SATURATION FLOW ADJUSTMENT WORKSHEET

Appr/ Lane Group	Ideal Sat Flow	f W	f HV	f G	f P	f BB	f A	f LU	f RT	f LT	Adj Sat Flow
Eastbound									Sec LT Adj/LT Sat:	----	
LTR	1900	1.000	1.000	1.000	1.000	1.000	1.00	1.00	0.898	0.912	1556

Westbound									Sec LT Adj/LT Sat:	----	
LTR	1900	1.000	1.000	1.000	1.000	1.000	1.00	1.00	0.892	0.676	1145

Northbound									Sec LT Adj/LT Sat:	----	
LTR	1900	1.000	0.980	1.000	1.000	1.000	1.00	1.00	0.886	0.999	1649

Southbound									Sec LT Adj/LT Sat:	----	
LTR	1900	1.000	0.980	1.000	1.000	1.000	1.00	1.00	0.896	0.981	1637

CAPACITY ANALYSIS WORKSHEET

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Pri.							
Sec.							
Left							
Thru	LTR	149	1556	0.10	0.243	378	0.39
Right							
Westbound							
Pri.							
Sec.							
Left							
Thru	LTR	285	1145	# 0.25	0.243	278	1.03
Right							
Northbound							
Pri.							
Sec.							
Left							
Thru	LTR	1140	1649	# 0.69	0.643	1060	1.08
Right							
Southbound							
Pri.							
Sec.							
Left							
Thru	LTR	922	1637	0.56	0.643	1052	0.88
Right							

Sum (v/s) critical = 0.94

Lost Time/Cycle, L = 8.00 sec Critical v/c(X) = 1.06

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.62A2

LEVEL OF SERVICE WORKSHEET

Appr/ Lane Grp	Ratios v/c	Ratios g/C	Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Incremental Del d2	Res Del d3	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound												
LTR	0.39	0.243	22.2	1.000	378	0.50	3.1	0.0	25.3	C	25.3	C
Westbound												
LTR	1.03	0.243	26.5	1.000	278	0.50	134.3	0.0	160.8	F	160.8	F
Northbound												
LTR	1.08	0.643	12.5	1.000	1060	0.50	156.8	0.0	169.3	F	169.3	F
Southbound												
LTR	0.88	0.643	10.2	1.000	1052	0.50	11.5	0.0	21.8	C	21.8	C

Intersection Delay = 105.2 (sec/veh) Intersection LOS = F

SUPPLEMENTAL PERMITTED LT WORKSHEET
for exclusive lefts

APPROACH	EB	WB	NB	SB
Cycle Length, C 70.0 sec				
Actual Green Time for Lane Group, G				
Effective Green Time for Lane Group, g				
Opposing Effective Green Time, go				
Number of Lanes in Lane Group, N				
Number of Opposing Lanes, No				
Adjusted Left-Turn Flow Rate, Vlt				
Proportion of Left Turns in Opposing Flow, Plto				
Adjusted Opposing Flow Rate, Vo				
Lost Time for Lane Group, tl				
Left Turns per Cycle: LTC=VltC/3600				
Opposing Flow per Lane, Per Cycle: Volc=VoC/3600fluo				
Opposing Platoon Ratio, Rpo (Table 9-2 or Eqn 9-7)				
gf=[Gexp(- a * (LTC ** b))]-tl, gf<=g				
Opposing Queue Ratio: qro=1-Rpo(go/C)				
gq=(4.943Volc**0.762)(qro**1.061)-tl, gq<=g				
gu =g-gq if gq>=gf, =g-gf if gq<gf				
n=(gq-gf)/2, n>=0				
Ptho=1-Plto				
Pl*=Plt[1+{(N-1)g/(gf+gu/El1+4.24)))				
El1 (Figure 9-7)				
El2=(1-Ptho**n)/Plto, El2>=1.0				
fmin=2(1+Plt)/g or fmin=2(1+Pl)/g				
gdiff=max(gq-gf,0)				
fm=[gf/g]+[gu/g][1/{1+Pl(El1-1)}], (min=fmin;max=1.00)				
flt=fm=[gf/g]+gdiff[1/{1+Plt(El2-1)}] +[gu/g][1/(1+Plt(El1-1)],(min=fmin;max=1.0) or flt=[fm+0.91(N-1)]/N** flt				

For special case of single-lane approach opposed by multilane approach, see text.

* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, flt=fm.

For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET
for shared lefts

APPROACH	EB	WB	NB	SB
Cycle Length, C 70.0 sec				
Actual Green Time for Lane Group, G	17.0	17.0	45.0	45.0
Effective Green Time for Lane Group, g	17.00	17.00	45.00	45.00
Opposing Effective Green Time, go	17.0	17.0	45.0	45.0
Number of Lanes in Lane Group, N	1	1	1	1
Number of Opposing Lanes, No	1	1	1	1
Adjusted Left-Turn Flow Rate, Vlt	33	204	2	14
Proportion of Left Turns in Lane Group, Plt	0.22	0.72	0.00	0.02
Proportion of Left Turns in Opposing Flow, Plto	0.72	0.22	0.02	0.00
Adjusted Opposing Flow Rate, Vo	285	149	922	1140
Lost Time for Lane Group, tl	4.00	4.00	4.00	4.00
Left Turns per Cycle: LTC=VltC/3600	0.64	3.97	0.04	0.27
Opposing Flow per Lane, Per Cycle: Volc=VoC/3600fluo	5.54	2.90	17.93	22.17
Opposing Platoon Ratio, Rpo (Table 9-2 or Eqn 9-7)	1.00	1.00	1.00	1.00
gf=[Gexp(- a * (LTC ** b))]-tl, gf<=g	4.9	0.0	36.2	26.8
Opposing Queue Ratio: qro=1-Rpo(go/C)	0.76	0.76	0.36	0.36
gq=(4.943Volc**0.762)(qro**1.061)-tl, gq<=g	9.57	4.28	10.95	13.58
gu =g-gq if gq>=gf, =g-gf if gq<gf	7.43	12.72	8.75	18.21
n=(gq-gf)/2, n>=0	2.35	2.14	0.00	0.00
Ptho=1-Plto	0.28	0.78	0.98	1.00
Pl*=Plt[1+{(N-1)g/(gf+gu/El1+4.24)))	0.22	0.72	0.00	0.02
El1 (Figure 9-7)	1.85	1.61	3.46	4.26
El2=(1-Ptho**n)/Plto, El2>=1.0	1.32	1.87	1.00	1.00
fmin=2(1+Plt)/g or fmin=2(1+Pl)/g	0.14	0.20	0.04	0.05
gdiff=max(gq-gf,0)	4.70	4.28	0.00	0.00
fm=[gf/g]+[gu/g][1/{1+Pl(El1-1)}], (min=fmin;max=1.00)	0.91	0.68	1.00	0.98
flt=fm=[gf/g]+gdiff[1/{1+Plt(El2-1)}] +[gu/g][1/(1+Plt(El1-1)],(min=fmin;max=1.0) or flt=[fm+0.91(N-1)]/N**				
flt Primary	0.912	0.676	0.999	0.981

For special case of single-lane approach opposed by multilane approach, see text.
* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.
** For permitted left-turns with multiple exclusive left-turn lanes, flt=fm.
For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL UNIFORM DELAY WORKSHEET

	EBLT	WBLT	NBLT	SBLT
Adj. LT Vol from Vol Adjustment Worksheet, v				
v/c ratio from Capacity Worksheet, X				
Primary phase effective green, g				
Secondary phase effective green, gq (From Supplemental Permitted LT Worksheet), gu				
Cycle length, C 70.0 Red =(C-g-gq-gu), r				
Arrivals: v/(3600(max(X,1.0))), qa				
Primary ph. departures: s/3600, sp				
Secondary ph. departures: s(gq+gu)/(gu*3600), ss				
XPerm				
XProt				
XCase				
Queue at beginning of green arrow, Qa				
Queue at beginning of unsaturated green, Qu				
Residual queue, Qr				
Uniform Delay, d1				

