BZA CASE #17149 SIDWELL FRIENDS SCHOOL
APPLICATION TO BZA FOR SPECIAL EXCEPTION

UNRESOLVED ISSUES:

TRANSPORTATION POLICY, PLANS AND ENFORCEMENT

FINANCIAL RISK AND THE GARAGE

MIDDLE SCHOOL DESIGN

LANDSCAPE PLAN

AND

RECOMMENDATIONS TO THE BZA

Power Point Presentation by
Barbara Beelar
3505 Tilden Street
Washington, D.C. 20008

BZA
Case No. 17149
Exhibit No. 75

Board of Zoning Adjustment
District of Columbia
CASE NO. 17149
EXHIBIT NO. 75A1

UNRESOLVED ISSUES AND RECOMMENDATIONS TO THE BZA
A POWER POINT PRESENTATION FROM A CITIZEN'S PERSEPCTIVE

BACKGROUND:

- There is no community opposition to the overall proposal in this BSA application that Sidwell build additional structures to meet their educational program needs.
- Sidwell is a respected education institution. Many neighbors have attended the school, have children in the school today, or hope their children will be enrolled.
- There is support and appreciation for the "cutting edge green design" of the project.

UNIQUE COMMUNITY APPROACH

We chose at the outset to attempt a different approach to review of the application proposal, materials and plans.

- We chose NOT to put our energies in building a case for BZA presentation, with angry citizens, and hired lawyers and paid expert consultants or traffic, landscape design and/or historic preservation.

We focused our energies at the community level to build consensus and agreements between Sidwell, the community, community organizations and the BZA. WE have come a long way, but there are still key unresolved issues::

TRANSPORTATION POLICY, PLANS AND ENFORCEMENT
FINANCIAL RISK AND THE GARAGE
MIDDLE SCHOOL DESIGN
LANDSCAPE PLAN

USE OF THIS NOTEBOOK.

Each of these unresolved issues has a section, demarcated with a tab. These are presented in the order listed above.

In each of tabbed section, there are:

1. on blue paper, the slides from the Power Point Presentation
2. on green paper, additional comments on information presented in the Power Point presentation
3. on white paper, supplemental documentation of materials generated during the 6 month community review process.

THE LAST SECTION ARE TWO RECOMMENDATIONS TO THE BZA.

I hope you find this notebook helpful in your considerations.

SIDWELL APPLICATION TO BZA

- MASTER PLAN APPROACH
- POSSIBLY A DECADE BEFORE COMPLETION
- EVEN PHASE ONE IS STILL IN CONCEPTUAL STAGE

CAN NOT DETERMINE ZONING AND HPRB COMPLIANCE

PHASE 1 UNRESOLVED ISSUES

- TRANSPORTATION POLCIES
- FINANCIAL RISK AND THE GARAGE
- MIDDLE SCHOOL DESIGN
- LANDSCAPE PLAN

SIDWELL FRIENDS SCHOOL APPLICATION SPECIAL EXCEPTION OVERVIEW

MASTER PLAN APPROACH
WHOLE PROJECT MAY TAKE OVER A DECADE TO COMPLETE

EVEN PHASE ONE IS STILL IN CONCEPTUAL STAGE
CAN NOT DETERMINE ZONING AND HPRB COMPLIANCE

PHASE 1 UNRESOLVED
TRANSPORTATION POLICIES
GARAGE, FINANCIAL RISK AND ENROLLMENT
MIDDLE SCHOOL DESIGN
LANDSCAPE PLAN

RECOMMENDATIONS

ONE: MAINTAIN CURRENT ENROLLMENT LEVEL, ALREADY 20 OVER CAP, UNTIL
GARAGE IS BUILT
EFFECTIVE ONE YEAR DEMONSTRATION OF TMP

TWO: APPROVE PHASE I WITH THE CONDITION THAT ANC AND BZA REVIEW AND APPROVAL OF ARCHITECTURAL DRAWINGS FOR GARAGE AND MIDDLE SCHOOL
ANC AND BZA APPROVE LANDSCAPE PLAN

EXISTING COMMUNITY CONCERNS
MANY ANC CONDITIONS FOR APPROVAL NOT MET
MANY RESIDENTS STILL CONCERNED, UNAWARE OF CHANGES

A COMMUNITY PETITION ON THE PROPOSED EXPANSION OF THE SIDWELL FRIENDS SCHOOL, WISCONSIN AVENUE CAMPUS

IN BRIEF, THE COMMUNITY NEEDS ADDITIONAL INFORMATION, QUESTIONS ANSWERED AND MORE TIME FOR REVIEW OF IMPACTS OF THE EXPANSION PLAN ON THE RESIDENTIAL NEIGHBORHOOD PRIOR TO ALLOWING THEIR PROPOSAL TO MOVE FORWARD.

We, the undersigned area residents, ask ANC3C and ANC3F to review the Sidwell Friends School expansion proposal. The Sidwell Friends School is proposing a major, multimillion dollar, multi year expansion. Sidwell is rushing to submit a proposal to the BZA, but only provided the public with some information about the plan in early December. We need to better understand the impacts on our neighborhood before the proposal moves forward.

After preliminary review, we are particularly concerned about the following:

1. BASIC FACTS AND FIGURES. Sidwell has not presented basic information as to the proposed student and employee increases in writing. Contrary to the original statement, Sidwell now acknowledges that it exceeds the existing Board of Zoning Adjustment (BZA) cap on student enrollment.

2. INSTITUTIONALIZATION OF OUR RESIDENTIAL NEIGHBORHOOD. The Middle School will be enlarged and extended to the northeast corner, at Tilden Street. Contrary to stated overall environmental goals of the expansion plan, Sidwell will eliminate the existing green buffer between the school and the neighborhood by removing mature trees, eradicating green space of the hill and the open space of the existing tennis courts. The proposed new structure will be traditional institutional look, resulting in a 2 to 3 story high wall of concrete retaining walls and brick façade along the whole length of 37th Street—the residential side of the property.

3. NO TRAFFIC MANAGEMENT PLAN. Sidwell has yet to produce a clear, transparent traffic management plan which addresses the current traffic chaos and lax enforcement. Given existing practices, Sidwell will need to prove to the community that their plan can be effectively implemented. There is no construction staging plan to assure the community that construction traffic will not impact our neighborhood.

4. NO CONSIDERATION HYDROLOGY IMPACT. No hydrological analysis has been provided. We need to be able to assess whether the existing situation and proposed construction will damage residential and institutional properties down hill. Sidwell must enter into an agreement with the neighborhood, providing assurance they will be financially responsible for any damage.

Text edited , 1/10/04

May 17, 2004

PACKET FOR ANC3F COMMISSIONERS

ANALYSIS OF RESULTS FROM THE COMMUNITY PETITION

PETITION CONDUCTED BY CITIZENS CONCERNED ABOUT SIDWELL EXPANSION, FROM MAY 1 THROUGH MAY 16, 2004.

STEERING COMMITTEE: BARBARA BEELAR 3500 BLOCK TILDEN
MARTHA BLACK, 3500 BLOCK QUEBEC
KAREN GUBERMAN, 3500 BLOCK QUEBEC
MARILYN HOWE, 3400 BLOCK QUEBEC
CATHERINE LIVINGSTON, 3700 BLOCK QUEBEC
FRANCES LOWENSTEIN, 3700 BLOCK QUEBEC
PATRICIA ALSOP, SPRINGLAND LANE

ACTIVE SUPPORTERS: SARA BRAVIN, 4000 BLOCK 37TH
DINA CURTIS, 3600 BLOCK UPTON
NATALIE DEVOL, 3500 BLOCK QUEBEC
BARBARA DINSMORE, 3600 BLOCK VEAZEY
BETH ANN GENTILE, 3500 BLOCK RODMAN
HENRY GUYOT, 4100 BLOCK 38TH
ROGER MYERS, 3700 BLOCK 35TH
NANCY PIGMAN, 3500 BLOCK QUEBEC
CASEY SEIDENBERG, 3700 BLOCK UPTON
ELIZABETH VANDIVER, 3700 BLOCK OF 34TH

SPECIAL THANKS FOR ALL KINDS OF TECHNICAL SUPPORT GOES TO JUSTIN QUICK, 3500 BLOCK TILDEN AND QUICKS-OTIC.BIZ

SUMMARY REPORT

COMMUNITY PETITION ON SIDWELL EXPANSION.*

TOTAL HOUSEHOLDS WHICH WILL BE IMPACTED BY SIDWELL EXPANSION, EAST OF WISCONSIN AVENUE	230
OF THESE HOUSEHOLDS, NUMBER OF HOUSEHOLDS THAT **SUPPORTED PETITION****	138
PERCENT OF IMPACTED HOUSEHOLDS WHICH SUPPORT THE PETITION	60 %
APPROXIMATE PERCENT OF CONTACTED HOUSEHOLDS WHO **REFUSED** TO SIGN	4%
TOTAL NUMBER OF SIGNATURES ON PETITION, AS OF MAY 16, 2004	184

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*Petition conducted from May 1 through May 16, 2004

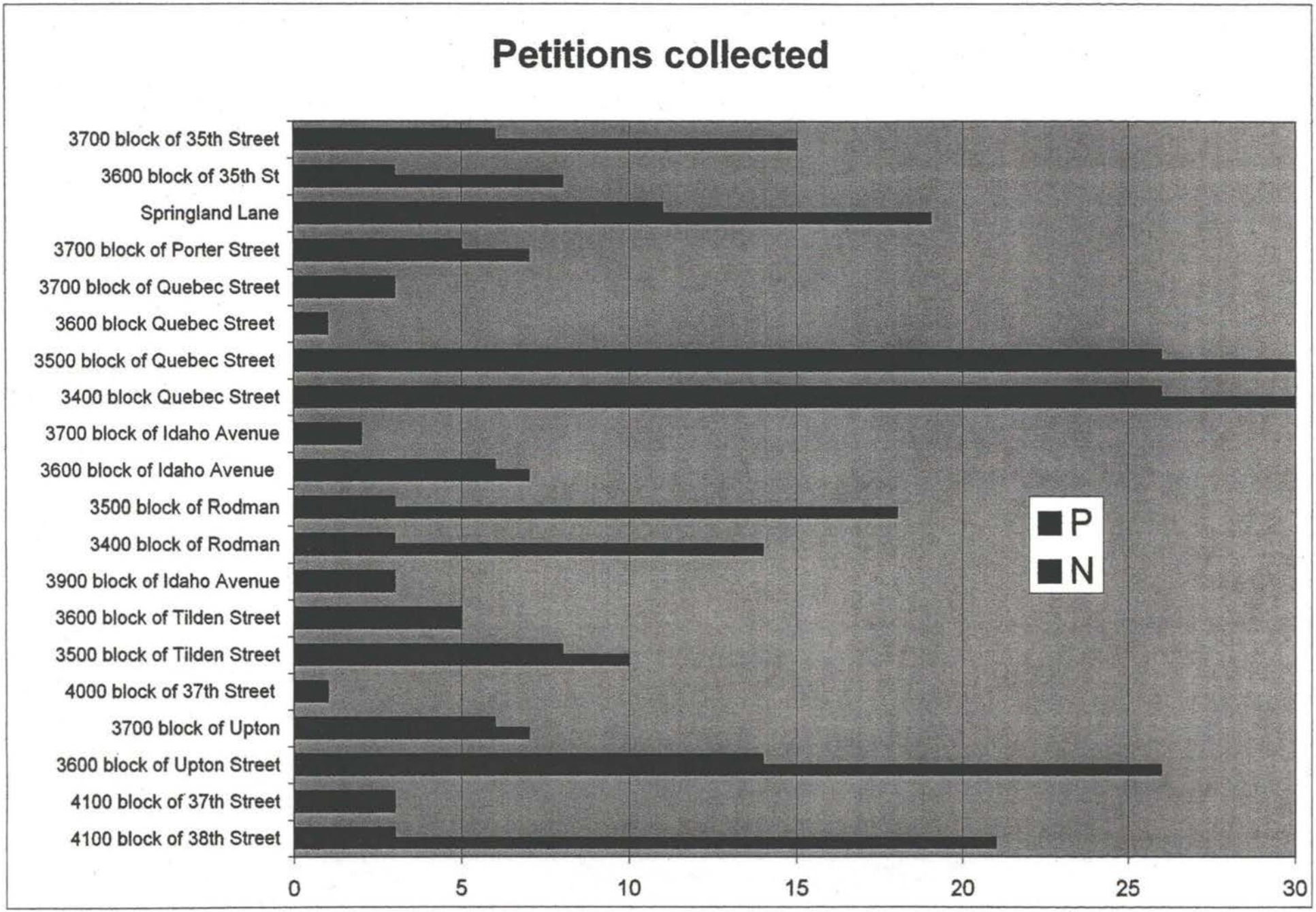
** Not all households were contacted

QUESTIONNAIRE SIGNATURES FROM RESIDENTIAL BLOCKS LIKELY TO BE IMPACTED BY SIDWELL CONSTRUCTION, EAST OF WISCONSIN AVENUE BETWEEN VAN NESS STREET AND PORTER STREETS AND WEST OF RENO

The base and percent of total households are the number of household units minus households that are known to be vacant or household with elderly or infirmed unable to respond.

