

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Policy, Planning & Sustainability Administration

Memorandum

TO: Jamison Weinbaum
DC Office of Zoning

FROM: Karina Ricks *KR*
District Department of Transportation

DATE: November 23, 2010

SUBJECT: BZA Application #18138 (St. Paul's Episcopal Church)
210 Allison Street, N.W.

2010 NOV 26 AM 9:05

DC OFFICE OF ZONING

APPLICATION

St. Paul's Episcopal Church (the "Applicant") pursuant to 11 DCMR § 3104.1, is seeking special exceptions to allow a private school and a child development center (120 students, ages 2.5 through 12 years, and 18 regular staff members) under sections 205, and 206, in the R-3 District at premises 210 Allison Street, N.W. No new construction is proposed. (Parcel 111/037). The School will be operated by Christian Family Montessori School ("CFMS"), which currently operates a Montessori school in Mt. Rainier, MD.

RECOMMENDATION IN BRIEF

The Applicant's request for the special exceptions will have an impact on the surrounding neighborhood and there is a need for a strengthened effort to develop a more sustainable transportation program at CFMS. DDOT has met with the Applicant to discuss a more rigorous Transportation Management Plan (TMP). CFMS will rely heavily on single occupancy vehicle standards placing a significant burden on the local network of neighborhood streets. CFMS must make stronger efforts to carpool and better organize its transportation to mitigate the use of single occupancy vehicles to the school and through the community.

BOARD OF ZONING ADJUSTMENT
District of Columbia

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EXHIBIT NO. 32

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In addition, DDOT opposes the use of the Webster Street curb cut as an access point to the site.

DDOT ANALYSIS

CFMS should establish a carpool program through an incentive based program (3 or more occupants per vehicle) that will allow for a significant number of children to participate. Incentives could be priority parking spaces, dismissals procedures, and/or tuition rebates.

DDOT is satisfied to see that CFMS has included the recommendation to designate a member of its faculty as school transportation coordinator (STC) who will serve as the primary point of contact and will be responsible for coordinating all transportation activities.

In order to further reduce automobile trips to the school, CFMS should participate in Safe Routes to School (SRTS) activities to promote walking and bicycling to school among students who are able to do so. Safe Routes to School activities will help CFMS reduce the number of passenger vehicle trips to the school. Safe Routes to School activities foster healthy and active lifestyles among students. They also reduce traffic congestion around schools. Examples of Safe Routes to School activities include participation in International Walk to School Day in October of each year (www.walktoschool.org), the creation of walking clubs and contests, and the organization of Walking School Buses in which groups of students walk to school with adult supervision. The school should strive to increase the number of students walking and bicycling to and from school through the implementation of activities like these.

CFMS has not stated whether it will monitor progress in meeting the above carpool and sustainable transportation goals. DDOT prefers CFMS administer the In-Class Student Travel Tally at least once per year. The Tally may be found on the following website:

http://www.saferoutesinfo.org/resources/evaluation_student-in-class-travel-talley.cfm

A resource found effective by a number of schools is to participate in World Carfree Day in Washington, D.C. CFMS should distribute pledges, to the student body, faculty, and parents for participation in World Carfree Day on the CFMS campus. CFMS will coordinate its efforts to celebrate World Carfree Day with the World Carfree Network (WCN) and annually host a guest speaker, recommended by WCN, to discuss the effects of driving automobiles. CFMS will also join, as a group, World Carfree Network and become a recognized member organization with WCN. Currently, CFMS has no plans to participate in the

school transit subsidy program available through DDOT. DDOT suggests the Applicant participate in such a program for those students who may not live close to the campus and may have access to take mass transit to the school.

OPERATIONS

CFMS proposes to use the existing curb cut on Webster Street as their only entrance to the site. DDOT has significant concerns regarding this curb cut entrance, which does not meet our safety and design standards. The Webster Street curb cut location is located at an intersection with poor vehicle driver sightlines causing it to be a major safety issue. Not only is it a safety concern, but will likely cause traffic congestion on Rock Creek Church Road at times when a northbound vehicle driver is attempting to make a left turn onto Webster Street to enter the site.

DDOT strongly opposes the use of the Webster Street curb cut for any purposes and prefers to see the reopening of the curb cut on Rock Creek Church Road that should serve as the main entrance to the site.

SUMMARY

DDOT believes that while the CFMS proposal will introduce additional vehicle traffic into the neighborhood vicinity, the Applicant can further reduce the vehicle travel with the recommended ideas as previously noted in this document.

DDOT is available to review further documentation, but the Applicant should consider moving its entrance to Rock Creek Church Road. The entrance on Rock Creek Church Road will alleviate potential impacts that will exist with the Applicant's entrance proposal on Webster Street.