MOLLY WOOD TULLY
2104 - 48th St., N.W.
Washington, D.C. 20007

DISTRICT OF COLUMBIA
OFFICE OF ZONING
'00 MAY 16 P4:35

May 12, 2000

Ms. Sheila Cross Reid
District of Columbia Board of Zoning Adjustment
441 - 4th Street, NW
Washington, DC 20001

Re: Case #16559
Field School Application

Dear Commissioner Reid:

I spent six hours in your hearing room last Wednesday, May 10th, waiting to testify on behalf of the Field School application. The order of proceeding was supposed to be to hear from persons who were present at the public hearing on March 29, 2000 who want to speak in support of the application as it relates to traffic, before going on to presentations by the Office of Planning and other government agencies. But apparently this was changed, and so those of us who wanted to testify waited all day and were then told the hearing would be continued until July 26th. Since I will **not** be able to attend that hearing, I wanted to express my very strong support of this application in writing now.

It seems to me that the Field School has gone to great lengths and at great expense to meet every one of the objections of the residents relating to traffic congestion. Both the ANC and the Palisades Citizens Association have approved and supported the application after studying their traffic management plan. Unfortunately there are a few well-funded individuals who have hired their own attorneys to try to block the application by any means possible, including stalling the proceedings with long drawn our cross examination on details which noone can truthfully answer until they actually occupy the property, but which the school has attempted to anticipate to the best of their ability with surveys of parents, etc. Noone can accurately predict for sure exactly how many will opt for off-site van transportation, nor exactly how many cars will stack in the third lane at any given moment. I think it is unfortunate that this small group is able to fight the process because of some personal objection to having this small school in the neighborhood.

When George Washington University took over Mount Vernon College, there was good reason to feel threatened by the increased traffic in our neighborhood. And when the Spanish Embassy, with **no** apparent review by any neighnborhood groups except an approval by the State Department, erected a huge structure directly across the road from the Cafritz property including what appears to be a 200 car garage, there was no recourse for the neighbors to object. And so the cumulative frustration by the residents is spilling over onto this small (212 pupils) private school which plans to keep the rolling green hills open spaces, certainly a preferable alternative to large scale development of houses and townhouses, which would be necessary to recoup the large financial investment Field

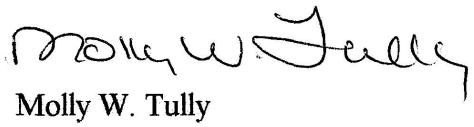
BZA
Case No. 16559
Exhibit No. 436

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.436

School has already put into this property. And the Cafritz family supports this use of their property, to preserve the architecturally significant structure already there.

I do not feel that this small group of wealthy Foxhall Road residents should be allowed to obstruct the process of approving this application. They do not represent the majority of the surrounding neighborhood, and I would like to have testified to that effect if I had been given an opportunity on Wednesday.

Sincerely yours,



Molly W. Tully
Neighborhood Resident

enc: Letter to Editor, Northwest Current, 4/29/00
Copy of remarks prepared for presentation, 5/10/00

BZA HEARING OF FIELD SCHOOL APPLICATION
May 10, 2000

Testimony by Neighbor/Resident Molly Tully

My name is Molly Tully, and I reside at 2104 - 48th Street, N.W., just off W Street at the foot of Berkeley Terrace. We have lived in this neighborhood since 1966, having chosen the Palisades because of its convenience to downtown as well as its diversity and feeling of a real neighborhood rather than a suburban subdivision.

Along with other neighbors we have been dismayed at the development proposed at Mount Vernon College by George Washington University. However, when it comes to the Field School, I feel that we are singling out this small institution for unjustified attacks with our anger and frustration over larger issues and problems As I wrote in my Letter to the Editor of the Northwest Current on March 29, we are talking about a small private school of 212 pupils, possibly to rise to 320 in five years, who have worked with the neighborhood to meet the concerns of residents with regard to any increased traffic. They have gone out of their way, and at great expense, to get the city to approve a third lane for turns into the property. They have forbidden parking on side streets; they have arranged for a traffic control officer to regulate problems during rush hour; they have arranged shuttle buses from remote pickup areas to eliminate more cars delivering or picking up students; they have staggered arrival and departure times for students and faculty. There is nothing they have not done to meet the concerns of those worried about increased traffic along Foxhall Road. And if it results in slowing down traffic at that stretch of road, so much the better.

If those who are objecting to Field School really are concerned about traffic, and not about having another school in the neighborhood, they need to raise some concerns about the humongus structure being erected just across the road from this property, which I understand will be the new Spanish Embassy. There is a parking garage going up alongside this monstrosity which I am told will house over 200 cars. Think of that added traffic entering and leaving this stretch of Foxhall Road. I don't remember any petitions, or any discussion at ANC or PCA Metings to object to that intrusion into our neighborhood.