N is the total number of households on the block
P is the total number of households where a family member signed the petition.
% is the petition signing households of the total households on the block.

Street Name	N	P	%
4100 block of 38th Street	21	3	14%
4100 block of 37th Street	3	3	100%
3600 block of Upton Street	26	14	54%
3700 block of Upton	7	6	86%
4000 block of 37th Street	1	1	100%
3500 block of Tilden Street	10	8	80%
3600 block of Tilden Street	5	5	100%
3900 block of Idaho Avenue	3	3	100%
3400 block of Rodman	14	3	21%
3500 block of Rodman	18	3	17%
3600 block of Idaho Avenue	7	6	86%
3700 block of Idaho Avenue	2	2	100%
3400 block Quebec Street	30	26	87%
3500 block of Quebec Street	30	26	87%
3600 block Quebec Street	1	1	100%
3700 block of Quebec Street	3	3	100%
3700 block of Porter Street	7	5	71%
Springland Lane	19	11	58%
3600 block of 35th St	8	3	38%
3700 block of 35th Street	15	6	40%
Totals	**230**	**138**	**60%**


Petitions collected
3700 block of 35th Street
3600 block of 35th St
Springland Lane
3700 block of Porter Street
3700 block of Quebec Street
3600 block Quebec Street
3500 block of Quebec Street
3400 block Quebec Street
3700 block of Idaho Avenue
3600 block of Idaho Avenue
3500 block of Rodman
3400 block of Rodman
3900 block of Idaho Avenue
3600 block of Tilden Street
3500 block of Tilden Street
4000 block of 37th Street
3700 block of Upton
3600 block of Upton Street
4100 block of 37th Street
4100 block of 38th Street
P
N
0
5
10
15
20
25
30

RESIDENTIAL HOUSEHOLDS
EAST OF WISCONSIN
LISTED IN THE SIDWELL BZA APPLICATION
AS "LIST OF NEIGHBORS" WITHIN 200 FEET.

TOTAL NUMBER OF HOUSEHOLDS:	**16**
HOUSEHOLDS NOT CONTACTED IN 3 EFFORTS	**2**
HOUSEHOLDS WITH SIDWELL PARENTS	**1**
HOUSEHOLDS REJECTED	**1**
HOUSEHOLDS SIGNING PETITION	**12**

% OF SUPPORT FOR PETITION OF ALL HOUSEHOLDS	**75%**
% OF SUPPORT FOR PETITION OF ALL HOUSEHOLDS MINUS SIDWELL HOUSEHOLD AND NO CONTACT	**92%**

Addresses and Responses:

3637 Tilden Street	signed
3643 Tilden Street	signed
3701 Porter Street	no home with 3 efforts
3703 Porter Street	signed
3705 Porter Street	refused
3715 Porter Street	signed
3717 Porter Street	signed
3721 Porter Street	signed
3700 Quebec Street	signed
3704 Quebec Street	signed
3708 Quebec Street	signed
3610 Quebec Street	signed
3619 37th Street	signed
3614 Idaho Street	signed
3600 Idaho Avenue	not home with 3 efforts
3610 Idaho Avenue	Sidwell parent

May, 2004 PETITION

Return to: C.C.A.S.E, 3505 Tilden, WDC 20008
by May 11.

We urge ANC3C and ANC3F to resolve the following issues PRIOR to any vote.
We urge Sidwell to work with its neighbors to resolve these issues and to comply with all current orders and regulations.

- **Sidwell must** develop a plan to comply with the zoning requirement "ample parking...shall be provided to accommodate the students, teachers and visitors likely to come to the site by automobile." (Subsection 206.3)
- **Sidwell must** design and implement an enforceable plan to reduce traffic to and from campus and on 37th St.
- **Sidwell must** adopt legally binding construction management plans with the nearby community residents, as well as neighborhood institutions---
  The Washington Home, Hearst Elementary School and Hearst Recreation Center.
- **Sidwell must** redesign the Middle School addition and new Gym to reduce massing on 37th St., which impacts the residential neighborhood as well as siting of the Meeting House and create a green buffer between the institution and all its residential neighbors.

Printed Name	Signature	Address	Zip Code	Phone Number	Email

UNRESOLVED ISSUE: TRANSPORTATION POLICIES

1) Current Policies

- Implementation of 2003/2004 "voluntary" policies flawed
- Overall impression unable or unwilling to exercise enforcement controls














THE MADEIRA SCHOOL
14





2) Transportation Plan, as submitted to BZA, is lacking

a) Traffic Study

Erroneous conclusions

Information errors

Omitted impact of Hearst Elementary School

b) TMP--Narrow goals:

1) encourage more use of mass transit

2) reduce traffic on 37th Street

3) control traffic on campus

No enforcement or penalties to assure compliance

Compliance to be obtained "their own way".

3) Past practices and concerns about TMP show need for one year demonstration of proposed TMP

Demonstration that Sidwell will obtain compliance

Condition of approval by both ANCs.

Requested in community petition.

4) Issues of particular concern

- **Garage and overflow parking**
  - **Sidwell wants option to have overflow**
- **37th Street drop off and pick up**

5) Zoning Issues

- **Under Section 206.2**

  Existing situation is possible non-compliance

  Negative impacts on residential and institutional neighbors

- **Under Section 206.3 "ample parking"**

  Sidwell proposes overflow parking.

UNRESOLVED ISSUE
TRANSPORTATION POLICIES, PLANS AND IMPLEMENTATION

1. Current practice:

Implementation of 2003/2004 "voluntary" policies flawed
Multiple contacts by residents reporting violation attached

Overall impression unable or unwilling to exercise enforcement controls
Student parking on restricted residential streets and private property
Sports buses parking off campus
Lack of control of drop off and pick up on 37th Street
Multiple lanes created congestion, safety hazards
J walking
Unsupervised off site pick up
Delayed pick up time not honored
Speeding and traffic sign violations on residential streets north of campus

2. Transportation Plan, as submitted to BZA, is lacking
Attached: Community Perspective on Sidwell Transportation Study, detailing details problems with both Traffic Study and TMP

Traffic Study
Erroneous conclusions
Information errors
Omitted impact of Hearst Elementary School and planned expansion

Transportation Management Plans-- Narrow goals:
- **encourage more use of mass transit**
- **reduce traffic on 37th Street**
- **control traffic on campus**

No enforcement or penalties to assure compliance
Compliance to be obtained "their own way".

3. Past practices and concerns about TMP show need for one year demonstration of proposed Transportation Management Plan
Demonstration that Sidwell can effectively obtain compliance and TMP is sufficient
Condition of approval by ANCs
Both ANCs make as condition for any enrollment increase a successful one year demonstration of TMP

4. Issues of particular concern

a) **<u>Overflow parking</u>. Issue: Sidwell proposes that if there is need, students would park on the nearby non-residential streets.**

ANCs and community want assurance that all parking will be accommodated on campus.

Section 206.3, does not cover "overflow parking"

Regulations do not require ample parking "some but not all" of those coming to campus by automobile.

Therefore, it is logical ALL covered in the regulation are covered under the provision and must be provided with ample parking.

Strong community opposition to overflow parking

Both ANCs have made as a condition of their approval of the Sidwell BZA application that ALL cars must park on campus.

OP has determined there will be adequate parking on campus with the enlarged parking garage.

"OP believes on campus parking spaces will exceed the minimum requirement", page 5

b) <u>37th Street drop off and pick up</u>. Issue: Sidwell wants to continue use of 37th Street for 5th and 6th graders.

- rationale: the 5th and 6th graders are young, need protection
- protective stance contrary to existing school policies

Concerns about effectiveness of traffic and parking controls on 37th Street

- Past year has shown lack of effective traffic and parking controls
- Lack of confidence in implementation of TMP
- Sidwell has not incorporated effective enforcement and penalties into TMP

Sidwell Transportation Study does not mention Hearst Elementary School which is directly across the street.

In DCPS Master Plan Hearst is scheduled for major expansion.
Currently 90% of students are out of boundary
Hearst generates substantial vehicle traffic on 37th Street

Hearst has no alternative drop off location
Hearst, as public school, exists as matter of right.

Community opposition
ANC 3F opposed all use of 37th Street

5. Zoning Issues

Under section 206.2 can not be objectionable to adjoining and nearby property because of traffic.
Possible non-compliance
Negative impacts on residential and institutional neighbors

Under Section 206.3 must provide "ample parking"
Sidwell suggesting non-compliance with overflow parking as an option

CITATIONS ON TRANSPORTATION POLICIES

ANC 3C Resolution, condition for approval

"That there be no increase in enrollment over 800 students until the garage is built, all the students and staff parking is contained on campus and the traffic management plan is implemented."

"That once the traffic management plan has been implementation successfully for a period of one year, we recommend that Sidwell be required to return to the BZA for any further increase in student and/or staff cap if needed

ANC 3F Resolution, conditions for approval

"BE IT FURTHER RESOLVED THAT ANC 3F recommends that Sidwell receive no increase in enrollment over 800 until the parking garage has been completed and Sidwell can demonstration that all cars driving to school can be accommodated on campus"

"Devise firm and meaningful plans (1) to reduce the number of cars traveling to Sidwell, (2) to park overflow vehicles at special events, and (3) to achieve compliance with student parking plan/traffic management plan, including a system of fines or other incentives

"that all buses (Sidwell's and visiting) be required to be parked on campus.

"OP believes on campus parking spaces will exceed the minimum requirement", page 5

Text of community petitions relating to TMP

December/January: Signed by 112 residents

"No traffic management plan. Sidwell has yet to produce a clear, transparent traffic management plan which addresses the current traffic chaos and lax enforcement. Given existing practices, Sidwell will need to prove to the community that their plan can be effectively implemented. There is no construction staging plan to assure the community that construction traffic will not impact our neighborhood."

May, 2004 petition, signed by residents in 168 households in impacted area. Further 92% of those households within 200' of the school property, signed the petition.

"Sidwell must design and implement an enforceable plan to reduce traffic to and from campus and on 37th Street."

TALKING POINTS ON 37TH STREET TRAFFIC AND DECISION BY DDOT TO RECOMMENDATION TO ALLOW CONTINUED DROP OFF AND PICK UP OF 5TH AND 6TH GRADERS ON 37TH STREET.

Op Report, page 4. The rationale for allowing continued drop-off and pick-up of 5th and 6th graders: "DDOT believes that if all drop-off and pick-ups occurred off the proposed Wisconsin Avenues access, cut-through commuter traffic through the neighborhoods in the morning and afternoon rush hours periods would increase."

Does this mean that the congestion created by Sidwell generated traffic serves as a deterrent to cut-through traffic and, therefore, should be kept—creating safety concerns for children at both Sidwell and Hearst Elementary School? Is this an acceptable rationale? NO! Are there other options to deter traffic? YES.

