

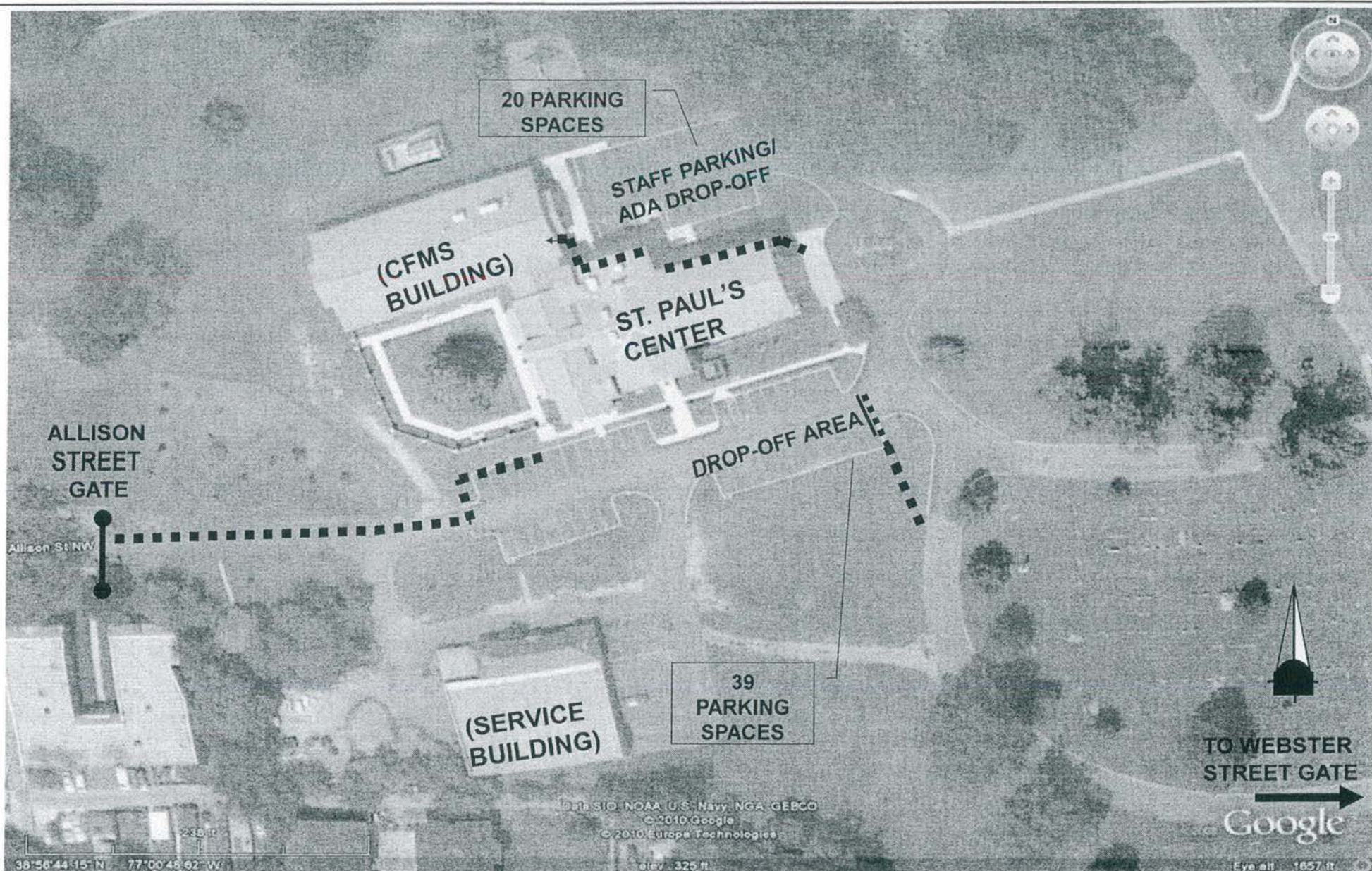
St. Paul's Rock Creek Parish



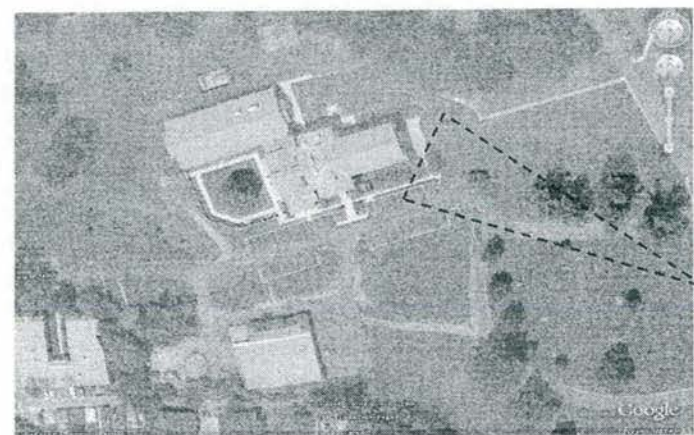
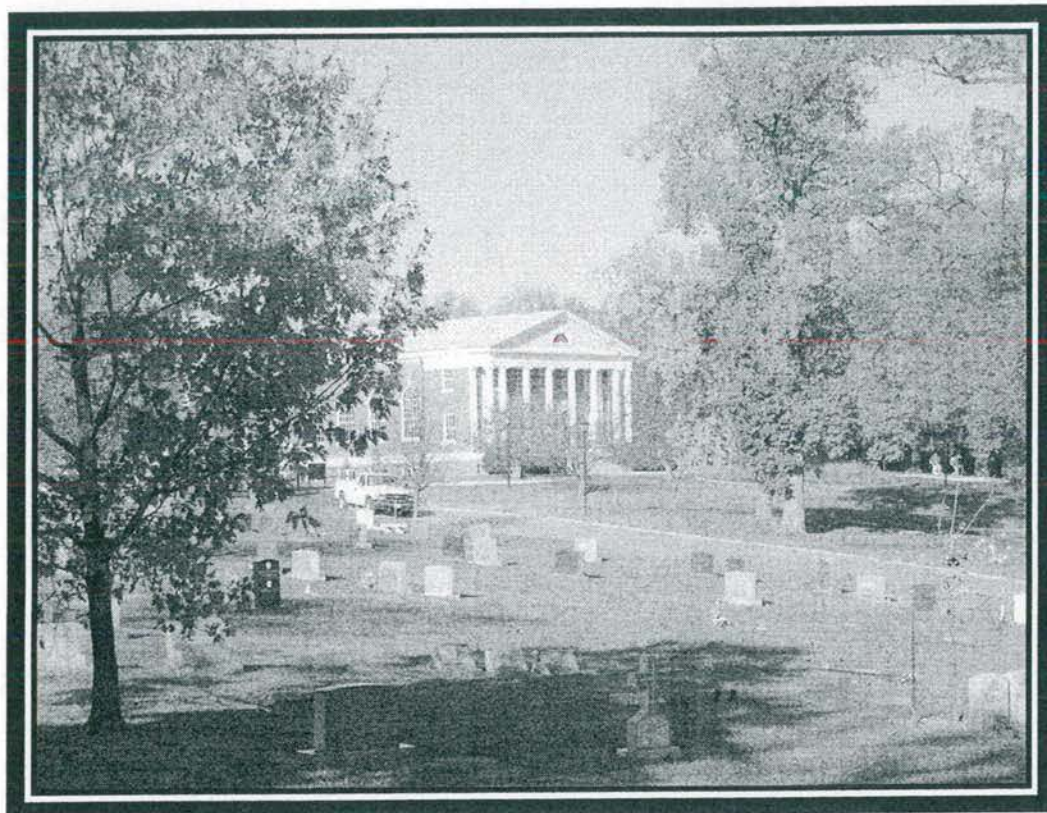
BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18138

