the eastbound and westbound approaches of the intersection.
- Foxhall Road and Whitehaven Parkway: This intersection is unsignalized with stop sign control for the eastbound approach of the intersection.

Figure 2 presents the existing stop control operations and lane configurations for the study area intersections.

Existing Traffic Conditions

Peak morning and afternoon manual turning counts were performed on Thursday March 11, 1999 and Tuesday, April 6, 1999 to obtain a baseline of traffic levels along Foxhall Road. Figure 3 graphically presents the existing volumes for the peak morning and afternoon hours.

Capacity analyses were conducted for the AM and PM peak hours at the intersections of Foxhall Road with W Street and Garfield Street. The results from these analyses are expressed in levels of service, which are based on the methodologies specified by the Transportation Research Board, Special Report 209: *Highway Capacity Manual (HCM),* 1994. Levels of service (LOS) range from A to F. A brief description of each level of service for signalized and unsignalized intersections is provided below:

Signalized Intersections: Level of service is based upon the traffic volume present at the intersection, the capacity of each lane at the intersection and the resultant control delay associated with each directional movement. The average intersection control delay is calculated from the weighted average of the delay for each movement and accounts for stopped delay plus all of the acceleration/deceleration delay. The levels of service for signalized intersections are defined by average control delay as described below:

- Level of Service A describes operations with very low average control delay per vehicle, i.e., less than 10.0 seconds. This occurs when signal timing between successive intersections is extremely favorable (i.e. very good progression), and most vehicles arrive during the green phase. Most vehicles do not stop. Short signal cycle lengths may also contribute to low delay.

