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February 9, 2006

VIA HAND DELIVERY

Mr. Geoffrey Griffis, Chairman
D.C. Board of Zoning Adjustment
441 4th Street, N.W., Suite 210
Washington, D.C. 20001

PHIL FEOLA
202-663-8789
phil.feola@pillsburylaw.com

**Re: Pre-Hearing Submission , BZA Application No. 17429,
1801 Foxhall Road, NW**

Dear Chairman Griffis:

Enclosed please find the Pre-Hearing Submission of the Friends of St. Patrick's Episcopal Day School LLC and St. Patrick's Episcopal Church and Day School (collectively, "**Applicants**") for property located at 1801 Foxhall Road, N.W.

Sincerely,

Phil T. Feola

Samantha L. Mazo

Enclosures

cc: Andrea Ferster, Esquire
Katherine Bradley
John Delaney
Ed Murphy
Anthony Barnes

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 17429
EXHIBIT NO. 35

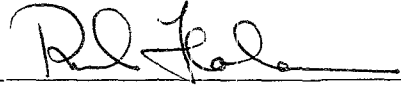
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Board of Zoning Adjustment
District of Columbia
CASE NO.17429
EXHIBIT NO.35A1

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CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a copy of this Pre-Hearing Submission was hand delivered to the addresses below on February 9, 2005.



Phil Feola

Jennifer Steingasser
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Chairman
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BEFORE THE BOARD OF ZONING
OF THE
DISTRICT OF COLUMBIA

APPLICATION OF

FRIENDS OF ST. PATRICK'S
EPISCOPAL DAY SCHOOL, LLC
and
ST. PATRICK'S EPISCOPAL
CHURCH AND DAY SCHOOL

BZA Application No. 17429
ANC 3D
February 9, 2006

PRE-HEARING
STATEMENT OF THE APPLICANTS

I.
INTRODUCTION

The Friends of St. Patrick's Episcopal Day School, LLC ("FOSP") and the Vestry of *who actually owns the property?*
St. Patrick's Parish, on behalf of the St. Patrick's Episcopal Church and Day School ("School"),
collectively ("Applicants"), pursuant to an application filed with the BZA on September 9,
2005, seek special exception approval pursuant to §3104 in order to subdivide the property at
1801 Foxhall Road, N.W. ("**Property**") to construct a private school and build a theoretical lot
residential subdivision.

The Property encompasses 17.3 acres in the R-1-B Zone District. It is characterized by
rolling terrain and large gradient changes with slopes of up to 40%. The Property contains two
separate knolls, one in the Property's center, and the other in the Property's northern section.
The Property extends from Foxhall Road on the west, down a 200-foot slope to the Glover-
Archbold Park on the east, and from Whitehaven Park on the north, to Hoban Road on the south.
The Property is the former Brady Estate and was most recently owned by the Casey Mansion
Foundation, which razed the structures in 2001 in preparation for a proposed development of the

District of Columbia Mayoral Mansion. The Property is currently only improved with the remnants of the estate, including a handful of retaining walls, parts of the structure's foundation, portions of a driveway and service road, and a perimeter fence.

7

The Property does not contain surface water bodies or jurisdictional wetlands. The Property is located at the upper reaches of a large surface drainage area that feeds into an off-site stream that flows northeast into Glover-Archbold Park and drains into Foundry Branch, a minor tributary to the Potomac River. Investigations by EDAW and Wetlands Studies and Solutions, Inc. ("WSSI") in April and May 2005 determined that there are no jurisdictional wetlands on the Property. Importantly, on July 8, 2005, the Army Corps of Engineers confirmed that the Property contained no jurisdictional wetlands. Attached, as Exhibit E, is the U.S. Army Corps of Engineers' Jurisdictional Determination Number 05-02418-11 dated July 8, 2005. Surface water flows through the swales when it rains, temporarily creating stormwater runoff on the site, primarily in the two swales that drain to two separate, natural drainage channels on the northeastern and the southeastern sections of the site. This stormwater currently runs off the site un-detained and discharges into the Glover-Archbold Park.

The Applicants, pursuant to § 2516, seek to divide the Property into three large parcels, see Exhibit A, for proposed subdivision of the Property. The Applicants intend that the 7.72-acre northern portion of the Property (Lot 827, Parcel A) will be utilized for the School; Parcel B (Lot 826), the middle parcel 1.53 acres, will be reserved for open space; and Parcel C (Lot 825), the southern 8.1 acres, will be sold in order to develop twenty-eight (28) single-family houses ("Residential Development") as described below. The proposed site plan is designed to complement the Property's topography and preserve significant amounts of open space and trees. To this end, the Applicants propose to set aside 1.53 acres for open space and to construct a

per-
ject!

School and a Residential Development designed with the goal of preserving as much of the healthy Special Tree coverage as possible.

II. PROPOSED USE

A. The School

The School's plans for a middle school and high school for 440 students with 100 faculty/staff avoid a simple monolithic structure that could disrupt the open space. As seen in Exhibit B, the School buildings are tucked into the Property's topography to limit the School's visual impact. Instead of one large building, the Applicants are proposing to construct a number of separate buildings, including a high school building, an administrative building, a separate building for the middle school, a gym, an athletic field, and a school theater to support the School's mission of educating the whole child. Finally, the School's plans include a 170-car garage under the School buildings. The School's campus is designed to preserve and enhance open space and vegetation. The Applicants are setting aside the 1.53-acre central downward-sloping swale to be kept as open space. Importantly, this natural protection area will help preserve a grove of mature chestnut trees.

The School buildings and the circulation system are designed to meet and/or exceed the Zoning Requirements for the R-1-B Zone District. Specifically, the buildings' heights will fully conform to the Zoning Regulations, and the buildings will have side and rear yard setbacks substantially in excess of those required. The total lot occupancy of the School site (Parcel A), in the combination with Parcel B (the open space), will be 16%, while 40% lot occupancy is permitted. Finally, a minimum of 170 parking spaces are being provided, even though given the number of students, faculty and staff, a total of 112 spaces are required by the Regulations.

what is
the lot
occ. of
just
Parcel A?

B. The Residential Development

On the southern portion of the Property (Parcel C), the Applicants are planning to create a new residential development that will be contextual in both lot dimension and house design to the existing neighboring communities. For this new development, the Applicants propose to create nine lots fronting on Hoban Road, N.W., as a matter-of-right, together with an additional 19 lots created pursuant to a theoretical lot subdivision with frontage on a new private road. Access to the theoretical lots will be from Hoban Road via an extension of 45th Street, N.W.

The plans provide that all the homes will be built on lots that on average are almost twice as large as the required minimum single-family dwelling lot size in the R-1-B Zone District. Specifically, the lot sizes will range from 7,630 to 18,540 square feet and are similar in size to the lots on which the homes in the existing neighboring communities are constructed. Furthermore, public access to open space and the adjacent natural parklands will be preserved and enhanced.

Like the School buildings, the proposed lots and homes will comply with all zoning requirements. The average proposed lot size is 9,935 square feet, almost twice as large as the minimum for constructing a single-family home in the R-1-B Zone District. Building heights, lot occupancies and setbacks will comply with the R-1-B Zone District requirements. Moreover, all of the residential homes will be required to comply with a set of architectural controls and guidelines, to enhance harmony and compatibility within the Residential Development. In addition, the homes constructed on the nine matter of right lots on Hoban Road will be required ^{by not} ~~theoretical~~ to comply with additional standards designed to promote harmony with the existing adjacent Colony Hill neighborhood. A copy of the proposed architectural guidelines is attached as Exhibit C.

III.

ENVIRONMENTAL IMPACT OF DEVELOPMENT

The Applicants have prepared an Environmental Assessment ("EA") to identify the potential environmental impacts and necessary mitigation measures for the Project, a copy of which is attached as Exhibit F. Pursuant to the conclusions of the EA, the Applicants are taking significant mitigation measures to decrease any negative environmental impact that may be associated with developing the Property.

A. Topography

The Applicants have developed detailed plans that minimize soil grading and provide for sensitive siting of individual structures. Furthermore, during construction, the Applicants are planning to implement appropriate management practices for soil erosion to limit the potential for soil erosion and stream/wetland sedimentation impacts during the construction period. To control the amount of stormwater runoff, the Applicants are implementing appropriate stormwater management practices of detention and filtration. The detention provided will exceed the standards established by the District of Columbia government in order to enhance protection of the off-site streams.

B. Vegetation and Trees

The Property currently contains 293 Special Trees as defined by the D.C. Urban Forest Preservation Act of 2002. Of these trees, 177 qualify for protection based on their health. In addition to the healthy Special Trees, the Applicants have identified a number of additional trees that are to be afforded additional protection based upon their maturity, desirability as a species, excellent physical condition, and aesthetic benefits.

In order to limit the impact that the Project may have on the healthy Special Trees and other vegetation, the Applicants have developed a Tree Preservation Plan, attached as Exhibit D. One of the Applicants' main goals is to save as many of the identified healthy Special and specimen trees as possible by appropriate configuration of the facilities and implementation of measures specific to each tree. Importantly, the Applicants are setting aside 1.53 acres of the Property, the entirety of the central swale, for tree preservation. Through its tree preservation efforts, the Applicants are expecting to be able to save at least 50 percent, and possibly more, of the healthy Special Trees on the Property. Further, as shown on the Landscape Plan, included in Exhibit B, many new trees will be planted on the Property.

Some key elements of the Landscape and Tree Preservation Plans include:

- Provide a building setback in excess of the minimum required by the zoning regulations around the perimeter of the site;
- Protect the perimeter of each healthy Special Tree during construction with fence barriers to protect the critical root zones;
- Implement specific site protection measures, including the installation of tree wells, to protect against excessive fill depth;
- Construct buildings with site-sensitive measures to avoid clear cutting and to protect healthy Special Trees;
- Relocate selected trees;
- Protect many trees less than 12 inches in diameter to ensure that they reach Special Tree size in the next few years; and
- Plant native trees throughout the site, but particularly in the vegetative buffer and other open space protected areas, to offset the loss of healthy Special Trees. /said/

C. Archeological Resources

At the suggestion of the National Park Service, the Applicants also performed a Phase I Archeological Study, attached hereto as Exhibit G, which concluded that any historic period

archeological material that may be on the site was not significant. Moreover, the archeological study found that there was a low probability that the Property contained intact, important archeological resources.

D. Visual Impacts

The Property is a mix of wooded and grassed open space with varying topography that provides a wooded slope down to the Glover-Archbold Park to the east and the Whitehaven Park to the north. In order to mitigate negative visual impact caused by the Project, the Applicants are proposing to create a vegetated buffer along the perimeter of the site, as well as to plant new trees along the site's perimeter including Foxhall Road. In addition, the Applicants have placed School buildings within the Property's topography so that the buildings have limited negative impact on the views from Foxhall Road and the adjacent national parks. Finally, the Applicants will not install lights on the field for nighttime athletic use, eliminating a significant threat of light pollution. *no lights on field!*

IV.

THE APPLICANTS MEET THE STANDARDS FOR THE USE OF THE PROPERTY AS A PRIVATE SCHOOL

Section 206 of the Zoning Regulations provides that a private school shall be permitted in the R-1 Zone District if the Board of Zoning Adjustment finds that two requirements are met. First, the private school must not be objectionable to adjoining and nearby property because of noise, traffic, number of students, or other objectionable conditions (11 DCMR 206.2). Second, ample parking space, but not less than that required under Chapter 21 of the Zoning Regulations, must be provided to accommodate the students, teachers, and visitors likely to come to the site by automobile (11 DCMR 206.3).

A. The Proposed School Shall Be Located So That It Is Not Likely To Become Objectionable To Nearby Property Because Of Noise, Traffic, Number Of Students Or Otherwise Objectionable Conditions

1. Noise

Noise emanating from the School will not adversely affect neighboring property given the proposed location of the campus and the existing noise levels in the area. Because of the Property's relative isolation, no excessive noise is likely to spill beyond the campus boundaries. Both the existing vehicular traffic in the vicinity of the site and the location of the site in the Ronald Reagan National Airport flight pattern contribute to the existing noise levels. Moreover, because the School buildings and playing fields are integrated into the topography, the noise impact from the School is expected to be minimal.

2. Traffic

Wells & Associates studied traffic-related aspects of the proposed uses and a copy of its revised Transportation Impact Study ("TIS") is attached as Exhibit H. The Applicants have formulated a two-pronged approach to mitigate traffic impacts caused by the use of the property for a School:

- An on-site circulation system that manages traffic circulation through the widening of Foxhall Road (along the site frontage), an on-site loop road, and sufficient on-site parking; and
- The 1801 Foxhall Six-Point Travel Management Plan ("TMP") that promotes efficient travel and minimizes vehicular traffic added to the public street network.

The revised TMP is described in greater detail in Exhibit I.

a. Transportation Impact Study ("TIS")

As shown in the TIS, the School will generate 262 vehicle trips during its morning peak hour, 175 vehicle trips during its afternoon peak hour, and 189 vehicle trips during the peak PM

commuter hour. Depending on the time of day, these additional trips would increase peak hour traffic on Foxhall Road north of the School entrance by as little as five percent but not more than 14 percent; on Foxhall Road south of the School entrance, peak hour traffic would grow by as little as two percent but not more than four percent. These peak-hour increases are kept within reasonable limits by implementation of the School's TMP; and any impacts will be minimized by the TMP and the new left-turn traffic signal. *one phase needed*

b. Circulation

Based on existing patterns at St. Patrick's elementary school, it is estimated that approximately 79 percent of all School traffic would approach the Property from the north on Foxhall Road, with 21 percent approaching from the south. Recognizing that most vehicles will approach from the north, the Applicants propose to create a new, full-movement, signalized intersection on Foxhall Road at the School's entrance, see Exhibit J. The new signal (the "St. Patrick's Access Signal") will be located approximately 700 feet south of Whitehaven Parkway and 1,300 feet north of Reservoir Road. Timing of the St. Patrick's Access Signal would be coordinated with the other existing signals on Foxhall Road. The St. Patrick's Access Signal will be installed with a new, full-size left-turn lane. This will allow motorists to stop in the left-turn lane (to wait for an opportunity to safely cross the northbound lane of Foxhall Road and enter the School's driveway) without hindering the flow of traffic in the two southbound lanes of traffic.

The Applicants also propose to furnish and install new traffic warning signs and pavement markings. The 15-mile per hour "School Zone" speed limit would help to calm the prevailing speeds on Foxhall Road.

but will also slow everything down!

The circulation plan provides for 47 on-site, drop-off/pick-up queuing spaces in one lane along the 1,175-foot long internal loop road. The projected demand for queuing spaces is only 24 cars, therefore, the plans more than adequately address the need for on-site vehicular queuing.

Overall, any increase in traffic on the Foxhall Road corridor resulting from the School's location on the Property will have only a minor impact on levels of service at nearby intersections.

c. The 1801 Foxhall Six-Point Travel Management Plan ("TMP")

The School has devised a detailed TMP aimed at decreasing the number of cars traveling to and from the School each day. The TMP includes: a carpool initiative; shuttle bus service; parking controls; student driving controls; a walk/bike initiative; and staggered start and dismissal times. The purpose of the TMP is to decrease the number of vehicles approaching the School to either drop off or pick up students, thereby further limiting the impact on traffic on Foxhall Road.

While the TMP is described in greater detail in Exhibit I, two particular elements of the Plan deserve highlighting: the carpool initiative and the shuttle bus service. As it has done at its Whitehaven Campus (Nursery-Grade 6) since the fall of 2002, St. Patrick's plans to implement a carpool initiative. The Whitehaven Campus carpool initiative has been extremely successful, increasing the average vehicle occupancy ("AVO") from 1.33/1.41 students per vehicle during peak hours before the program to a high of 1.91/2.05 students per vehicle after the program was instituted. Furthermore, periodic surveys of that program have demonstrated that the School consistently has exceeded the AVO goal set by the BZA of 1.60 students per vehicle.

The School also proposes to operate a shuttle bus service between the Foxhall Campus and off-campus locations, such as nearby Metro stations and student-safe locations. The potential shuttle routes use will be refined by the School and reviewed by the ANC and/ or DDOT. The goal of the shuttle bus program is to permit parents to drop off students at sites that will accommodate their commuting patterns, thereby obviating the need for them to use Foxhall Road.

In summary, the School proposes to take significant steps to mitigate the traffic impact of the new campus. These steps include:

- Widening Foxhall Road as shown in Exhibit J;
- Installing a new traffic signal at the intersection of Foxhall Road and the new driveway entrance to the School;
- Constructing a new southbound left-turn lane from Foxhall Road into the school's driveway, facilitated by a left-turn light at the new traffic signal.
- Incorporating a two-lane "loop road" in the design that accommodates 47 vehicles in single file or 94 vehicles in double file. Operating one way and counterclockwise, this 1,175-foot long driveway will be able to accommodate the School's stacking needs within the limits of the site; and
- Constructing a parking garage with 170 spaces, 53% more than the 112 parking spaces required by zoning guidelines. During non-drop off and pick-up hours, the School can accommodate 47 vehicles parked along the loop road without impacting local traffic.

for drop-off
pick-up !!

Crash
Drop

3. Number of Students and Faculty/Staff

St. Patrick's currently provides a coeducational learning environment based on small class sizes, and it is committed to this model for its middle and high school programs. The Applicants will build enrollment on the new campus to 440 students in grades 7 through 12 and employ approximately 100 faculty/staff. The School requires a student body of 440 students to

fulfill its programming goals. Having conducted significant research into school size in formulating its plans, the School has concluded that 440 students - 120 in the middle school and 320 in the high school - is the number of students it requires to create a vibrant program of theater, clubs, and interscholastic and intramural athletic activities, as well as a strong and varied academic program. The present timetable envisions that the School will open its expanded middle school and high school in 2009. The appropriately-sized student enrollment will help assure that there will be minimal impacts on neighboring properties. Further, the Applicants are prepared to implement the School Operations Plan, as described in Exhibit K, to minimize intrusions on the adjacent residential communities.

4. Other Conditions

As previously discussed, the proposed School buildings and facilities have been meticulously designed to be integrated into the existing topography and landscaping of the Property in order to minimize any impacts that the School may have on the surrounding community. Moreover, the proposal involves an opportunity to retain significant green space on the site. Generous setbacks between the buildings and Foxhall Road are provided. In addition to the significant setbacks and landscaping described above, the design scheme for the Property addresses concerns regarding potential stormwater management degradation, adverse environmental impacts, and quality of life issues for the immediate neighbors of the Property and the entire surrounding community.

B. The Proposed School Will Provide Ample Parking.

The School will have ample parking on site, and, therefore, no faculty, staff, students, or visitors will be allowed to park in the surrounding residential neighborhoods. The School's proposed parking supply far exceeds the number of spaces required by the Zoning Regulations.

For middle schools, the requirement is two spaces for every three faculty and other employees. For high schools, the requirement is two spaces for every three faculty and other employees plus one space for each 20 classroom seats or one space for each 10 seats in the largest gym, auditorium, or area useable for public assembly, whichever is greater. For the proposed School, the Zoning Regulations require that 112 parking spaces be provided on the Property. The School is proposing to construct an underground single-level, four-bay parking structure that will contain a total of 170 parking spaces, which is 53 percent more parking spaces than are required by the Zoning Regulations. The School will also have the capacity to park an additional 47 vehicles along the internal driveway loop, thereby raising the number of cars that could be parked on campus to 217.

V.
THE APPLICANTS MEET THE STANDARDS
FOR THE DEVELOPMENT OF A THEORETICAL LOT SUBDIVISION

The FOSP is also proposing to build a theoretical lot subdivision on the southern 8.1-acre portion of the Property (Lot 825, Parcel C). As stated above, the FOSP proposes to construct a Residential Development composed of nine single-family lots as a matter-of-right along Hoban Road, and an additional 19 lots along internal, private roads by a §2516 special exception. The proposal is in harmony with the intent and purposes of the Zoning Regulations and is consistent with the requirements of §2516. The Residential Development will be contextual in lot size and house design with the established existing neighboring communities. The Residential Development will be accessed from Hoban Road on an extension of 45th Street, N.W. The proposal for the Residential Development comports with the criteria of § 2516. Furthermore, because of the reasons stated below, the subdivision will meet the test of a Special Exception pursuant to §3104, because the proposal is in harmony with the general purposes and intent of

the Zoning Regulations, and because it will not adversely affect the use of the neighboring property.

A. The Proposed Lots Conform to the R-1-B Zone District.

Designed for low-density residential development, single-family detached dwellings can be built as a matter-of-right in the R-1-B Zone District. Furthermore, the R-1-B Zone District requires minimum lot sizes of 5,000 square feet and lot widths of 50 feet. It also requires rear yard setbacks of 25 feet and two side yard setbacks of eight feet each and a maximum lot occupancy of 40 percent for single-family dwellings. In addition, the R-1-B Zone District permits building heights of 40 feet or three stories.

Pursuant to §2516.4, each lot in the Residential Development will exceed 5,000 square feet in area and 50 feet in width. In fact, the lot sizes range from 7,630 to 18,541 square feet, for an average of 9,935 square feet. Each single-family dwelling will occupy less than 40 percent of its respective lot. All front, rear and side lot setbacks will meet or exceed the R-1-B requirements. Finally, measured pursuant to the requirements of § 2516.7, the single-family detached homes will conform to the three-story limit and will measure 40 feet or less in height.

In providing for net density for theoretical lots, the Zoning Regulations require that the private roads for ingress and egress into, and out of, the development shall be at least 25-feet in width (but need not be paved for its entire width), have a turning area with a diameter of not less than 60 feet, and the area of land that forms the private roads not be included in the square footage allotment of each separate lot.

In order to provide residents and visitors access to their homes, the FOSP is proposing to build a private road extension of 45th Street from Hoban Road. The 45th Street extension will

open onto a private loop road that will provide access to the house lots. This private road will satisfy §2516.6(b), which requires that the means of vehicular ingress or egress be “twenty-five feet (25 ft.) in width, but need not be paved for its entire width.” The Applicants propose to construct a private road that will be 28-feet wide in most places (but in no case more narrow than 22 feet in order to assure tree protection). The 28-foot wide sections will include two 10-foot wide travel lanes and an eight-foot wide parking lane, while the 22-foot wide sections will include two 11-foot-wide travel lanes. All sections of the private road will include a sidewalk on one side. Furthermore, as a loop, the private road meets the 60-foot turning area required by §2516.6(c). Moreover, the lots do not include any of the area of land set aside for the streets.

B. The Proposed Subdivision Will Not Have an Adverse Effect on the Present Character and Future Development of the Neighborhood.

The FOSP has designed the Residential Development to have as minimal an impact on the surrounding areas and the current neighbors as possible. First the Residential Development will have a minimal impact on traffic in the area. As discussed more fully in the Transportation Impact Study at Exhibit H, the 28 new homes will generate a minimal 21 AM peak hour vehicle trips and 28 commuter PM peak hour vehicle trips per day.

Second, the Residential Development has been designed with an exceedingly modest density and significant amounts of open space. The density, at less than 3.5 units per acre, is low and in keeping with neighboring residential developments. As stated above, the Residential Development will include pocket parks for tree preservation, and the homes will be built on lots designed to provide significant open space and minimize the loss of healthy Special Trees.

Third, the design of the lots and proposed homes is in harmony with the existing neighborhood communities and, therefore, will not adversely impact the character of the

surrounding areas. The Residential Development has been designed to complement the existing neighborhood communities.

C. The Residential Development is in Harmony with the General Purposes and Intent of the Zoning Regulations.

The R-1-B Zone District was designed for low-density residential development and permits construction of single-family detached homes as a matter-of-right. The proposed Residential Development would not be contrary to the purpose or intent of the Zoning Regulations because each of the proposed lots would provide greater than the minimum lot area and width required in the R-1-B Zone District, and the form of the private streets and single-family homes is in keeping with both the Zoning Regulations and the character of the area. Furthermore, the Residential Development is designed to create and provide access to open space. The density, at less than 3.5 units per acre, is low and in keeping with the existing, surrounding neighborhoods. Moreover, the front, rear, and side yard setbacks ensure that the Residential Development will be in harmony with the surrounding communities.

D. Granting the Special Exception Will Not Affect the Use of Neighboring Property in Accordance with the Zoning Regulations and Maps.