And for those who think the alternative might be "two or three millionaires' homes" - that is unrealistic. The only way to recoup the over $9 million investment which Field has in this property would be with large scale development of small townhouses. Think what a traffic nightmare that would produce! Calvin Cafritz is happy with this plan, and so are most of the neighbors. I hope you will approve allowing this property to remain in open spaces with a school that has the highest standards of academic and well rounded development of young people. Field School will be a good neighbor.

LETTERS TO THE EDITOR

DPW steps in at last on Field School plan

As the Field School makes its case today to the Board of Zoning Adjustment to move into the former Cafritz estate on Foxhall Road, there are new changes to its traffic plans.

Working with the Department of Public Works, the school has redesigned its entrances, reconfigured its traffic flow into and out of the property and added a dedicated left-hand turn lane for southbound cars on Foxhall Road.

The southern entrance on Foxhall, which now becomes the main vehicular entrance, is moved up the hill from W Street. Cars going south on Foxhall Road will turn left here into the school after queuing up in a special stacking lane. No left-hand turns will be permitted out of this entrance at any time. While this construction is done, at the school's expense, cables will be laid underground in case the need for traffic lights arises in the future.

At the north end of the school, left-hand turns into the school will be prohibited at all times. Left-hand turns out of this entrance will also be barred during morning rush hours.

This appears to be good progress, especially since the city and school are finally working together as our community has been urging for many months.

Much of the opposition to the Field School has centered on traffic and the prospect that Foxhall will become gridlocked and force impatient commuters to forge new routes through our quiet neighborhood streets.

DPW's involvement is long overdue. The department has signed off on many new school development projects in this area: the new Rock Creek International School on Foxhall at Q Street, physical expansion of Georgetown Day School, the Lab School and St. Patrick's Episcopal Day School; and George Washington University's plans for the Mount Vernon College campus. And now the Field School.

Despite the Palisades community's repeated requests, supported by our Advisory Neighborhood Commission 3D, nothing ever happened. If DPW is going to sign off on so many of these projects in a residential community, it also needs to work with the residents of this

Field School is better than the alternatives

Come now, friends, don't you think we are over-reacting a little to the Field School application to occupy the Cafritz property? We are talking about a small private school of 212 pupils (perhaps to rise to 320 in five years) who have worked with the neighborhood to meet the concerns of residents with regard to any increased traffic. Their "transportation management plan," as presented to the advisory neighborhood commission on March 13, states that:

- There will be staggered arrivals, with seventh and eighth graders arriving at 8 a.m. and ninth through 12th graders at 8:20. Faculty will be required to arrive by 7:30 a.m.
- Left turns by private vehicles onto the property from Foxhall Road will be permitted only at the north end of the campus during non-rush hours. Only shuttle buses that will pick up students at remote off-campus stops including Foggy Bottom and Tenley Metro stations will be permitted to turn left into the campus during rush hour (7:30 to 9 a.m.) and only under supervision of a traffic control officer during that time. The proposed traffic light at Whitehaven should allow a break in traffic for that purpose. The school would like to build a third lane there if the city will permit it.
- All traffic going north on Foxhall will make right turns onto the property, and all exits from the campus will be required to turn right onto Foxhall.
- No faculty or students will be permitted to park on side streets. This will be strictly enforced with disciplinary measures to include suspension for infractions.

Frankly, I think the Field School will prove to be a good neighbor and will retain the open spaces of the property which are important to the neighborhood. They have agreed to meet quarterly with the neighborhood to address any traffic issues that may arise.

And for those who think the alternative might be "two or three millionaires' homes" — that is unrealistic. The only way to recoup the large investment that has been made thus far would be with large-scale development of small town houses. Think what a nightmare that traffic would produce!

Molly Tully
Palisades

Klingle Road closing harms other streets

west on Porter Street and turn south into 34[illegible]eet (Reno Road) you can avoid [illegible] the traffic lights on 34th Street if you take an immediate right at Ordway Street and then left into 34th Place.

Traffic that comes west on Ordway also finds it easier to make a dash across 34th Street and make the left turn when they get to my narrow little street one-half block further west.

Before the closing of Klingle Road, vehicular traffic on 34th Place was limited mostly to residents of the surrounding blocks. It is an awkward little street to negotiate because there is no room for one car to pass another. We would pull to the curb if we had room on our side of the street and let someone pass in the other direction. Drivers now using the 34th Place shortcut are not that courteous.

Recently I was bullied backward into Newark Street even though the oncoming SUV had several spaces where the driver could have pulled over. They are also in a hurry all the time. More than once while getting out of my car I have had to pull back into the car to avoid getting my door ripped off by a motorist whipping around the corner from Ordway Street.