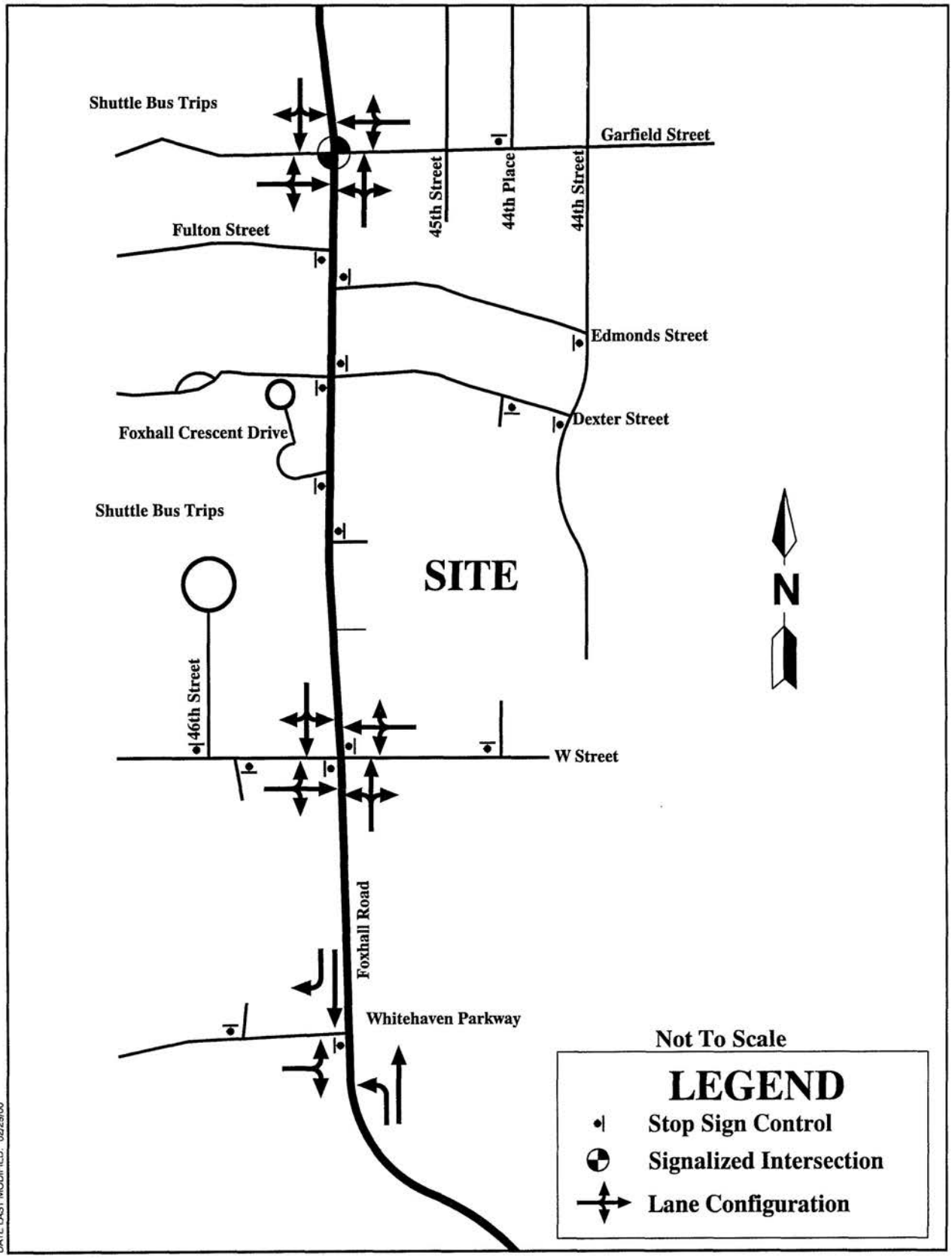
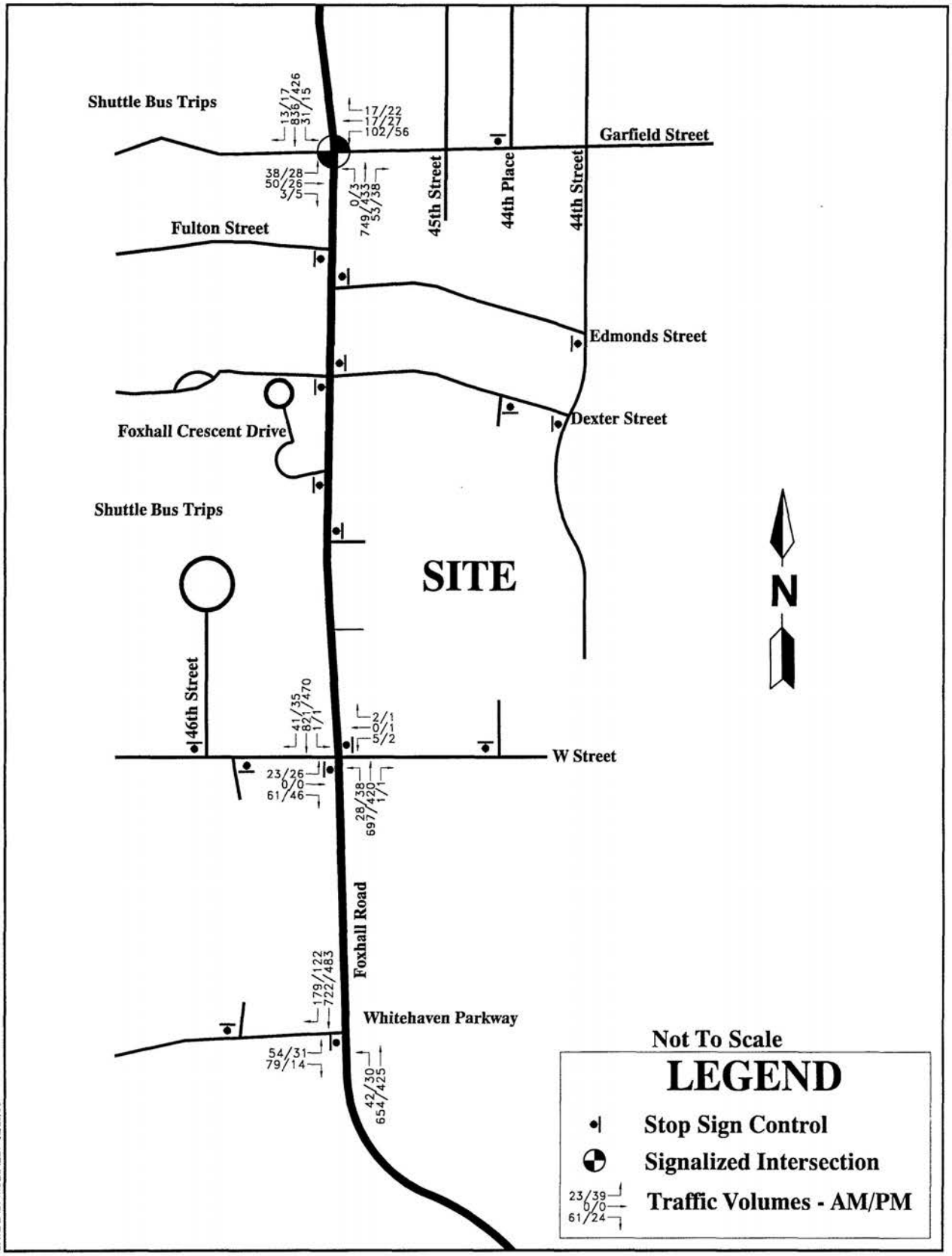