The proposed neighborhood layout will not adversely affect the surrounding area. The new Residential Development will be in harmony with the existing neighboring communities and the proposed new development on the Phillips Estate north of Whitehaven Park (approved by the BZA on April 5, 2005). Therefore, the Residential Development will be directly consistent with other communities in the area.

VI. NEIGHBORHOOD OUTREACH

The Applicants' community outreach commenced directly after FOSP's purchase of the Property in 2004. At that time, the Applicants began distributing periodic activity "updates" to the ANC 3D, ANC 3D members, and leaders of various neighborhood associations. In addition, immediately following completion of the plans for the Project, from Monday, June 7, 2005 to Saturday, June 20, 2005, the Applicants offered several dozen small, informal meetings with the Property's neighbors. In order to meet with as many neighbors as possible, the Applicants invited small groups of neighbors and stakeholders to meet its development team, to participate in detailed initial presentations, and to voice concerns and suggestions about the Project. The Applicants met with the leaders of the Colony Hill neighborhood on September 6, 2005 and made an informational presentation to Advisory Neighborhood Commission 3D on September 7, 2005. Additionally, the Applicants have appeared at the Foxhall Citizens Community Association (September 21, 2005 and January 18, 2006) and made presentations of various aspects of the Project to ANC 3D on December 7, 2005, January 4, 2006, and they are scheduled to appear at the February 1, 2006 meeting.

Beginning in November 2005, the Applicants and the Colony Hill Neighborhood Association ("CHNA") commenced a series of three working groups in the hopes of resolving many of CHNA's outstanding questions and securing its support during this process. The working groups focused on three separate issues: Architectural Controls and Guidelines for the homes along Hoban Road; Construction and Operations; and Access. The working groups were composed of development team representatives, Friends of St. Patrick's managing members, St. Patrick's school administrators, and Colony Hill residents. Over the 12-week period from

November 2005 to January 2006, the three working groups met fourteen times and the Applicants spent over 200 hours participating in these meetings or preparing for these meetings.

Unfortunately, while excellent progress was made in some areas, the Applicants were unable to reach an accommodation on all points.

Finally, it should be noted that in order to be transparent and helpful to the community at large, the Applicants have posted all publicly available documents about the Project on a website solely devoted to the Project. This website, www.1801foxhall.com, was accessible to all users of the World Wide Web and was updated throughout the extensive community-outreach process.

VII.

EXHIBITS IN SUPPORT OF THE APPLICATION

The Applicants submit the following exhibits in support of the application:

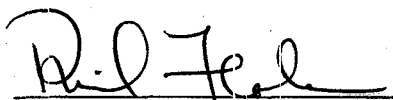
<u>Exhibit A</u>	Proposed Property Division
<u>Exhibit B</u>	Plans for the Project
<u>Exhibit C</u>	Architectural Guidelines for Single-family Houses
<u>Exhibit D</u>	Tree Preservation Plan
<u>Exhibit E</u>	United States Army Corps of Engineers' Jurisdictional Determination
<u>Exhibit F</u>	Environmental Assessment
<u>Exhibit G</u>	Phase I Archeological Study
<u>Exhibit H</u>	Transportation Impact Study
<u>Exhibit I</u>	Travel Management Plan
<u>Exhibit J</u>	Foxhall Road Proposal
<u>Exhibit K</u>	School Operations Plan

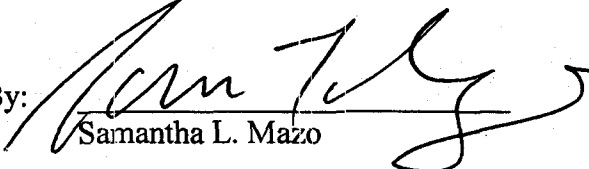
VIII.
CONCLUSION

As demonstrated above, the Application meets the criteria set forth in Sections 206 and 2516 for special exception approval and is, therefore, in harmony with the general purpose and intent of the Zoning Regulations. In compliance with Section 3104.1 of the Zoning Regulations, the Applicants have demonstrated that the relief sought is in harmony with the general purposes and intent of the Zoning Regulations and will not adversely affect neighboring properties. The Applicants respectfully request that the Board of Zoning Adjustment approve this application.

Respectfully submitted,

Pillsbury Winthrop Shaw Pittman LLP

By: 
Phil Feola

By: 
Samantha L. Mazo

February 9, 2006

A

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD BEARING	CHORD
C2	1427.31'	60.49'	2°25'42"	30.25'	N 42°49'31" W	60.49'
C3	190.00'	88.04'	26°32'56"	44.82'	N 27°47'12" E	87.25'
C4	1553.38'	67.59'	2°29'34"	33.80'	S 63°57'13" W	67.58'
C5	1553.38'	54.81'	2°01'19"	27.41'	S 48°59'13" W	54.81'
C9	185.00'	27.99'	8°40'07"	14.02'	N 71°04'39" W	27.96'

LINE TABLE		
LINE	BEARING	DISTANCE
L3	N 41°36'40" W	69.90'
L4	N 29°34'20" E	45.76'
L5	N 25°20'30" W	60.31'
L6	S 25°20'30" E	63.52'
L7	S 44°35'33" E	0.93'
L8	S 64°39'27" W	3.67'

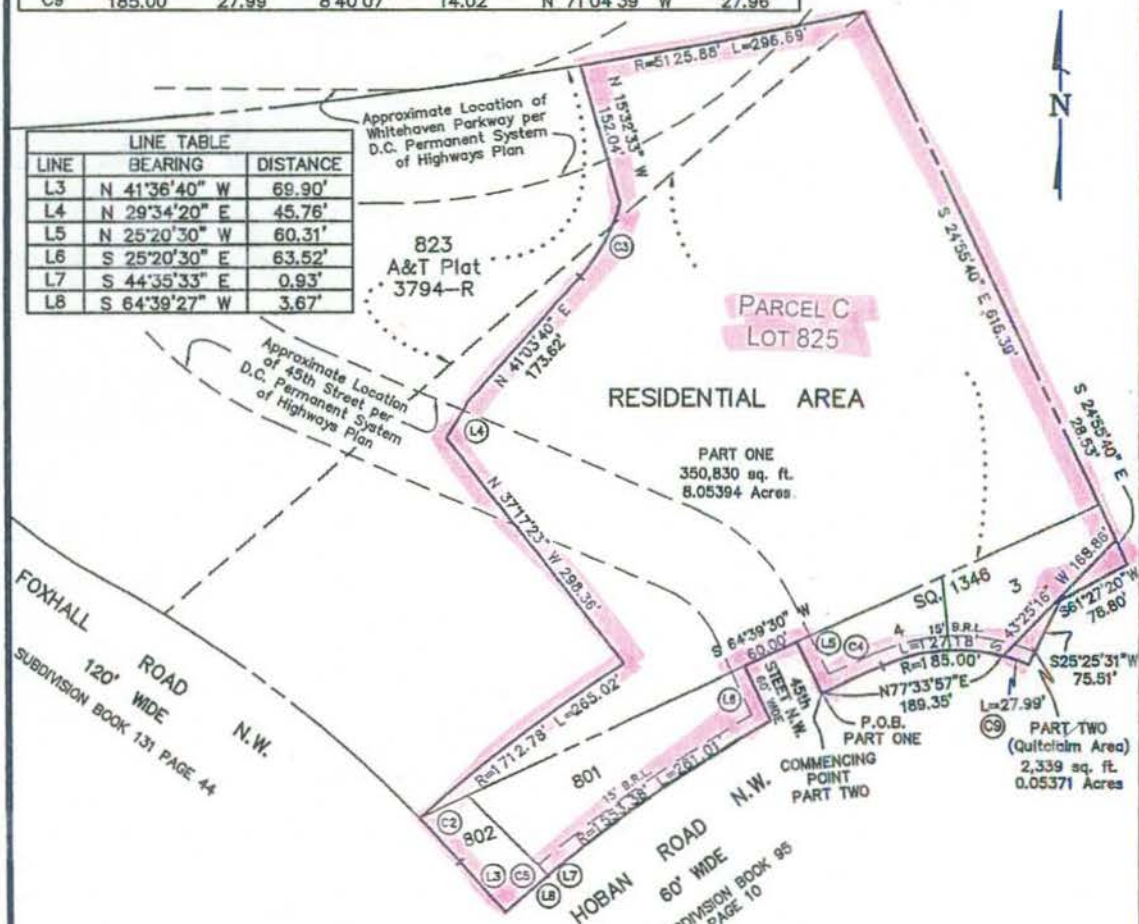


EXHIBIT "A"

SAINT PATRICK'S EPISCOPAL SCHOOL RESIDENTIAL AREA

SCALE 1"=150' JUNE, 2005
MONTGOMERY COUNTY, MARYLAND

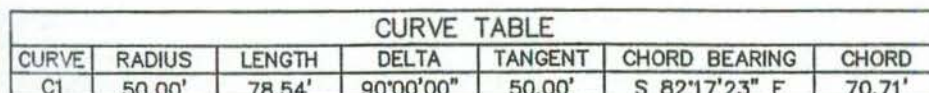
This Exhibit is based on a Boundary Survey recorded in the Office of the D.C. Surveyor in Survey Book 1001 at Page 35, also recorded as Map RS-7, Dated October 13, 1998



Macris, Hendricks & Glascock, P.A.
Engineers • Planners
Landscape Architects • Surveyors

9220 Wightman Road, Suite 120
Montgomery Village, Maryland
20886-1278

Phone 301.670.0840
Fax 301.948.0693
www.mhga.com



PARCEL A – LOT 827

LEGAL DESCRIPTION

All that certain lot or parcel of land being located in the City of Washington in the District of Columbia and being more particularly described as follows:

Part of the land currently known for assessment and taxation purposes as lot numbered Eight Hundred and Three (803) and being located in Square Numbered Thirteen Hundred and Forty-six (1346), being more particularly described as follows:

Commencing at a point, said point being at the intersection of the northerly line of Hoban Road N.W. and the easterly line of 45th Street N.W., said point also being the southwesterly corner of Lot Four (4) as shown in Subdivision Book 96 on Page 104 and recorded in the Office of the Survey of the District of Columbia, then South $72^{\circ}37'42''$ West, 434.99 feet to the point of beginning on the easterly line of Foxhall Road N.W. at the common corner of assessment and taxation Lots Eight Hundred and Two (802) and Eight Hundred and Three (803), then binding with part of said easterly line of Foxhall Road N.W.

1. 418.77 feet along the arc of a curve deflecting to the left, having a radius of 1,427.31 feet and a chord bearing and distance of North $52^{\circ}26'41''$ West, 417.27 feet to a point of reverse curvature, then
2. 131.63 feet along the arc of a curve deflecting to the right, having a radius of 570.98 feet and a chord bearing and distance of North $54^{\circ}14'45''$ West, 131.34 feet to a point of compound curvature, then
3. 457.51 feet along the arc of a curve deflecting to the right, having a radius of 767.04

feet and a chord bearing and distance of North $30^{\circ}33'16''$ West, 450.75 feet to a point, then leaving the said easterly line of Foxhall Road N.W. and binding with part of the northerly limits of said Lot numbered Eight Hundred and Three (803)

4. 670.84 feet along the arc of a curve deflecting to the left, having a radius of 5,125.88 feet and a chord bearing and distance of North $85^{\circ}52'37''$ East, 670.36 feet to a point, then leaving said northerly limits of Lot 803 to cross and include part of said Lot 803
5. South $07^{\circ}52'19''$ East, 115.39 feet to a point, then
6. 149.02 feet along the arc of a curve deflecting to the right, having a radius of 119.00 feet and a chord bearing and distance of South $28^{\circ}00'06''$ West, 139.47 feet to a point of reverse curve, then
7. 208.41 feet along the arc of a curve deflecting to the left, having a radius of 459.00 feet and a chord bearing and distance of South $50^{\circ}52'03''$ West, 206.63 feet to a point, then
8. 51.04 feet along the arc of a curve deflecting to the right, having a radius of 197.00 feet and a chord bearing and distance of South $53^{\circ}20'48''$ East, 50.90 feet to a point, then
9. North $52^{\circ}42'37''$ East, 140.34 feet to a point, then
10. 78.54 feet along the arc of a curve deflecting to the right, having a radius of 50.00 feet and a chord bearing and distance of South $82^{\circ}17'23''$ East, 70.71 feet to a point, then
11. South $37^{\circ}17'23''$ East, 38.74 feet to a point, then

12. South $29^{\circ}34'20''$ West, 17.83 feet to a point, then
13. South $37^{\circ}17'23''$ East, 298.36 feet to a point, then
14. 265.02 feet along the arc of a curve deflecting to the left, having a radius of 1,712.78 feet and a chord bearing and distance of South $52^{\circ}32'00''$ West, 264.76 feet to the point of beginning; containing an area of 336,478 square feet or 7.72446 acres of land.

This Exhibit is based on a Survey prepared by Bernard F. Locraft Civil Engineers, dated March 1, 1991 and last revised July 12, 1996.

This parcel may be subject to restriction as set forth by the "D.C. Permanent System of Highways Plan" for those portions of 45th Street and Whitehaven Parkway as shown on the said survey prepared by Bernard F. Locraft Civil Engineers.

98-306
LD003MBK

LEGAL DESCRIPTION

All that certain lot or parcel of land being located in the City of Washington in the District of Columbia and being more particularly described as follows:

Part of the land currently known for assessment and taxation purposes as lot numbered Eight Hundred and Three (803) and being located in Square Numbered Thirteen Hundred and Forty-six (1346), being more particularly described as follows:

Commencing at a point, said point being at the intersection of the northerly line of Hoban Road N.W. and the easterly line of 45th Street N.W., said point also being the southwesterly corner of Lot Four (4) as shown in Subdivision Book 96 on Page 104 and recorded in the Office of the Survey of the District of Columbia, then North 53°00'05" West, 472.01 feet to the point of beginning, then

1. North 37°17'23" West, 38.74 feet to a point, then
2. 78.54 feet along the arc of a curve deflecting to the left, having a radius of 50.00 feet and a chord bearing and distance of North 82°17'23" West, 70.71 feet to a point, then
3. South 52°42'37" West, 140.34 feet to a point, then
4. 51.04 feet along the arc of a curve deflecting to the left, having a radius of 197.00

feet and a chord bearing and distance of North $53^{\circ}20'48''$ West, 50.90 feet to a point, then

5. 208.41 feet along the arc of a curve deflecting to the right, having a radius of 459.00 feet and a chord bearing and distance of North $50^{\circ}52'03''$ East, 206.63 feet to a point of reverse curvature, then
6. 149.02 feet along the arc of a curve deflecting to the left, having a radius of 119.00 feet and a chord bearing and distance of North $28^{\circ}00'06''$ East, 139.47 feet to a point, then
7. North $07^{\circ}52'19''$ West, 115.39 feet to a point on the northerly limits of assessment and taxation Lot numbered Eight Hundred and Three (803), then binding with part of said northerly limits of lot numbered Eight Hundred and Three (803)
8. 165.80 feet along the arc of a curve deflecting to the left, having a radius of 5,125.88 feet and a chord bearing and distance of North $81^{\circ}12'04''$ East, 165.79 feet to a point, then leaving the said northerly limits of said Lot Eight Hundred and Three (803) to cross and include part of said Lot 803
9. South $15^{\circ}32'33''$ East, 152.04 feet to a point, then
10. 88.04 feet along the arc of a curve deflecting to the right, having a radius of 190.00 feet and a chord bearing and distance of South $27^{\circ}47'12''$ West, 87.25 feet to a point, then
11. South $41^{\circ}03'40''$ West, 173.62 feet to a point, then

12. South 29°34'20" West, 27.93 feet to a point of beginning; containing an area of 66,801 square feet or 1.53355 acres of land.

This Exhibit is based on a Survey prepared by Bernard F. Locraft Civil Engineers, dated March 1, 1991 and last revised July 12, 1996.

This parcel may be subject to restriction as set forth by the "D.C. Permanent System of Highways Plan" for those portions of 45th Street and Whitehaven Parkway as shown on the said survey prepared by Bernard F. Locraft Civil Engineers.

98-306 LD002MBK

PARCEL C – LOT 825

LEGAL DESCRIPTION

All that certain lot or parcel of land being located in the City of Washington in the District of Columbia and being more particularly described in two (2) parts as follows:

All of Lots Three (3), Four (4) as shown in Subdivision Book 96 on Page 104 and recorded in the Office of the Survey of the District of Columbia, all of the land currently known for assessment and taxation purposes as Lots numbered Eight Hundred and One (801) and Eight Hundred and Two (802), also part of the land currently known for assessment and taxation purposes as lot numbered Eight Hundred and Three (803), all lots or parcels are located in Square Numbered Thirteen Hundred and Forty-six (1346), being more particularly described as follows:

PART ONE

Beginning at the intersection of the northerly line of Hoban Road N.W. and the easterly line of 45th Street N.W., then leaving said northerly line of Hoban Road N.W. and binding with said easterly line of 45th Street N.W.

1. North 25°20'30" West, 60.31 feet to a point, then leaving said easterly line of 45th Street N.W. and then binding with the northerly limits of 45th Street N.W.
2. South 64°39'30" West, 60.00 feet to a point on the westerly line of 45th Street N.W., then binding with the westerly line of 45th Street N.W.
3. South 25°20'30" West, 63.52 feet to a point at the intersection of the westerly line of 45th Street N.W. and the northerly line of Hoban Road N.W., then binding with part of said northerly line of Hoban Road N.W.
4. 281.01 feet along the arc of a curve deflecting to the left, having a radius of 1,553.38

feet and a chord bearing and distance of South 55°18'30" West, 280.63 feet to a point, then

5. South 44°35'33" East, 0.93 feet to a point, then
6. South 64°39'27" West, 3.67 feet to a point, then
7. 54.81 feet along the arc of a curve deflecting to the left, having a radius of 1,553.38 feet and a chord bearing and distance of South 48°59'13" West, 54.81 feet to a point, said point being the intersection of the northerly line of Hoban Road N.W. and the easterly line of Foxhall Road N.W., then binding with said easterly line of Foxhall Road N.W.
8. North 41°36'40" West, 69.90 feet to a point, then
9. 60.49 feet along the arc of a curve deflecting to the left, having a radius of 1,427.31 feet and a chord bearing and distance of North 42°49'31" West, 60.49 feet to a point, then leaving the said easterly line of Foxhall Road N.W. to cross and include part of said Lot 803
10. 265.02 feet along the arc of a curve deflecting to the right, having a radius of 1,712.78 feet and a chord bearing and distance of North 52°32'00" East, 264.76 feet to a point, then
11. North 37°17'23" West, 298.36 feet to a point, then
12. North 29°34'20" East, 45.76 feet to a point, then
13. North 41°03'40" East, 173.62 feet to a point, then
14. 88.04 feet along the arc of a curve deflecting to the left, having a radius of 190.00 feet and a chord bearing and distance of North 27°47'12" East, 87.25 feet to a point, then

15. North $15^{\circ}32'33''$ West, 152.04 feet to a point on the northerly limits of assessment and taxation lot numbered Eight Hundred and Three (803), then binding with part of said northerly limits of lot numbered Eight Hundred and Three (803)
16. 296.69 feet along the arc of a curve deflecting to the left, having a radius of 5,125.88 feet and a chord bearing and distance of North $78^{\circ}36'59''$ East, 296.65 feet to a point, then
17. South $24^{\circ}55'40''$ East, 615.39 feet to a point, then
18. South $43^{\circ}25'16''$ West, 168.86 feet to a point, said point being on the northerly line of Hoban Road N.W., then binding with part of said northerly line of Hoban Road N.W.
19. 127.18 feet along the arc of a curve deflecting to the left, having a radius of 185.00 feet and a chord bearing and distance of South $84^{\circ}53'39''$ West, 124.69 feet to a point of compound curvature, then
20. 67.59 feet along the arc of a curve deflecting to the left, having a radius of 1,553.38 feet and a chord bearing and distance of South $63^{\circ}57'13''$ West, 67.58 feet to the point of beginning; containing an area of 350,830 square feet or 8.05394 acres of land.

PART TWO (Quitclaim Area)

Commencing at a point, said point being at the intersection of the northerly line of Hoban Road N.W. and the easterly line of 45th Street N.W., said point also being the southwesterly corner of Lot Four (4) as shown in Subdivision Book 96 on Page 104 and recorded in the Office of the Survey of the District of Columbia, then North $77^{\circ}33'57''$ East, 189.35 feet to the point of beginning, then

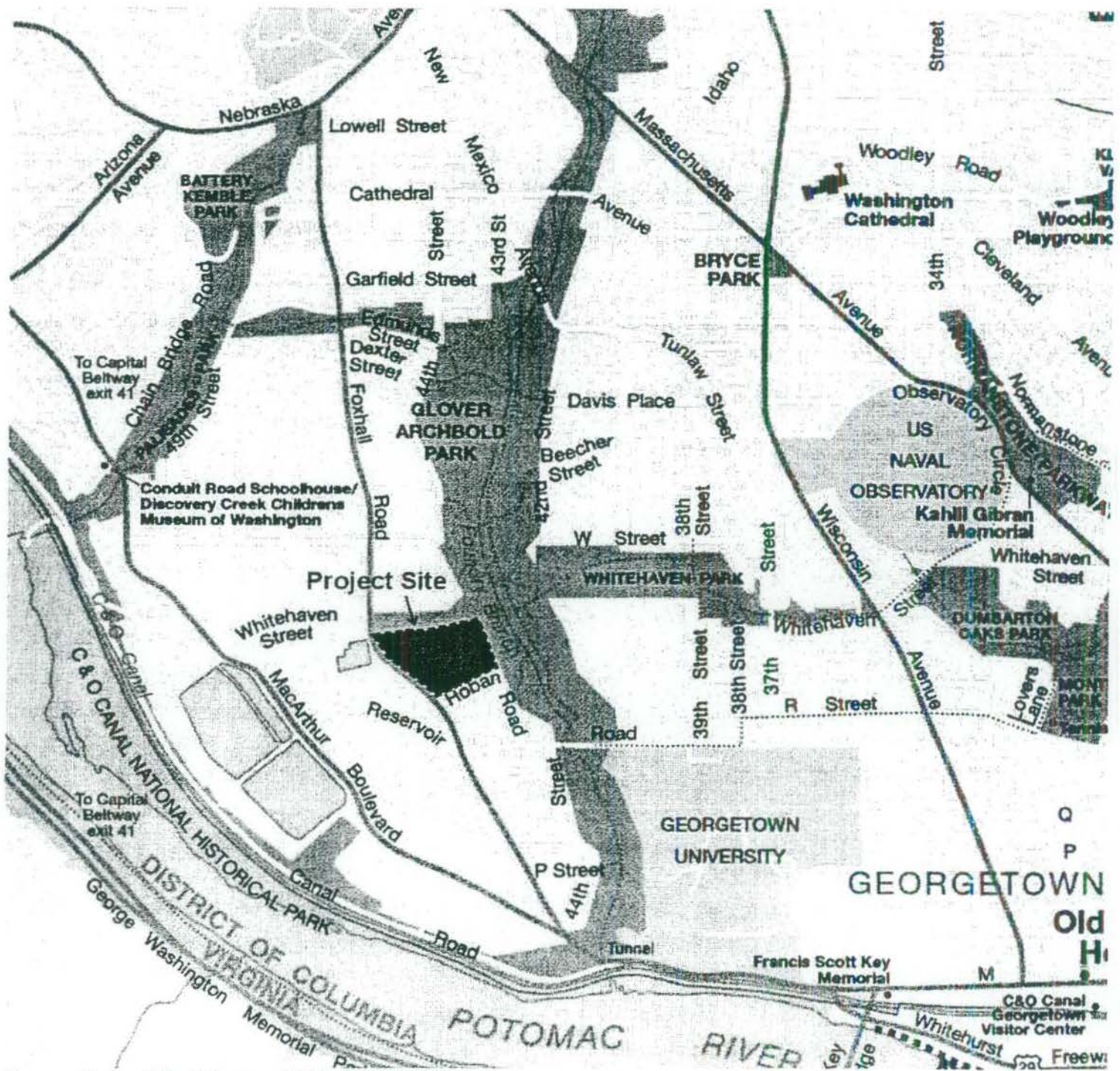
1. North $43^{\circ}25'16''$ East, 168.86 feet to a point, then binding with the easterly and southerly boundaries of said Lot 3 the following 4 courses
2. South $24^{\circ}55'40''$ East, 28.53 feet to a point, then
3. South $61^{\circ}27'20''$ West, 78.80 feet to a point, then
4. South $25^{\circ}25'31''$ West, 75.51 feet to a point, said point being on the northerly line of Hoban Road N.W., then binding with part of said northerly line of Hoban Road N.W
5. 27.99 feet along the arc of a curve deflecting to the left, having a radius of 185.00 feet and a chord bearing and distance of North $71^{\circ}04'39''$ West, 27.96 feet to the point of beginning; containing an area of 2,339 square feet or 0.05371 acres of land

This Exhibit is based on a survey prepared by Bernard F. Locraft Civil Engineers, dated March 1, 1991 and last revised July 12, 1996.