DDOT Ward 3 Planner claims that when making this analysis they are not able to include anything which is not in place at the time of the study. Yet, DDOT has in its own pipeline which should have been promised for installation by the past Spring:

1. Demonstration traffic circle at the intersection of 37th and Upton Streets. Promised installation date: Spring, 2004. It is possible that this circle could be removed after 6 months, if there is substantial community opposition.
2. Installation of flashing yellow school zone lights. In December DDOT was asked to install these lights on 37th Street to mark the location of 2 schools between Tilden and Quebec Streets. Again, these were promised Spring 2004.
3. Other traffic signage which would improve safety, including cross walks. Again, these were promised by Spring 2004.
4. Speed hump. It is the intention of the Cleveland Park Citizens Association 37th Street Task Force to request installation of speed humps in this block as soon as the signs are installed. Since there are no residential neighbors, support from both schools is anticipated.
5. Crossing guard or other safety officer. Currently 37th Street may be the only are in Ward 3 which does not have a crossing guard or posted police officer. The CPCA Task Force and the LSRT at Hearst Elementary School will again this summer try to get the 2nd District to assign and officer or again request that Sidwell pay for such personnel.

Therefore, there are other cut-through traffic deterrents in the pipeline. So the logic behind the DDOT report does not make sense or calls to attention the Department's own inability to provide traffic controls in a timely basis.

Sidwell does not existing in a vacuum, though both Sidwell's traffic consultant, the Welles & Associates, and DDOT suggest it does.

Neither the Sidwell Traffic Study or the Transportation Plan, submitted as a part of the Sidwell application to the BZA, even mention the existence of Hearst Elementary School, directly across 37th Street from Sidwell.

Hearst Elementary School is directly across the street from Sidwell.
well respected public school grades k through 3.
Enrollment:157 students with 22 teachers and staff.
90% of the students are from out of boundary and come by car to the school.
There is little carpooling. 20 teachers arrive by car.
Hearst generates about 140 vehicles trips in AM school rush, 8:20 to 8:45
PM School rush is 70 from 3:15 to 3:45
PM Rush is 70, from students participating in the after school program.
Hearst has no optional location for drop off, Sidwell does.

Hearst is a public school, and Sidwell exists as a special exception to the zoning laws.

Further no recognition that Hearst is in DCPS 2nd tier for expansion. Expansion plans:
Increase enrollment to 320 students.
Add 4th and 5th grades
Add a library, cafeteria and gym.
Estimated number of teachers and staff: 45.
Out of boundary students, will still remain high, say 65%, or 280.
Assuming current patterns, there will be 265 car trips each way from 225 students and 40 teachers and staff, a near doubling of current impact.

Sidwell maintains that the youngest students should not be dropped off with the older students. Yet, current policies illustrate that this protective behavior in not in place currently which questions this rationale.

1. Included in the Traffic Study is the mention that there is a drop-off and pick-up location at the intersection of Upton and 37th Street, 2 blocks from the entry to the Middle School. At least 12 students regularly use this location, especially in the afternoon, in order to avoid the pick up lane. The Sidwell administrators did not know of the location as late as February, 2004, though it is in their own Traffic Study. DDOT did not know of this, though is it in the report and the site of proposed demonstration traffic circle.
2. From undated letter from Head of School, Bruce Stewart, included in a packet from Sidwell dated May 5, 2004. "Drivers who need to pick up students before 3:30 pm have been asked to do so at the gas pump site on the campus near the Security office." This location is next to the High School and is accessed from Wisconsin Avenue. Thus, the school allows the younger children to navigate the campus and even run risk of unsupervised encounter with a Upper School student.

Finally, there is little community confidence in the ability of Sidwell to actually enforce the traffic management policies. This past year has shown that their approach of "encouragement" has failed. Until Sidwell is willing to enforcement and penalties into their TMP, they, like other schools will fail at achieving the needed control over traffic. Exacerbated by location directly across street from Hearst.

37th Street traffic serious now. CPCA created 37th Street Task Force. Composed of ANC reps, CPCA, school reps and community members. A group met once and will be meeting again once the Sidwell BZA application process is completed. We have focused on the immediate parking, traffic and safety issues on 37th Street, particularly as they pertain to the presence of 2 schools- Sidwell Friends and Hearst Elementary School. There is a on-going need for this group.

Both ANCs recommend that Sidwell demonstrate their ability to successfully implement their transportation management plan for a year period. since everything can be implemented right now, aside from the new parking garage utilization, we think it would be good to start as soon as possible. We assume that DDOT will play a role of assessment of successful implementation as they have done in other situations, such as the Burke School BZA application.

Mike,

As of 8:05 this morning a Sidwell student with Maryland license plates HAY 272 has parked in the private driveway at 3619 Tilden Street. I told him that he was parking in a private driveway but he kept on walking.

This in unacceptable behavior on the part of the student and I would hope would be sanctioned by the school. I would hope that by the time Sidwell students reach the age to be old enough to drive that they had acquired an ethical perpsective which would prevent such a act from happening.

What are the sanctions the school uses when such an event occurs?

Would you please let me know the outcome of this event.

Barbara Beelar

3/17/2004

Barbara Beelar

From: "Michael Saxenian" <SaxenianM@sidwell.edu>
To: "Barbara Beelar" <bbeelar@starpower.net>
Cc: <Nmacwood@aol.com>; "Karen Perry" <karenperry2@juno.com>; "Carl Kessler" <anc3f01@starpower.net>
Sent: Thursday, April 15, 2004 3:12 PM
Subject: RE: Today's traffic problems

Barbara,

Thank you for your note. I will look into these. As always, the more information we have on the cars in question the better. I will also speak with the upper school and middle schools about increasing our outreach appropriate behavior.

Regards,

Mike

-----Original Message-----
From: Barbara Beelar [mailto:bbeelar@starpower.net]
Sent: Thursday, April 15, 2004 2:00 PM
To: Michael Saxenian
Cc: Nmacwood@aol.com; 'Karen Perry'; Carl Kessler
Subject: Today's traffic problems

Mike,
I do feel that we had a wonderfully informative and productive meeting on Tuesday night. In part I feel we got to this point because community leadership is setting a tone of working together, hoping to achieve a plan which we all can support at the BZA.

But, today I am hot under the collar about Sidwell students/parents actions in this immediate community.

1. Parking in a private drive way. For the pass week of so, a Sidwell student with DC license AA0068 has been parking in the driveway of a private home on at 3631Tilden Street, which happens to be abandoned. No one should be taking advantage of this situation and it is not legal. But, because no one lives at this house, there will be no complaint to you from the resident. But, it's not right.
2. Driving through The Washington Home parking lot. A neighbor was taking her early morning walk and witnessed an unacceptable action. A Sidwell parent had driven through The Washington Home parking lot, entering on Upton Street and then dropping of a Sidwell student at the exit for the parking lot on 37th Street. What are they thinking? How in anyone's sense of fairness, sense of respect for neighbors and the fragile elderly, could they even consider doing this? the neighbor has asked for a report on action taken on this unacceptable behavior. I would hope you would share the report with us.
3. The red Suburu which is a "regular" parker on Tilden Street arrived late for school today. He drove down Tilden at a high rate of speed, whipped a u turn at the intersection with Idaho and parked on the north side of the street. I am sorry he is on crutches. Maybe in such situations, he should be allow to park on campus. But, he should not be speeding on narrow residential street which is used a drop off for the small children at Hearst.
4. Mrs. Umberger's house is at 3637 Tilden Street. She is a wonderful woman who suffered a disabling stroke. There is a ramp in front of her house which she needs to get to the cars which take her to her doctors and visits with families. Yes, there is not a sign which says "No parking Hanicap" and if you knew Mrs. Umberger you would know why. But, it is unthoughtful for Sidwell students to park directly in front of this ramp so she can not get into her car.

It just seems that every time the community complains and Sidwell promises to address a traffic or parking problem, the parents and students in the Sidwell community come up with another way to circumvent Sidwell policies and further operate inappropriately in the residential neighborhood. Why are these inappropriate actions taking plan, especially when your policies are under such close consideration at this point in time?Sidwell traffic policies of "incentives not penalties" seems to be ineffective with your

school population.

Sorry I have had to vent, but 4 instances in one day is just too many to keep quite.

Barbara Beelar
3505 Tilden Street

Barbara Beelar

From: "Trudy Reeves" <trudyreeves@yahoo.com>
To: "Barbara Beelar" <bbeelar@starpower.net>
Cc: "Michael Saxenian" <SaxenianM@sidwell.edu>
Sent: Wednesday, February 11, 2004 2:38 PM
Subject: Re: Clarification on Traffic STudy

I think this may be the Village at McLean Gardens, which is a rental property on Wisc ave. Their parking lot is on the other side of the stone wall on Wisc and is entered from 38th between Porter and Rodman. If students park there, they do so at their own risk. It is for tenants only and is clearly marked as such. There is probably plenty of parking there between 7:30 and 4:00 on weekdays. No one has complained to me about it. Nor has anyone complained about students parking on Rodman. If they are unrestricted spaces, the students may park there. Of course if residents object to not being able to get a space during the day, we could ask for restricted parking. But as I've said, no one has complained.

Trudy

Barbara Beelar <bbeelar@starpower.net> wrote:

> Trudy and Mike,
>
> On page 17, Marty Welles refers to the McLean Garden parking lot.
>
> Where is this? What are the parking restrictions in this lot, if any?
>
> He claims that 12% of the drivers park there– this is a large number of cars.
>
> Also, he says, on the same page, a minimal number of student drivers parked on Rodman, 39th and Upton. Where on 39th Street are they parking? This would be your side of Wisconsin Ave, Trudy.
>
> Thanks,
>
> Barbara Beelar

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Yahoo! Finance: Get your refund fast by filing online

Barbara Beelar

From: "Michael Saxenian" <SaxenianM@sidwell.edu>
To: "Barbara Beelar" <bbeelar@starpower.net>; <Nmacwood@aol.com>; "Catherine J Wiss" <schumannwiss@juno.com>; "Trudy Reeves" <trudyreeves@yahoo.com>; "Carl Kessler" <anc3f01@starpower.net>; "George Idelson" <g.idelson@verizon.net>; "Dina Curtis" <dcurtis@spartners.net>
Cc: "Karen Perry" <karenperry2@juno.com>; "John Welsh" <welsh@ahcinc.org>; "Hawkinson, Colleen (DDOT)" <colleen.hawkinson@dc.gov>; <Bernarda.Tally@k12.dc.us>
Sent: Monday, February 16, 2004 6:10 AM
Subject: RE: Ongoing failure of traffic management

Thanks Barbara for your continued concern. Nancy has made some useful suggestions which we will implement about how to remind visiting teams of our no-parking policy for 37th Street. While we strive to eliminate all bus parking on 37th Street, we are gratified for the moment that we have substantially reduced it. We will continue to work on this.

In the meanwhile, we would appreciate it if you (and others) would notify the school at the time when you see a problem so that we may take immediate corrective action.

Mike

-----Original Message-----
From: Barbara Beelar [mailto:bbeelar@starpower.net]
Sent: Sunday, February 15, 2004 1:23 PM
To: Nmacwood@aol.com; Catherine J Wiss; Trudy Reeves; Carl Kessler; George Idelson; Dina Curtis
Cc: Michael Saxenian; 'Karen Perry'; John Welsh; Hawkinson, Colleen (DDOT); Bernarda.Tally@k12.dc.us
Subject: Ongoing failure of traffic management

Dear CPCA 37th Street Task Force and other concerned individuals,

After several complaints from the community last fall, Sidwell Friends School gave notice publicly that it had adopted a traffic management policy requiring sports buses park on campus, not on 37th Street.

This should be a very simple policy to implement. There is a defined universe of schools that come to Sidwell to play. The schedule of when they come is known well in advance. Contact to the other schools to inform them of the campus parking requirement should be easily understood by these other schools. Finally, with the pending BZA application, it would seem that Sidwell would be making every effort to demonstrate it is able to successfully implement one of it's four current traffic management policies.

Reality shows this is not happening. .

In the briefing packet handed out at small meeting on 2/2/04 at Nancy Macwood's house, there was a photo of a sports bus from Maderia School parking on 37th Street on January 22, 2004. This should have alerted Sidwell to a lax enforcement problem which needed to be addressed.