Figure 2
Existing Lane Configurartion



figures5
DATE LAST MODIFIED: 02/29/00

Figure 3
Existing Traffic Volumes

- Level of Service B describes operations with average control delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

- Level of Service C describes operations with average control delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures when not all waiting vehicles clear the intersection during one green period may begin to appear at this level. The number of vehicles stopping is noticeable at this level although many still pass through the intersection without stopping. This is generally considered the lower end of the range of the acceptable level of service in rural areas.

- Level of Service D describes operations with average delay per vehicle in the range of 35.1 to 55.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and/or high traffic volumes as compared to the roadway capacity. Many vehicles are required to stop and the number of vehicles that do not have to stop declines. Individual signal cycle failures, where all waiting vehicles do not clear the intersection during a single green time, are noticeable. This is the design level of service for high volume suburban intersections.

- Level of Service E describes operations with average control delay in the range of 55.1 to 80.0 seconds per vehicle. These higher delay values generally indicate poor progression, long cycle lengths, and high traffic volumes. Individual cycle failures are frequent occurrences. (LOS E has been set as the limit of acceptable conditions in congested areas.)

- Level of Service F describes operations with average control delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when traffic arrives at a rate that exceeds the capacity of the intersection. It may also occur at high volumes with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delays.

Unsignalized Intersections: The unsignalized intersection level of service analysis does not account for variations in driver behavior or the effects of nearby traffic signals. Therefore, the results from this analysis usually indicates worse levels of service than may be experienced in the field. The unsignalized intersection level of service descriptions are provided below:

- Level of Service A. Describes operations where there is very little to no conflicting traffic for a minor side street movement, i.e., an average total control delay of less than 10.0 seconds per vehicle.

- Level of Service B. Describes operations with average total control delay in the range of 10.1 to 15.0 seconds per vehicle.

- Level of Service C. Describes operations with average total control delay in the range of 15.1 to 25.0 seconds per vehicle.
- Level of Service D. Describes operations with average total control delay in the range of 25.1 to 35.0 seconds per vehicle.
- Level of Service E. Describes operations with average total control delay in the range of 35.1 to 50.0 seconds per vehicle.
- Level of Service F. Describes operations with average total control delay greater than 50.0 seconds per vehicle. LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through or enter a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queuing on the minor approaches. It is important to note that LOS F may not always result in long queues or delays but may result in adjustments to normal driver behavior.

Existing Levels of Service

Table 1 summarizes the existing baseline traffic operations within the study area designated for the proposed school relocation during the critical AM and PM peak hours.

TABLE 1

Existing Capacity Analysis Levels of Service (LOS)

Roadway Intersection	**AM Peak Hour**	**PM Peak Hour**
Signalized Intersection	***LOS***	***LOS***
Foxhall Road and Garfield Street	C	B
Unsignalized Intersections	***LOS***	***LOS***
Foxhall Road and W Street		
Northbound Approach	A	A
Southbound Approach	A	A
Eastbound Approach	F	C
Westbound Approach	E	E
Foxhall Road and Whitehaven Parkway		
Northbound Approach	A	A
Southbound Approach	A	A
Eastbound Approach	F	C

The results of the existing capacity analysis indicate that the signalized intersection of Foxhall Road and Garfield Street operate at an overall acceptable level of service during the AM and PM peak hours. The major commuter through movements at the intersections of Foxhall Road with W Street and with Whitehaven Parkway operate at very good levels of service during the AM and PM peak hours. The minor eastbound and westbound approaches to Foxhall Road from W

Street and from Whitehaven Parkway experience significantly longer delays due to high commuting volumes along Foxhall Road. This is the case at many of the unsignalized intersections along Foxhall Road. This situation is also compounded with the poor sight distance for vehicles waiting to turn left from W Street onto Foxhall Road.