This parcel may be subject to restriction as set forth by the "D.C. Permanent System of Highways Plan" for those portions of 45th Street and Whitehaven Parkway as shown on the said survey prepared by Bernard F. Locraft Civil Engineers.

B

Project Location Map



Source: National Park Service, 2003; EDAW, 2005.



0523

3V

BARNES VANZEL

ARCHITECTS INC.

1118 Wisconsin Ave. NW
Washington, DC 20004
TEL: 202.297.7200
FAX: 202.297.8000

EDAW

601 Prince Street
Washington, DC 20004
www.edaw.com
TEL: 202.297.2000
FAX: 202.297.2000

Sasaki Associates

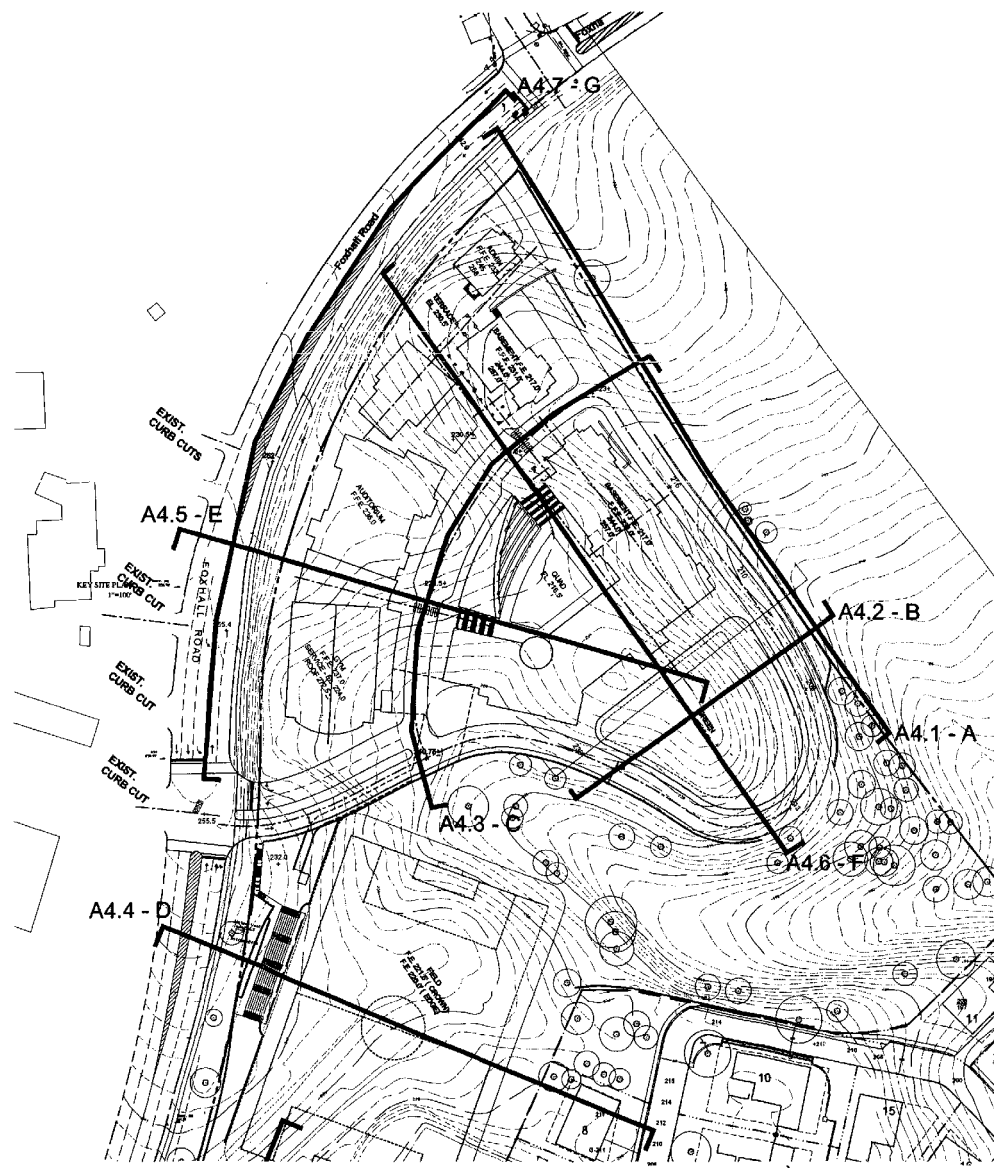
44 Phoenix Street
Washington, DC 20004
www.sasaki.com
TEL: 202.462.4333
FAX: 202.462.4334

Conceptual Site Plan

SCALE: 1"=30' @

30 FEET

1801 Fokhal Road, NW/
St. Patrick's Episcopal School
WASHINGTON, DC



KEY PLAN FOR SECTIONS
SCALE: 1"=30'-0"

DRAWING:	
ISSUED:	
BY:	
DATE:	
REVISION:	
DATE:	
BY:	
DATE:	
REVISION:	
DATE:	
BY:	
DATE:	



A1
 A2
 A: SCHOOL NORTH ELEVATION VIEWED FROM WHITE HAVEN PARK
 SCALE: 1"=30'-0"

0523
3V
 ARCHITECTS INC.
 1328 Wisconsin Ave. NW
 Washington, DC 20007
 TEL: 202.297.7255
 FAX: 202.297.8686

1801 Foxhall Road, NW/
 St. Patrick's Episcopal School
 WASHINGTON, DC

DRAWING:	
ISSUED:	
CHANGES:	
REVISIONS:	
DATE:	
BY:	
CHECKED BY:	
APPROVED BY:	

A4.1

0523



ARCHITECTS INC.

1228 Wisconsin Ave. NW
Washington, DC 20007

TEL: 202.337.7200
FAX: 202.337.6699

1801 Forhall Road, NW/
St. Patrick's Episcopal School
WASHINGTON, DC

DATE: 10/10/07
BY: [signature]
CHECKED: [signature]
DESIGNED: [signature]

A4.2



B. SCHOOL EAST ELEVATION VIEWED THROUGH PLAY GROUND
SCALE: 1"=100'-0"

0523



ARCHITECTS INC.

1318 Wisconsin Ave, NW
Washington, DC 20007

TEL: 202.337.3185
FAX: 202.337.3882

1801 Foxhall Road, NW/
St. Patrick's Episcopal School
WASHINGTON, DC

DRAWING:
DATE: 10/1/03
BY: J. L. C. / J. L. C.

A4.3



A4.3 C: HIGH SCHOOL: WEST ELEVATION, CUT THROUGH DROP OFF ROAD
SCALE: 1"=30'-0"

0523



3V
ARCHITECTS INC.

1234 Wisconsin Ave, NW
Washington, DC 20007

TEL: 202.297.7288
FAX: 202.337.8689

1801 Forhall Road, NW/
St. Patrick's Episcopal School
WASHINGTON, DC

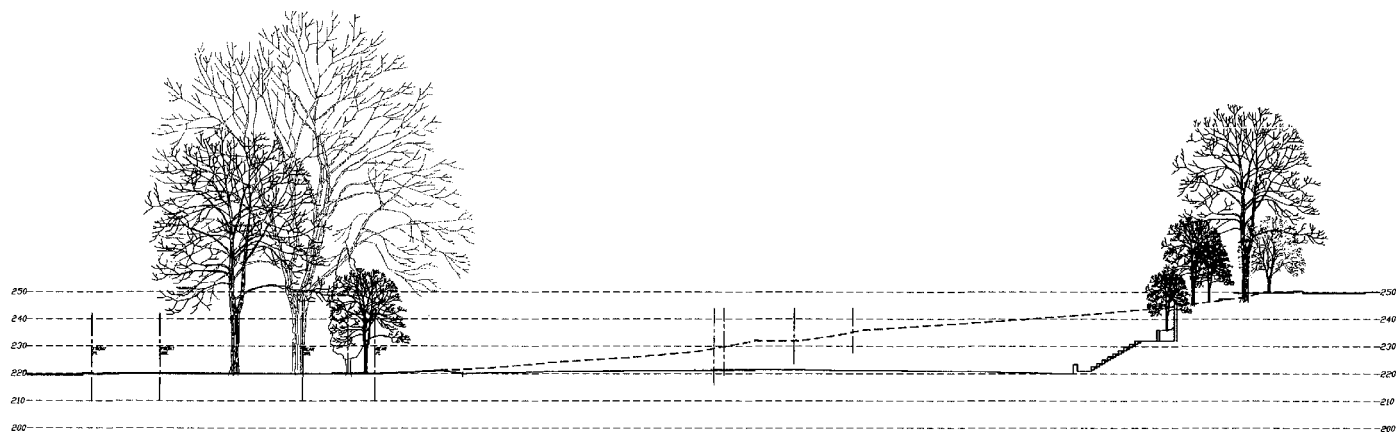
DRAWING:

DATE:

BY:

CHECK:

A4.4

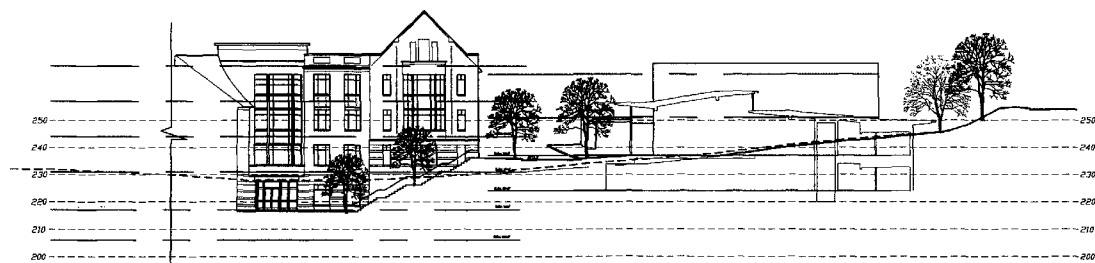


A1
A4.4 D: SECTION THROUGH FIELD LOOKING SOUTH
SCALE: 1"=30'-0"

BV

1338 Wisconsin Ave, NW
Washington, DC 20007

TEL: 202.337.5255
FAX: 202.337.0609



E: SECTION THROUGH SCHOOL COURTYARD LOOKING SOUTH
SCALE: 1"=20'-0"

1801 Foxhall Road, NW/
St. Patrick's Episcopal School
WASHINGTON, DC

DRAWING:	ISSA APPLICATION
ISSUED:	29/01/05

A4.5

0523



3V
ARCHITECTS INC.

1230 Wisconsin Ave, NW
Washington, DC 20007
TEL: 202.337.7335
FAX: 202.337.6669

1801 Forball Road, NW/
St. Patrick's Episcopal School
WASHINGTON, DC

DESIGNED BY
3V ARCHITECTS
CONSULTING
ARCHITECTS

A4.6



A4.6 F. SECTION THROUGH SCHOOL COURTYARD LOOKING NORTH
SCALE: 1/4"=1'-0"

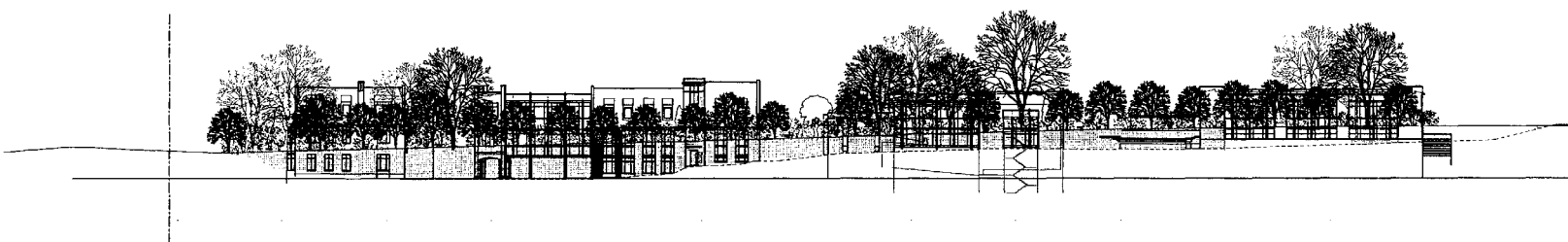
0523



ARCHITECTS INC.

1328 Wisconsin Ave. NW
Washington, DC 20007

TEL: 202.297.7225
FAX: 202.297.8609

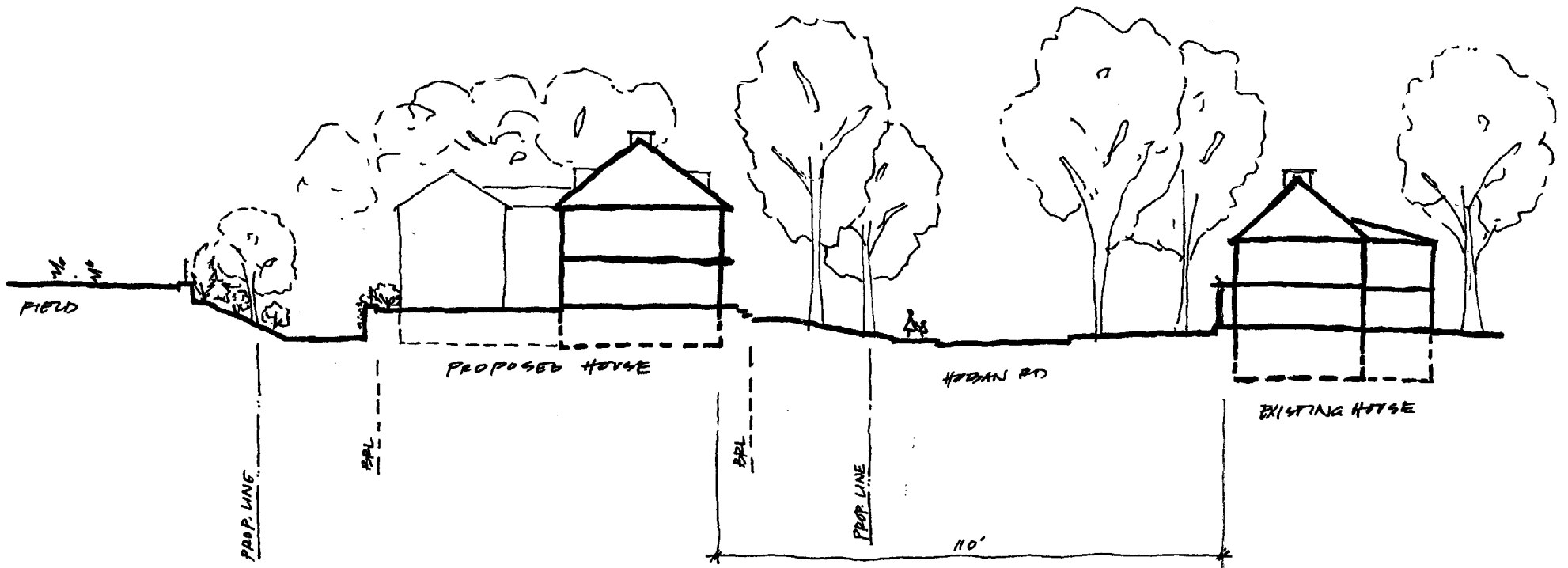


G : WEST ELEVATION ALONG FOXHALL ROAD
SCALE: 1/8"=1'-0"

1801 Foxhall Road, NW/
St. Patrick's Episcopal School
WASHINGTON, DC

DRAWING:
ISSUED:
DATE: 05/05/08

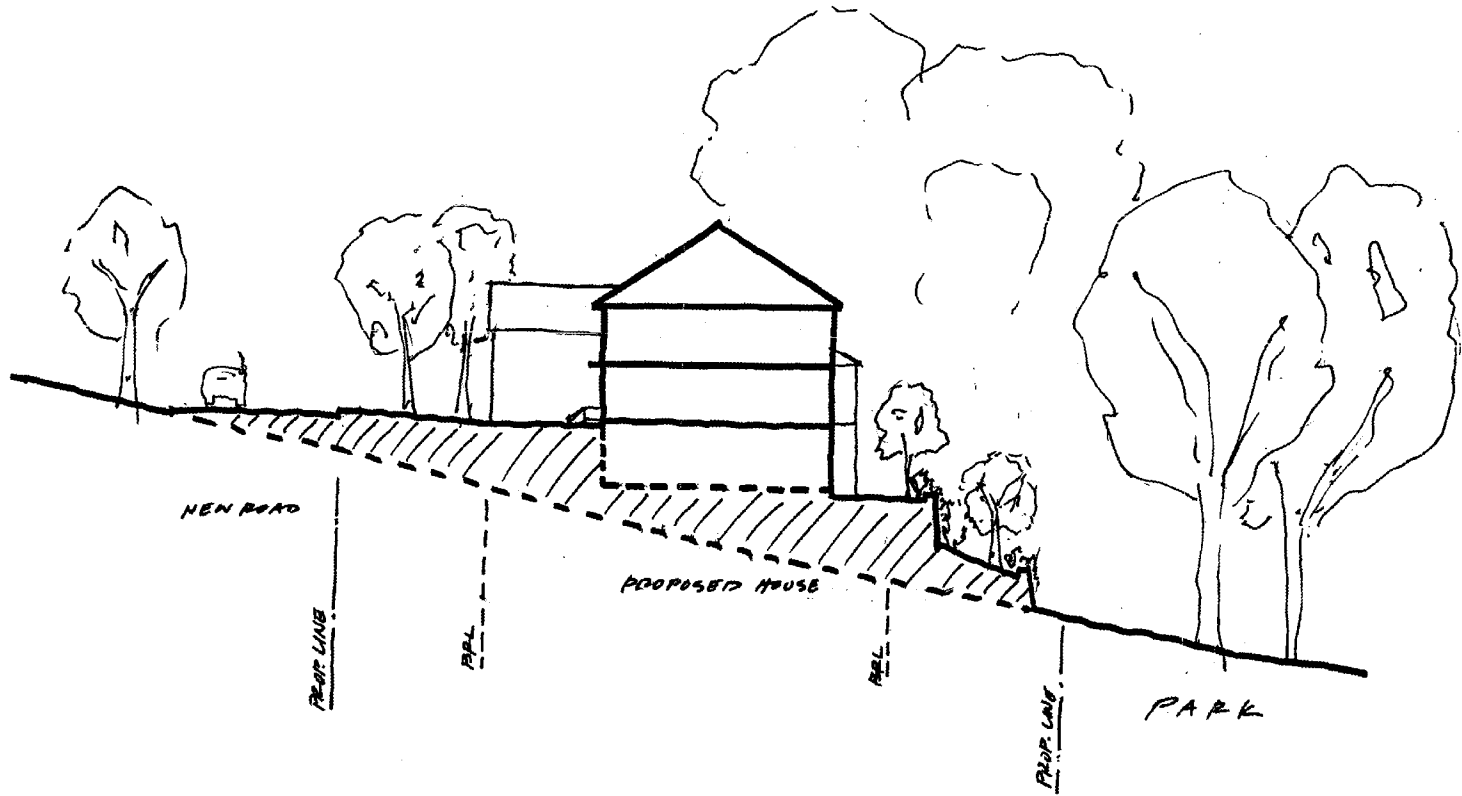
A4.7



SECTION THROUGH LOT 2

1:20

7-2-05



SECTION THROUGH LOT 13

1.70

9.2.05



C

**HOA DOCUMENTS, ARCHITECTURAL GUIDELINES, AND CCRs
FOR THE FOXHALL RESIDENTIAL DEVELOPMENT PROJECT**

January 30, 2006

I. HOMEOWNERS ASSOCIATION:

A homeowners association ("**Association**") for the Friend's of St. Patrick's, LLC's Residential Development ("**Residential Development**") will be established. This will be accomplished by (i) the filing Articles of Incorporation for the Association with the District of Columbia Department of Business and Consumer Affairs, (ii) the adoption of Bylaws by the Association, and (iii) the election of directors and officers for the Association.

The Association's organizational documents will set forth, among other things, (1) the procedures by which the Architectural Review Committee is established, (2) how this Committee will adopt the architectural guidelines, and (3) how this Committee will review proposals submitted to it by lot owners. (See discussion in II below.)

Additionally, all twenty-eight (28) lots in the Association will be encumbered by covenants, conditions and restrictions ("**CCRs**") set forth in a comprehensive Declaration which will be recorded with the District of Columbia Recorder of Deeds. Moreover, the nine matter-of-right lots with frontage on Hoban Road will be made subject to unique restrictive covenants establishing certain specific architectural standards. (See discussion in III below.) These architectural standards could either be included in the BZA Order for the 1801 Project or incorporated into a separate private agreement with Colony Hill. They will not be part of the recorded CCR's.

II. ARCHITECTURAL GUIDELINES:

The purpose of the architectural guidelines ("**Guidelines**") is to help maintain an architectural quality and continuity between the proposed residential development and the already established, existing neighboring communities of Wesley Heights, Spring Valley, and Colony Hill. This encourages a sense of neighborhood, and aims to recognize, protect, and enhance those built and natural features that make the combined neighborhood unique, and to enhance the community's overall value.

Furthermore, its purpose is to provide guidance to homeowners, architects, and landscape architects working in the Residential Development through the common use of architectural scale, proportions, elements, and materials. This is not intended to produce stylistic conformity, but visual harmony.

These Guidelines shall be used by the Architectural Review Board of the Association ("**Architectural Review Board**") to guide and judge the conformity of proposed improvements to the community. The Architectural Review Board shall have the exclusive right to assess and enforce these standards.

The Guidelines are intended to guide the character of the initial development and subsequent changes over time. They address the siting of homes, the materials that may be used for the structures themselves, the landscaping, exterior lighting, and all improvements.

The Guidelines are intended to enhance, not replace, the obligatory regulations that have bearing on the Residential Development, such as zoning or building restrictions.

A. COLONY HILL:

Colony Hill is a neighborhood currently consisting of 41 homes, bounded by Foxhall Road to the west, Reservoir Road to the south, Glover Archbold Park to the east and part of Hoban Road to the north. The development of the neighborhood was started in 1931 by Harry K. Boss of the builders Boss and Phelps. It is located immediately adjacent to, and to the south of, the Residential Development.

According to the original brochure published by Boss and Phelps, the goal was to create “a smart village of early American and Georgian homes.” The houses were designed to depict either the “puritanical stateliness of New England, or the breadth and cordiality of the South.” The original architect was Horace W. Peaslee and the landscape architect was Rose Greely, both well-known and respected practitioners. The brochure predicted that the development would contain “about seventy homes of Early American and Georgian design.”

B. THE EXISTING HOUSES IN COLONY HILL:

As stated in the brochure, the houses represent various interpretations of the “colonial and Georgian” styles. Most of the houses are designed so that the principal ridge line of the roof runs parallel to the street; however, a few gables face the street. Most have a two-story, central mass. The rooflines although similar, vary in height and pitch. Most of these main masses comprise between three to five bays. Most front doors face the street, sheltered by a variety of small porticos or door surrounds. A few houses have side entries, with garden walks or courts. Garage doors are typically set back from the road. Roofs are mostly gabled, with the occasional hipped exception. Most houses have dormers bringing light into attic stories.

Most are faced in brick, predominately a burgundy red brick. Some have clapboard details, but a few frame houses exist. Most brick houses are left natural, but several are painted. Two notable exceptions to the general massing and materials found in the neighborhood are the neo-Grec houses at 1727 Hoban Road and 4407 Hadfield Lane, both have prominent gables facing the street and are of framed construction.

