



ADVISORY NEIGHBORHOOD COMMISSION 3E

TENLEYTOWN AMERICAN UNIVERSITY PARK FRIENDSHIP HEIGHTS

c/o Lisner-Louise-Dickson-Hurt Home 5425 Western Avenue, NW Washington, DC 20015

www.anc3e.org

October 14, 2015

Russell Shaw
Georgetown Day School
4200 Davenport Street NW
Washington, DC 20016

Dear Russell:

ANC3E writes to continue to share its views related to Georgetown Day School's (GDS) proposal to enlarge its Tenleytown campus by consolidating its Lower and Middle Schools with its Tenleytown High School and the construction of a residential and commercial development.

In our letter dated June 11, 2015, we said that ANC3E "welcomes new development beyond what is permitted as of right, provided that burden to the public associated with the development is sufficiently mitigated, and benefits to the public are sufficiently high." Our commitment to welcoming development remains unchanged but we remain concerned that the burdens of the project may outweigh its benefits.

Several aspects of the GDS proposal continue to cause concern including the proposed taking of public space, the loss of tax revenue, and the impact of increased traffic on the neighborhood. This letter addresses only the last issue and specifically the GDS Transportation Management Plan (TMP).

As you know, "[T]ransportation management measures. . . and other measures to mitigate adverse traffic impacts as defined in 11 DCMR § 2403.9 (c)" will be considered as part of the PUD process. A prolonged iterative process involving GDS, ANC3E and the community has produced substantial improvement in the GDS TMP. While ANC3E values and appreciates the significant changes and improvements that GDS has made to its TMP, the latest plan still falls short of what its peers are doing and what is expected of a school committed to social justice.

GDS' traffic consultants posit 22% public transit usage by students as a result of the proposed TMP which would be a significant increase over the existing 11.5% student transit usage at the high school. Yet, when GDS applied to the Board of Zoning Adjustment for permission to build the current high school, the school represented that transit usage would exceed 45%. If anything, transit usage at the high school today should be even higher given the increased traffic and knowledge of the importance of sustainability since the school opened.

In short, far more cars come to the high school currently than GDS represented to the BZA or than would be expected had GDS applied its own standards of sustainability to its current transportation management.

In light of the foregoing, we reiterate our call to GDS to propose a TMP that achieves no net increase in the number of vehicular trips to and from the combined school over the number that are made currently in connection with the high school.

We also call on the school to share all data and modeling it has done or will do in connection with its traffic analyses, including a comprehensive illustration of proposed changes and anticipated traffic volume at the intersections surrounding the project and at gateway intersections within a quarter-mile radius.

Finally, we urge GDS to consider creating an independent third-party body to ensure monitoring of commitments made to the community pursuant to the PUD process. This step will provide transparency and reassure the community that GDS will continue to be a good Tenleytown neighbor.

This letter was approved by a vote of 5-0-0 at a properly noticed meeting held on October 7, 2015, at which a quorum was present, with Commissioners Bender, McHugh, Quinn, Hall, and Wallace in attendance.

ANC 3E

By Jonathan Bender, Chair