Subsequently there was a sports bus parked on the west side of Sidwell on Wednesday, Febraury 11, 2004 from approximately 4:30 to 6:00. Further this bus was violating City law by idling its engine for an extended period of time.

Further, on Friday, Febraury 13. 2004, at approximately the same time frame another sports bus

was parked on the east side of 37th Street.

Traffic control and the schools' efforts to deal with problems still remains a community concern.

I will be contacting you in the near future to begin to schedule a meeting to folow up our December meeting.

Cordially,

Barbara Beelar

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From: "Michael Saxenian" <SaxenianM@sidwell.edu>
To: <bbeelar@starpower.net>; <Nmacwood@aol.com>; <schumannwiss@juno.com>; <trudyreeves@yahoo.com>; <anc3f01@starpower.net>; <g.idelson@verizon.net>; <dcurtis@spartners.net>
Cc: <karenperry2@juno.com>; <welsh@ahcinc.org>; <colleen.hawkinson@dc.gov>; <Bernarda.Tally@k12.dc.us>
Sent: Wednesday, February 18, 2004 1:34 PM
Subject: Re: Ongoing failure of traffic management

Barbara

Thanks for your concern. It was a Hearst School bus, and nobody was hurt.

Regards

Mike

Michael Saxenian, CFO
Sidwell Friends School

-----Original Message-----
From: Barbara Beelar <bbeelar@starpower.net>
To: Michael Saxenian <SaxenianM@sidwell.edu>; Nmacwood@aol.com <Nmacwood@aol.com>; Catherine J Wiss <schumannwiss@juno.com>; Trudy Reeves <trudyreeves@yahoo.com>; Carl Kessler <anc3f01@starpower.net>; George Idelson <g.idelson@verizon.net>; Dina Curtis <dcurtis@spartners.net>
CC: Karen Perry <karenperry2@juno.com>; John Welsh <welsh@ahcinc.org>; Hawkinson, Colleen (DDOT) <colleen.hawkinson@dc.gov>; Bernarda.Tally@k12.dc.us <Bernarda.Tally@k12.dc.us>
Sent: Wed Feb 18 10:43:41 2004
Subject: Re: Ongoing failure of traffic management

Mike,
As you know, I did call you last Friday and left a message. I was concerned about the sports bus parking on 37th Street and the accident that took place at Sidwell dismissal. Was anyone hurt?
Barbara
----- Original Message -----
From: Michael <mailto:SaxenianM@sidwell.edu> Saxenian
To: Barbara Beelar <mailto:bbeelar@starpower.net> ; Nmacwood@aol.com ; Catherine J <mailto:schumannwiss@juno.com> Wiss ; Trudy Reeves <mailto:trudyreeves@yahoo.com> ; Carl <mailto:anc3f01@starpower.net> Kessler ; George Idelson <mailto:g.idelson@verizon.net> ; Dina <mailto:dcurtis@spartners.net> Curtis
Cc: Karen Perry <mailto:karenperry2@juno.com> ; John Welsh <mailto:welsh@ahcinc.org> ; Hawkinson, Colleen (DDOT) <mailto:colleen.hawkinson@dc.gov> ; Bernarda.Tally@k12.dc.us
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I will be contacting you in the near future to begin to schedule a meeting to folow up our December meeting.

Cordially,

Barbara Beelar

October 3, 2002

Michael Saxenian
Assistant Head of School For Finance and Operations
Sidwell Friends School
3825 Wisconsin Avenue
Washington, D.C. 20016

Dear Mr. Saxenian,

I am following up on my letter to Bruce Stewart, Head of School on September 9, 2002 and our several conversations. Overall, I feel that we have made progress in pointing out to Sidwell Friends Schools the student parking problems in the neighborhood, specifically on Tilden Street. And I feel that we have been effective in urging your cooperation in light of the unwelcomed proposal for 98 car expansion of the parking facility at The Washington Home.

While there has been some progress in reducing the number of Sidwell student cars parking on Tilden, there are still several cars who continue to violate DC law and good neighbor actions. These cars are:

MD	CFY601	Green four door Volvo
MD	FPD081	Blue Volvo station wagon
DC	535 653	Bronze Honda sedan
DC	BC7357	Black VW Golf

We again urge you to take action on these students. And, we agreed, the community will be contacting DC Parking Enforcement to enforce the parking laws.

We ask that Sidwell develop an on-going mechanism for control over student parking. It is our observation that over the course of the year as students obtain their drivers' licensces that there is an increase in student cars parking in the neighborhood.

Specfically, we recommend that Sidwell follow actions by other schools.

1. Students who drive must register with the school.
2. Sidwell provides the students with a map of the neighborhood showing those areas where they can park all day.
3. Sidwell requires all registered student who drive to show a decal on their cars, indicating that they are registered Sidwell student drivers.
4. Sidwell designate a staff person responsible for enforcement of these controls who also serves as a contact person for the community if we observe infractions or have questions.

Finally, we urge Sidwell to explore options to encourage student commuting via public transit. Right now, it is less than a 15 minute walk from the UDC/Van Ness Metro stop and there are numerous bus routes on Wisconsin Avenue. Developing a shuttle system

or working with other local employers who already have shuttles is a realistic option for the school .

Cordially,

Barbara Beelar
3505 Tilden Street, Washington, D.C. 20008

CC: Cathy Wiss, Chair, ANC3F
Nancy MacWood, Chair, ANC3C
Citizens Concerned about the Home Expansion
Henry Guyot, 38th Street Coalition

September 9, 2002

Bruce Stewart, Head of School
Sidwell Friends School
3825 Wisconsin Avenue, NW
Washington, D.C. 20016

Dear Mr. Stweart:

The new school year has started and the illegally parked cars have returned to our neighborhood. Though there are 8 cars we believe to be Sidwell students now, by the Spring the number of cars will increase dramatically as more students get their licenses.

We ask that Sidewell Friends School join other schools in the area, such as Edmund Burke School, GDS and St Albans, to address student parking in residential areas.. These schools are establishing programs and sanctions to eliminate illegal parking.

It is even more critical for you act to enforce compliance of these parking laws this year. You are allowing reduction of available short term, on street parking spaces. These spaces are needed by the guests and part time staff of the Washington Home. The Home is proposing to expand their parking lot by 98 spaces, to a total of 173 spaces. This expansion is unacceptable to the community and is opposed unaminously by ANC3F. Central to the Home's justification for this proposed expansion is the absence of short term on street parking.

We are fairly certain the following illegally parked vehicles are driven by Sidwell students who have for the past 2 days parked from just before 8 o'clock to mid afternoon in the 3600 block of Tilden Street.

VA	ZCD4718	Chrysler Town and Country mini van, silver
VA	YEV 8269	Jeep Cherokee, black
MD	WSE 757	Toyota Corolla, Red
MD	FPD 081	Volvo, station wagon, blue
MD	971982M	Isuzu Oasis, red
MD	CFY 601	Volvo 4 door sedan, green
MD	71315B	Toyota MR2, white, new tags
DC	BC7351	VW Golf, black. This car has zone 3 stickers, which allows unrestricted parking in front of their home but not anywhere in Zone 3.

We would appreciate a response from you detailing the plans you will put into place to correct your student parking problem. We ask action be taken immediately. Not only is parking in these restricted zones is illegal, it is wrong.

Cordially,

Barbara Beelar,
3505 Tilden Street, Washington, D.C. 20008.

Cc: Cathy Wiss, Chair, ANC3F
Nancy MacWood, Chair, ACN3C

Barbara Beelar

From: "Michael Saxenian" <SaxenianM@sidwell.edu>
To: "Trudy Reeves" <trudyreeves@yahoo.com>; "Barbara Beelar" <bbeelar@starpower.net>; "Richard Bartel" <rcbartel@yahoo.com>; "Sally MacDonald" <SN3MACD@aol.com>; "Nancy Nord" <NancyaNord@aol.com>; "Nancy Macwood" <nmacwood@aol.com>; "Allen Hahn" <allen_hahn@hotmail.com>; "John Welsh" <welsh@ahcinc.org>; "Sheila Hogan" <sheilahogandc@aol.com>; "Kurt Vorndran" <kurt.vorndran@nteu.org>
Sent: Wednesday, May 19, 2004 10:39 AM
Subject: RE: Bus on 37th Street

Barbara,

I am forwarding this note to our Athletics Director, and to our Security Chief. I do not believe that this was a Sidwell bus, and though we have put the word out to visiting teams that they should park on campus, there are a lot of actors involved, including other schools and bus companies. Please recall that Sidwell voluntarily developed this policy as a goodwill gesture.

Regards,

Mike

-----Original Message-----
From: Trudy Reeves [mailto:trudyreeves@yahoo.com]
Sent: Tuesday, May 18, 2004 6:11 PM
To: Barbara Beelar; Richard Bartel; Sally MacDonald; Nancy Nord; Nancy Macwood; Allen Hahn; John Welsh; Sheila Hogan; Kurt Vorndran
Cc: Michael Saxenian
Subject: Re: Bus on 37th Street

Maybe he didn't know about it. I suppose you feel they should have someone patrol the school perimeter constantly. But why not just a polite note to let them know?

Barbara Beelar <bbeelar@starpower.net> wrote:
Mike,

We are all tired after last night. However, that is no excuse for the sports bus to have parked on 37th Street this afternoon. It was a school bus contractor with no name on the side of the vehicle. It was raining so I did not check the license plate, it may have been Virginia.

This is the 4th sports bus on 37th Street that I have seen since the April 13 meeting. One was St Andrews, another Maret and the 3rd was possibly this same bus.

As George Idelson says,"It shouldn't be rocket science to control the sports buses". And, on-going violations of your stated policy sure undermines the legitimacy of the school and your ability to control your traffic and parking problems.

It would seem that in addition to other written materials requested, the ANCs should ask for a sports bus policy, enforcement and penalties and this should be attached to any BZA application.

Barbara Beelar

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UNRESOLVED ISSUE
FINANCIAL RISK

"RISK MITIGATION" REQUEST TO BZA FOR GARAGE COSTS

- Need increase in enrollment to 850 students to cover costs of garage.
- Sidwell is already hedging "risk mitigation" with 20 students over BZA cap, resulting in $400,000 annually for past 2 years and coming year.

ALTERNATIVE VIEW

1) Garage is transportation policy choice made by Sidwell.

2) Choice: no limits on number of teachers, staff, visitors and student who chose to drive to campus

3) Under 206.3, Sidwell must provide "ample parking" for all these drivers

- garage size is a zoning requirement.
- construction costs are part of zoning compliance project budgeting

4) Garage is a project requirement necessary to comply with zoning regulations

5) There are other, viable transportation alternatives more in keeping with "sustainable green design project.

- not incorporated into TMP
- ANC recommends reduction in vehicular traffic
- DDOT urges 10% utilization of mass transit
- Sidwell erroneously presents the garage as "non-instructional facility".

UNRESOLVED ISSUE:
FINANCIAL RISK, GARAGE AND ENROLLMENT

SIDWELL VIEW: "RISK MITIGATION" REQUEST TO BZA

Need increase in enrollment to 850 students because of garage costs

Sidwell is already hedging "risk mitigation" with 20 students over BZA cap, resulting in $400,000 annually for past two years and coming year. .

ALTERNATIVE VIEW

1. Garage is transportation policy choice made by Sidwell.

2. Choice: no limits on number of teachers, staff, visitors and student who chose to drive to campus.

3. Under 206.3, Sidwell must provide "ample parking" for all these drivers.
garage size is a zoning requirement.
construction costs are part of zoning compliance project budgeting
expensive policy decision

Under Section 206.3 ample parking "shall be provide to accommodate the students, teachers and visitors likely to come to the site by automobile. Thus, if Sidwell makes as it transportation policy to place no limitations on automobile trips by faculty, staff, visitors and students, zoning regulations require a garage large enough for all who chose to drive.

- Original plan: 1 story garage with 192 spaces.
  - No net increase in parking.
  - Cost estimates were about $6 million.

- Revised plan: code compliant 2 tier garage
  - total on campus parking 328 spaces
  - cost either $9 million or $11 million, both figures presented at 6/22/04 BZA hearing.