The older houses are mostly found on lower Hoban Road and Hadfield Lane. Most of the house have been expanded and added onto over the years, mostly in the rear. Much of this expansion has been in keeping with the original housing styles.

C. ARCHITECTURAL REVIEW COMMITTEE:

The Architectural Review Committee will review submissions of all proposed improvements for compliance with the Guidelines. It will issue detailed responses to these submissions, letters of disapproval, and requirements for re-submittal and/or approval, as appropriate. It will be empowered to enforce the requirements of the Guidelines.

D. ARCHITECTURAL GUIDELINES, OVERVIEW:

The Residential Development is designed to be comprised of low-density, single-family houses, organized around a flowing, looped road connected to the existing street grid at 45th Street and Hoban Road. The new road follows the sloping contours of the site. The Residential Development is organized around this central loop road, which has sidewalks on one side and crosswalks designed to foster pedestrian activity and neighborhood interaction. The Residential Development also retains three open, green-space areas as pocket parks.

The housing styles allowed are typical of those found in the nearby, established Washington DC garden suburbs. At their foundations are the traditional styles found throughout New England and the South. These must be interpreted in a traditional manner, subject to the appropriate use of the elements, proportions and details of the original styles, and these standards.

The Guidelines will cover a variety of elements, including:

Site Elements

- Setbacks
- Grading
- Façade alignment
- Fences
- Retaining walls
- Sidewalks
- Driveways
- Leadwalks and steps
- Landscaping
- Tree Preservation
- Mailboxes
- Site lighting
- Decks and patios
- Transformers and pedestals

Building Materials and Elements

- Exterior walls
- Fenestration
- Windows
- Doors
- Roofs
- Chimneys
- Stoops

Porches and porticos
House lighting
Garage doors

III. COVENANTS, CONDITIONS AND RESTRICTIONS:

A. GENERAL CCRs:

All twenty-eight (28) lots in the Residential Development will be made subject to restrictive covenants typically found in a homeowners association. For example, the CCRs will establish that (i) the lots may only be used for residential purposes, (ii) no billboards or signs may be displayed from any lot, (iii) no commercial or industrial vehicles may be parked on the Association's property, (iv) no livestock or poultry may be raised, bred or kept on the lots, (v) rubbish and trash must be regularly removed from the lots, and (vi) no noxious or offensive activities may be carried on from any of the Lots. These general CCRs shall run with the lots – i.e., all subsequent lot owners will be bound to these CCRs. A lot owner who violates any of these CCRs will be subject to legal action.

B. HOBAN ROAD LOTS:

In addition to the general restrictive covenants discussed above, the nine (9) lots fronting on Hoban Road could be made subject to the following additional restrictive covenants either through the BZA Order or through a private written agreement with Colony Hill. These additional restrictions will not be recorded along with the CCR's described above.

- 1) Vehicular access to garages shall be from the interior of the site and not Hoban Road.
- 2) The front elevation of houses (the "Front Elevations") will be sited a minimum of 25' from the front lot line (the "Voluntary Setback"), except that porches, porticos and stoops may extend into the Voluntary Setback up to a maximum of 6'.
- 3) A minimum of 30% of the Front Elevation shall be no greater than 30' from the front lot line. Exceptions to this requirement may be made by the Architectural Review Committee in order to save existing trees or for the curvature of Hoban Road. For purposes hereof, the Front Elevation shall not include any one story building elements.
- 4) Front doors, defined for these purposes as the main entrance doors, shall face Hoban Road, the extension of 45th Street, or at an angle presenting itself to both Hoban Road and 45th Street.
- 5) Exterior walls shall consist primarily of brick or stone, and may also include precast, concrete, stone, or wood window features such as keystones, sills and/or surrounds. At least one, but not more than three, will be painted brick with the initial construction. Gables, dormers and side and rear elevations may also include wood siding, cementitious siding or panelized wood.
- 6) All major roof ridges will have pitches of 6:12 minimum. This minimum will not apply to roofs on porches, porticos, bay windows, dormers, gables or other similar structures. Maximum floor to ceiling heights are 10' on the first floor, 9' on the second floor, and 8' for

any attic space (all heights are $\pm 3''$). Floor to ceiling heights are measured to the primary ceiling; interior volume or architectural spaces (such as foyers and tray ceilings) are excluded from this requirement.

- 7) Primary roof materials will be natural or artificial slate. Metal or composition roofs are permitted on flat roofs and on minimal areas, such as porches, bay windows, crickets, dormers, ridge vents, etc.
- 8) A maximum of 30% of any façade facing Hoban Road may be fenestrated.
- 9) Individual windows on the Front Elevation shall have vertical and not horizontal proportions and be operable double hung, provided however, (a) any window component of a bay window may have horizontal proportions and may have fixed windows and (b) decorative windows such as Palladian windows, transoms, octagons, half or full rounds, are also permitted.
- 10) Individual window openings in the Front Elevation may not exceed 4' wide by 10' tall, unless they are part of a bay window or the individual windows or other glazing are ganged together so that there is a minimum width of 3" between the glazing of adjacent windows.
- 11) Windows, except bay windows, Palladian windows, transoms, octagons, half or full rounds, or other decorative windows in the Front Elevation, shall be divided into openings no larger than 24" in height or width by muntins

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0523

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Conceptual Site Plan
SCALE: 1"=100'-0"
1"=100'-0"
1"=100'-0"
1"=100'-0"

1801 Foxhall Road, NW /
St. Patrick's Episcopal School
WASHINGTON, DC

DATE: 08/11/10
DESIGNED BY: RJA / Sasaki
CHECKED BY: RJA / Sasaki
IN CHARGE: RJA / Sasaki



0523



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1801 Foxhall Road, NW
St. Patrick's Episcopal School
WASHINGTON, DC

DATE:	REVISED:
05/01/01	05/01/01
05/01/01	05/01/01

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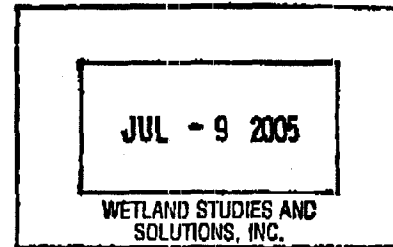


REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

July 8, 2005

Operations Division



St. Patrick's School
c/o Wetland Studies & Solutions, Inc.
Attn: Craig Turner
14088-M Sullyfield Circle
Chantilly, Virginia 20151

Dear Mr. Turner:

This is in reference to your letter, dated May 26, 2005, regarding application CENAB-OP-RMS(ST. PATRICK'S SCHOOL/JD)05-02418-11, requesting a jurisdictional determination (JD) and verification of the delineation of Waters of the United States within the Rock Creek watershed, including jurisdictional wetlands, on property located off of Foxhall Road, Washington, D.C..

A field inspection was conducted by George Harrison of this office on June 3, 2005, with Mr. Turner in attendance. This inspection indicated that the delineation of Waters of the United States, including jurisdictional wetlands within the "Area of Review" on the map is accurate. Those areas indicated as Waters of the United States, including non-tidal wetlands, are regulated by this office pursuant to Section 404 of the Clean Water Act (CWA). Additionally, the isolated water body and isolated PEM wetland on the enclosed map have no identifiable connection with a surface tributary system or to interstate or navigable Waters of the United States. These isolated areas also are not adjacent to Waters of the United States and, therefore, have no observable interstate commerce connection. Consequently, these isolated areas are not subject to Corps' jurisdiction pursuant to Section 404 of the CWA and Department of the Army authorization is not required for any work in those areas. However, while these areas are not Federally regulated, they may be subject to District of Columbia jurisdiction and authorization from the DC Water Quality Control Branch. Enclosed is a document that outlines the basis of our determination of jurisdiction over these areas.

*there are
juris. al.
wetlands,*

*But
Army
doesn't
have
juris. over
stream b/c
no ILL
connection.*

Please note that on March 28, 2000, an administrative appeals process was established for JDs. Enclosed is a JD appeals form that can be used if you believe the JD you received warrants further review. You may accept this JD, submit new information seeking reconsideration of the JD or appeal the JD. If you accept the JD, you do not need to notify the Corps. A JD will be reconsidered if you submit new information or data to the Baltimore District Engineer (DE) within 60 days from the date of this letter. If you decide to appeal the approved JD, please submit the attached form within 60 days from the date of this letter to our Regulatory Appeals Review Officer at the following address:

-2-

James W. Haggerty
Regulatory Appeals Review Officer
North Atlantic Division, US Army Corps of Engineers
Fort Hamilton Military Community
General Lee Avenue, Bldg 301
Brooklyn, NY 11252-6700

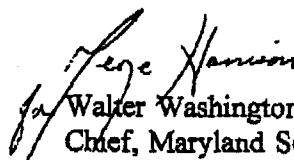
If we do not hear from you within 60 days, we will consider this JD accepted by you. This approved JD is valid for five years from the date of issuance unless new information warrants a revision before the expiration date.

You are reminded that any grading or filling of Waters of the United States, including jurisdictional wetlands, is subject to Department of the Army authorization. State and local authorizations may also be required to conduct activities in the locations. In addition, the Interstate Land Sales Full Disclosure Act may require that prospective buyers be made aware, by the seller, of the Federal authority over any waters of the United States, including jurisdictional wetlands, being purchased.

This delineation/determination has been conducted to identify the limits of the Corps Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA (United States Department of Agriculture) program participants, or anticipate participation in USDA programs, you should request a certified wetland delineation from the local office of the Natural Resources Conservation Service prior to starting work.

If you have any questions concerning this matter, please call George Harrison of this office at (410) 962-6002.

Sincerely,


for Walter Washington, Jr.
Chief, Maryland Section Southern

F

**1801 Foxhall Road, NW
Washington, D.C.**

Environmental Assessment



Friends of St. Patrick's Episcopal Day School

October 2005

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EXECUTIVE SUMMARY

An environmental assessment (EA) has been prepared to address the potential environmental impacts associated with the development of a 17.3-acre parcel at 1801 Foxhall Road in northwest Washington, D.C. Development of the parcel would include the construction and operation of a private middle/high school, development of a residential area, and preservation of green space. The impact analysis revealed potential impacts from the proposed project on the natural and man-made environment. However, the sensitive treatment of resources and implementation of recommended mitigation measures would reduce or eliminate the key impacts as follows:

Geophysical Resources: The site topography would be altered to create building surfaces for the school facilities, athletic field, residential units, and roadways and may require retaining walls to hold soils in place. The soils are anticipated to be suitable for reuse on-site as fill material.

Water Resources: Best management practices, including vegetated buffers and erosion control measures, would control stormwater runoff and protect off-site surface water quality from sedimentation. The amount of impervious surfaces on the site would increase but the site is not a primary source of groundwater recharge in the area. The small, linear area in the southeastern corner of the site meets certain wetland criteria but was determined by the Army Corps of Engineers to be isolated, and not jurisdictional to the Clean Water Act.

Biological Resources: There would be an unavoidable loss of trees from the proposed development; however, approximately one-half of the healthy Special Trees on-site would be preserved through the sensitive configuration of building sites and the implementation of appropriate tree preservation measures (critical root zone perimeters, resource protection areas, etc.). Wildlife would be displaced by construction activity and loss of habitat, likely relocating to the natural cover of the adjacent 186-acre Glover-Archbold Park, and the adjacent NPS property.

Archaeological Resources: Due to the proximity of the site to known archaeological artifacts in the area, a Phase I Archaeological Study was conducted. No significant archaeological resources, eligible for listing on the National Register, were encountered during the study.

Historic Resources: The historic architectural resources on the property lack integrity and cohesiveness, and thus, are not eligible for listing in the National Register. The site's visual appearance would be altered by selected tree removal and new structures would be visible from nearby roads.

Socio-Economic Resources: The site would be improved with a school and single-family housing that would be compatible with the density and character of nearby residential and institutional uses. Operation of a private middle/high school would contribute to the community facilities in the area. Taxable property for the District would increase.

Transportation Resources: FOSP has completed a detailed Traffic Impact Statement that shows that while the proposed development would add vehicle trips to existing traffic volumes, the level of service rating at intersections on Foxhall Road would not be altered. To further mitigate the traffic impact of the development, FOSP is planning to install a new signalized intersection at

the school's entrance. This new signal would include a left-turn lane, to permit vehicles to turn left into the school's entrance without impeding the flow of vehicles traveling south on the other two lanes of Foxhall Road. Moreover, the school has also designed a detailed Traffic Demand Management Plan to decrease the number of vehicles traveling to and from the school each day.

1.0

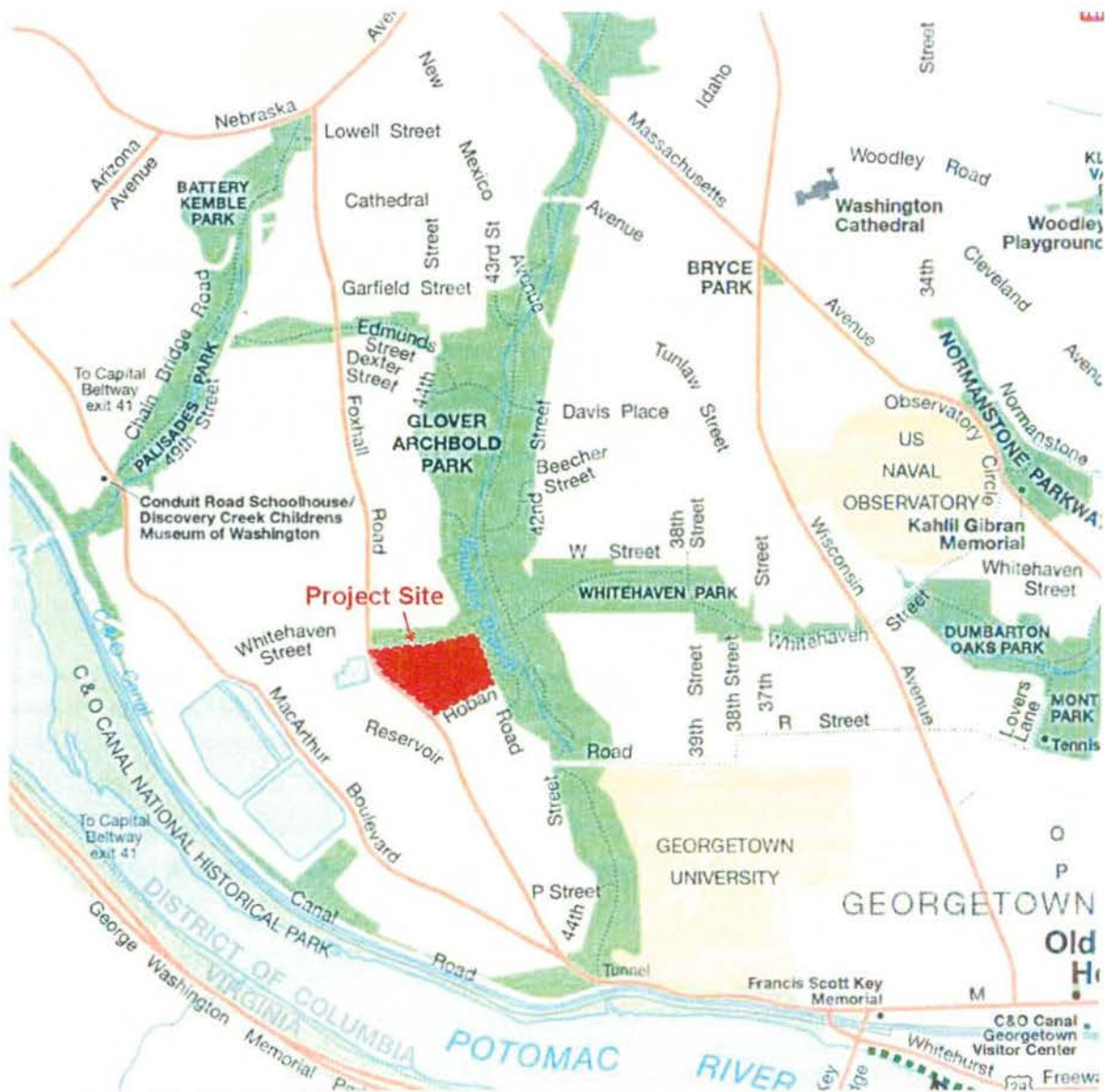
OVERVIEW OF THE PROJECT

1. OVERVIEW OF THE PROJECT

Introduction

The Friends of St. Patrick's Episcopal Day School, LLC (FOSP) proposes to develop their 17.3-acre property at 1801 Foxhall Road (at Whitehaven Parkway) in northwest Washington, D.C. (see Figure 1.1). FOSP has gifted a portion of the property to the Vestry of St. Patrick's Parish (the Day School) for the construction and operation of a middle and high school (grades 7-12) for the Day School, and sell a portion of the property to a private residential developer of detached, single-family homes.

Figure 1.1 Project Location Map



Source: National Park Service, 2003; EDAW, 2005.

FOSP is a consortium of parents of students at the Day School, which purchased the project site from the Casey Mansion Foundation in 2004. The Day School currently operates an elementary school (grades K–6) located one block west of the project site on Whitehaven Parkway. The Day School currently operates their middle school (grades 7-8) for approximately 40 students at a recently renovated Victorian house located approximately ½ mile west of the Day School on MacArthur Boulevard. The Day School does not operate a high school.

Regulatory Framework

FOSP has voluntarily prepared this environmental assessment (EA) to identify the potential environmental impacts and mitigation measures associated with the proposed development of the property. This project does not involve a federal action and, thus, does not require National Environmental Policy Act (NEPA) environmental review. However, FOSP has prepared this EA utilizing a traditional NEPA approach to environmental review, documenting the affected environment, identifying potential short-and long-term, and cumulative impacts, and developing mitigation measures to minimize or eliminate identified impacts.

Located in the District of Columbia, the proposed project is subject to the District's environmental review process under the D.C. Environmental Policy Act of 1989 (D.C. Law 8-36 referred to as DC EPA). Regulations of the DC EPA require the completion an Environmental Impact Screening Form (EISF) to determine if a major action in the District would likely result in significant adverse environmental impacts, either during the construction or operational phase of the project.

The D.C. Department of Consumer and Regulatory Affairs (DCRA) facilitates the processing and distribution of the submitted EISF for review by the appropriate District agencies including the Department of Health, the Department of Public Works, the Office of Planning, and the Water and Sewer Authority. The applicant is notified of DCRA's findings, which indicate whether or not the proposed project is likely to have a substantial negative impact on the community, and if a more formal environmental analysis report is required under DC EPA.

This environmental assessment provides a baseline of the environmental conditions and identifies potential impacts of the proposed project. This will support the preparation of the EISF and fulfill the environmental analysis requirement under DC EPA, if necessary.

Project Background

The project site is the location of the former Brady Estate, for which building foundations, retaining walls, a driveway entrance, and perimeter fence still exist on-site. FOSP plans to divide the project site (approximately 17.3 acres) into three parcels for three separate and distinct land uses (see Figure 1.2). Parcel A would consist of a 7.72-acre, northern parcel that would be developed as St. Patrick's middle/high school. Parcel B would consist of a 1.53-acre parcel that would be protected as a natural resource area. Parcel C would consist of the remaining 8.05 acres to the southeast that would be developed as 28 residential lots for single-family, detached homes.

Figure 1.2 Proposed Project Site Layout Plan



Source: Barnes Vanze Architects, EDAW, 2005

1.1 Proposed School Parcel

The preliminary planning layout for the redevelopment of the project site locates the school campus in the northwest portion of the site (Parcel A on Figure 1.3). The 7.72-acre school site is bounded by Foxhall Road to the west, the proposed residential parcel and the natural resource area to the south and east, and undeveloped land owned by the National Park Service (NPS property) to the north.

Figure 1.3 Proposed School Layout Plan



Source: Barnes Vanze Architects, EDAW, 2005

The school site generally slopes downward to the east from Foxhall Road and includes a knoll in the northern portion of the parcel. The site can be characterized as a rolling grassy area with clusters of trees.

A swale exists to the east of the school site and north of the residential area. The swale continues north and joins with a stormwater/spring-fed stream and wetland area located off-site. Within the project site, the swale is to be preserved as a conservation area for educational purposes at the school and to help provide for stormwater management for the school.

The proposed school buildings and facilities would be grouped in the upper northwestern portion of the site near Foxhall Road and Whitehaven Parkway. The school buildings would be constructed at base elevations ranging from approximately 206 to 224 feet above mean sea level (msl). The preliminary facility program for the school site is based on combined enrollment targets of approximately 440 students and 100 school employees. The primary school facilities would include:

- a three-story building for the middle school,
- a two-story administration building,
- a three-story high school building,
- an underground garage below the middle and upper school buildings,
- a theater building,
- a gymnasium,
- an athletic field and practice field, and
- an access road off Foxhall Road.

The proposed vehicular entrance to the site is located at the point along Foxhall Road with the safest sightlines. A two-lane, one-way road would loop through the campus in one direction and provide space for vehicle queuing for the pick/drop-off of students on campus, rather than on Foxhall Road. A queue of approximately 47 single-file or 94 double-file vehicles would be accommodated on the school's 1,175-foot-long roadway. The project would provide a new signalized intersection on Foxhall Road with a separate southbound turn lane for access to the school's roadway. The proposed intersection would be located opposite the entrance to the German Embassy, situated across Foxhall Road from the project site.

1.2 Proposed Residential Parcel

The preliminary plan for Parcel C, the 8.05-acre residential parcel in the southeast portion of the project site, includes 28 single-family lots ranging in size from approximately 7,630 to 18,540 square feet (sf) with an average of approximately 10,000 sf (see Figure 1.4). The proposed residential parcel would be bounded by Foxhall Road and the proposed athletic field on the school parcel to the west, the Colony Hill residential area to the south, Glover-Archbold Park to the east, and the protected natural resource area and the NPS parcel to the north. The plan also includes several small green spaces located throughout the residential parcel.

The residential parcel generally slopes downward from Foxhall Road and includes a level knoll in the center of the parcel, where the Brady Estate Mansion once existed. The site can be characterized as a rolling grassy area with clusters of planted trees. A residential street would be constructed through the parcel, connecting to the “T” intersection of Hoban and 45th Streets.

Figure 1.4 Proposed Residential Layout Plan



Source: Barnes Vanze Architects, EDAW, 2005.

2.0

ENVIRONMENTAL BACKGROUND & IMPACTS

2.0 ENVIRONMENTAL BACKGROUND & IMPACTS

This section documents the existing conditions (background) of the project site and adjacent areas, and identifies the potential environmental consequences (impacts) associated with the proposed project. The environmental background provides a technical baseline for the evaluation of impacts and includes those resource disciplines that would potentially be affected by the proposed project. The potential impacts of the proposed project were determined by the analysis of resource specialists and include recommendations of appropriate mitigation measures to avoid or minimize the identified impacts.

Potential impacts to man-made and environmental resources within the project study area may include direct, indirect, and/or cumulative impacts. Direct impacts would be caused by the construction and/or operation of the project, and would occur at the same time and place as the action. Indirect impacts would be caused or influenced by the action and would occur later in time or further removed in distance. Cumulative impacts would result from the proposed project, when added to other past, present, and reasonably foreseeable future projects such as the development plans for the Phillips Estate, potential expansion of George Washington University's satellite campus at Mount Vernon College and ongoing operation of the Field School.

Resource Issues Assessed

After an initial evaluation of potential impacts, and consultation with regulatory agencies and interested citizen groups, the following environmental resources were identified for detailed impact analysis:

- geophysical resources;
- water resources;
- vegetation;
- wildlife;
- infrastructure/utilities;
- land use/planning controls;
- archaeological resources;
- historic resources;
- visual resources;
- transportation systems;
- air quality; and
- noise levels.

2.1 Geophysical Resources

Topography

The site topography consists of a moderate to sharply rolling terrain basin with primarily 8 to 15 percent slopes, and some 15 to 40 percent slopes. There are two knolls at an elevation (EL) of approximately 224 feet relative to mean sea level: one in the center of the site, and another in the northern portion of the site. The site slopes eastward from Foxhall Road to prominent swales to the northeast and southeast, which proceed towards Glover-Archbold Park (see images below). The site changes approximately 90 vertical feet, from EL 240 feet at Foxhall Road near Whitehaven Parkway in the northwestern corner to EL 150 feet in the northeast corner of the site. Foxhall Road is located along a sloping ridge line, which serves as the site's western perimeter and extends from EL 228 feet at Hoban Road to EL 244 feet at Whitehaven Parkway.