DELAY/LOS WORKSHEET WITH INITIAL QUEUE

Appr/ Lane Group	Initial Unmet Demand Q veh	Dur. Unmet Demand t hrs.	Uniform Delay Unadj. ds	Uniform Delay Adj. d1 sec	Initial Queue Param. u	Final Unmet Demand Q veh	Initial Queue Delay d3 sec	Lane Group Delay d sec
Eastbound								
Westbound								
Northbound								
Southbound								

Intersection Delay 105.2 sec/veh Intersection LOS F

ERROR MESSAGES

No errors to report.

Conflicting Flows	842	1170
Potential Capacity	367	235
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	367	235
Probability of Queue free St.	0.97	0.47

Step 2: LT from Major St.	4	1
Conflicting Flows	842	1196
Potential Capacity	803	584
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	803	584
Probability of Queue free St.	1.00	0.96
Maj. L Shared ln. Prob. Queue Free St.	1.00	0.91

Step 3: TH from Minor St.	8	11
Conflicting Flows	2092	2066
Potential Capacity	53	55
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.91	0.91
Movement Capacity	48	50
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Conflicting Flows	2128	2072
Potential Capacity	37	40
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.91	0.91
Maj. L, Min T Adj. Imp Factor.	0.93	0.93
Cap. Adj. factor due to Impeding mvmnt	0.44	0.90
Movement Capacity	16	36

Worksheet 8 Shared Lane Calculations

Shared Lane Calculations

Movement	7	8	9	10	11	12
v(vph)	5	0	11	31	0	125
Movement Capacity	16	48	367	36	50	235
Shared Lane Capacity	48			111		

Worksheet 10 delay, queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	26	1	16			156		
C m(vph)	584	803	48			111		
v/c	0.04	0.00	0.33			1.40		

THOMAS A. KAMSTRA KENNETH C. DOGGETT

ARCHITECTURE · URBAN PLANNING · INTERIORS · HISTORIC PRESERVATION

Statement of Kenneth Doggett (Kamstra and Doggett). Land Use Planner. Written on March 7, 2000 for a public meeting before the Board of Zoning Adjustment of the District of Columbia on March 15, 2000 (BZA No. 16559)

Ken Doggett, together with Tom Kamstra, a practicing architect for over 30 years, has recently formed a planning and architectural firm. For over twenty years Mr. Doggett has been a senior urban planner and urban designer for Fairfax County. His work covered evaluation and testimony on numerous zoning cases, comprehensive plan amendments and project plans. In addition, he coordinated and wrote recommendations for many major projects such as large tracts of Reston, the new Fairfax County Government Center and surrounding private land and, most recently, the 3,500 acre tract of land at the Lorton Correctional Facility for a residential community. These major endeavors were subject to public hearings. During this time, and in association with Mr. Kamstra, he also served as planning and design consultant to the British Embassy.

Ken Doggett has been a resident of Washington, D.C. in the Cathedral area for 32 years. His children attended Stoddert, Mann, National Cathedral and Sidwell Friends schools. He has been active in local affairs as N.P.C. Chairman for his precinct, PTA President, together with his wife Rosalyn, and Democratic Community Representative of Precinct 12.

Policy Statement.

The first policy of the Neighborhood Objectives of the Comprehensive Plan is to "Promote the conservation, enhancement, and revitalization of the residential neighborhoods of the District for housing and neighborhood-related uses." Many of the effected homeowners are of the opinion that the proposal neither conserves nor enhances the neighborhood, and it is not a neighborhood-related use.

MAR 17 P2:18

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Characteristics and Constraints of the Proposed Field School Site.