Identification of Existing Traffic Issues

Within the vicinity of the relocation site, there are several traffic-related issues that have been identified as areas of concern. These issues have been identified from general observations made during field visits to the proposed relocation site. These traffic issues include the following:

1. The sight distances along Foxhall Road in the vicinity of the school relocation site are not favorable due to the existing vertical and horizontal curvatures of the roadway.
2. Vehicular speeds along the Foxhall Road corridor exceed the posted speed limit of 25 mph in the vicinity of the relocation site.
3. Foxhall Road serves a significant amount of north-south commuter traffic by providing access from Nebraska Avenue and Loughboro Road to Georgetown and the Whitehurst Freeway. This commuter traffic contributes to the speeding and congestion experienced by motorists in the Foxhall Road corridor.

FUTURE CONDITIONS

Proposed Site Access

Existing vehicular access to this site consists of two driveways along the east side of Foxhall Road connected by a front door loop. Proposed vehicular access to the site will be provided only on Foxhall Road, although the property has limited frontage on 44th Street and W Street. As part of the development proposal, the northern driveway will be maintained and the southern driveway will be relocated to a point approximately 80 feet from the southern property line. This southern entrance will allow only right turns into and out of the property to avoid difficult left turns into and out of the site at this location.

The existing northern entrance on Foxhall Road is the safest location for vehicles to turn left into and out of the site because the sight distance at this location is adequate. Although left turns into and out of this entrance can be accommodated during the morning peak period safely and efficiently, the school administration has decided to restrict vehicles from turning left into and out of the school between 7:30 AM and 9:00 AM, in response to community concerns. Therefore, during the morning peak hour, all entering traffic will be required to turn right from Foxhall Road and all exiting traffic will be required to turn right onto Foxhall Road. However, shuttle buses and emergency vehicles will be allowed to turn left into the site between 7:30 AM and 9:00 AM. Left turns into and out of the site will be allowed only during other times of the day and only at the northern entrance, where sight distance is adequate. The school will provide a traffic officer on duty to assist with safe access and traffic control during the morning and afternoon peak periods. This will have the added benefit of reducing speeding due to the police presence. Right turns into and out of the site will be accommodated at both entrances at all times.

School zone warning signs will be posted along Foxhall Road at the appropriate locations as detailed in the Manual on Uniform Traffic Control Devices (MUTCD) to alert motorists to the approach to the school entrances. These signs will have flashing lights to accompany the 15 mph speed limit during the school traffic peaks. Research has shown that these devices significantly reduce speeding as indicated in the October 1993 Institute of Traffic Engineers article (see appendix for article).

Proposed School Program

The Field School is proposing to add 48 students and 11 employees to its existing student population of 212 and existing employee population of 49, with the ability to increase over time to a maximum student enrollment of 320 students and employee population of 74 employees. The planned relocation and expansion will be accommodated at the relocation site with an expansion to the Cafritz house, the construction of two academic buildings, the addition of a gymnasium and athletic field, and the installation of surface parking. The footprint of the building development also includes a future building to hold all-school assemblies. As noted above, the new plan maintains the existing northern entrance, removes the existing southern driveway, and proposes an additional right-turn in/right-turn out driveway along Foxhall Road to accommodate the anticipated traffic flow of vehicles into and out of the campus.

Projected Trip Generation

The number of vehicle trips that will be generated by the proposed development were estimated using traffic surveys distributed to parents of the existing school population and mode choice and travel pattern observations performed at the existing school site. The surveys provided useful information on the general travel patterns of the school population and identified the need for public transportation opportunities. Table 2 presents the trip generation estimates for the AM and PM peak hours.