Northwestern corner of the site



Northeastern corner of site

The natural topography of the project site was previously modified for the Brady Estate Mansion, which was placed at approximately EL 220 feet. Some of the natural contours and slopes have been retained except for land terracing (including a plateau for the house with a retaining wall), a driveway, a tennis court, a tree farm, and open space (see images below).



Retaining wall for the former Brady Estate Mansion



Tree farm on terrace of previous tennis court

Soils

The soils of the project site are Manor-Urban Land complex classification, which typically are strongly sloping to steep, well-drained, and moderately permeable with rapid stormwater runoff. Soils include layers of silt and clay loams at depths of 28 to 60 inches (USDA 1976).

The project site soils have been historically disturbed for construction and operation of the Brady Estate including the driveway, house foundation, and grass footpaths and maintenance paths. The predominate landscaping includes lawn grass, clusters of large diverse trees, and sparse shrub vegetation. There are sparse exposed, hard-packed soils, which have been covered with permeable materials (gravel) for the driveway from Foxhall Road to the site of the Estate's house, and with limited impervious materials such as concrete and stone around the foundation of the Estate's house for retaining walls, pedestrian entrances to the house, and garden patios.

A Phase I Environmental Site Assessment (ESA) was conducted for the Casey Mansion Foundation to assess the potential liability associated with the sale of the property (URS 2001). According to the ESA, there were two underground storage tanks (USTs) located on-site, which contained fuel oil for heating the house. There were four empty above-ground storage tanks (ASTs) on-site, believed to contain gasoline for maintenance equipment. Both the ASTs and UST's have been removed. There is no evidence of soil contamination from these tanks, or previous use of contaminated fill at the project site based on the ESA.

There are minor occurrences of soil erosion and sediment transport from stormwater runoff on the site. The potential runoff due to steep slopes is minimized due to the extensive grass cover on the property.

Geology

The project site lies within the physiographic province of the Eastern Piedmont Region, in proximity to and above the Fall Line of the Atlantic Coastal States between crystalline and sedimentary rock formations. The underlying rocks of the province are crystalline and metamorphic rocks.

Below the soil surface of the site, significant variations in rock conditions are expected. Depth to bedrock is likely to be encountered within approximately 14 to 39 feet below the surface, based on soil boring data on-site (Schnabel 2005).

Geophysical Impacts

Under the proposed development plans for school and residential uses, the site topography would be primarily altered to create building surfaces for the school facilities, an athletic field, residential units, and roadways. The site grading necessary to accommodate these elements would be accomplished by reducing (or cutting) the high points, and placing suitable soil (or filling) in the low points. Therefore, there would be moderate elevation or topographic profile changes to the project site in the areas of proposed development.

The cut or excavated soil is not expected to contain contaminants, based on the findings of the Phase I ESA, thereby making them suitable for reuse as fill on-site. Project site soils would be disturbed and exposed to wind and stormwater erosion during the clearing of vegetation, the placement of fill, soil grading activities, facility construction, and site landscaping. In addition, the soil foundation would be of sufficient strength to support the proposed structures including the gymnasium (Schnabel 2005). Fill and grading activities could create a potential sedimentation impact to the stream/wetland downslope from soil erosion transported by stormwater.

Based on the depth to bedrock and the proposed depth of cut for the underground parking garage, there is a potential for bedrock to be encountered during construction. One corner of the garage is estimated to be located one foot above rock; however, the majority of the garage foundation is 17 feet above rock. Thus, minor rock breaking with machinery or other methods could be required in some locations (Schnabel 2005).

Overall, the development of the project site would likely result in moderate impacts to topography and soils, and minor potential impacts to geology.

Mitigation

The site plan minimizes soil grading and provides for the sensitive siting of individual structures that would reduce the impact on soils and topography. The potential for soil erosion and stream/wetland sedimentation impacts due to the disturbance and exposure of soils during construction would be short-term and would be mitigated by the implementation of appropriate best management practices (BMPs) for soil erosion.

2.2 Water Resources

Surface Water

The project site is located at the upper reaches of a large surface drainage area. Drainage from the site forms an off-site stream to the north, and an ephemeral stream beginning in the southeast corner of the site, both of which flow to the east into Glover-Archbold Park (see images below). The streams drain to Foundry Branch, a minor tributary to the Potomac River, and part of the Chesapeake Bay Watershed. Foundry Branch and the off-site wetlands and stream of the NPS property are considered “Waters of the United States” (WOUS), subject to the jurisdiction of the U.S. Army Corps of Engineers (ACOE) under Section 401 and 404 of the Clean Water Act.



Off-site stream near the site's northern boundary



Foundry Branch in the vicinity of the project site

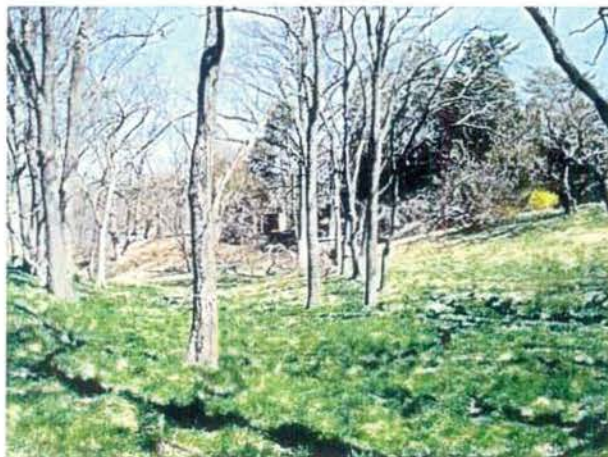
Stormwater

Stormwater runoff on-site occurs primarily in two swales, which drain to two natural drainage channels on the northeastern and southeastern perimeter of the site. In general, stormwater drainage is to the south but is channeled towards Foundry Branch and eventually the Potomac River, which is located approximately 3,000 feet south of the site (URS, 2001).

Due to the variable slopes, stormwater runoff originating from the site has the potential to erode soil and transport sediments to the off-site wetlands and stream. However, the grassed ground cover reduces erosion and provides absorption and assimilation of stormwater prior to run-off. During high rainfall events though, surface soils become saturated and stormwater runs off as if the surface were impermeable. The existing impervious and semi-porous surfaces on the site are limited and include the hard-packed gravel driveway and concrete and stone surfaces around the foundation of the former house, totaling a negligible area in relation to the 17.3-acre site.

High stormwater flows increase the potential for stream erosion and scour, and subsequent stream bank failure and channel widening. Stormwater currently runs off the site un-detained, and discharges as untreated stormwater to an off-site stream and an ephemeral stream, both of which run off the site into the Glover-Archbold Park.

The most prominent swale is located in the northern portion of the site (see images below). This swale is broad and drains to the northeast. At its lower elevation, it combines with a perennial stream/wetland area northeast of the site on the NPS property.



Northern swale draining to northeast



Off-site drainage pipe into Glover-Archbold Park

The other swale is located in the southern portion of the site and drains to the east into Glover-Archbold Park (see images below). Within the southern swale is a partially demolished structure that appears to be a former springhouse and an ephemeral stream near the site boundary.



Southern swale looking west



Southern swale draining into Glover-Archbold Park

Wetlands

Wetlands, as defined by the ACOE, are those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support (and under normal circumstances do support) a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and are delineated by three factors: (1) hydrophytic vegetation, (2) hydric soils, and (3) wetland hydrology. Wetlands connected to WOUS are jurisdictional to the ACOE, and are subject to a Section 404 permit under the Clean Water Act for fill or excavation activities.

A series of site investigations were conducted by EDAW and Wetlands Studies and Solutions, Inc. (WSSI) in April and May 2005 to determine if jurisdictional wetlands were present on the project site. The results of the wetland delineation were provided to the ACOE and D.C. Department of Health (DOH) - Water Quality Division, and the findings are summarized below.

Northern Swale

The northern swale was investigated to determine the potential presence of wetlands, and the potential connection to off-site wetlands (which would make them jurisdictional to the ACOE). Along the northern site boundary within the NPS property is an erosional feature which does not contain hydric soils or hydrophytic vegetation (see images below). In addition, there is no clear drainage channel connecting the erosional feature to the off-site stream and wetland. Therefore, this feature was not determined to be a jurisdictional wetland or WOUS.



The northern swale on the project site



Erosion channel at the NPS property

The northern swale on the project site drains to an off-site adjacent stream on the NPS property. Approximately 60 feet north of the site's northern property line the swales join (see images below), and downgradient of this confluence, a jurisdictional WOUS exists off-site.



Off-site confluence of northern swale/ stream



Off-site jurisdictional wetland area on NPS Property

In summary, based on historical maps, field observations, and soil investigations, the northern swale does not exhibit any of the three characteristics of a wetland (i.e., hydrophytic vegetation, wetland hydrology, and hydric soils). As a result, no wetlands were identified and it was determined that the northern swale does not contain jurisdictional wetlands or WOUS. However, on-site stormwater runoff does contribute to off-site stream flows on the NPS property. The ACOE and NPS confirmed that the wetlands of the NPS property are not connected to on-site features.

Southern Swale

Due to the presence of saturated soils and an apparent springhouse, the southern swale (see images below) was examined for the presence of wetland indicators to determine if wetlands exist, and if they are connected to WOUS, which would make them jurisdictional to the ACOE.



The southern swale on the project site



Wetland investigations in the site's southern swale

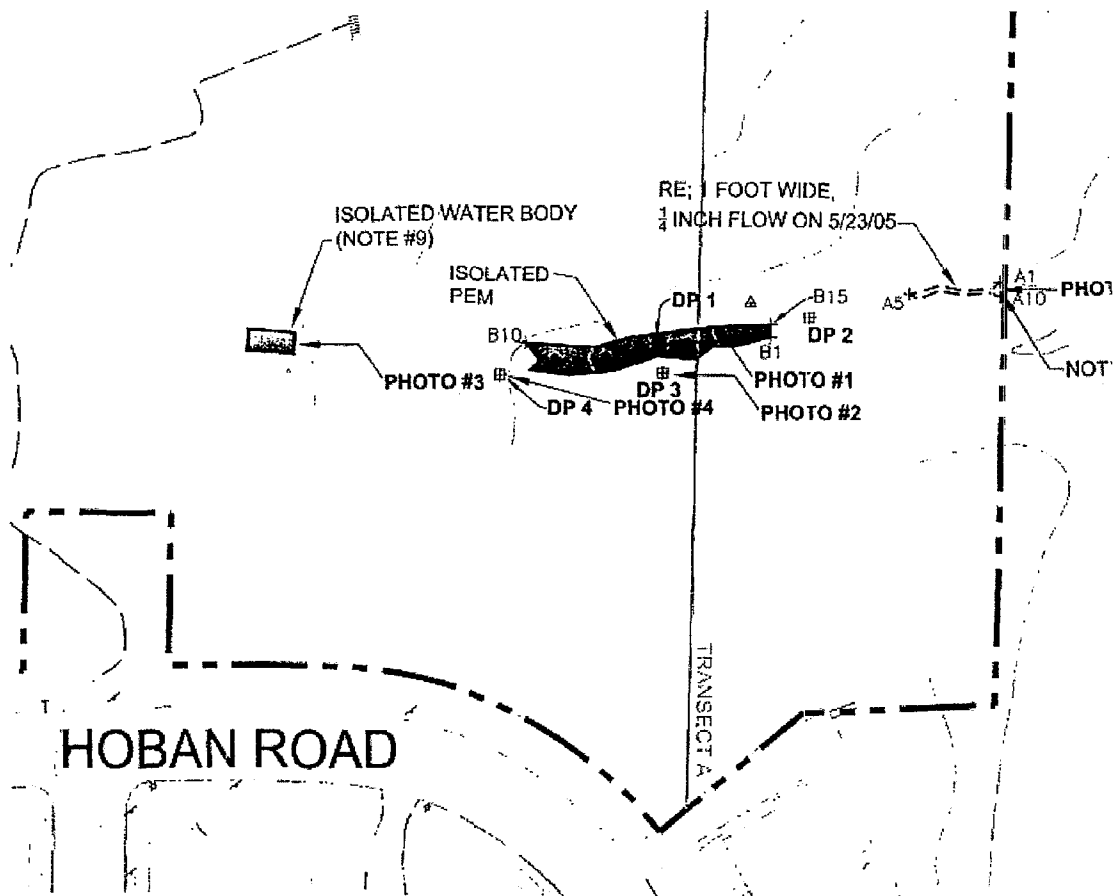
Within the southern swale, the area surrounding the apparent springhouse area has saturated soils but does not contain hydrophytic plants or hydric soils, and therefore, was not determined to be a wetland. There is no surface flow coming out of or adjacent to the apparent springhouse.

Immediately downgradient there is no surface flow or stream channel. While groundwater seeps to the surface and saturates the soils, the soils are not hydric and the vegetation here is not hydrophytic. Therefore, this downgradient area was determined to not be a wetland. As a result, the apparent springhouse area is an isolated water body due to a lack of connection to a WOUS.

Further downgradient in the southern swale, a flat area was identified as a palustrine emergent (PEM) wetland with saturated hydric soils, and hydrophytic vegetation. However, the area immediately downgradient of the PEM wetland receives surface flow, but does not contain hydric soils and hydrophytic vegetation, and therefore, was determined to not be a wetland. In addition, there was no high water mark present, therefore, it was not considered part of a stream. Since there is no wetland or WOUS connection up or downgradient, the PEM wetland is considered isolated. Therefore, the PEM wetland is not jurisdictional to the ACOE, and thus, not subject to a Section 404 permit under the Clean Water Act.

Approximately 40 feet from the eastern boundary of the site in the southern swale, there is a shallow drainage channel with non-hydric soils and an ordinary high water mark. The primary source of hydrology is surface flow from the upgradient areas (i.e., not groundwater-driven); therefore, the drainage channel is an ephemeral stream. Although this stream receives surface flow from the PEM wetland, there is no jurisdictional connection between the PEM wetland and the ephemeral stream. However, the ephemeral stream continues off-site and drains to Foundry Branch in Glover-Archbold Park. Therefore, the on-site ephemeral stream is a WOUS, and as such, is jurisdictional to the ACOE requiring a Section 404 permit to excavate or fill. The proposed plan protects this WOUS with a 25-foot buffer around it.

Figure 2-1 Area of Wetland Investigation in the Southern Swale of the Site



Source: WSSI, 2005

ACOE Jurisdictional Determination

A formal jurisdictional determination (JD) was performed on-site by the ACOE on June 3, 2005 with representatives from the DC DOH - Water Quality Division and the NPS. During the JD, the ACOE made a determination of the wetlands and WOUS on the site.



ACOE delineating ephemeral stream in the southern swale

DC and ACOE personnel testing for hydric soils in the southern swale

The ACOE reviewed and certified the previous investigation performed by WSSI. The ACOE verified that the apparent springhouse is not a wetland or WOUS, but an isolated water body, and therefore, not jurisdictional to the ACOE. The ACOE verified that the PEM wetland in the southern swale is isolated from (not connected to) a wetland or WOUS, and therefore, is not jurisdictional to the ACOE. In addition, the apparent springhouse and PEM wetland are not subject to DC regulations. The ACOE also verified that the on-site ephemeral stream is connected to a WOUS, and therefore, is jurisdictional to the ACOE. The surface water resource characteristics on-site are summarized in Table 2.1.

Table 2-1 Summary of the Surface Water Resource Characteristics

Condition	Apparent Springhouse	Isolated PEM wetland	Ephemeral Stream
Water of the U.S.	No	No	Yes
wetland	No	Yes	No
wetland hydrology	Yes	Yes	Yes
hydrophytic plants	No	Yes	No
hydric soil	No	Yes	No
isolated	Yes	Yes	No
jurisdictional	No	No	Yes
subject to Section 404 permit	No	No	Yes
subject to D.C regulations	No	No	Yes
demolition/fill without permit	Yes	Yes	No

WSSI, 2005; EDAW, Inc., 2005

Groundwater

Groundwater is confined by bedrock, unless other impermeable layers (such as clay) retain groundwater above the bedrock within the soil layers. According to the Phase I Environmental Site Assessment for the site, depth to bedrock within the project site is estimated within approximately 30 feet beneath the soil surface, and groundwater is likely to occur within 10 to 15 feet below ground surface. Based on topography and surface drainage, it appears that shallow groundwater flow is to the south (URS, 2001).

However, a preliminary geotechnical report for the site encountered rock at depths of 14 to 39 feet below ground surface and measured groundwater at 3.7 feet to 34.5 feet below the soil surface at varying locations of the site. Fluctuations in groundwater levels may be due to changes in precipitation, surface runoff, time of year, evaporation, leakage of utilities, construction dewatering, adjacent streams, and other factors (Schnabel, 2005).

There are no groundwater wells on site based on the Phase I ESA. In proximity to the steep slopes on the northeastern and southwestern portion of the site, two springs exist, where the confining layer of groundwater meets the soil surface layer.

There is an abandoned underground septic system on-site including a septic tank, piping, and effluent discharge trough located in the northeast corner of the site, downslope from the house remains. The Phase I ESA confirmed that this system is not leaking. In addition, there are no sources of groundwater contamination or history of spills of storage fuels, oils, lubricants, pesticides, etc., on-site.

Water Resource Impacts

The proposed project would have the potential to generate impacts to water resources from sediment transported by stormwater runoff during construction, and from contaminants transported by stormwater runoff during facility operation. Construction activities would temporarily disturb and expose soil, and remove vegetation on the project site. The deposition of sediment, pesticides, hydrocarbons, and animal fecal coliform from urban or agricultural runoff can impact water quality and biological communities of water bodies. However, the implementation of appropriate BMPs during construction and operation to control stormwater would minimize sedimentation impacts to the stream, its wetlands, and nearby water resources.

With the development of the proposed project, the amount of impervious surface on the project site would increase due to the surface area of the proposed roads, sidewalks, driveways, school buildings, athletic field, and houses. The impervious surface area would increase from a negligible amount to approximately 50 percent of the site. To minimize the potential impact of additional stormwater runoff and contaminants that the increased impervious surface area would generate, appropriate stormwater management BMPs (e.g., on-site retention and infiltration, to the degree soil characteristics allow) would be implemented to control stormwater quantity and quality on the project site to maintain the current stormwater discharge rates from the site to the off-site stream. Therefore, appropriate stormwater management at the site is critical to preventing adverse stormwater impacts to the on-site streams, Foundry Branch, and the Potomac River.

Since the apparent springhouse and the PEM wetland were determined to be non-jurisdictional to the ACOE, and not subject to D.C. regulations, the proposed development could remove the springhouse and place fill in the areas without the requirement of a Section 404 permit. The ephemeral stream at the eastern edge of the site was determined to be a WOUS and its disturbance would require a Section 404 permit from the ACOE and an Individual Permit from the DC DOH – Water Quality Division. As a result, this area will not be disturbed and there will be a 25-foot buffer around the stream on the project site consistent with DC regulations. Avoiding development in the stream and its buffer would eliminate the need for any agency permits. In addition, consistent with NPS concerns about increased erosion of the stream on-site from increased stormwater flows, the stream will be stabilized by vegetative plantings, which would not require an ACOE permit or District restrictions.

Groundwater may be encountered during the construction and operation of the underground parking garage due to a shallow depth to groundwater observed on-site. If groundwater is encountered, appropriate soil dewatering measures would be implemented to prevent groundwater flooding during subsurface construction and operation. The major increase in impervious surfaces on-site would result in a reduction of the potential groundwater recharge from the soil surface of the site. However, this is not likely the primary source of groundwater recharge in the area since upland recharge areas continue north along Foxhall Road.

Overall, the proposed construction and operation of facilities and infrastructure on-site would result in potential substantial impacts to water resources. With the implementation of appropriate best management practices for stormwater and erosion control during construction and operation, these impacts would be minimized.

Mitigation

Prior to beginning construction activities, the following mitigation measures should be implemented to avoid or minimize impacts to water resources from the proposed project:

- Prepare and submit an erosion and sedimentation control plan to the D.C. Department of Consumer and Regulatory Affairs (DCRA), which will include measures to prevent erosion of cleared areas and the transport of sediment;
- Prepare and submit a stormwater management plan to DCRA that will address stormwater runoff, collection, retention, pollutant removal, and controlled discharge;
- Implement dewatering measures for subsurface construction and operation, if groundwater is determined to be encountered during construction and operation;
- Install permanent subdrainage systems below floor slabs where building foundations encounter groundwater;
- Stabilize the WOUS drainage area from erosion by planting appropriate vegetation; and
- If possible, design stormwater management to minimize post-development hydrology for flow rate and timing by using porous pavers, and stormwater detention, if necessary.

2.3 Vegetation

A mix of manicured lawn, planted landscape, and patches of remnant deciduous forest characterize vegetation on the project site, as illustrated in the photographs below. There are a variety of native and introduced (non-native) deciduous and evergreen tree species, including associated invasive exotic vegetation. The relatively open site is adjacent to the forested Glover-Archbold Park to the east, and the NPS property to the north (see images).



On-site lawn and trees adjacent to Glover-Archbold Park



Open space adjacent to NPS property to the north

Trees

Based on a detailed tree inventory, there are 605 trees on the project site including a variety of young and mature trees of varying condition and size. The most common deciduous and evergreen tree species on-site include:

- Black Walnut (*Juglans nigra*),
- White mulberry (*Morus alba*),
- Black Locust (*Robinia pseudoacacia*),
- Box Elder (*Acer negundo*),
- White Pine (*Pinus strobes*),
- White Ash (*Fraxinus americana*),
- Black Cherry (*Prunus serotina*),
- Norway Spruce (*Picea abies*), and
- Tulip Poplar (*Liriodendron tulipifera*).

Less common trees on-site include:

- Eastern red cedar (*Juniperus virginiana*),
- Sugar maple (*Acer saccharum*),
- Common apple (*Malus spp.*),
- Hemlock (*Tsuga spp.*),
- Paulownia (*Paulownia tomentosa*),

- Mockernut Hickory (*Carya tomentosa*),
- Hickory (*Carya spp.*),
- Pignut Hickory (*Carya glabra*),
- Sweet Cherry (*Prunus avium*),
- Sassafras (*Sassafras albidum*),
- Norway Maple (*Acer platanoides*),
- Slippery Elm (*Ulmus rubra*),
- Sweet Gum (*Liquidambar styraciflua*),
- Sycamore (*Platanus occidentalis*),
- Tulip Poplar (*Liriodendron tulipifera*),
- Cherry (*Prunus spp.*),
- Green ash (*Fraxinus pennsylvanica*),
- Cottonwood (*Populus deltoids*),
- Saucer Magnolia (*Magnolia x soulangeana*),
- Yew (*Taxus spp.*),
- Hemlock (*Tsuga spp.*),
- Chinkapin Oak (*Quercus muehlenbergii*),
- White Ash (*Fraxinus Americana*),
- American holly (*Ilex opaca*),
- Tree of heaven (*Ailanthus altissima*),
- Nordman Fir (*Abies nordmanniana*),
- Eastern hemlock (*Tsuga Canadensis*),
- American holly (*Ilex opaca*), Ornamental tree (*unknown*),
- Northern red oak (*Quercus rubra*),
- American elm (*Ulmus Americana*),
- Chestnut (*Castanea mollissima*),
- Pin Oak (*Quercus palustris*),
- Japanese Maple (*Acer palmatum*),
- Red Maple (*Acer rubrum*),
- Silver Maple (*Acer saccharinum*),
- Common persimmon (*Diospyros virginiana*),
- Ailanthus (*Ailanthus altissima*), and
- Flowering dogwood (*Cornus spp.*).

Special Trees

The District of Columbia protects “Special Trees” from unauthorized removal under the D.C. Urban Forest Preservation Act of 2002. Special Trees are defined as any non-exempt District tree having a circumference of 55 inches or greater (i.e., a diameter of 17.5 inches or greater) measured at a height of 4.5 ft. There are three tree species exempt from this Act: Tree of Heaven (*Ailanthus altissima*), Mulberry (*Morus* species), and Norway Maple (*Acer platanoides*). The purpose of the Act is to establish an urban forest preservation program; to require community notification prior to the removal or replacement of trees on public space; and to require penalties for injuring trees on public space and private property.