From the physical planning viewpoint a major concern is the size of the site which is approximately 10 ½ acres on Lots 861, 856, 858 and 859. The latter two and part of Lot 856 are not suitable for development because of the very steep topography, which also attempts to accommodate the requests of the residents along W Street & 44th Street. This would leave approximately 8 buildable acres for the school facilities, parking areas, landscaping and sports fields, leaving a site with the capability of providing only minimum facilities. For example, only one tennis court and no cafeteria court are provided in the development plans. There appears to be little to no room for expansion of the facilities in the future without changing the proposed concept. Post-construction expansion of schools has often met with community opposition, even with the expansion of existing facilities on a large site, such as that at National Cathedral. These schools, however, are already in existence and are an accepted part of the urban landscape. The architects' layout is functionally reasonable and probably the only concept that could be developed, but the numerous site constraints still make this an unsuitable location. One might question the wisdom of developing a new school site where both new and predictable problems are present at this early stage, even without the proposed expansion.

Characteristics of Other Schools.

A list of the acreage of local private schools shows these schools to be, in general, considerably more generous with site acreage. Furthermore, most comparable schools that were reviewed have easy access to public transportation and major roads. They are also generally located in a more urbanized setting compared to that of the Cafritz property. Examples that come to mind are National Cathedral and Sidwell Friends School. Even Georgetown Visitation is located on a 4-lane collector street with easy access to public transportation on Wisconsin Avenue. Though approximately one-third more students attend Georgetown Visitation than the proposed Field School, Visitation is located on 24 buildable acres. Maret, a school with easy access to public transportation, has experienced many conflicts regarding expansion. It recently tried to finance a new baseball field ten minutes from the school on the District's Guy Mason Recreation Center. This was rejected by the Glover Park neighborhood for its negative community impact and the

size of its expansion, which would have changed the character of the actual site and its surrounding area.

Visual Design Considerations.

The Urban Design Section of the Comprehensive Plan states that development should "maintain areas with a stable character that have a positive physical image to provide that new development of areas within and adjacent to these areas is complementary in scale and character." The general character of the proposed school is only "urban" in the sense that although it is located in the City, it is surrounded on four sides by R-1-A zoned properties, unlike Sidwell Friends School or Georgetown Day School, which are located in areas of more intense development served by adjacent major roads and with public bus or metro rail transportation. For these reasons, the proposed facility requires a larger property than that currently selected in order to help counteract any negative traffic, parking and environmental impacts. The proposed Field School is surrounded by low-density housing, with access and egress only to a busy 2-lane road, which is on a ridge of a curving alignment with very poor pedestrian walkways and with no pull-offs for emergency breakdowns. The zoning regulations support this view and states that "the private school shall be so located that it is not likely to become objectionable to adjoining properties because of noise, traffic, number of students or other objectionable conditions."

An interesting fact is that the Wesley Heights Overlay District with its more restrictive development conditions is adjacent to the proposed property on the west and north but is not part of the Overlay District despite having similar physical characteristics. This indicates that the adjacent Overlay guidelines should at least be indicative of the type of development controls that are desirable on the Cafritz property.

The residential neighborhood surrounding the proposed school site has an appearance that is more than street facade architecture because of the vistas created where steep topography makes building structures unacceptable. The condition results in views of other homes beyond the housing located at the street line, areas of trees and steep slopes, and are left as open spaces. The proposed school development is described by the applicants as satisfying the provisions of the R-

I-A Zoning Regulations in regard to building height and site coverage. Little to nothing has been done, however, to preserve the character or to proceed with the sensitive treatment typical to this area described above. Instead, the proposed plans call for an institutionally-scaled building, terraces on into steep slopes, a large area leveled for playing fields, and a large paved parking area for approximately 128 cars and 10 buses. The concern about extensive encroachment of buildings into steep topography is well covered by the Ward Three portion of the Urban Design Elements of the Comprehensive Plan. Though the applicants refer to this as a beautiful site, the property will inevitably change after the proposed development.

Interior Site Traffic Impact.