Zoning regulations calculations: 189 spaces required

- 2 parking spaces per 3 teachers and other employees for high school
  Sidwell: 127 spaces for 190 teacher/staff]
- 1 space for each 10 seats in the largest assembly space, the new gym with 616 spaces
  Sidwell: 61 spaces

Parking facts: no student parking on campus
currently 192 spaces
completely filled by existing 168 faculty and staff

4. Garage is not "financial risk". It is a project necessity to comply with zoning regulations

5. There are other, viable transportation alternatives, more in keeping with "sustainable green design of project. "Green" options which Sidwell did not incorporate in their TMP yet are in operation at other nearby private schools

- Ban student drivers(Field)
- Extensive vehicle reduction strategies (Burke, GDS)
- Substantial increase in mass transit use, frequent shuttle service (Field)
- School bus service, use central drop off, pick up sites (Burke, GDS)
- Conversion of school vehicles to alternative fuels
- Use of alternatives to cars

- **ANC 3F makes as a condition of its approval that Sidwell reduce vehicular traffic by 15 percent**

- **DDOT urges Sidwell adopt a goal of 10% utilization of mass transit. Given location, potentials and stated environmental concerns this figure is very low.**

- **Sidwell erroneously presents the garage as "non-instructional facility".**
  - Learning about automobile dependent transportation, impacts and alternatives are critical components of any sustainable development educational program
  - D.C. region is in serious noncompliance with the Federal Clean Air Act

We have hit our zoning limits

- 970 combined employees and students
- Modest increase in student cap (3% to correct current situation, 3% for flexibility in future)

	Cap	Employees/ Students	Percent Variance
Total	970	970	0%
Employees	190	169	-11%
Students	780	801	3%
(Average Attendance--2002-2003)		771	-1%

Rush to voting. The 2 level of the garage for 850 students proposal

ANC3C and ANC3F are rushing to voting on the Sidwell application on May 17---just 10 days away. There are approximately 12 documents which have been requested from Sidwell prior to this meeting. None of these documents have been shared with the community at this point in time, except various drafts of the CMP to the 3 community institutions. Neither the ANCs nor the community can give thoughthful consderation to the issues which these documents are supposed to address unless Sidwell puts the plans in writing and we have adequate time to review, evaluate and communicate with Sidwell.

Case in point is the 2 story parking garage proposal. In further emails I will cover serious problems with other proposals on the table.

Sidwell's verbal presentation on the 2 story parking garage is misleading the ANCs and community into believing that we must let them have 70 students more to protect their financial risk. We must give up important principle of "clean hands". **For Sidwell to spin such a proposal at this late moment raises serious concern about Sidwell's intentions, approach and real commitment to work with the community.**

The proposal: At the ANC3C Planning and Zoning meeting on Monday May 3, Sidwell made the following proposal: they would build a second story to the parking garage. Since this will cost an additional $2 million, they need the option to raise the student cap to 850 students.

At the moment, this proposal seemed like a major step forward and that the ANC and the community should all support whatever Sidwell wanted in exchange. How could we possibly deny an increase to 850 students?

Upon reflection, **there are real problems with this "deal"** and serious concerns about the sincerity of Sidwell's commitment to working with the community and the ANCs.

Issue 1. **Requirement for ample parking**. In Section 206.3 of the Zoning Code requires that private school operating an a special exception as follows: " ample parking . . . shall be provided to accommodate the students, teachers and visitors likely to come to the site by automobile".

The language is clear and clearly Sidwell is in non-compliance. In all likelihood, in the ANCand or BZA review, Sidwell would have been required to comply with the ample parking provision as a condition of approval of their application. So, while it is great that Sidwell did step forward to offer to build the garage and in so doing they have preempted what would have been a major issue on their application.

Issue 2. More expense, more students. Sidwell argues that adding the 2nd story creates a financial risk so they will need to raise the student cap to 850 students. This argument is spurious.

It is a common practice to pay for parking. **Sidwell already has a precedent**: for use the shuttle between the Bethesda and Wisconsin Avenue campuses, parents pay up to $1400 per year.

Students who chose to drive to school should pay a parking fee. If the fee were annualized at a basis of $3 per day, students would pay in the neighborhood of $540 a year. Given the cost of the shuttle service, it would be possible for Sidwell to charge an even higher cost. **So, in fact, the 2nd story of the garage is an income generator not a financial risk as claimed by Sidwell**.

Therefore there is NO justification for linking the additional cost of adding a 2nd story to an increase in student population. The garage must not be a cover for allowing Sidwell to avoid the consequences on non-compliance nor a smoke screen for justifying an increase in enrollment of 70 students.

On the financial equation, the ANCs should factor in the reality that Sidwell has generated approximately $400,000 per year for the past 2 years and will do so in the coming year as a result of their non-compliance with the enrollment cap. This $1,200,000 in excess tuition should be seen as a 50% downpayment toward the additional cost of the 2 story parking garage.

Conclusion: the ANCs should not step back from their principles of insisting "clean hands" from Sidwell. The ANCs should not accept Sidwell's offer to build a 2 story garage in exchange for an additional 70 students.

Additional troubling conclusion. Sidwell said that the garage will have 307 spaces and will be an increase of 111 spaces. The ANCs should demand analysis of this proposal in writing before any vote on Sidwell application.

The question is whether their proposal will meet the "ample parking" provision currently and with the proposed expansion of both 21 staff and 50 students.

My calculations suggest Sidwell will be approximately 47 spaces short of what is needed to meet the demands of "ample parking for the planned growth.

The ANCs have had copies of the Sidwell Traffic study since early February. Before accepting any more traffic analysis, I urge the ANCs to also review "Community Perspective on the SFS Transportation Plan", provided to the commissioners on April 13, which raises numerous questions about the data presented in the original report which is germane to this particular topic.

Again, we urge the ANCs to delay vote on Sidwell's application until such time as this proposal and many others are thoroughly reviewed by the ANCs and the community. This is a $30 million, multiple building, multi-year project. You have heard the community's concerns. Now the ANCs need to represent us and act to assure the community that every effort has been made to address their concerns.

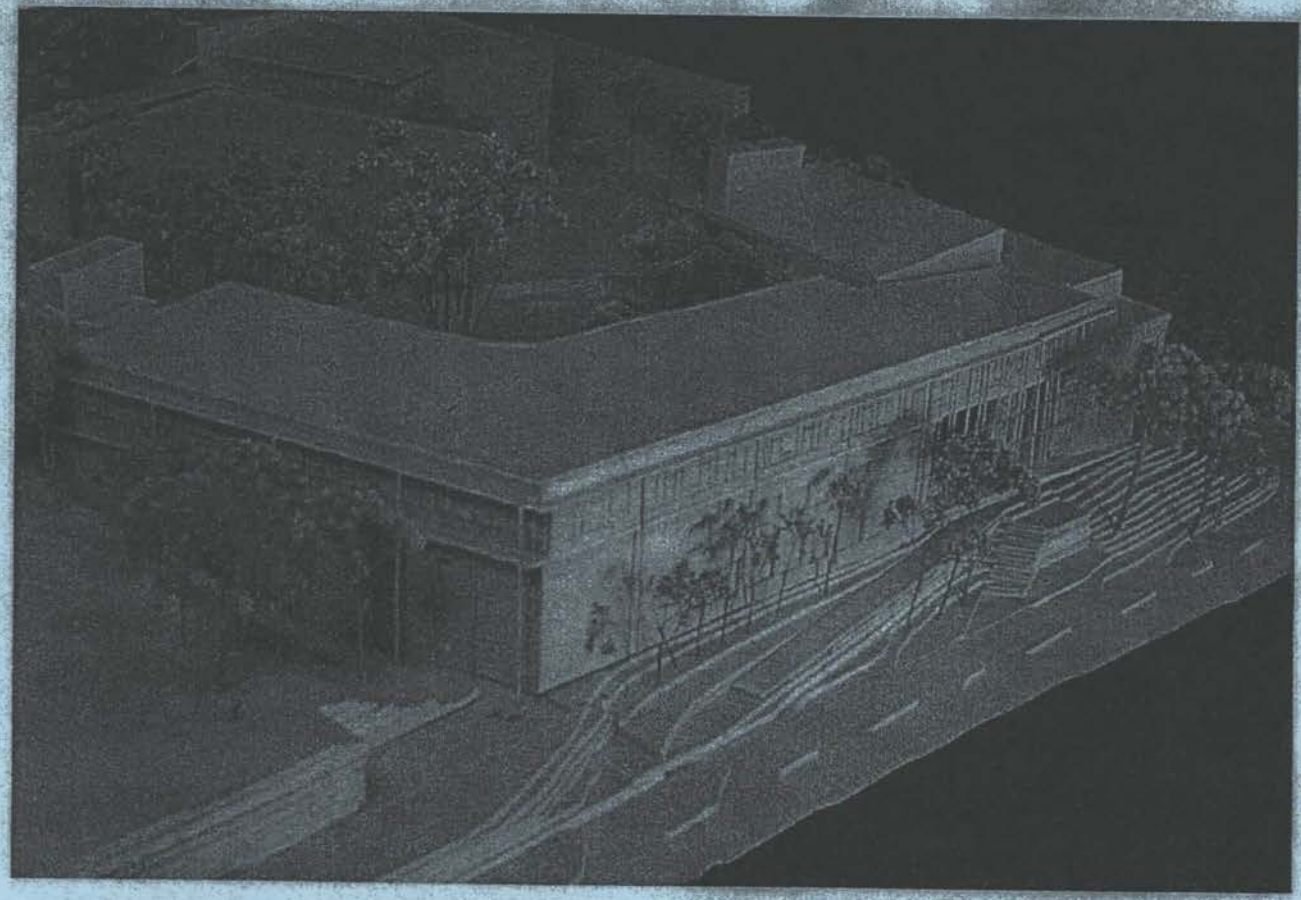
Barbara Beelar

UNRESOLVED ISSUE
MIDDLE SCHOOL DESIGN

1) Materials presented to BZA inaccurate and inconsistent.

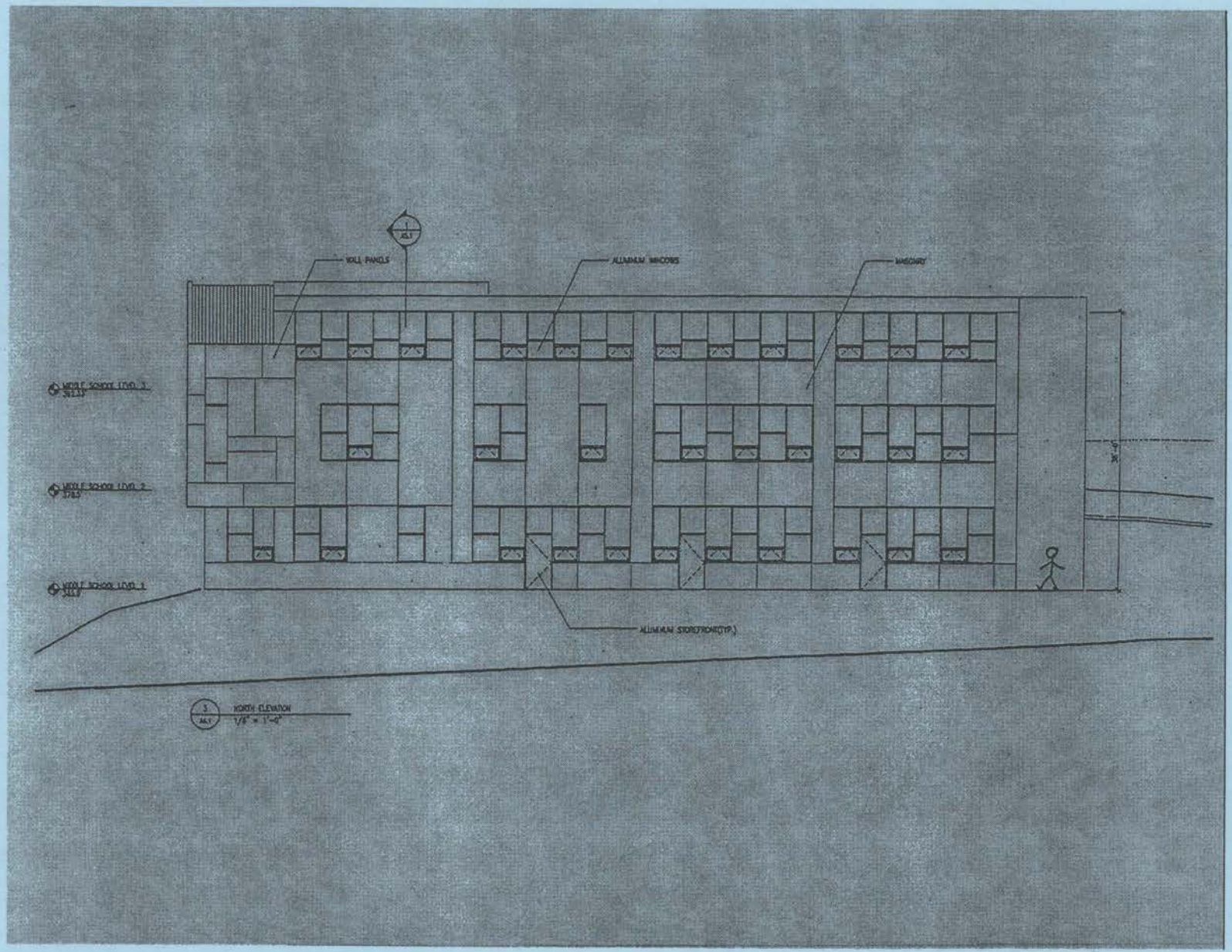
2) Multiple models sketches, drawings, design options are confusing.