Except as otherwise provided, no person or non-governmental entity shall remove a Special Tree without a Special Tree Removal Permit issued by the Urban Forestry Administration (DC Government, 2003). In return for permitted removal of trees, the applicant either plants new trees of equal circumference to the removed tree, or pays to the Tree Fund \$35 per inch of circumference of each Special Tree to be removed. Failure to comply with the conditions contained in a Special Tree removal permit shall constitute a violation subject to a fine of not less than \$100 per each inch of the circumference of the Special Tree.

Of the 605 trees on-site, approximately half (293 trees) meet the District's minimum diameter requirement for Special Trees. Six of these trees are exempt species: one Tree of Heaven, four Mulberry species, and one Norway Maple. Therefore, there are 287 trees that meet Special Tree criteria, of which 177 qualify for protection based upon their good health. The Special Trees are scattered and clustered throughout the site. As a further subset of the identified Special Trees, there are approximately a dozen specimen trees in the vicinity of the former Brady Estate Mansion, which are to be afforded additional protection based upon their maturity, desirability as a species, excellent physical condition, and visual and aesthetic benefits. In addition, the number of Special Trees would potentially increase with time as younger candidates grow and exceed the minimum diameter necessary to be characterized as a Special Tree.



Example of evergreen Special Tree on-site.



Example of deciduous Special Tree on-site.

Other Vegetation

In addition to native and non-native trees, the project site contains non-native plant species including invasive plants (INPs) primarily along the perimeter of the NPS property (see images below). INPs seriously threaten the integrity of deciduous forests by aggressively displacing and killing native plants, reducing native habitats, and stifling forest regeneration (Bratton, 1982). The problem is particularly acute in forested urban parklands where the extensive edge conditions and frequent disturbances enhance opportunities for aggressive exotic plants to become established.



Invasive vines on site trees adjacent to NPS property



Invasive vines on adjacent NPS property

A Biological Resources Inventory Report of the adjacent NPS property north of and adjacent to the project site was prepared for previous plans by the NPS (EDAW, 2002). The vegetation on the NPS property is characterized by successional deciduous forest communities developing from a previous garden area of the Brady Estate. Flora consists of a mixture of native and invasive exotic species. Portions of the NPS property that are subject to higher light conditions are characterized by dense growth of vines and shrubs, both native and exotic. Many of the trees on the NPS property are covered with vines which results in negative effects on tree health. The waterway of the stream that runs through the NPS property is considered a sensitive habitat along with its downgradient wetland habitat.

Less than two miles away in Rock Creek Park, more than one-third of the 656 documented plant species are exotic, and 41 of these are aggressive invaders (NPS, 2004). Ornamental vines such as Asiatic bittersweet (*Celastrus orbiculatus*), porcelain berry (*Ampelopsis brevipedunculata*), and English ivy (*Hedera helix*) kill trees along the edges of many forest openings. Multiflora rose (*Rosa multiflora*) forms occasional dense thickets that out-compete native shrubs and ground covers. Herbaceous invaders like lesser celandine (*Ranunculus ficaria*) blanket floodplains, crowding out native herbaceous species. Most invasive plants thrive in open, disturbed areas where there is ample space and light. However, several of the most aggressive invaders (Asiatic bittersweet, English ivy, winged euonymous (*Euonymus alatus*), privet (*Ligustrum spp.*), viburnums (*Viburnum spp.*), Japanese barberry (*Berberis thunbergii*), and garlic mustard (*Alliaria petiolata*), and lesser celandine) also penetrate undisturbed forest interiors, reducing light levels to the forest floor, limiting regeneration, and displacing native shrubs and saplings.

The balance of the site contains an established lawn of grasses, which extend into the NPS property. The dominant grass species surveyed on the NPS property in 2002 included Kentucky bluegrass (*Poa pratensis*), common timothy (*Phleum pratense*), and fescues (*Festuca spp.*), which are assumed to be an extension of the grass varieties planted and maintained on the project site.

Protected Plant Species

The U.S. Fish and Wildlife Service (USFWS) is responsible for plant species that are federally protected by the Endangered Species Act (ESA). The NPS, which administers Glover-Archbold Park and the adjacent NPS property, is required under the ESA to ensure that federally listed species and their habitats are protected on lands within the agency's jurisdiction. They maintain records of protected plant species that occur within the Park and on various properties adjacent to the Park.

According to these records, there are no protected plant species located within the adjacent NPS property. While habitat exists on the NPS property that could potentially be suitable for variety of sensitive plants, no protected plant species have been documented on the NPS property, and none were detected while conducting the 2002 biological field investigations of the property.

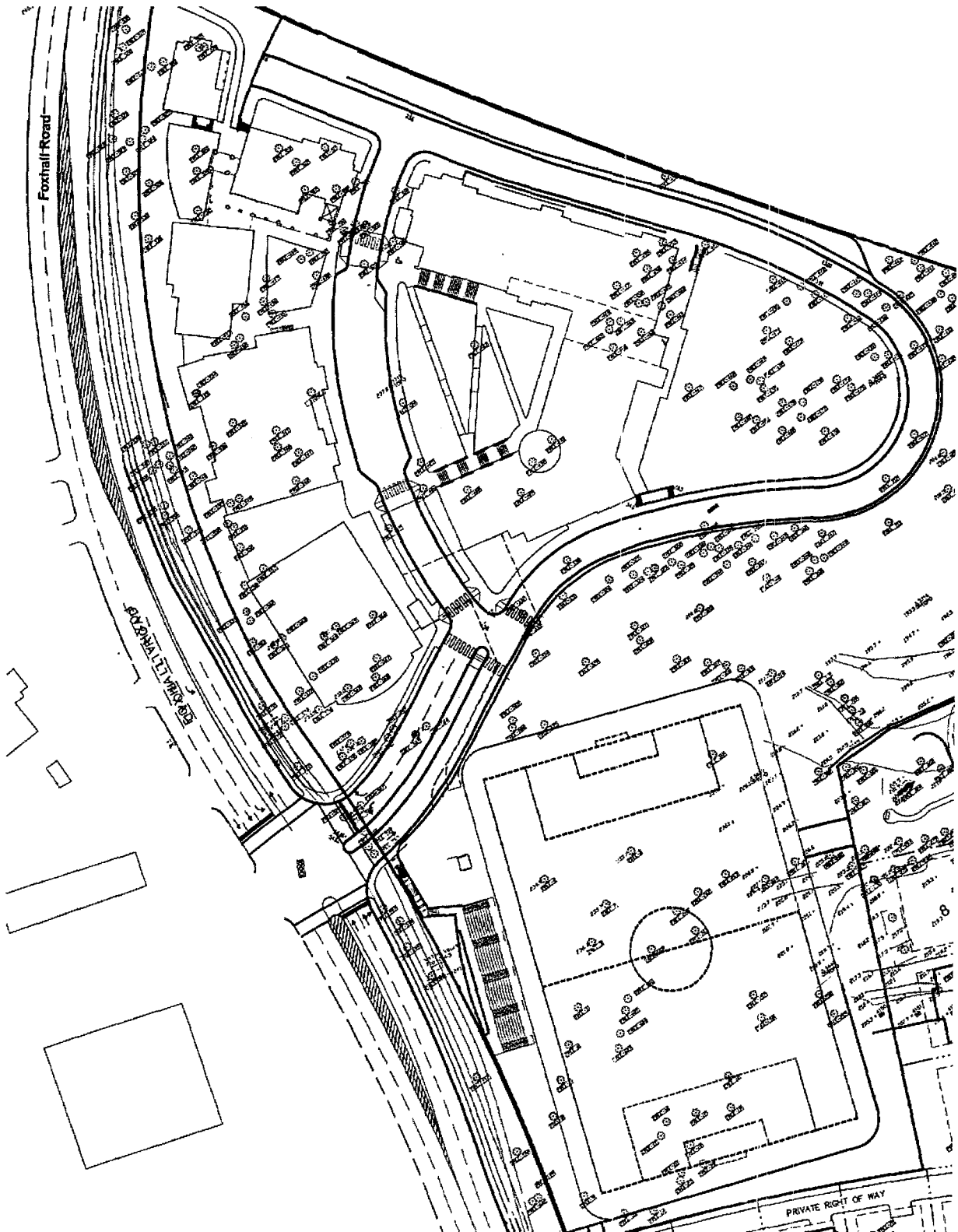
The project site has not been surveyed in detail for protected plant species. However, vegetation (except for trees) was removed and replaced with grasses, which were maintained for the lawn of the previous estate. Therefore, protected plant species are not anticipated on-site due to vegetation removal and the lack of protected plant species on the NPS property.

Vegetation Impacts

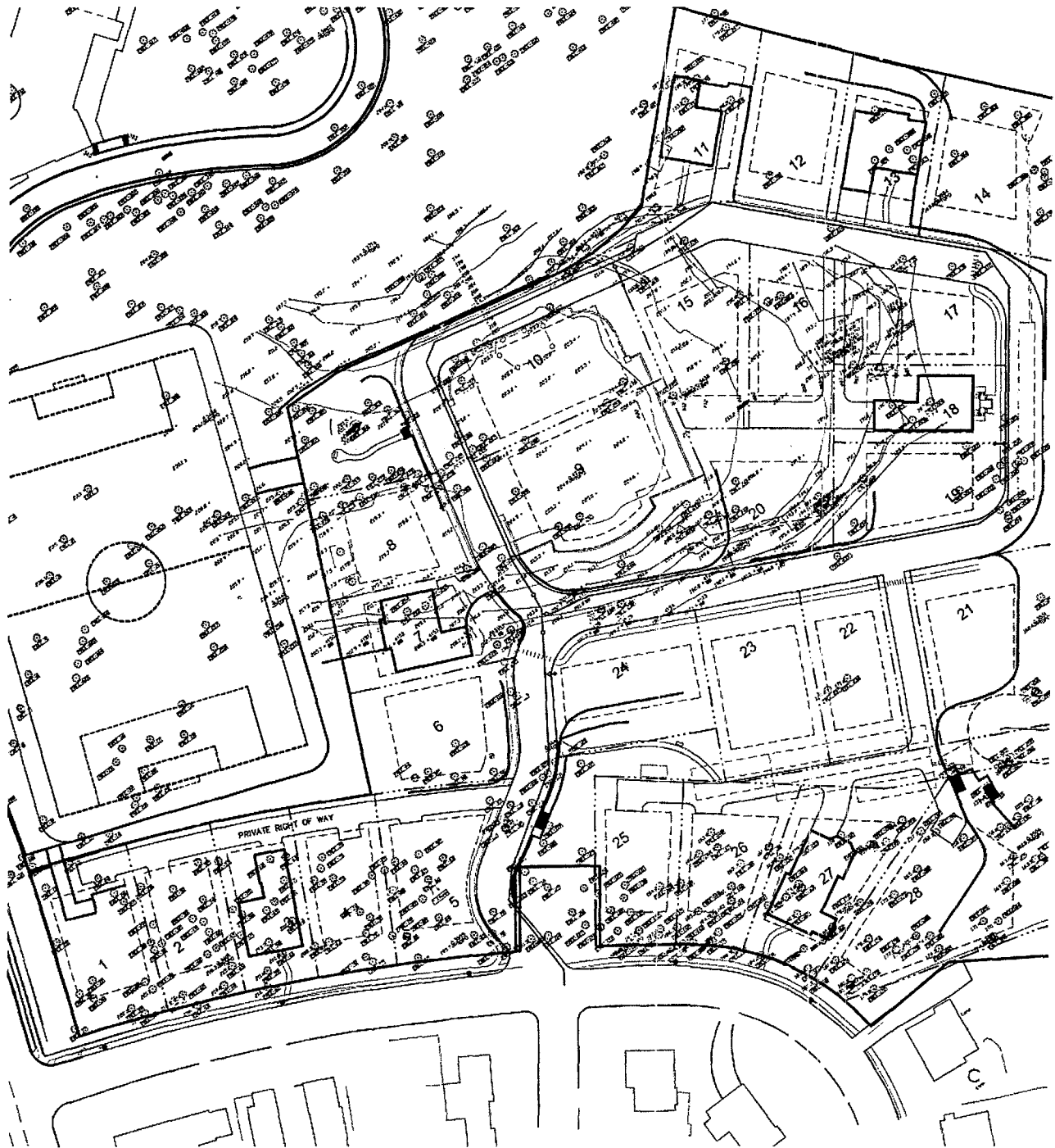
Implementation of the proposed project would include the configuration and construction of the proposed roadways, school buildings with an underground parking garage, athletic field, and residential lots on the project site. There would be an unavoidable loss of trees and grassed areas located within the planned footprints of the proposed facilities. The degree of tree loss depends upon the configuration of the facilities to be constructed. In addition, tree loss is affected by the observance of a minimal clearance zone and a critical root zone, which establishes a perimeter around each tree necessary to ensure tree protection.

One of the main goals of the project is to save as many of the healthy trees as possible including identified Special Trees and particularly specimen trees, by appropriate configuration of the facilities and implementation of measures specific to each tree to minimize the loss of these trees. The number of Special Trees on the project site would potentially increase by the time of the construction since trees currently less than the minimum Special Tree circumference may grow and exceed the minimum diameter requirement for Special Trees.

Of the 287 Special Trees located on-site (highlighted in yellow on Figures 2.2 and 2.3 below), it is estimated that approximately one-half of the healthy Special Trees would be saved due to their location relative to the configuration of the proposed facilities. For the remaining Special Trees, which are assumed to be impacted due to their location within or adjacent to the proposed facilities footprints, specific avoidance measures for each tree would potentially add to the number of Special Trees saved.

Figure 2.2 Special Trees and the Proposed School Design Layout

Source: Barnes Vanze Architects, 2005; EDAW, 2005.

Figure 2.3 Special Trees and the Proposed Residential Design Layout

Protection of trees in general, and Special Trees in particular, is afforded primarily in four ways: (1) the site plan provides a buffer of up to 25 feet around the perimeter of the residential site; (2) there would be a natural resource protection area encompassing the primary swale in the center of the site adjacent to the school site; (3) a protection perimeter would be established for each Special Tree during construction to protect the critical root zone; and (4) specific site protection

measures would be implemented (e.g., individualized construction techniques rather than clear cutting of lots, and the installation of tree wells to protect against excessive fill depth). New trees would be planted in non-construction areas on-site in an attempt to offset the anticipated tree loss, especially for Special Trees. The initial impact of the tree loss would increase the visibility of construction and operational activities, and the structures on the site from Foxhall and Hoban Roads, and the Park, and reduce habitat and cover for wildlife.

In addition to trees, other vegetation such as the grass areas would also be disturbed during construction. However, by implementing phased construction and appropriate BMPs, the vegetation disturbance would be short-term and exposed soil areas would be landscaped.

Mitigation

The impacts to Special Trees and specimen trees would be minimized by the establishment of buffer zones and selective design layout of facilities. Specific siting guidelines would be implemented to minimize impacts to trees. For unavoidable tree loss, new trees would be introduced where possible to reduce the impacts of tree loss. Selective replanting would also allow for the creation of visual buffers between housing areas, the school, and roadways, which may also serve as noise barriers as the trees mature. Replanting would also reduce the replacement fees to be paid to the tree fund established by the Urban Forest Preservation Act.

To minimize the short-term impacts from tree and other vegetation removal, phased construction of the school and residential parcel, and appropriate BMPs would be implemented to minimize the immediate reduction of ground cover and vegetative habitat for wildlife species. Additional mitigation measures to protect Special Trees and specimen trees include:

- Maintain a vegetative buffer in the site perimeter setback;
- Protect and preserve the trees in the northern swale as part of a natural resource area;
- Construct buildings with site-sensitive measures (e.g., provide fence barriers to protect the critical root zone during construction);
- Protect trees greater than 12 inches in diameter, which may reach Special Tree diameter prior to site development; and
- Plant native trees throughout the site, particularly in the vegetative buffer and other open space protected areas to offset the loss of Special Trees.

2.4 Wildlife

The presence of multiple canopy layers and a diversity of plant species on the project site is conducive to wildlife use. In addition, the project site is not completely isolated within the surrounding urban setting. The property connects to the undeveloped NPS property north of the site and Glover-Archbold Park east of the site. The Park is a 183-acre forested area that connects to the C&O Canal National Historical Park along the Potomac River, and provides a green, contiguous corridor that allows animal migration between the Park and the project site.

The deciduous forest and shrubland habitats of the adjacent Park and NPS property provide for a variety of wildlife species that may occur on the project site including birds, reptiles, amphibians, mammals, macroinvertebrates and other invertebrates. The 2002 Biological Resources Inventory Report prepared for the adjacent NPS property identified wildlife on the site that are common to suburban environments including the whitetail deer (*Odocoileus virginianus*), red fox (*Vulpes vulpes*), eastern grey squirrel (*Sciurus carolinensis*), raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), northern mockingbird (*Mimus polyglottos*), red-tailed hawk (*Buteo jamaicensis*), pleated woodpecker (*Dryocopus pileatus*), northern cardinal (*Cardinalis cardinalis*), song sparrow (*Melospiza melodia*), Carolina chickadee (*Parus carolinensis*), and American crow (*Corvus brachyrhynchos*). Many of the terrestrial wildlife species that utilize the NPS property and the Park could potentially occur on the project site. However, the NPS property and the Park are in relatively natural states, whereas the project site has been landscaped, cleared of brush, and grassed.

Most visually apparent on the project site is the whitetail deer, which includes the “piebald” or albino variety (see images below). Piebald deer are partially white as a result of recessive genetic trait that usually becomes more prevalent due to over population and inbreeding of the deer herd.



Piebald whitetail deer observed on-site



Piebald whitetail deer observed on the NPS property

Transient wildlife species such as bird species, and small mammal, amphibian and reptile species are also likely supported on the project site. Bird species may use the forested areas for breeding as well as visits during spring and fall migration. In addition to native and migratory animal

species, the project site may be subject to undesirable feral animals including wild dogs and cats that are known to occur in the parklands of the District such as Rock Creek Park.

According to NPS – Rock Creek Park staff, an independent breeding bird survey has occurred annually since 1959 in Glover-Archbold Park near the project site. The survey area is rich in number and diversity of nesting bird species.

Protected Animal Species

In addition to protected plants, the USFWS is responsible for animal species that are federally protected by the ESA, including rare, threatened, and endangered species. The NPS administers nearby Rock Creek Park, adjacent Glover-Archbold Park, and the adjacent northern NPS property, and is required under the ESA to ensure that federally listed animal species and their habitats are protected on lands within the agency's jurisdiction. The NPS - Rock Creek Park maintains records of protected animal species that occur within the Park and on various properties adjacent to the Park. There is only one federally listed animal species known to inhabit Rock Creek Park, the endangered Hay's Spring amphipod (*Stygobromus hayi*), which has been observed within a 6-mile radius of the project site. The District also protects animal species on the Virginia and Maryland protected species lists.

No protected animal species have been documented on the project site. The natural character of the project site has been altered by estate development (replacing native brush with grass and the planting of trees), and does not indicate suitable habitat for protected animal species.

The stream and wetland that runs off-site through the NPS property north of the project site is considered a sensitive habitat that could potentially be suitable for a variety of animals. However, no protected animal species have been documented on the NPS property and none were detected while conducting the biological inventory on the NPS property (EDAW, 2002).

Wildlife Impacts

Wildlife in the project area would be temporarily disrupted and displaced by the construction of the proposed project. Wildlife on the project site would move off-site, most likely to the natural cover of the adjacent Park and the NPS property. Once constructed, the proposed project would result in moderate impacts to wildlife on-site due to the reduction of trees and grassed open space areas, which provide habitat and cover for wildlife. In addition, the presence of human and vehicular activity, and related noise may prevent certain species from returning to the site.

Mitigation

Due to the proximity of the NPS property and the Park, which provide animal cover and habitat, animals on-site would relocate to these locations. Since there are no protected species identified on-site, no mitigation measures are recommended.

2.5 Infrastructure/Utilities

The Phase I ESA conducted in 2001 provides an inventory of underground facilities. In addition, site plans identified the original site structures (some demolished) and associated utilities. According to these sources, the project site contains a variety of underground utility systems and infrastructure including piping, pumps, conduits, and storage tanks that were constructed to provide the former estate with a public potable water supply and energy service, and on-site wastewater treatment. Due to the aged facilities and the years of inoperation, the utility systems on-site are likely to be in a deteriorated state (see images below).



Vent pipe opening for septic tank



Septic tank effluent pipe and trough

Water Supply

Historically, the project site apparently used localized groundwater on-site as a source of water supply. The remains of an apparent stone springhouse on the project site demonstrate the probable collection of groundwater from a spring on a sloping surface. Site plans for the Brady Estate Mansion identify water supply piping from the house to Foxhall Road. Therefore, in recent times, the project site used District water supply originating from the Potomac River, supplied via District reservoirs, treatment plants, and distribution pipelines. Water distribution pipelines are located along Foxhall and Hoban Roads.

Sanitary Sewer

Historically, wastewater from the original farmhouse and the Brady Estate was collected and treated on-site. The Phase I ESA and site plans identified a septic tank system on the project site.

A District sewer main is located along Hoban Road, which provides for the transport of wastewater collected from existing residences along Hoban Road. Wastewater treatment is provided at the District's Blue Plains Waste Water Treatment Facility for treatment and subsequent discharge to the Potomac River.

Stormwater Management

There are no existing stormwater management systems on-site. Stormwater on the project site currently flows uncollected or controlled towards the eastern portions of the site. The natural and landscaped topography provides drainage of the site downslope to the east from Foxhall Road and the former estate house site. Stormwater in the northern area of the project site drains via a northern swale to an offsite stream on the NPS property, then through an earthen roadbed via a conduit pipe to a stream to the other side of the roadbed in Glover-Archbold Park. The original purpose of the roadbed may have been for 44th Street. However, based on the moderate size of the pipe (approximately 12-inch diameter), the roadbed may indirectly provide temporary stormwater retention from high stormwater events.

Heating and Energy Systems

Historically, fuel oil was brought to the house for heating and cooking, and gasoline was brought to the site for maintenance equipment, based on the presence of two USTs for fuel oil, and four ASTs (two in the basement of the house, one outside an outbuilding, and one outside the garage for gasoline), as identified in the Phase I ESA. All tanks were removed as a result of the ESA. Until recently, the Potomac Electric Power Company (PEPCO) provided electricity to the house. PEPCO power lines are located along Foxhall and Hoban Roads.

Solid and Hazardous Materials and Waste

No solid wastes are generated on the project site. Since construction occurred in the 1930s, the estate house and associated facilities at the project site had the potential to contain now-hazardous building materials such as lead-based paint, PCB-containing fluorescent lighting, and asbestos-containing materials. However, the Phase I ESA of the property indicated no presence of these hazardous materials.

Infrastructure/Utilities Impacts

The proposed project would result in the removal of existing outdated and undersized infrastructure and utility systems for the former Brady Estate, and the installation of new systems to serve the proposed school and residential development. Water supply and sanitary sewer pipelines, and electrical, cable, telephone lines would be installed and connected to main lines along Foxhall and Hoban Roads, and possibly in the sewer manhole within the adjacent NPS property. The proposed development would generate additional demands on water supply, wastewater treatment, electricity, and energy supply.

Mitigation

During the demolition and installation of utility systems appropriate BMPs will be implemented to minimize soil erosion and sedimentation impacts to water resources from stormwater transport.

2.6 Land Use and Socio-Economics

Land Use

Land uses in the study area were inventoried to characterize the surrounding context of the project site. Land use patterns in the study area were compiled from observations during field inspections, aerial photography, maps, existing plans, and the Washington, D.C. land use maps and zoning designations.

The site is approximately 17 acres of mixed wooded and cleared residential land. The property is bounded by Foxhall Road on the west, the NPS property on the north, Glover-Archbold Park on the east, and the Colony Hill neighborhood on the south (see image below). There is a black, eight-foot steel security fence along the western, southern, and eastern property lines.