The Comprehensive Plan recognizes that development should "Minimize traffic congestion with it's adverse environmental effects including noise and air pollution." The negative traffic impact from the proposed development on Foxhall Road and other neighborhood roads and houses has been well documented, but the actual site layout also causes problematic conditions. The relatively high elevation of the parking area located near Foxhall Road ensures considerable environmental impacts in terms of traffic fumes, lights (both vehicular glare and road lighting) and noise at this location. Also, the additional traffic flow from the egress and access points is located opposite the new Spanish Ambassador's residence, with an exit opposite that of the proposed Field School and on the crest of the curving Foxhall Road, creating poor and even dangerous sight lines. This particularly holds true during early evening rush hour, when staff leave and receptions are frequently held.

Environment Issues.

The Comprehensive Plan addresses the environmental concerns by recommending that development should "regulate land development to protect natural features." The site drops 100 feet from Foxhall Road to the eastern boundary, populated by many trees, especially on the higher elevations that are planned to locate new structures that would appear to involve substantial tree removal. To accommodate the existing steep topographical profile, considerable excavation and soil redistribution would be necessary. The Consultant's Development Plan shows both the proposed layout and indicates that the current topography has slopes of 20%, and the playing

fields topography have recommended slopes of 2%, which would involve the distribution of top soil.

It is my understanding that a stream connected to the Foundry stream valley may exist in the western portion of the site and may need to be evaluated as to development suitability. The soil association on most of the property is Urban Brandywine with steep/deep slopes with excessively drained soils underlain by acidic rocks on uplands. During a recent visit to the property, some indications of small outcrops of stone were apparent on the western part of the property. In the area, adjacent to and west of the Cafritz property and fronting on Foxhall Road, there is a 150-year-old home presently occupied by a member of the family that owned the original farmland in the Mount Vernon College area. This house has been committed to be given to the National Historic Trust on the death of the current occupant/owner and needs preservation measures to be taken to ensure protection.

Although the applicants state that the noise and lighting impact will not be a problem and that the playing fields will not have night lighting, it does not address a major concern of vehicular and parking lot lights for the parking area for spaces for 128 cars and 10 buses. Traffic noise will also tend to be excessive when cars and buses are waiting to egress and exit the Cafritz property during both evening and daytime functions especially at sporting and major social events.

Fiscal Considerations.

A policy in the Ward Three Section of the Comprehensive Plan is to "Promote and protect the residential character in order to contribute to income and taxes." It is my understanding that houses such as found in the Foxhall areas, although having fewer taxpayers than higher density residential communities, pay more in taxes and are less demanding of city services such as schools, public recreation facilities and other amenities which are costly to maintain. This has to be compared to a private school on this site which is likely to have the tax advantage of a non-profit status. The current taxes on the property are listed by the Real Estate Company as $206,987.00

Conclusions.

In conclusion the following concerns have prompted many of the adjacent property owners to oppose the Field School development:

- The site is too small, with little scope for any future expansion.
- The institutional use, with its large parking lot, would not be in character with the existing adjacent homes.
- This is not a local neighborhood resource, but a private school with students from other parts of the City, Maryland and Virginia.
- The additional traffic would create excessive demands on the local road system and the actual site, as previously described, as well as environmentally impact nearby residences.

Finally, my opinion is that basic common sense indicates the unsuitability of this restricted site for a school with a) students and staff totaling 400 persons, and b) additional pressure from activities such as sports, PTA meetings and social functions. Development should instead be directed at minimizing negative traffic impacts, stabilizing a low-density residential area, and respecting environmental constraints. At a previous meeting of ANC 3D, a speaker, who was fairly neutral on the topic, asked "if the site is suitable for a school of this size at this location, why do we need all the planning restrictions and band-aid solutions to make it work?"

Thank you again for the opportunity to present some planning issues that seem relevant to the development of this property.