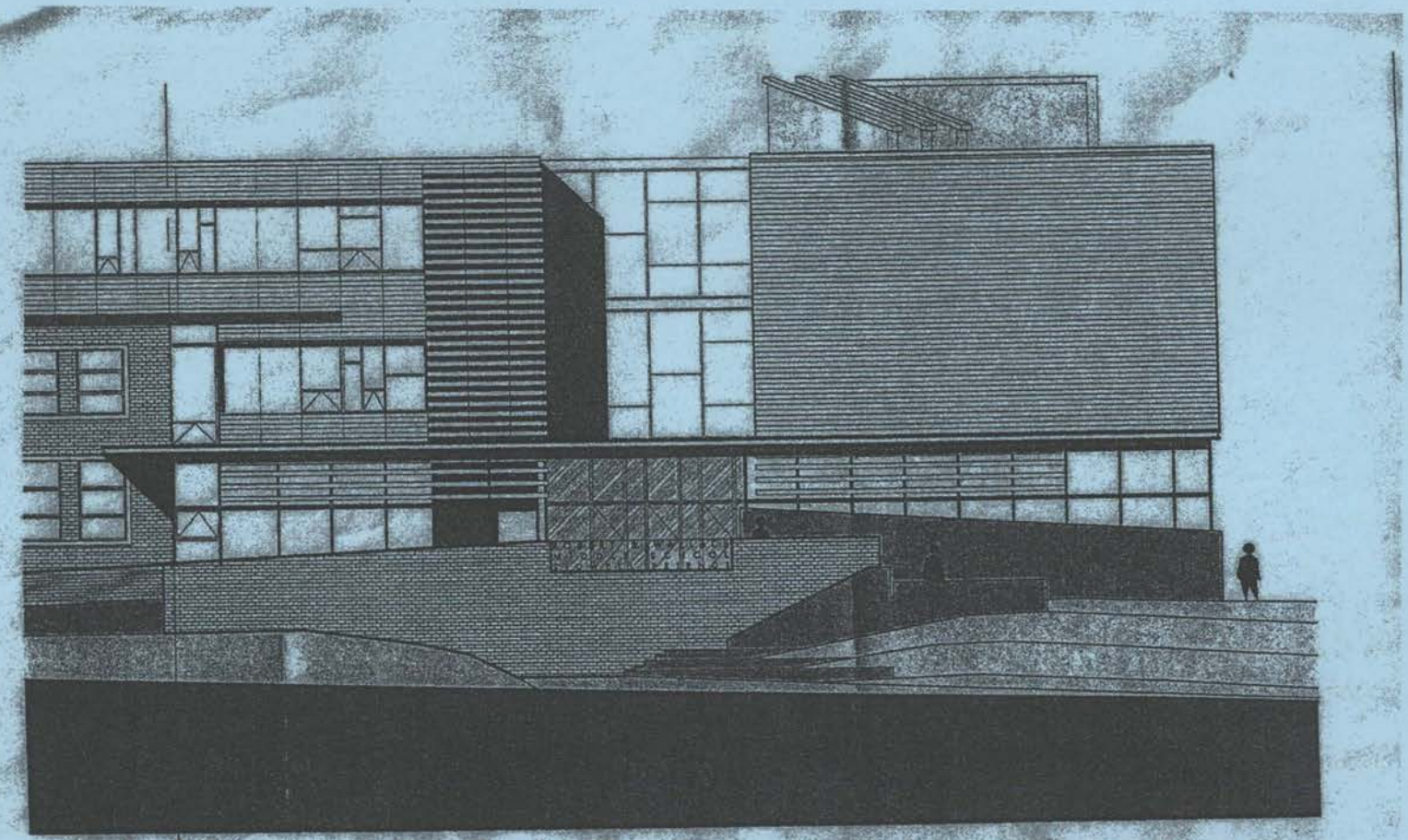
Middle School



VIEW OF MIDDLE SCHOOL FROM SOUTHEAST

December 2003


WALL PANELS
ALUMINUM WINDOWS
MASONRY
MIDDLE SCHOOL LEVEL 3
MIDDLE SCHOOL LEVEL 2
MIDDLE SCHOOL LEVEL 1
ALUMINUM STOREFRONT(TYP.)
NORTH ELEVATION
1/8" = 1'-0"

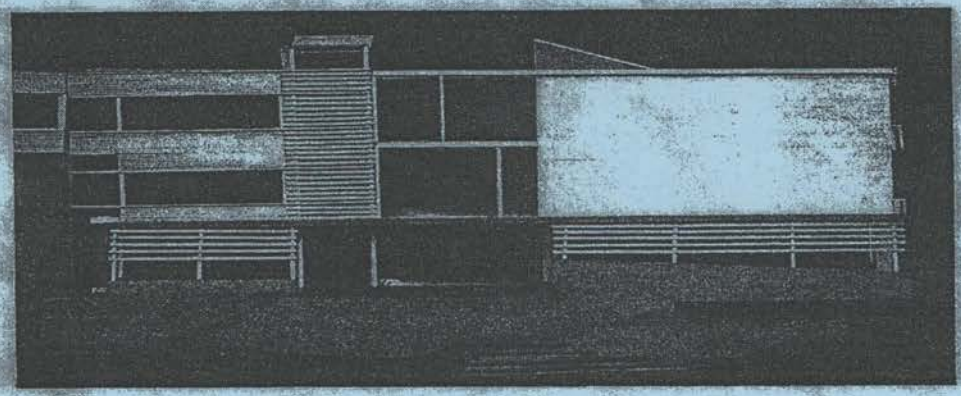


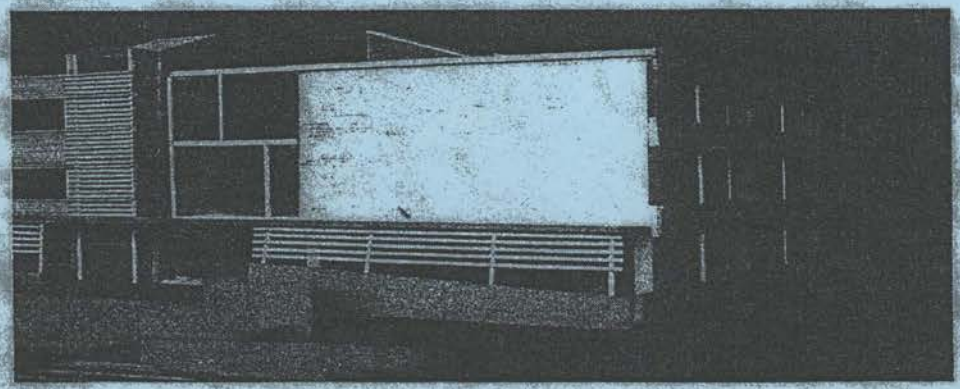
Existing Building | Addition Entry Library/Science and Art Classrooms

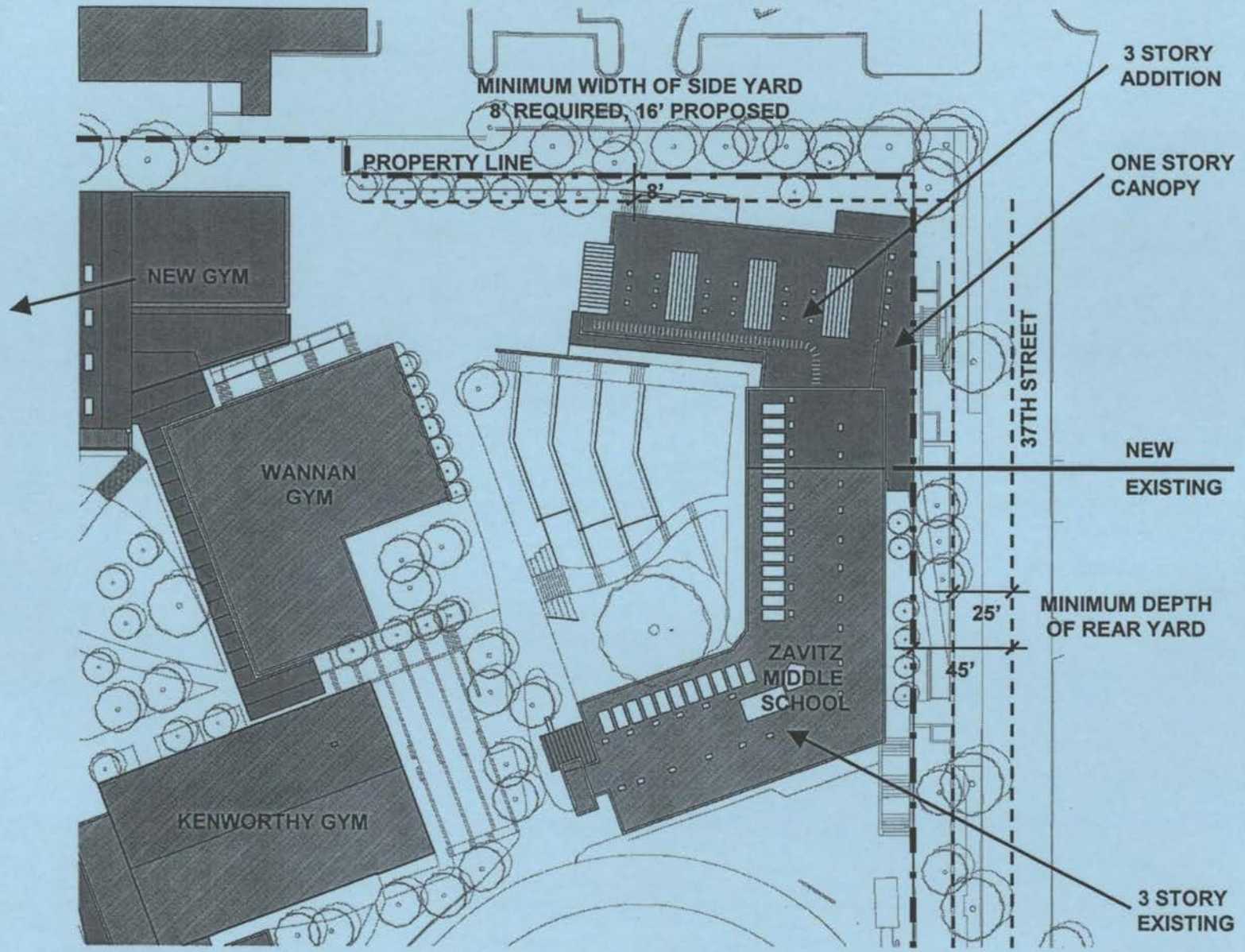
27 April 2004

Middle School – ADDITION ONLY – is 1/3 of the total face on 37th Street.