1998 Aerial photograph of the project site and surrounding land uses, before the estate house was demolished

The area surrounding the site is characterized by residential and institutional uses, community facilities, and natural parks. Surrounding residential land uses include estate homes, as well as diverse neighborhoods of single-family homes and townhouses. Nearby institutional uses include Mount Vernon College of the George Washington University, and the German Embassy, which are located across Foxhall Road to the west of the site (see images below). Nearby parkland includes Glover-Archbold Park to the east, and a field associated with the federal reservoir system directly across Foxhall Road to the west.



Residences along Hoban Street at Foxhall Road



German Embassy across Foxhall Road

Planning Policies

The Comprehensive Plan for the National Capital, including the Federal Elements (2004) and District of Columbia Elements (1977-1984, updated 1990), provides long-range guidance for planning and development in the District. Specifically, the Parks, Open Space, and Natural Features Element of the Federal Elements contains policies relevant to open space and natural areas.

The Federal Elements of the Comprehensive Plan provide that:

“The narrow threads of natural areas throughout the District, such as Whitehaven Parkway, Klinge Valley Parkway, Glover-Archbold Park, Soapstone Valley Park, and Piney Branch and Oxon Run Parkways” be protected and maintained. Glover-Archbold Park is identified in the plan as one of the greenways throughout the region that “provide(s) natural buffers that improve water quality, reduce the impacts of flooding, and provide wildlife habitat and corridors” and “enhance the social and psychological well being of citizens by providing them with settings in which to spend their leisure time.” The greenways throughout the region “should be protected from border development that would adversely impact their natural resources and visual quality.”

The District of Columbia *Generalized Land Use Map* (1995), which is part of the Comprehensive Plan for the National Capital, designates the project site as “low-density residential.”

Private properties within the District of Columbia are subject to D.C. Zoning Regulations. The project site is zoned R-1-B. This zoning category permits matter-of-right development of single-family residential uses for detached dwellings with a minimum lot width of 50 feet and a minimum lot area of 5,000 square feet. The zoning allows maximum lot occupancy of 40 percent for residential uses and 60 percent for all other permitted uses and a maximum height of three stories or forty feet. The zoning allows a 25-foot minimum rear yard and eight-foot minimum side yard. The R-1-B zoning translates to by-right development of up to eight homes per acre.

Demographics and Environmental Justice

The 2000 United States Census, which is the most recent and comprehensive data set available, provides the basis for analyzing the demographic composition of the study areas. Population, household, and housing unit data are provided to convey the most relevant demographic information.

Of particular concern is the potential for disproportionately high and adverse effects on human health or the human environment of minority and/or low-income populations. Characterization of a group of persons as an “environmental justice community” requires the fulfillment of one of following three criteria:

- a minority population of the affected area that exceeds 50%;
- a low-income population of the affected area that is less than 50% of the median income of a comparison population (e.g. the District of Columbia); or
- a minority population meaningfully greater than the minority population percentage in the general population, or other appropriate unit of geographic analysis.

An environmental justice community can also be defined as a “neighborhood or community composed predominantly of persons of color or a substantial proportion of persons living below the poverty line that is subjected to a disproportionate burden of environmental hazards and/or experiences a significantly reduced quality of life relative to surrounding or comparative communities.” Analysis of race and income information for the area around the subject properties indicates that there are no environmental justice communities in this area.

The project site is located within Block Group 2 in Census Tract 8.02. This block group is roughly bordered by Foxhall Road to the west, W Street to the north, the eastern edge of Glover-Archbold Park to the east, and the intersection of MacArthur Boulevard and Canal Road to the south. According to the 2000 U.S. Census, there were 1,067 residents in this area. The population was not as racially diverse as the District of Columbia; 9 percent of the study area population was minority, compared to 69 percent in the District as a whole. The average household size of 2.59 was higher than the District’s average of 2.16. The area had 419 housing units, of which only 2 percent were vacant; this vacancy rate was substantially lower than the District’s rate. The area had high percentage of owner-occupied units, 77 percent, compared to 41 percent owner-occupied units in the District.

Table 2.2 Demographic Data

Category	Block Group 2, Census Tract 8.02	District of Columbia
Total Population	1,067	572,059
% Minority	8%	69%
Total Households	410	248,338
Av. Household Size	2.59	2.16
Total Housing Units	419	274,845
% Vacant	2%	10%
% Owner-Occupied	77%	41%

Source: U.S. Census, 2000, Summary Tape File 3

Based on Census information, median household income in this area is \$111,163. This income level is substantially higher than the citywide median household income of \$40,127, placing this area in the top quartile of the city.

Economics

A search of residential properties for sale in the 20007 zip code revealed that there are 90 active properties. The asking prices of the properties range from \$10.75 million for a property in the heart of historic Georgetown to \$235,000 for a property in Glover Park. The median asking price for the active properties was \$1,295,000 (Home Finder, 2005).

Property tax currently received from properties is based on information received from the D.C. Office of Tax and Revenue. The site consists of Lots 3, 4, 801, 802, 823, and 824 of Square 1346. Estimated Year 2005 assessments and payable taxes for these lots are enumerated below.

Table 2.3 Property Tax Data

Lot Number	Lot Size (Acres)	2005 Property Value	2005 Property Tax
Lot 3	0.38	\$ 438,170	\$ 4,206
Lot 4	0.22	\$ 270,290	\$ 2,595
Lot 801	0.60	\$ 586,360	\$ 5,629
Lot 802	0.18	\$ 293,350	\$ 2,816
Lot 823	7.32	\$ 5,649,520	\$ 60,472
Lot 824	8.74	\$ 6,756,770	\$ 64,865
Total	17.00	\$13,994,460	\$ 140,584

Source: D.C. Office of Tax and Revenue, 2005.

Community Facilities

There is no public use of the site; there are no trails or other public use amenities. Community and public facilities have been identified in the vicinity of the site using a variety of sources, including maps, internet research, site reconnaissance, and local government documents. As documented in the following sections, facilities in the vicinity of the project site fall into three broad categories:

- *Parks and Recreation Facilities*, which include federal and local parks, open areas, and recreation centers;
- *Educational Facilities*, which include schools, continuing education centers, and libraries; and
- *Public Safety Services*, which include police, fire, emergency medical services (EMS), and healthcare.

Parks and Recreation Facilities: Glover-Archbold Park, which is adjacent to the site, offers natural open space and hiking trails. The 3.1-mile Glover-Archbold Trail runs from Van Ness Street to the Capital Crescent Trail and the C & O Canal Towpath. Glover-Archbold Park physically connects to Whitehaven Parkway to the east that, in turn, connects to Rock Creek and Potomac Parkway by way of Dumbarton Oaks and Montrose Parks. Foxhall Park, an unstaffed

park in the D.C. park system, is located at 4800 Ashby Street northwest of the study area. Hardy Recreation Center at 45th and Q Streets offers a variety of athletic fields, courts, and picnic areas.

Educational Facilities: Private schools in the area include: St. Patrick's Episcopal Day School, the Lab School of Washington, Our Lady of Victory Catholic School, the lower/middle school of Georgetown Day School, Rock Creek International School, the River School, and the Field School. Mount Vernon College at the George Washington University is located on a 23-acre wooded campus at the intersection of Whitehaven Parkway and Foxhall Road, northwest of the project site. Libraries in the area include the Palisades Regional Branch Library, which is located northwest of the site at 4901 V Street.

Public Safety Services: The study area is within District Two, Police Service Area 203 of the Washington, D.C. Metropolitan Police Department. The closest Fire and Emergency Medical Services Company to the study area is Engine Company 29 (Truck Company 5), which is located at 4811 MacArthur Boulevard. The closest medical facility is Georgetown University Medical Center at 37th and O Streets.

Land Use and Planning Control Impacts

The proposed development plans would convert the project site from generally unimproved land to a multi-use site, including a school, a low-density residential development, and a preserved natural resource area. This proposed land use is compatible with the nearby residential properties and institutional campuses.

The proposed residential development would be of a similar density and character to the surrounding residential neighborhoods and would have fewer dwelling units than is permitted by right. Therefore, the residential development would conform to the planning controls for development of the site. In addition, the 28 housing units on the project site would have a negligible effect on the demographic composition of the area.

Although the proposed school facilities would be consistent and compatible with surrounding institutional uses, the project would require approval from the D.C. Board of Zoning Adjustment.

Access to nearby schools and other community facilities could be affected by short-term construction-related traffic impacts. However, over the long-term, construction of a private middle and/ or high school would contribute to the community facilities in the area.

Development of the project site would increase the amount of taxable property for the City. It is estimated, based on the \$25 million sales price for the property in 2004 that the value of the property would approximately double once developed.

Mitigation

Mitigation measures for land use and planning are expected to be determined during the project's zoning approval process. The Board of Zoning Adjustment typically identifies project requirements as conditions of approval. Should the proposed project receive conditional approval, the recommendations would constitute mitigation.

2.7 Archaeological Resources

The area around the subject properties was likely inhabited in prehistoric times. The Potomac River, Rock Creek, nearby streams, and the Fall Line formed corridors for the movement of prehistoric populations, provided game animals and fish for food sources, and the area's bedrock offered quartzite for making tools and weapons. There is documented evidence of 18th and 19th century habitations in Georgetown and the surrounding area. In addition, there is documented evidence of prehistoric sites around the Foundry Branch stream that runs through Glover-Archbold Park to the Potomac River. The proximity of Glover-Archbold Park and Foundry Branch suggest that prehistoric activities could also have taken place within the project site. Stephen Potter, the NPS archaeologist for Glover-Archbold Park, previously noted the possible evidence indicating the preparation of stone tools in an area adjacent to Glover-Archbold Park.

A site visit conducted in April 2005 by a professional archaeologist revealed no obvious evidence of prehistoric activity within the project area. Based on an examination of open areas, it appears that late 19th and 20th century construction has disturbed much of the property, particularly its most prominent landform, the central knoll. Land alteration activities related to previous uses included grading, construction, the creation of roadways, and extensive terracing. These activities have likely disturbed any substantial prehistoric sites that may have been present as well as any substantial evidence of the late 19th century occupation of the property, especially in the southern portion of the property, where such alterations were most prevalent. The northern portion of the property appears to be less disturbed, which increases the possibility of prehistoric sites on the property. Overall, this would indicate that there is a low probability that intact archaeological resources, eligible for listing on the National Register, are located on-site.

Archaeological Resource Impacts

To determine the presence of potential resources, a Phase I archaeological investigation was initiated in September 2005, which included a subsequent field survey consisting of approximately 40 shovel test pits focusing on the limited areas that: (1) appear undisturbed, (2) would not be preserved as open space, (3) would likely be impacted by construction grading, and (4) could potentially contain archaeological resources.



Example of shovel test pit



Screening soil to separate objects from soil

The resources found on the project site include dozens of quartz and quartzite flakes and cores that are indicative of prehistoric use for the acquisition of raw materials for the production of flaked stone tools (see photo below). However, no finished tools or evidence of late-stage biface production were recovered. These resources indicate that the site was used for early stage tool production but do not indicate that the property was used for settlement. As a result, the recovered prehistoric resources do not appear to be significant and should not be an impediment to development of the project site. In addition, large portions of the property would be preserved as open space. In particular, the swale that separates the two knolls on the property and the buffer established between the project site and Glover-Archbold Park would not be disturbed. As a result, the proposed project would not have an adverse effect on archaeological resources.



Quartz flakes from a shovel test pit

In addition to the prehistoric material, the shovel test pits recovered numerous fragments of historic period artifacts, including ceramics, glass, metal, and building materials. The vast majority of these date to the 20th century. This period is well represented by documentary evidence, and the artifacts recovered do not have the potential to provide important information beyond what is already preserved in the written record. Hence, the historic period archaeological material is not significant.



Historic ceramics and glass from various shovel test pits

The findings of the archaeological site investigation are documented in a Phase I Archaeological Report. No Phase II archaeological effort is recommended.

Mitigation

The project construction plan should include provisions for monitoring activities and a plan of action should artifacts be encountered. If significant archaeological resources are encountered during construction, resource recovery consistent with the Secretary of Interior Standards will be undertaken, including appropriate consultation and mitigation.

2.8 Historic Resources

The project site, known previously as Valley View Farm, Whitehaven, and the Brady Estate, was first occupied historically in the late 1880s by Dr. Daniel Boone Clarke, president of Franklin Fire Insurance Company. Sometime between 1904 and 1907 Ellen M. Morse became the owner of the land. At that time, there were two structures on the property. In 1928, a residence was constructed on the site. By 1936, when heiress Elinor Morse Ryan (granddaughter of Ellen Morse) obtained the property, it contained a dwelling and two other structures. She razed the buildings and built her own mansion in 1935 (see image below) where the old dwelling stood. Ryan married naval officer Parke Howell Brady in 1939. During their marriage, the couple spent much time abroad and rented the home to a series of tenants, including cereal heiress Marjorie Merriweather Post who lived there while her Hillwood Estate was being built.



Aerial photograph of Brady Estate

In 1996, the property was bought by Sheik Hamad bin Jassim bin Jabar Al-Thani, foreign minister of the emirate of Qatar and a member of its ruling family. At the time, Al-Thani said he would renovate the mansion and live there. He did not, and opened the house for architectural salvage in 1999 and placed the property on the market in July 2000.

The Casey Foundation purchased the property in January 2001 and applied for a raze permit with District's Department of Consumer and Regulatory Affairs in March 2001. The permit was approved May 2001 by the DCRA. The on-site structures were demolished down to their foundations in May 2001 in preparation for the proposed development of a D.C. Mayoral mansion. After unsuccessfully attempting to develop the property as a mayoral mansion, the Foundation put the land up for auction in 2003. St. Patrick's purchased the property in 2004 to construct a high school in proximity to the Day School.

On-site Observations

A site reconnaissance concluded in April 2005 showed remaining evidence of the Brady Estate Mansion and grounds known once as Valley View Farm. During site visits, the following items were noted:

Items Related to the House:

- main dwelling – although the main dwelling was demolished, remnants of it, such as the retaining wall and graded pad, still exist.
- guest house – like the main dwelling, the guest house was demolished. Remnants of this structure include a brick patio floor, and steps leading to the main dwelling.
- dwelling – a third dwelling used to be on the property. The remaining evidence of it is construction rubble.



Driveway entrance to remains of House site



Remains of brick floor of guest-house

Other Structures:

- fountain – adjacent to the main road leading to the property are two round areas, approximately 12 feet in diameter that are disused fountains.
- apparent springhouse – remnants of an apparent springhouse are present. The u-shaped, large stone and mortar structure is built into the side of the swale on the southern portion of the site and has several inches of water on the floor.

- greenhouse – ruins of a rectangular brick and mortared cobble structure is located near the main dwelling. It measures approximately 8 feet by 15 feet. A Sanborn Fire Insurance map identifies it as a greenhouse.
- trough with pipes – the west edge of the property contains a concrete trough with a Y-shaped 6-inch metal pipe leading to it.



Apparent springhouse near House



Remains of greenhouse

Items relating to the landscape:

- driveway - the driveway leading to the main dwelling is partially lined with trees, both deciduous and evergreen.
- tree farm – two wide terraces on the property contain evenly spaced stakes that represent areas where trees were grown. The trees have all been removed.
- terracing – nearly all of the hillsides on the property have been modified to create terraces.



Driveway from the House to gate at Foxhall Road



Tree Farm on terraced area south of the House

Artifact Concentrations:

- a concentration of brick and slate, possibly representing refuse from the construction of a retaining wall and pathway.
- a trash scatter near the fence along the western edge of the site that appears to date to the 1940s or 1950s.

Surrounding Resources

Historic and cultural resources located in the vicinity of the project site include:

Glover-Archbold Park - Glover-Archbold Park is a National Park Service property that runs along Foundry Branch from the Potomac River to Van Ness Street, N.W. The 183-acre park was established in 1923, when Charles C. Glover, a former Riggs Bank executive, and Anne Archbold, a Standard Oil heiress, donated the land to be used as a bird sanctuary. The park was listed as a District of Columbia Historic Landmark in 1964.

Foxhall Village - The Tudor-style Foxhall Village is located south of the project site between Foxhall and Reservoir Roads and 44th Street NW, next to Glover-Archbold Park. The community was built in the late 1920's by Washington developer Harry Boss and the attached houses were intended to be replicas of houses in Bath, England.

German Embassy - The German Embassy is located at 4645 Reservoir Road. The complex, which includes the Chancery and the Ambassador's residence, is situated on a nine-acre parcel at the corner of Foxhall and Reservoir Roads.

Historic Resources Impacts

The historic resources on the project site are related to the mansion built in the 1930s. These include the buildings and outbuildings, the landscaping, and two artifact concentrations located on the property. The buildings and outbuildings are mostly destroyed, leaving little to no evidence of construction techniques used or layout of the spaces. The landscaping is fragmentary, lacking the cohesiveness to convey the historic character of the site. The artifact concentrations are of a relatively recent age and do not appear to be extensive (although subsurface investigations were not conducted). Therefore, the remaining resources located on the subject property appear to have a low likelihood of being found eligible for listing on the National Register. The proposed demolition and construction on-site would thus not impact historic resources.

2.9 Visual Resources

The area of visual influence of the project site is determined by estimating the visibility of the site by viewers from public and private locations, with particular consideration given to the visual sensitivity of those views. Generally, the viewshed of the project site is limited to the general perimeter of the site and diminishes with distance due to the barriers provided by the forested areas of the NPS property and the Park, houses to the south, and elevated nature of Foxhall Road in relation to the site (see figures below from Foxhall Road, and of the Embassy).



View of Colony Hill from edge of site along Foxhall Road



View of German Embassy from interior of site

The project site is a mix of wooded and grassed open space with varying topography, located in an urban environment. It provides a wooded buffer for the residential area adjacent to and south of the project site. It continues the open space environment of Glover-Archbold Park to the east and the NPS property to the north (see figures below from Park, and of residences). Even though the site steeply slopes down to the east from Foxhall Road, it provides a wooded visual barrier from traffic on the road, and for views from the German Embassy across the Foxhall Road. In the summer, full vegetation obscures views of much of the site from the road, while in the winter, filtered views are possible from selected portions of Foxhall Road.



View of site from Glover-Archbold Park



View of site from Foxhall Road

Visual Impacts

The proposed project would convert the site's landscaped grass and wooded open space into a partially developed site with an undeveloped wooded and grassed swale area. The proposed development would consist of facilities located in proximity to Foxhall Road and Hoban Road including a new signalized roadway intersection on Foxhall Road for the entrance roadway to the school, multi-level school buildings and an athletic field, and single-family housing development.

Initial visual impacts would result from site preparation, including selected tree removal and soil cut/fill and grading activities, followed by infrastructure construction, including roadways, retaining walls, sidewalks, and utilities (i.e., water supply, sanitary sewer, stormwater systems, natural gas pipelines, electric power lines, cable television lines, and telephone lines).

The proposed changes to the site would impact views from the residential areas to the south and west (the German Embassy residence) and from vehicular and pedestrian traffic along Foxhall Road. Views from Glover-Archbold Park would be impacted in proximity to the site, and diminish with distance into the Park due to dense vegetation. Overall, the views would include portions of structures including school buildings, roadways, signalized and unsignalized intersections, an athletic field, and low density single-family housing. Views of student activities would occur during student arrival in the morning, school hours, school adjournment in the afternoon, and athletic events. Views of resident activities would occur during peak AM and PM commutes, and on evenings and weekends.

Overall, tree loss would reduce the visual barriers the trees provided, especially around the perimeter of the site, and particularly along Foxhall and Hoban Roads. Visual impacts would be more noticeable initially during tree removal and site construction, especially during the winter months with minimal deciduous tree canopy.

Mitigation

To minimize the long-term visual impact of site development, existing vegetation along the perimeter of the site will be maintained with a vegetated buffer to the extent possible, and new trees will be planted along the site's perimeter, especially along Foxhall and Hoban Roads. In addition, the proposed school buildings will be situated within the site's topography to minimize visual effects.

2.10 Transportation

The project site is accessible from a regional transportation network that consists of several modes of transport. This section addresses the applicable transportation system components including roadways, traffic, parking, and transit and pedestrian/bicycle systems.

Roadways

The project site is accessed off of Foxhall Road near its signalized intersection with Whitehaven Parkway. Vehicular access to the site is via the private entrance off Foxhall Road across from the German Embassy. Foxhall Road is a four-lane, north-south arterial that connects Nebraska Avenue with the Georgetown Waterfront, and is generally isolated from connecting streets to the east by Glover-Archbold Park, which parallels Foxhall Road to the east for its entire length. Whitehaven Parkway is a two-lane, east-west street that connects Foxhall Road with the four-lane MacArthur Boulevard to the west. Reservoir Road is a four-lane, east-west arterial that intersects with Foxhall Road south of the site, and connects with MacArthur Boulevard and Georgetown.

Traffic

Foxhall Road serves as a major north-south arterial in the project area. Intersections along Foxhall Road in the vicinity of the project site currently operate at acceptable levels-of-service, except at the Reservoir Road intersection during peak AM and PM hours. These levels of service would remain unchanged when adding in the additional area traffic volumes at the project completion date of 2012. Foxhall Road is posted with a 25-mile per hour speed limit; however, field observations and the existence of mobile speed detector/sign on the road indicate that the limit is frequently exceeded.

Parking

There is limited parking on the project site along the previous estate driveway. There is no parking along Foxhall Road, and no public parking in proximity to the site. Parking in nearby residential areas is limited to residents with valid residential parking permits.

Transit Systems

The site is somewhat accessible by public transportation via bus stops along Reservoir Road. There are no Metrorail stations in proximity to the site.

Pedestrian/Bicycle Circulation

Pedestrian systems near the site include a sidewalk on the east side of Foxhall Road that extends from Reservoir Road to the site. Foot trails also extend through Glover-Archbold Park near the project site. Bicycle circulation to the site is limited on Foxhall Road due to the steep grade and curved nature of the road at this location, and heavy, aggressive traffic volumes during the peak AM and PM weekday rush hours, which provide some potential safety hazards to bicyclists.

Transportation Impacts

The proposed project would result in the development of a new signalized intersection on Foxhall Road with a southbound turning lane, and a site entrance for the proposed school across from the German Embassy. A loop roadway would be provided within the proposed residential area and would connect with 45th Street at Hoban Road.

The proposed school and residential development would generate new vehicle trips to the area along Foxhall Road with additional area traffic volumes by project completion in 2012. The project would generate approximately 278 AM peak hour vehicle trips, 192 school PM peak hour vehicle trips, and 216 commuter PM peak hour vehicle trips. A majority of the school traffic would approach/depart from the north.

The level of service at intersections along Foxhall Road would continue to operate at existing levels of service, with a minor delay at these intersections attributable to the project-generated traffic volumes. The proposed Foxhall Road/St. Patrick's intersection would operate at an acceptable level of service, and the new left turn lane would more than adequately accommodate the vehicles turning left into the proposed school. Specifically, the left-turn lane would be at least 234 feet long and would be able to hold up to nine vehicles in a queue, even though it is projected that two vehicles would generally queue during the peak AM hour. Safe sight distances along Foxhall Road would be provided for the school intersection.

Ample parking for the proposed school would be provided in a proposed underground parking garage and along the internal loop driveway, which would be located within the proposed school site. The proposed underground parking garage would be located under the upper school complex as a single-level, four-bay parking structure with 170 parking spaces for faculty, staff, students, and visitors. In addition, parking for an additional 47 vehicles can be achieved on the school's loop road during non-drop off or pick-up times. The proposed parking supply would exceed the minimum parking requirements for private schools established by the D.C. Zoning Regulations. Parking in the new residential area would be provided for residents in residence driveways and on the new residential streets. The proposed project would provide benefits to the German Embassy with a pedestrian crossing at Foxhall Road with the new signalized intersection, and potential parking after school hours in the school garage for evening and weekend Embassy functions.

Mitigation

To minimize the impact of the new access off of Foxhall Road for the school, the intersection would be signalized, and its signal timing would be coordinated with other, existing signals along Foxhall Road. In addition, St. Patrick's proposes to implement a Travel Demand Management (TDM) Plan that promotes efficient travel and minimizes the impact of vehicular traffic added by the proposed project. The TDM includes: (1) promoting a walk initiative by constructing a sidewalk along the east side of Foxhall Road to connect with the crosswalk at the Whitehaven Parkway intersection and St. Patrick's Day School; (2) implementing a carpool initiative similar to the existing carpool initiative at the Day School; (3) operating a shuttle bus service between the two schools and nearby off-campus locations (e.g., Metrorail stations); (4) establishing parking controls; and (5) staggering school start and dismissal times.

