

Sidwell Friends School
BZA Application No. 17703A

3/1/14

PROPOSED CONDITIONS

1. The Project shall be constructed in accordance with the plans prepared by Ennead Architects, LLP and marked in the record as Exhibit No. 22A.
2. The Applicant shall fully implement and comply with the Transportation Management Plan (“TMP”) including the Transportation Demand Management, Operations Management and Monitoring Subparts of the Plan contained in the Applicant’s Pre-Hearing Submission, dated February 16, 2016, marked as Exhibit No. 22C of the record.
3. The provisions of the TMP that the Applicant implements shall include, but not be limited to:
 - a. Relocation of Middle School drop-off and pick-up from its existing location on 37th Street NW to Wisconsin Avenue NW as soon as practicable but no later than the beginning of construction of the Lower School;
 - b. The site plan for the Lower School be configured to allow a queuing capacity of 58 cars as shown on the plans marked as Exhibit No. 22A and 22B of the record;
 - c. A reduction of all vehicular traffic to the School by 30%;
 - d. A requirement that no more than 220 morning peak hour trips (which is equivalent to 110 vehicles entering and exiting the site during the AM peak hour or during any sixty-minute morning period), and no more than 180 afternoon peak

hour trips (which is equivalent to 90 vehicles entering and exiting the site during the PM school peak hour or during any sixty-minute afternoon period) be generated by the proposed Lower School facility (as determined based on inbound plus outbound traffic counts) as verified by traffic monitoring conducted on representative school days at the 37th Street and Upton Street driveways to The Washington Home Site at the Applicant's expense;

- e. The Applicant commits to continue to work with the neighborhood through periodic meetings to ensure any traffic concerns by either party can be addressed in a timely manner;
 - f. The hiring of a Metropolitan Police Officer consistent with Metropolitan Police Department regulations to control traffic at the intersection of 37th and Upton Streets during the Lower School's pick-up and drop-off periods;
 - g. The Applicant will work to secure approval from the District Department of Transportation ("DDOT"), as soon as practicable after the Middle School pick-up-drop-off is relocated to Wisconsin Avenue, to change the signage along the west side of 37th Street between Quebec and Tilden Streets to read "No Stopping, Standing or Parking, 8:00 AM to 4:00 PM School Days."
4. The maximum enrollment for the entire school upon the issuance of a Certificate of Occupancy of the new Lower School building shall be 1150 students. Provided that the Applicant meets the standards and requirements of the Monitoring Subpart of the TMP for two consecutive school years, it may increase student enrollment to 1200 students. Provided that, after increasing enrollment to 1200 students, the Applicant meets the

standards and requirements of the Monitoring Subpart of the TMP for two additional consecutive years, it may increase student enrollment to 1250 students.

5. The maximum number of faculty and staff for the entire school upon the issuance of a Certificate of Occupancy for the new Lower School building shall be 250. The maximum number of faculty and staff may be increased to 260 if after successfully meeting the standards and requirements of the Monitoring Subpart of the TMP for two consecutive years after initial occupancy of the new Lower School building.
6. As shown on the plans marked as Exhibit No. 22A of the record, the Applicant shall maintain the existing vegetation and green buffer at the corners of the site at 37th and Upton Street, NW; the Project's fencing shall be consistent with the design and locations as shown on the plans marked as Exhibit No. 22A of the Record; and the community will have access to the green space, on hours/days that School is not in session.
7. The Applicant shall abide by the following construction constraints:
 - a. Construction shall be limited to the hours of 7 AM-5 PM on weekdays; and 8 AM – 5 PM on Saturdays;
 - b. There shall be a limit on Saturday exterior construction work no more than 10 Saturdays during the construction period. Interior construction work on Saturdays shall be permitted during the entire construction period provided that there shall not be deliveries of material or equipment to the site on Saturdays beyond the 10 Saturdays aforementioned. Notice shall be given to the ANC and neighborhood representatives at least two days in advance of exterior Saturday work;

- c. Vehicles belonging to construction personnel and construction vehicles will not be permitted to park on neighborhood streets;
 - d. The staging or queuing of construction vehicles such as dump trucks and tractor trailers will not be permitted on neighborhood streets before 7:00 AM weekdays and 8:00 AM Saturdays;
 - e. All truck traffic will use an approved circulation from Quebec Street to 37th Street to Upton Street out to Wisconsin Avenue to minimize the impact on the adjacent neighborhood streets provided that such plan is approved by DDOT;
 - f. At the completion of each work day, the construction site will be cleared of litter and debris and all construction materials and machinery will be left in an organized manner;
 - g. Sidewalks around the perimeter of the site shall be kept clear and clean throughout the period of construction;
8. All faculty, staff and students who drive to the School shall park on the campus.
9. The Applicant may construct the Project in two phases. The first phase (Phase I), shown on the plans in the record as Exhibit No. 22A, will involve the construction and renovation of the existing Washington Home building and grounds for the Lower School, a building permit application for which shall be filed within two years of the effect date of this Order. The second phase (Phase II), encompassing the improvements proposed for the Applicant's existing campus (the remainder of the Project as shown on the plans

in the record as Exhibit No. 22A) shall be started with five years of completion of Phase I.