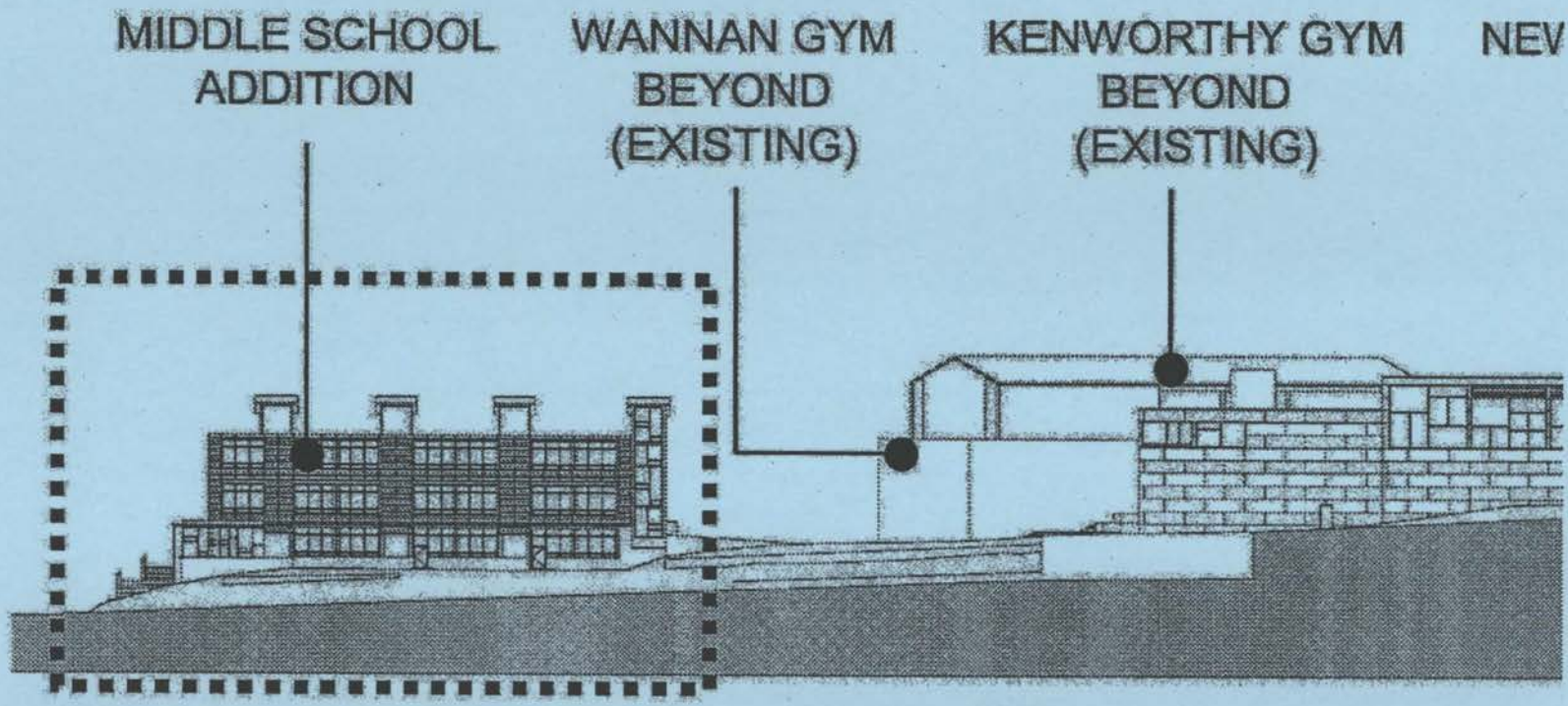
Sidwell Friends School







MIDDLE SCHOOL



BUILDING HEIGHTS - MIDDLE SCHOOl

KIERAN TIMBERLAKE ASSOCIATES LLP

15 June 2004

3) What is the review process?

Architectural drawings are not available to community, ANCs or BZA

Can not assess possible zoning violations

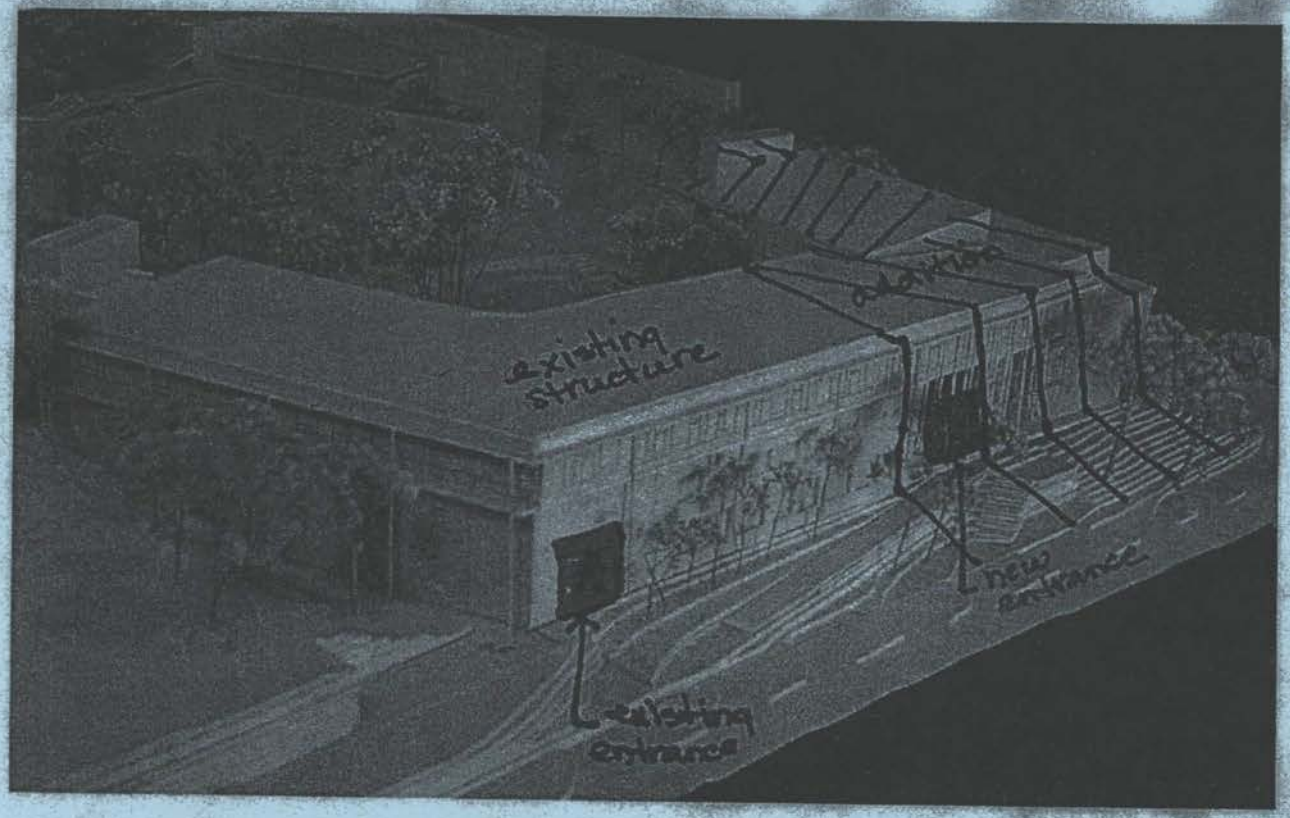
Can not determine impact of building without knowing size, massing, scale

4) ANCs condition approval on redesign of the Middle School.

5) Zoning issues:

- New roof towers
- Side yard set back.
- Possibly fails zoning conditions
  - not in harmony, will affect adversely the use of neighboring property
  - objectionable to adjoining and nearby property because of noise, traffic , and number of students.

Middle School



VIEW OF MIDDLE SCHOOL FROM SOUTHEAST

December 2003

UNRESOLVED ISSUE
MIDDLE SCHOOL DESIGN

Architectural drawings are not available to community, ANCs or BZA

1. Materials presented to BZA inaccurate and inconsistent.—from Sidwell presentation to the BZA on 6/22/04

   - "new Middle School", page 16, inaccurate and misleading

     - northern edge of structure incorrectly placed
       minimizes and intrusion into residential community
     - trees shown are mature
       suggests more screening than will be available for decades

   - Inconsistencies in presentation

     - Presentation on page 17 shows a "one story canopy".
       New design, never seen before
       Extends building forward to street and residential neighborhood
       Possible zoning violation

     - Presentation on page 18 shows 4 roof structures.
       New design, never seen before
       High above the ceiling at 405'
       Possible zoning violation

     - Presentation on page 28 does not show either "one story canopy" or the 4 roof towers.

2. Multiple models sketches, drawings, design options are confusing

   - Original model, only one community has seen, is a perspective from the south, reducing sense of impact and massing on residential neighborhood

   - View of model released in April is study of the addition, not the massing or siting of the Middle School.

   - Still no visuals of massing, materials, siting or comparison with neighboring institutions and residential neighborhood.

- New design, presented 6/22/04, the porch extends building toward residential neighborhood , counters Sidwell statement that they have minimized impact of structure by pulling it back from the northeast corner.

3. What is review process?

Can not assess possible zoning violations
Can not determine impact, size, massing, scale

Multiple requests from community for better understanding of the proposed structure

- Since meeting February 2, 2004, have made requests in person and via email for better presentation, architectural drawings of Middle School plan.
  No response from Sidwell has been received.

- April 13 community meeting convened by ANC 3C and ANC 3F, ANCs directed Sidwell to provide information on the Middle School, materials, massing
  Responded with various presentations, no final design

- ANCs have not seen 6/22/04 visuals showing "porch" and 4 roof towers.

4. ANCs have conditioned their approval on redesign of Middle School.

ANC 3C
Redesign Middle School to give visual break in length of building

ANC 3F
Redesign Zavitz Middle School to minimize visual impact,
Reduce sense of massiveness
Relocate entrance to face interior of campus

5. Outstanding Zoning issues:

- New roof towers
  At BZA hearing 6/22/04 first presentation of 4 roof towers.
  Are towers violation of zoning ordinance in terms of height and screening?

- Exceed side yard set back.
  Page 17 of BZA presentation shows structure in side yard set back
  Is this a side yard violation?

- not in harmony and will affect adversely the use of neighboring property"

  Based on Section 3104.1

  Expansion will abut The Washington Home, a residential nursing care facility and will be directly across the street from established residential neighborhood of 2 story single family homes.

  3 story institutional structure with tall roof towers not in harmony with residential zone

  3 story institutional structure with tall roof towers will adversely affect use of neighboring property, bring institutional building directly across from established residential street

- objectionable to adjoining and nearby property because of noise, and traffic

  Based on Section 206.2.

  Expansion moves entrance, increased noise and traffic impacts on residential and institutional neighbors

  Current entrance of Middle School from far southern end structure

  New plan moves entrance north of existing structure, and with this noise and traffic within a short distance to the established residential neighborhood.

  Expansion adds to traffic and noises problems during drop off and pick up on 37th Street,
  only 4 parking spaces before the entrance.

  Demonstrated inability to control parking on 37th Street creates an objectionable condition in the residential neighborhood., including uncontrolled traffic line, traffic in through lane, rolling through stop signs, illegal parking on 37th Street, queuing in south bound through lane, u-turning, pedestrians crossing in middle of block

  Requested increase in enrollment to 850 will exacerbate objectionable condition.

CITATIONS ON MIDDLE SCHOOL DESIGN

ANC 3C condition for approval

"That the middle school addition (facing 37th Street) be indented to the west to give a visual break in the length of the building and to provide the mature trees in public space a greater change of survival"

ANC 3F conditions for approval

"Redesign the façade of the Zavitz Middle School to minimize its visual impact, with set back of the proposed addition and perhaps with changes in architectural treatment to reduce sense of massiveness and provide a landscaping plan showing locations of plantings (preferably tall evergreens) to screen views of this massive building from nearby homes"

"Relocate the main entrance to the Zavitz Middle School to the courtyard on Wisconsin Avenue side of the buildings so that it faces the center of campus rather than 37th Street".