2.11 Air Quality

There are no air pollutant sources on the project site. Emission sources adjacent to the site include vehicle traffic on Foxhall Road and any residences or office buildings that burn natural gas to heat their facilities.

In response to the Clean Air Act (CAA) of 1970, and the CAA Amendments of 1977 and 1990, the U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for the criteria pollutants: carbon monoxide (CO), ground-level ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), particulate matter equal to or less than 10 microns in size (PM₁₀), and fine particulate matter (PM_{2.5}). The EPA assesses regional compliance with the NAAQS, and regions not in compliance with the NAAQS are identified as “nonattainment areas.”

The Washington metropolitan region is in violation of the NAAQS for ozone. The region is currently in compliance for CO, but has violated NAAQS in the recent past and therefore, is designated as a CO maintenance area. Other than ozone and CO, the region has ambient concentrations of the remaining criteria pollutants of NO₂, SO₂, Pb, PM₁₀, and PM_{2.5} well below the NAAQS. Therefore, ozone and CO are the emissions of concern in the region.

Ground-level Ozone

Ozone is a colorless gas that causes eye irritation and impairment of respiratory function. Ground-level ozone is not emitted directly into the atmosphere but is formed in, and downwind from, urban areas when sunlight and high temperatures cause photochemical reactions between emissions of ozone precursors: volatile organic compounds (VOCs), and oxides of nitrogen (NO_x), the principle source of which is motor vehicle emissions. Since ozone is not emitted directly, it is difficult to directly associate ozone levels with local traffic levels.

The Washington metropolitan region has been in violation of the one-hour health standard for ground-level ozone (USEPA 2005). In 2003, the EPA recognized a worsening of ozone non-attainment in the region and redesignated the region from “serious” to “severe” non-attainment for ozone. The region must reduce ground-level ozone concentrations to meet the one-hour standard by 2005 (DC DOH 2003). The region is scheduled to be designated a non-attainment area of the new and more stringent 8-hour ozone standard (DC DOH 2003). In a non-attainment region, the CAA requires the region to achieve attainment based on a regional attainment plan.

For non-federal projects, D.C. regulations require an air quality impact assessment for development projects such as street and intersection reconfigurations, and commercial or residential construction projects that potentially affect traffic patterns, congestion, and air quality. Under the provisions of the D.C. Municipal Regulations (DCMR) Title 20, Chapter 2, Section 207.01, the DCRA requires an air quality impact analysis as part of the Environmental Impact Screening Form for developmental projects that:

- Contain residential premises designed to house 50 or more families; or
- Provide parking facilities having a capacity for 50 or more vehicles; or

- Consist of shopping and/or office and/or commercial facilities having 50,000 or more square feet of gross floor space; or
- Consist of entertainment and/or recreational facilities, including but not limited to theaters, auditorium, sports stadiums, bowling alleys, etc. having the capacity to accommodate more than 400 persons at one time; or
- Increase traffic volume, which would result in a street volume-to-capacity ratio of 0.90 or greater (roadway level-of-service (LOS) E or F); or a vehicle delay of 55 or more seconds at any signalized intersection (intersection LOS E or F).

Technical guidance for the air quality analysis is provided by the D.C. Department of Health, Environmental Health Administration, Bureau of Environmental Quality, Air Quality Division. As part of the analysis, project proponents must estimate the annual emissions estimates for ozone precursors from all sources due to the project, including a detailed description of the emissions estimation methodology and assumptions. Project ozone emissions are estimated to determine if the emissions exceed the NAAQS for ozone.

Carbon Monoxide

CO is a colorless, odorless, poisonous gas produced by the incomplete burning of carbon in fuels. Automobile emissions in the region are also a principal source of ground-level CO, which in high concentrations is a human health hazard. CO is directly emitted to the air and concentrates locally around heavily traveled roadways and congested intersections where vehicles tend to accumulate, slow down, and idle for a period of time (e.g., at an intersection or on a congested roadway). Therefore, CO levels are a function of individual intersection, street, and traffic characteristics. CO levels are highest in the winter when gas burns less efficiently.

The District has been designated by EPA as a CO maintenance area, in which the area has been reclassified from non-attainment to attainment status after implementing improvements to achieve compliance. The evaluation of project CO impacts requires adding estimated project CO emissions to ambient background levels at the site and comparing this total with the NAAQS for CO, which, if exceeded, would constitute a CO impact.

Air Quality Impacts

Construction of the proposed project may temporarily affect air quality due to emissions from construction equipment and vehicles as well as from fugitive dust produced by soil disturbing activities. Pollutant emissions would be generated by new vehicle trips to and from residences and the school, and generated by the burning of natural gas, if proposed for the heating of the project facilities. However, due to the relatively small number of annual vehicle trips generated, the resulting annual project emissions, combined with annual construction emissions, would not result in significant air quality impacts, as defined by DCRA.

Mitigation

Contractors developing the proposed facilities would implement appropriate BMPs during construction to eliminate or minimize construction emissions and dust.

2.12 Noise

Noise levels perceivable by the human ear are measured, averaged (usually over one hour) and expressed in decibels (dB(A)). District of Columbia regulations limit the noise levels allowable in residential, commercial, and industrial zones, respectively. Generally, allowable noise levels for construction activities (excluding pile driving) are limited to 80 dB(A) on weekdays from 7:00 a.m. to 7:00 p.m. Operational noise limits are established for residential, commercial, and industrial areas and vary from day, evening, and night time periods.

Noise receptors of concern include humans and animals. However, noise receptors that may be stressed by significant interference from noise are considered noise-sensitive requiring protection, and generally include residential dwellings, hotels, hospitals, nursing homes, educational facilities, and libraries, where sleeping, healing, or concentrating is a priority. Sensitive noise receptors may also include threatened or endangered biological species, or their habitat, especially during breeding and/or nesting seasons. Commercial (office buildings) and industrial land uses are not considered to be noise-sensitive receptors.

The project site is not inhabited and, therefore, there are no noise-sensitive human receptors on the project site. No animal species and/or habitat of concern have been identified on the project site. Off-site sensitive noise receptors adjacent to the project site include the residences of Colony Hill adjacent to and south of the project site, the German Embassy and residence, and the George Washington University campus adjacent to the northwest corner of the site.

There are no sources of noise on the project site. The predominant off-site source of noise is vehicle traffic on Foxhall Road.

Noise Impacts

Sensitive noise receptors adjacent to the project site would be subject to noise from the demolition of the remnants of the Brady Estate Mansion foundation, the cutting down and removal of trees, the hauling of fill and building materials, soil and rock excavation (including blasting, if necessary), soil grading, and the construction of roadways, water and sewer pipelines, power and cable lines, school buildings, the underground parking garage, the athletic field, and the houses. The closest sensitive noise receptors to the project site would be the residences south of the site, and the residence of the German Embassy across Foxhall Road from the site. There is a direct line-of-sight between the residences and the project site, however, the Embassy residence is blocked by Foxhall Road.

During the winter months, when the trees are bare of leaves, the construction activities on the project site would be visible from the residences, and the construction noise would potentially be more audible and perceived to be louder. The benefit of the winter months is that windows of the residences would be closed. In addition, the construction noise would occur during the daytime, when ambient noise levels are typically elevated by the sounds of urban activity (e.g. vehicle traffic, voices and other construction), and would not affect nocturnal sleeping at the residences. Since pile driving is not anticipated and based on the construction equipment proposed, the noise level from construction activities would not exceed the District's allowable limits for daytime construction.

Construction access to the project site would occur through the proposed site entrance off of Foxhall Road. Noise from trucks transporting soil fill and building materials to and from the project site could also disturb sensitive noise receptors along the haul-route. However, hauling operations are anticipated to occur during the daytime, and heavily trafficked area roadways would carry the greatest volumes of construction-related traffic. Overall, construction of the proposed project would likely result in minor, short-term impacts in terms of annoyance and nuisance, and not from noise levels exceeding District standards.

Operation of the developed site would result in on-site noise from residences (daily and year-round) and school activity (weekdays and partial year). Residences would typically generate outside noise such as from lawn maintenance equipment (lawn mowers, leaf blowers, gas-powered trimmers, and chainsaws), and vehicle trips. School activities would generate outside noise from vehicle trips including buses, and voices from daily athletic activities on the practice field, and after hours sporting events on the athletic field on Friday night/Saturday including event traffic noise. Residential activity is anticipated to generate noise levels typical of most residential areas.

Mitigation

Construction-related noise would be controlled at the source, through implementation of appropriate BMPs, as necessary, to meet the District noise standards including:

- Construction equipment would be at the appropriate horsepower and properly maintained to minimize operational noise; and
- Noise barriers should be used if necessary to attenuate excessive construction noise in the proximity of noise-sensitive receptors.

Truck routes would be selected to minimize the potential for noise impacts to residences from trucks during construction, particularly during truck delivery of construction materials including imported fill. Construction trips would be limited to the hours of the District's construction noise regulations of 7:00 am to 7:00 pm on Monday through Saturday, and legal holidays.

3.0

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November 7, 2005

Friends of St. Patrick's
Mark Vershbow, Project Coordinator
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Re: Archaeological Survey of 1801 Foxhall Road

Qualified professional archaeologists under the direction of Senior Archaeologist Christy C.V. Dolan, M.A., R.P.A. conducted a cultural resources survey of the property at 1801 Foxhall Road, also known as the former Brady Estate, in northwest Washington, D.C. This letter summarizes the work conducted and reports on the results.

Project Background

The Friends of St. Patrick's Episcopal Day School, LLC (FOSP) proposes to develop their 17.3-acre property at 1801 Foxhall Road. FOSP has gifted a portion of the property to the Vestry of St. Patrick's Parish for the construction and operation for a new Day School (grades 7-12) and plans to sell a portion of the property to a private residential developer of detached, single-family homes. FOSP is a consortium of parents of students at the current Day School, which purchased the project site from the Casey Mansion Foundation in 2004.

FOSP has voluntarily prepared an environmental assessment (EA) to identify the potential environmental impacts and mitigation measures associated with the proposed development of the property. This project does not involve a federal action and, thus, does not require National Environmental Policy Act (NEPA) environmental review. Similarly, there is no federal or local requirement for a cultural resources survey. The work reported herein was conducted to support FOSP's voluntary EA.

Site History

The FOPS property at 1801 Foxhall Road, known previously as Valley View Farm, Whitehaven, the Brady Estate, and the Casey Mansion property, was occupied historically by the late 19th century by Dr. Daniel Boone Clarke, president of Franklin Fire Insurance Company. The build-date for Valley View farm has not been determined with certainty. An examination of several historical maps (USGS, 1882, 1893, 1898; Baist 1903) did not reveal evidence of structures on the property prior to 1897. However, this absence cannot be considered definitive because the earliest maps do not appear to have routinely recorded all structures present.

Unpublished diary entries by Dr. John Moore McCalla suggest a residence and ancillary structures may have been constructed on the property considerably prior to 1887, as documented in these excerpts:

Saturday, July 23, 1887:

Shortly, after breakfast Dr. [Daniel B.] Clarke called & asked me to go to his farm with him ... Dr. Clarke ... drove me out to Valley View Farm, 1½ mile N.W. of Georgetown ...

Sunday, July 24, 1887:

The house is *old & quaint* [emphasis added] & is situated on a hill commanding a most charming view of Georgetown College, the monument & the river & yet is, itself, surrounded by trees & hidden from sight. The surroundings are the most attractive I ever saw.

Dr. Clarke graduated from Georgetown Medical School in 1857 and was a long-time resident of the District (Washington Star, 1939). An undated, unscaled sketch of a plat map provided by the D.C. city archaeologist shows a house on the property approximately 350 feet northeast of the corner of Foxhall Road and Hoban Road (Anonymous n.d.). Since no maps dated subsequent to 1903 show a building in this location, it is possible that this plat map refers to an earlier structure on the site. It is also possible that the plat map is not accurate in its depiction of structure locations.

Sometime between 1904 and 1907 Ellen M. Morse (probably Dr. Clarke's daughter, who was married to Alexander Porter Morse) became the owner of the land. At that time, there were two structures on the property. A 1903 map (Baist 1903) shows the main residence to be in the same location as the subsequent Brady mansion, approximately 550 feet northeast of the corner of Foxhall and Hoban. A secondary structure (possible guest house) appears approximately 200 feet further to the northeast.

By 1936, when heiress Elinor Morse Ryan (granddaughter of Ellen Morse) obtained the property, it contained a dwelling and two other structures. She razed the buildings and built her own mansion. Ryan married naval officer Parke Howell Brady in 1939. During their marriage, the couple spent much time abroad and rented the home to a series of tenants, including cereal heiress Marjorie Merriweather Post who lived there while her own estate on Foxhall Road was being built. In 1996, the property was bought by Sheik Hamad bin Jassim bin Jabar Al-Thani, foreign minister of the emirate of Qatar and a member of its ruling family. At the time, Al-Thani said he would renovate the mansion and live there. He did not, and the property went on the market in July 2000. The Casey Foundation purchased the property in 2001. The Brady Estate structures were demolished and removed from the property at that time.

Field Reconnaissance

A site reconnaissance was conducted in April 2005 by Ms. Dolan. This inspection confirmed that absence of standing structures, but not surprisingly structural features such as foundations and landscape elements were identified. These apparently relate

to the 1930s structure and related landscaping. The following items were noted:

Items Related to the House and Other Structures

Main dwelling – Although the main dwelling is gone, remnants of it, such as the retaining wall and graded pad, still exist.

Guest House – Like the main dwelling, the guest house is gone. Remnants of this structure include a brick patio floor, and steps leading to the main dwelling.

Dwelling – A third small dwelling is shown on Sanborn Fire Insurance Maps southeast of the guest house. The main evidence visible on the ground surface of this structure is construction rubble.

Fountain and possible cistern – Adjacent to the main road leading to the property are two round areas, approximately 12 feet in diameter. The one closer to the main dwelling is clearly a disused fountain. The other is covered over by slate, which is obscured by grasses. It may have functioned as a cistern/well or it may have been a second fountain.

Spring House – Remnants of an apparent spring house are present. The u-shaped, large cobble and mortar structure is built into the side of a slope and has several inches of water on the floor.

Greenhouse – Ruins of a rectangular brick and mortared cobble structure is located near the main dwelling. It measures approximately 8 feet by 15 feet. A Sanborn Fire Insurance map calls it a greenhouse.

Trough with pipes – The west edge of the property contains a concrete trough with a Y-shaped 6 inch metal pipe leading to it.

Items Relating to the Landscape

Driveway - The driveway leading to the main dwelling is partially lined with trees, both deciduous and evergreen.

Tree farm – Two wide terraces on the property contain evenly spaced stakes that represent areas where trees were grown. The trees have all been removed and presumably sent to a nursery.

Terracing – Nearly all of the hillsides on the property have been terraced in some way.

Artifact Concentrations

Two artifact concentrations were observed on the property during reconnaissance. One is a concentration of brick and slate, possibly representing refuse from the construction of a retaining wall and pathway. The other is a trash scatter that appears to date to the 1940s or 1950s.

In addition to the historic materials, some fractured quartz and quartzite cobbles and flakes were observed. Dr. Steven Potter (personal communication, 2005) had previously observed possible evidence of prehistoric quartz quarrying on the property while conducting a site visit on the adjacent National Park Service land.

In light of these observations, EDAW recommended that Phase I archaeological survey and shovel testing be conducted in undisturbed areas of the property prior to development.

Phase I Survey and Shovel Testing

The field reconnaissance revealed that, of the 17 acres within the project area, approximately 8 acres have been previously disturbed or are unlikely to be affected by the proposed project. A Phase I archaeological survey, including shovel testing in areas of poor ground visibility, was conducted on the remaining 9 acres in October, 2005. EDAW placed Shovel Test Pits (STPs) at regular intervals and excavated these to a maximum depth of 80 centimeters (cm). STPs were excavated in 9 blocks of typically of 6 STPs per block. Block 6 contained only 4 STPs due to the topography. Attachment 1 provides a map of the locations subjected to shovel testing. Blocks 1 through 5 were placed on a relatively undisturbed knoll in the northwest corner of the site. Blocks 6 through 8 were placed along the eastern boundary of the site, adjacent to NPS property. Block 9 was excavated south of Blocks 1 through 5 to determine whether cultural material extends in that direction.

The STPs measured approximately 30 x 30 cm and were excavated in 10 cm increments. All soil excavated from the STPs was screened through 1/8-inch hardware cloth and examined for artifacts, faunal remains, or other evidence of cultural activity. Once the STPs were completed, and their locations mapped using a hand-help GPS unit; map locations were verified by hand-measuring to previously mapped trees that had been identified by the project arborist. Cultural materials were transported to EDAW's archaeological laboratory for processing and cataloging.

Cultural material, either prehistoric or historic, was found at 49 of the 52 STPs (see Attachment 2 for photographs of representative examples). As discussed more fully below, prehistoric material was confined to flakes, cores, and angular chunks of locally occurring quartz with a small amount of quartzite. Historic material includes fragments of glass, ceramics, metal and building materials, primarily, if not exclusively relating to the 20th century occupation of the site. Attachment 3 provides a catalog of materials recovered from the STPs.

Prehistoric Materials Recovered

Locally available quartz and quartzite were utilized by Native American groups in the Washington, D.C. vicinity in the production of stone tools. These igneous and metamorphic raw materials are more difficult to work than are cryptocrystalline silicates, such as chert and flint, which are better known as prehistoric toolstones. Quartz in particular tends to fracture along fault planes within the parent material or along planar surfaces that correspond to the crystalline structure of the raw material. As a result, culturally modified quartz flaking waste or "debitage" often lacks the conchoidal fracture lines that are typically used by archaeologists as hallmarks for purposes of distinguishing culturally modified artifacts from naturally fractured rocks. For this reason, it is difficult to distinguish actual prehistoric artifacts at the project site from the naturally occurring quartz and quartzite rocks that are present in the underlying geology.

A simple core/flake technology was the only type of prehistoric tool production that was evident at the project site. In this technology, usable tools were made by striking a sharp-edged flake off an angular cobble of parent material. Flakes could have been used unmodified as expedient edge tools, or retouched to produce a projectile point, blade, scraper or other formal tool type. There is no evidence of retouch on the project site, however. Most flakes and cores at the site appeared to have been discarded as production waste; there was no evidence of on-site use of flaked stone tools.

For purposes of this report quartz and quartzite artifacts were classified into two types:

- Flakes (see Attachment 2a) – To be classified as a flake, a piece of quartz had to be thin relative its length and width and have clear evidence of both a dorsal and a ventral surface. These criteria were used to distinguish true flakes from angular production waste and naturally occurring fractured quartz. A total of 82 flakes were recovered from the 52 STPs excavated at the project site. Flakes ranged from under 2 cm in length to 7.5 cm.
- Cores/angular chunks (see Attachment 2b) – These pieces are thick relative to length and width and have evidence of one or more flake negative scars. Some naturally occurring fractured quartz may have been placed in this category as it is nearly impossible to distinguish simple cores with one or a very few flake removals from naturally fractured quartz cobbles. The 275 cores/chunks recovered from the STPs ranged from 2.2 cm in length to 9.2 cm.

There was no evidence of tool retouch or bifacial thinning in the assemblage. The overall ratio of flakes to cores/chunks was 0.3, a low ratio that indicates that intensive toolstone acquisition and reduction did not occur at the site. Identifiable cores had only a few unpatterned flake removals. There was little evidence of core preparation, beyond the breaking of a cobble and use of an appropriately angled corner as a striking platform. All of these characteristics are indicative of casual testing of raw materials and acquisition of flakes for expedient use or subsequent reduction off-site.

There does not appear to have been much focused quarrying or complex lithic reduction, both of which would have produced more abundant flakes. In sum, the evidence of prehistoric stone-tool manufacture, while present, was quite limited.

Prehistoric materials were found in all 9 of the STP blocks. However, flakes were most common the northwestern area tested by Blocks 1 through 5. Within this area the densest concentration flakes and highest flake-to-core ratio was found in Block 2. Prehistoric material was also relatively abundant along the western boundary of the site in Blocks 6 through 8. Here, however, the site has been more heavily impacted by historic activities as indicated by the presence of abundant historic artifacts, especially building materials.

Beyond the quartz and quartzite debitage, no other prehistoric materials were encountered on the project site. Hence, the artifactual evidence is restricted to information on lithic reduction practices. There is no evidence of domestic activities or habitation and no evidence of the presence of any materials that would be useful in placing the site within a chronological framework. In the absence of (1) focused tool production, (2) evidence of prehistoric habitation, and (3) datable materials, the prehistoric component of the site does not contain sufficient informational values to qualify it as a significant resource.

Historic Materials Recovered

Historic materials recovered included bottle and window glass fragments, ceramic sherds, metal fragments, building materials such as brick and slate shingle fragments, chunks of coal, and shell fragments. Almost all of the historic material is very fragmentary in nature. No evidence for the disposal of large amounts of household refuse was found. None of the material is diagnostic of a manufacture- or use-date prior to the 1880s and most appears to have been 20th century in origin. Historic material was found in all of the STP blocks, but was clearly most abundant along the eastern boundary of the site, which would have been behind the mansion and guest house. This would have been an unobtrusive location for residents or staff to dispose of small amounts of unwanted debris.

The late date of the materials recovered, their fragmentary character, and the lack of abundance all indicate that the historic refuse on the site does not offer significant information about the historic occupants or their activities. None of the material is strongly associated with the people or historical importance of the site. Hence, the historical period materials do not qualify as a significant resource.

Possible Location of Early Valley View Farm Structures

As noted above, a plat map of Valley View Farm at the Historical Society of Washington (Anonymous n.d.) indicates the possible location of two structures approximately 200 feet southwest of the location of the residence shown on 1903 Baist map and subsequent maps of the property. By referencing property lines and the alignment of Foxhall Road, this location was transferred to a modern geo-referenced aerial photograph of the site. This research reveals that the plat map location

corrcsponds to what used to be a terraced vineyard associated with the Brady Estate. This location was inspected by EDAW archaeologists, and no evidence of an earlier structure was found. The preparation of the terraced vineyard probably destroyed any previous historical features that may have been present. Also, as noted above, the plat map may not have been accurate in its depiction of building locations.

Conclusion and Recommendations

1. None of the archaeological materials identified at the project site meet the standards of significance established for the National Register of Historic Places, and hence, do not pose a constraint on the development of the property.
2. This report and site records should be submitted to the District of Columbia State Historic Preservation Office (DC SHPO) as a professional courtesy so that the information gathered during the Phase I survey is available to archaeologists in the future.
3. The artifacts recovered are the property of FOSP. If you desire, the artifacts could be transmitted to the DC SHPO.
4. There remains a potential that archaeological features related to the original Valley View Farm (pre-dating 1887) remain on-site obscured by subsequent developments. Voluntary archaeological monitoring for a limited duration (probably less than 1 week) during initial grading in the vicinity of the previous farm structures/mansion would facilitate the recovery of potentially useful information and reduce the potential for a construction delay to evaluate any finds.

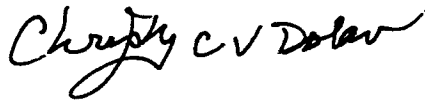
Mr. Vershbow
Friends of St. Patrick's
November 7, 2005
Page 8

We have appreciated the opportunity to assist FOOSP in evaluating the archaeological resources on the project site. Please feel free to contact us if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "JH Cleland". The signature is fluid and cursive, with the first name "JH" being more stylized and the last name "Cleland" written in a standard cursive script.

James H. Cleland, Ph.D.
Principal

A handwritten signature in black ink, appearing to read "Christy C.V. Dolan". The signature is written in a cursive style, with the first name "Christy" being more prominent and the last name "Dolan" following in a similar script.

Christy C.V. Dolan, M.A.
Senior Archaeologist

Attachments:

1. Map of Shovel Test Locations
2. Artifact Photographs
3. Catalog of Recovered Materials

References

Anonymous

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Kassner, Nancy.

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McCalla, John Moore

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Potter, Stephen

2005 Personal communication. Regional Archaeologist, National Capital Region, National Park Service. Email correspondence to Christy Dolan, EDAW, Inc., April 14, 2005.

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