Kenneth Doggett (Partner)
Senior Planner/Urban Designer, Fairfax County, VA and Consultant,
(1973 - Present)
My major professional activity has been centered on working for the Fairfax Office of Comprehensive Planning until 1998. The major activities have been urban design, land planning and regulatory control, coordination and extensive presentation to public agencies and community organizations. During this period, considerable time was spent reviewing, evaluating and making recommendations to the Comprehensive Plan. The same review process was applied to rezoning applications and the submissions of development plans as submitted by private developers and public agencies. Also, I was extensively involved in the guidance of the development of new communities at Fairfax Center, Reston and Burke and the programming and planning of the new Fairfax County government complex. Recent work has been concentrated on restoration, revitalization and redesign of older County commercial areas such as the Springfield and McLean CBDs and the eight-mile Route 1 retail corridor south of Alexandria. My last major project was the replanning of the Lorton Correctional Facility as a 3,500 acre community. My role has generally been that of coordinator of the revitalization projects and has meant extensive work with community groups and professional and governmental organizations involving both new recommendations and review of development proposals. I also conducted my own consulting practice with the British Foreign Office over the last few years and continue with this activity after retirement from Fairfax County in partnership with Thomas Kamstra, AIA. Work has included many projects involving the British Embassy property conversions and renovation (both residential and commercial) in the Eastern United States. Notable among them are historic restorations of the Old Chancery Building in Washington, DC, designed by Sir Edwin Luytens, and the Consul General's Resident, Beacon Hill, Boston, MA, designed by Thomas Bullfinch, as well as the conversion of the former New Zealand Embassy in Washington to the Central British Passport Office. In addition to design, my responsibilities have included, in partnership with Mr. Kamstra, structural surveys, space surveys and programming, special security considerations, coordination of all engineering and cost estimating services, contractor supervision and exterior landscaping.

Planner, Washington, DC (1970-1974)
During this period, I maintained my own practice, along with associated work. These efforts included:

- Consulting work for development firms such as the Cafritz Corporation.
- Vice President, The Built Environment Corporation, a housing systems firm chaired by John Eberhard, which submitted a HUD Operation Breakthrough proposal.
- Setting up an urban planning program for the Washington Urban League.
- Consultant to the architectural/engineering firm HTB for site planning and programming student housing for Gallaudet College, Washington, DC.
- Housing renovation and conservation planning, Washington area.

Designer/Planner, Doxiadis Associates, Washington DC, (1968-1970)
Primary projects were a Community Renewal Program for Malden, MA, and a plan and program for the commercial redevelopment of the Louisville waterfront. The latter involved the planning of seven blocks of urban waterfront and the design and development of two blocks. Plan elements comprised public open space, a parking structure with recreation facilities and commercial buildings. Work included design, programming, preliminary working drawings and coordination with developers and elected officials.

Planner, Tectonic Associates, Washington, DC (1966-1968)
This architectural firm worked in close association with a development organization. Projects were:

- High rise office building in downtown Richmond, VA
- Townhouse development in Leesburg, VA
- Second-home community planning in Tappahannock, VA

Urban Designer/Planner, Marcou, O'Leary and Associates, Washington, DC (1964-1966)
Work in this urban planning and design consulting firm emphasized social and economic as well as physical issues and solutions. Some representative assignments:

- Large-scale commercial rehabilitation and housing projects in Springfield, MA and Bluefield, WV.
- Downtown urban renewal and housing programs in Rochester, NY, Columbus, OH and Springfield, MA
- A prototype open space study for urban areas, "Open Space for Human Needs.," for HUD
- Rehabilitation and conservation projects in Rochester, NY and Columbus, OH

Assistant Professor, Urban and Regional Planning, Virginia Polytechnic Institute, Blacksburg, VA and the George Washington University, Washington, DC (1964-1966)
Concurrent with my consulting work, teaching duties covered lecturing on housing, architectural history, research methodology and urban design and planning theory and studio projects.

Architect/Planner, Sir William Holford and Partners and James Cubitt and Partners, London, England (1960-1964)
For two major architectural firms in London, I worked on high-rise housing and commercial facilities at Kensall Rise, London, as site architect; project architect on housing at the University of North Wales; public and private housing and ancillary commercial facilities in Harlow New Town; industrial buildings in the new town of Welwyn Garden City; and a preservation plan for the city of Cambridge. Experience was gained in programming, planning, design, construction drawings and site supervision of projects.