MIDDLE SCHOOL EXPANSION--- A "SMALL ADDITION"

In the power point presentations to the community, Sidwell has referred to the proposed expansion as a "small addition".

Details of this "small addition"

Addition will be 35,000 square feet.
Current structure is 33,100 square feet
Can an addition become so large that it becomes the primary structure?

More than doubling of existing structure

Massing of addition—without new porch
98 feet long
64 feet deep
40 feet high—without new roof towers

Visual impact will be
Institutional structure in residential neighborhood setting
Block long building (from Tilden Street to Rodman Street extension)
3 story structure, with 4 roof towers
located on sloping lot
NE corner will be on top of a berm about 15' above the sidewalk
NE corner will have net impact of 54 foot high structure—with the 4 roof towers

Structure will loom over established residential neighborhood.

Structure will loom over abutting institutional neighbors, The Washington Home and the Hearst Elementary School directly across the street.

UNRESOLVED ISSUE
LANDSCAPE PLANS

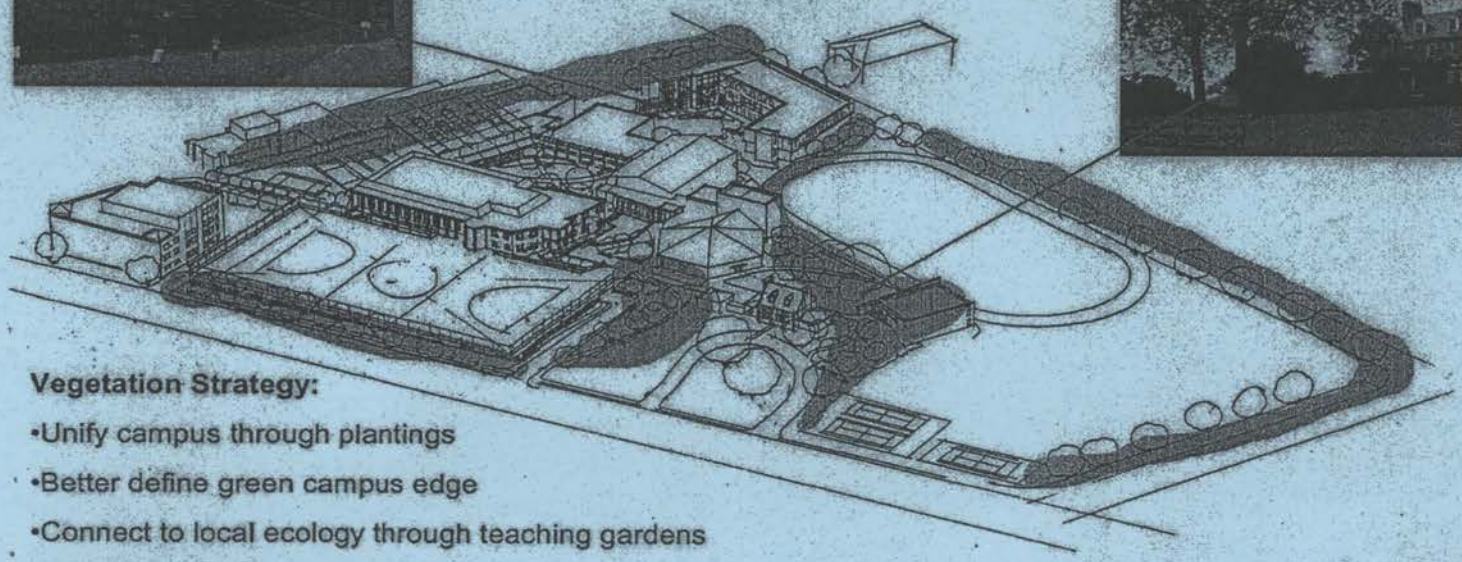
1) "Comprehensive landscape plan", a focal point of "cutting edge green design of project".

Plans are not available for review

Sustainable Landscaping





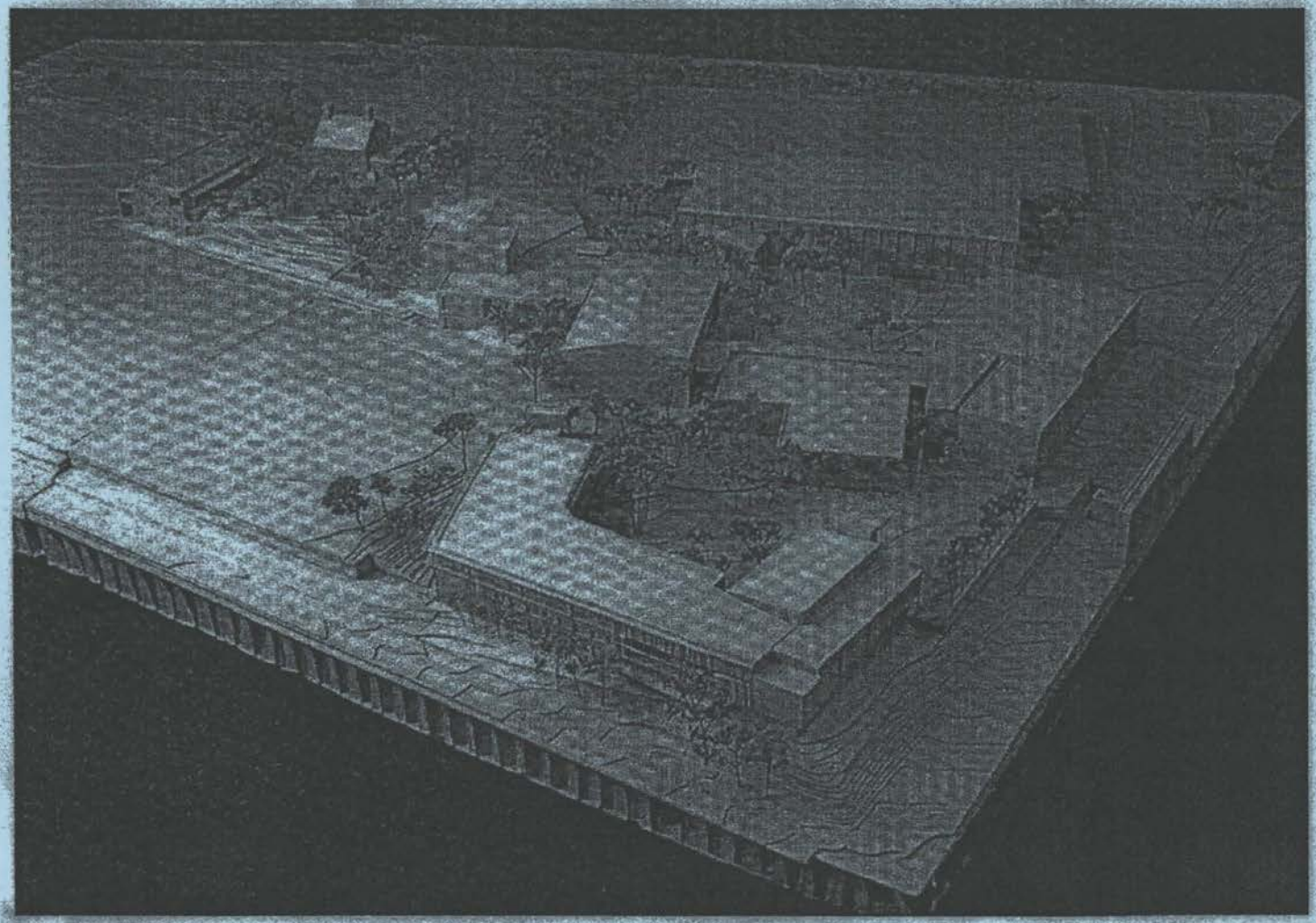


Vegetation Strategy:

- Unify campus through plantings
- Better define green campus edge
- Connect to local ecology through teaching gardens
- Replant steep slopes and transitional spaces
- Save key mature trees
- Integrate plantings with storm water strategies

WISCONSIN AVENUE CAMPUS: LANDSCAPE CONCEPT

December 2003



AERIAL VIEW OF CAMPUS FROM NORTHEAST

2) Of particular concern-- plans for Middle School

- Need to replace green and open space buffer
- Need to screen massive institutional building from neighbors and residential community
- Sustainability questioned by local landscape architect



northern most edge of addition



this sketch misleading in terms of massing, northern edge of addition - behind trees

- Unsightly mansard roof on original building replaced in order to unify architecture with new addition
- North edge of addition pulled back to accommodate teaching garden
- Mature trees retained where possible
- Extensive new plantings
- Retention rather than replacement of original building reduces environmental impacts and disruption from construction

BZA presentation 6/22/04, p. 16

~~Downloaded 6/22/04 "picture of new Middle School."~~

3) What is the review process?

- Can not assess how landscaping will mitigate impacts in residential neighborhood
- Landscape plan not available to community, ANCs or BZA

4) ANCs have conditioned their approval on landscaping plans and creation of green buffer

5) Zoning Issue:

Need for mitigation of adverse impact and objectionable conditions resulting from massive Middle School expansion in residential neighborhood and impacts on abutting institution.

UNRESOLVED ISSUE
LANDSCAPE PLAN

"Comprehensive landscape plan", a focal point of "cutting edge green design of project"

Sidwell has designed its whole expansion on a "cutting edge green design" and progressive utilization of "sustainable" green architecture design items such as green roofs, rain gardens, storm water retention and the like.

It would be expected that Sidwell provide the community, the ANCs and BZA with a detailed landscape plan.

1. Materials presented to BZA incomplete, inconsistent
   There is scant information on landscape plan
   - BZA presentation on page 26 shows "green circle" conceptual layout of interior and border landscaping.
     Yet, on page 28 in aerial view, key area northwest of property is shown with no landscaping
   - BZA presentation page 16 shows Middle School sketch, with misleading placement of building and mature trees.
   - Materials provided to ANC 3C meeting most detailing
     - Not presented to BZA
     - Not presented to the community.
     - Listing of preliminary plantings strongly questions by local landscape architect

2. Of particular concern are plans for Middle School
   - Need to replace green and open space buffer
     - expansion of the Middle School will remove existing green and open space
     - green slope, cluster of mature trees and the open space of the tennis courts.
     - 2 mature maples, which provide visual screening, will be removed in construction

- Need to screen massive institutional building from neighbors and residential community

- Sustainability of proposed plantings questioned by local landscape architect

3. What is the review process?

Can not assess how landscaping will mitigate impacts in residential neighborhood

- Sidwell promises in email dated June to return to ANC 3C with more detailing
- Materials will not be available until after the BZA has completed its review

Landscape plan not available to community, ANCs or BZA

4. ANCs have conditioned their approval on landscaping

- ANC 3C required numerous tall evergreens for screening
- ANC 3F required a detailed landscaping plan which must be accepted in writing by ANCs and the Washington Home
- Further, ANC 3F requires strong tree protection plan for plants along boundary with the Washington Home

5. Zoning Issues

ANCs both insist that green buffering is critical to mitigation of adverse impact and create objectionable conditions created by the proposed Middle School.

6. Sidwell landscape concepts are shaped criteria for L.E.E.D. certification rather than recommendations of the ANC and the needs of its neighbors.

The ANCs recommend replacement of green screen of mature evergreens.

Landscape architects propose installation of primarily deciduous, native species woodlands.

Two 4' high American hollies are only evergreens listed

Preliminary proposal will not provide year around green screen and size of trees specified will mean any replacement screening will take several decades to achieve.

CITATIONS ON LANDSCAPING

ANC3C:

"That the landscaping plan on 37th Street and along the north border of the property include numerous tall evergreens to shield views of the proposed building from the street and immediate neighborhood

ANC3F:

"That Sidwell adopt a detailed landscaping plan showing type, size and location of trees to be planted in order to screen the middle school, new gym and new tennis courts from homes on Tilden, 37th and Upton Street and from residents of The Washington Home and that this be accepted in writing by ANC3C, ANC3F and The Washington Home."

"That Sidwell adopt a strong tree protection plan for existing trees on the Washington Home's property, include the tall hedge by the proposed tennis courts, with a commitment to replace in kind any of these trees damaged in construction"