At one time children could play in our street. It had just the right pitch for beginning skateboarders, and it provided an excellent canvas for sidewalk chalk muralists. Whiffleball, catch and street soccer were summer evening family rituals. I realize we live in a busy city, and we may never again regain the limited level of traffic we once knew. But I cannot comprehend why an entire community must suffer this increased traffic so a few folks in Klingle Valley can enjoy the bucolic charm that was created by the closing of Klingle Road.

If it were the only green space around, fine — but 500 yards away is all of Rock Creek Park. If you trace all the convoluted routes that cross-town traffic has now devised — east to west, west to east, coming from the north and coming from the south — you will understand why most of the neighborhood opposes the elitist takeover of a public thoroughfare.

Eleanor Oliver
Cleveland Park

LETTERS TO THE EDITOR

The Current publishes letters representing all points of view. Letters should be signed and must include the writer's home

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LETTER TO THE EDITOR OF THE NORTHWEST CURRENT

March 22, 2000

Dear Neighbors:

Come now, friends, don't you think we are overreacting a little to the Field School application to occupy the Cafritz property? We had just cause to be concerned about George Washington University taking over Mount Vernon College, with the addition of 1500 students, and the many new buildings proposed. But we are talking about a small private school of 212 pupils (perhaps to rise to 320 in five years) who have worked with the neighborhood to meet the concerns of residents with regard to any increased traffic. Their "transportation management plan" states that:

1. There will be staggered arrivals, with 7th and 8th graders arriving at 8:00 a.m. and 9th-12th graders at 8:20. Faculty will be required to arrive by 7:30 a.m.

2. Left turns by private vehicles onto the property from Foxhall Road will only be permitted at the north end of the campus during non-rush hours. Only shuttle buses which will pick up students at remote off campus stops including Foggy Bottom and Tenley Metro stations will be permitted to turn into the campus during rush hour (7:30-9:00 a.m.) and only under supervision of a traffic control officer during that time. The proposed traffic light at Whitehaven should allow a break in traffic for that purpose. The school would like to build a third lane there if the city will permit it.

3. All traffic going north on Foxhall will make right turns onto the property, and all exits from the campus will be from the north entrance and will be required to turn right onto Foxhall.

4. No faculty or students will be permitted to park on side streets in the neighborhood. This will be strictly enforced with disciplinary measures to include suspension for infractions.

Frankly, I think Field School will prove to be a good neighbor, and will retain the open spaces of the property which are important to the neighborhood. They have agreed to meet quarterly with the neighborhood to address any traffic issues that may arise.

And for those who think the alternative might be "two or three millionaire's homes" - that is unrealistic. The only way to recoup the large investment that has been made thus far would be with large scale development of small townhouses. Think what a nightmare that traffic would produce!

Sincerely,

Molly Tully

MOLLY WOOD TULLY
2104 - 48th St., N.W.
Washington, D.C. 20007

March 26, 2000

Ms. Sheila Cross Reid
District of Columbia Board of Zoning Adjustment
441 - 4th Street, NW, 2nd floor
Washington, DC 20001

Re: BZA Application of The Field School
(Case #16559)

Dear Commissioner Reid:

I am writing in support of The Field School application to establish a private school on the former Cafritz Estate, located on Foxhall Road, NW. I have studied the plans for the school, and have read the detailed "Transportation Management Plan" and believe the school has satisfied to the best of their ability the concerns of the residents of the neighborhood with regard to possible traffic congestion along Foxhall Road.

I understand the feelings of the neighbors that yet another school is "taking over" the area adding to the traffic congestion. After fighting the George Washington University takeover of Mount Vernon College, and watching the Lab School explode with their new buildings, people are feeling helpless and frustrated at the potential traffic problems. However, I feel that the Field School has made a genuine attempt to minimize any disruption of traffic along Foxhall Road with the following concessions:

(1) There will be staggered arrivals, with 7th and 8th graders arriving at 8:00 a.m., and 9th-12th graders at 8:20. Faculty will be required to arrive by 7:30 a.m.

(2) Left turns by private vehicles ontot he property from Foxhall Road will only be permitted at the north end of the campus during non-rush hours. Only shuttle buses which will pick up students at remote off campus stops including Foggy Bottom and Tenley Metro stations will be permitted to turn into the campus during rush hour (7:30-9:00 a.m.) and only under supervision of a traffic control officer during that time. The proposed traffic light at Whitehaven should allow a break in traffic for that purpose. The school would like to build a third lane there if the city will permit it.

(3) All traffic going north on Foxhall will make right turns onto the property, and all exits from the campus will be from the north entrance and will be required to turn right onto Foxhall.

(4) No faculty or students will be permitted to park on side streets in the neighborhood. This will be strictly enforced with disciplinary measures to include suspension for infractions.

I think Field School will prove to be a good neighbor and will retain the open spaces of the property which are important to the neighborhood. They have agreed to meet quarterly with the neighborhood to address any traffic issues that may arise.

Sincerely,
Molly W. Tully