As part of this analysis, several assumptions were made to determine the anticipated traffic and parking demand. These assumptions include the following:

- Based on the surveys, the need for a shuttle to the Metrorail and bus system was identified. Surveys indicate that 90% of the respondents would consider utilizing the shuttle bus service, but for this analysis, a conservative estimate of 36% was assumed to utilize shuttle bus service because this percentage represents the existing utilization of public transportation at the existing school site. In addition to providing shuttle service for Metrorail users, the school has decided that it will expand and promote the shuttle bus service to pick up students at remote pick-up points for the convenience of the parents and to meet the simultaneous goal of keeping Field School-related vehicles away from the Foxhall Road corridor.

  For this analysis, it was assumed that shuttle bus service will be provided for students to and from the Tenleytown station (Red Line), the Foggy Bottom station (Blue and Orange Lines), and other off-site locations in the vicinity of the intersections of MacArthur Boulevard/Loughboro Road and Massachusetts Avenue/Nebraska Avenue. The two planned shuttle bus routes would consist of a route from the Foggy Bottom station to the Field School and of a circular route that would serve the off-site locations in the vicinity of the intersections of MacArthur Boulevard/Loughboro Road and Massachusetts Avenue/Nebraska Avenue and would continue to the Tenleytown station before arriving at the Field School campus. Due to this expanded shuttle bus service, it was projected that an additional 10% of the school population would utilize the parent drop-off at the shuttle bus stops. This expanded service was geared to meet the demand of parents for this alternative transportation solution.

- Some employees who will drive to the Field School will arrive at the school before the AM peak hour. It was projected that half of the employee population would leave during the PM peak hour and the other half would stay at the school to assist with extracurricular activities and to perform other school functions.

- The school will require that students driving to the school will also take at least one other student in his or her car. Based on the number of siblings and on the distribution of student residences, it was projected that 38 student drivers, which is based on the driving rate at the current Field School location, would transport 2.5 students per vehicle.

- The shuttle bus trips would consist of 3 trips arriving and 3 trips exiting from the circular route serving the off-site locations in the vicinity of the intersections of MacArthur Boulevard/Loughboro Road and Massachusetts Avenue/Nebraska Avenue and the Tenleytown station and 2 trips arriving and 2 trips exiting from the Foggy Bottom station during the AM and PM peak hour.

TABLE 2

Projected Vehicular Trip Generation

at Maximum Enrollment of 320 Students and 74 Employees

	Students/ Employees	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
		Enter	Exit	**Total**	Enter	Exit	**Total**
Students Who Drive	95[a]	38	0	38	0	21	21
Students Who Are Driven	80	63	63	126	9[b]	9[b]	18[b]
Students Who Take Shuttle	145	5[c]	5[c]	10[c]	5[c]	5[c]	10[c]
Employees	74[d]	0[d]	0[d]	0[d]	0	37	37
Total	394	106	68	174	14	72	86

Note: **(a)** - represents the requirement for student drivers to drive at least one other student to school, with the projection that each vehicle would be transporting 2.5 students per car

(b) - represents a majority of the student population staying afterschool to participate in athletics and extracurricular activities

(c) - represents 3 shuttle bus trips arriving and departing from Tenleytown Metro and other off-site locations, and 2 shuttle bus trips arriving and departing from Foggy Bottom Metro

(d) - represents the arrival of faculty and staff before the AM peak hour and departure of half the faculty/staff during the PM peak hour

Based on the trip generation analysis, the Field School is projected to generate 106 inbound trips and 68 outbound trips during the AM peak hour. During the PM peak hour, the Field School is projected to generate 14 inbound trips and 72 outbound trips.

The school will stagger its start time by 20 minutes with the 7th and 8th graders (50 students) starting at 8:00 AM and 9th-12th graders (270 students) starting at 8:20 AM. This prcatice is an effective means to reduce the peak impact of arrivals at the Field School by distributing traffic over a longer period of time in the morning.

Directional Distribution

Using student zip code information, and student surveys, the directional distribution of the projected vehicular trips was determined to be 65% of the site generated traffic originating from north of the site and 35 % from south of the site. Due to the right-turn in/right-turn out only access requirement, 100% of the school-related passenger vehicle traffic would approach the school from the south. The prescribed routing plan will keep Field School-related vehicles off of W Street. The school's access policy would allow for left turns in for shuttle bus traffic and emergency vehicles only during the AM peak hour. Figure 4 presents the directional distribution of the site generated trips of passenger vehicles to the proposed school site.