EDUCATIONAL AND PROFESSIONAL ASSOCIATIONS

Bachelor of Architecture (Honors), Liverpool University, England
Master of Urban and Regional Planning, Liverpool University
Architects' Registration Board
Lambda Alpha International (Honorary Land Economics Society)
Washington Preservation League/National Trust

Thomas A. Kamstra, A.I.A. is a project architect; designer and planner with experience in the revitalization of commercial districts in historic areas and with institutional and campus planning background, as well as residential design. He has designed and reported on the commercial areas of such historic communities as Ellicott City, Maryland, Charleston, South Carolina, Leesburg, Virginia, The Plains, Virginia and Alexandria, Virginia. He has done planning reports for campus projects at the University of Virginia and The George Meany Center for Labor Studies in Montgomery County, Maryland. Mr. Kamstra's work has been published in magazines, newspapers, and books and he has received numerous awards for his architectural designs.

Mr. Kamstra serves on The Salvation Army Board in Arlington and on the board of The Salvation Army Adult rehabilitation Center in Annandale, Virginia.and is a past-president of the Arlington Inter-Service Club Council as well as past-president of the Virginia Society of Architects.
Mr. Kamstra has been a registered Architect and a planner for 40 years. He headed his own firm KDA for twenty-nine years. He developed a firm that received over twenty-five awards for distinguished architecture and planning.

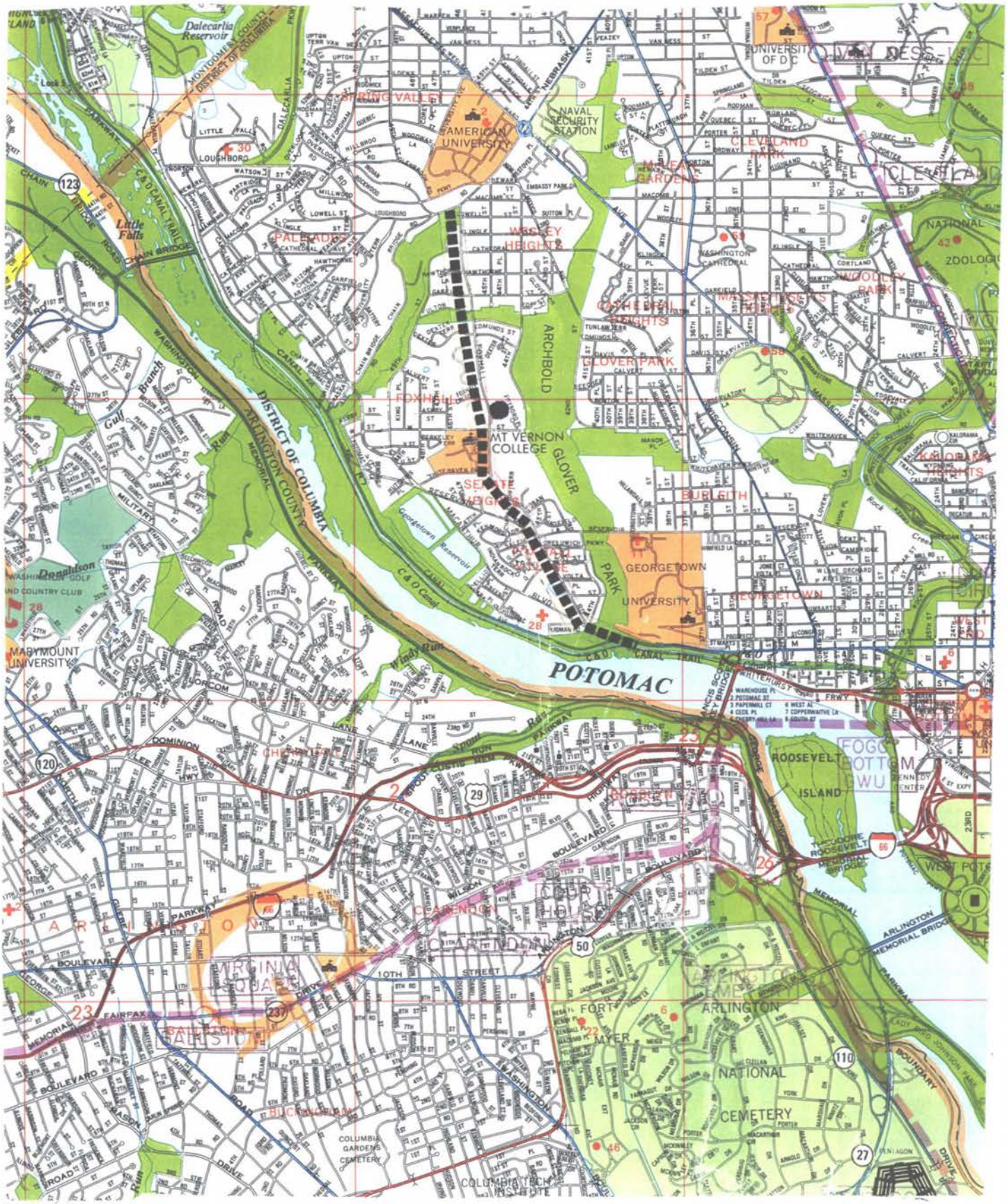
He started a new firm two years ago with offices in Reston, Virginia. He has recently joined up with his friend and partner Ken Doggett to offer not only architecture, but also a firm that specializes in urban planning, interiors, and historic preservation. Mr. Doggett and Mr. Kamstra have worked together in the past on planning projects for the British Embassy throughout the United States. Locally they collaborated on the Embassy Passport office, which was designed into a historic building adjoining the British Embassy grounds.

Mr. Kamstra has always been involved in urban and residential design and planning, particularly as it relates to historic buildings and districts and the importance of saving neighborhoods in cities and towns. He directed several award winning historical projects in Leesburg, Virginia. His urban planning project for the core of Leesburg has been responsible for the continued improvements and maintenance of this beloved area. He was responsible for a similar project for Ellicott City in Maryland that turned around a decaying area into a live and vibrant area for tourists and shoppers. He did the first urban redesign project for the Village of The Plains in Virginia. Using a P.E.C. (Piedmont Environmental Council) planning grant he took a village with a population of 382, and turned it from a desolate trash strewn highway stop into a vibrant and busy village atmosphere that is still there today. Working with P.E.C. Mr. Kamstra toured England with a group of local political persons to study new methods of planning villages and urban spaces.

In the area of land use planning and resource conservation, Mr. Kamstra has demonstrated both a strong personal interest and significant professional contributions. He has served as Chairman of the National AIA regional Development and Natural Resources Committee and in Virginia was chair of the Virginia AIA land-use Task Force Committee and served as a member of the Governor's Land –Use Task Force Committee.

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LOCATION MAP OF PROPOSED SITE.



DRIVEWAY WITH TOPOGRAPHY DROPPING APPROXIMATELY 100 FEET FROM FOXHALL ROAD TO WESTERN BOUNDARY OF SITE.



CONSTRUCTION OF NEW LARGE AMBASSADORS RESIDENCE DIRECTLY OPPOSITE ENTRY TO THE PROPOSED SCHOOL SITE, LOCATED AT PEAK OF FOXHALL ROAD WITH ITS POOR VIEW AND CURVING ALIGNMENT.



CAFRITZ PROPERTY WITH STEEP SLOPES AND TREES LOOKING TOWARD 44TH STREET.



SLOPES IN THIS AREA RANGE FROM 10% TO WELL OVER 20% AT REAR OF EXISTING HOUSE. SUBSTANTIAL SOIL REMOVAL WILL BE REQUIRED.



VIEW OF OPEN AREAS DETERMINED BY TOPOGRAPHY TO ESTABLISH CHARACTER OF THE AREA. PHOTOGRAPH OF AREAS NORTH OF CAFRITZ PROPERTY.



VIEW LOOKING AT PLAYING FILED AREAS FROM W STREET LOCATION.