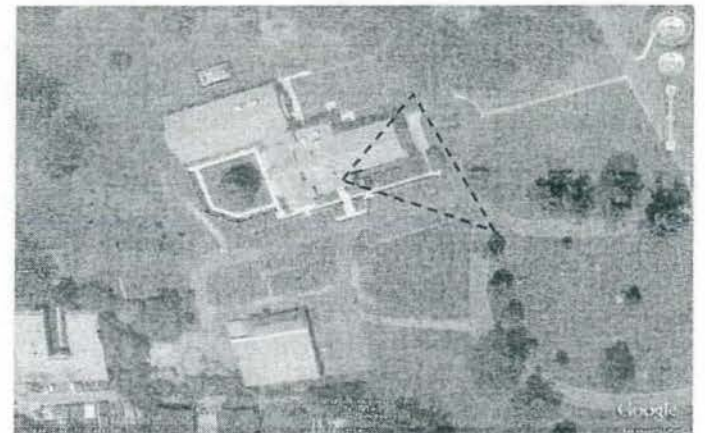
EXHIBIT NO. 34



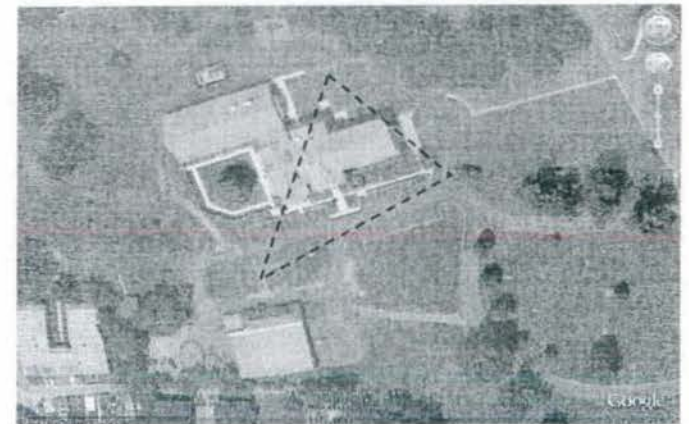
Site Layout



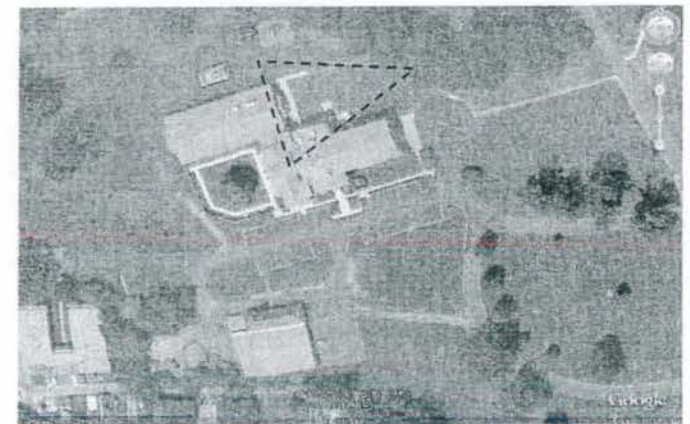
Approaching St. Paul's Center from Webster Street Gate



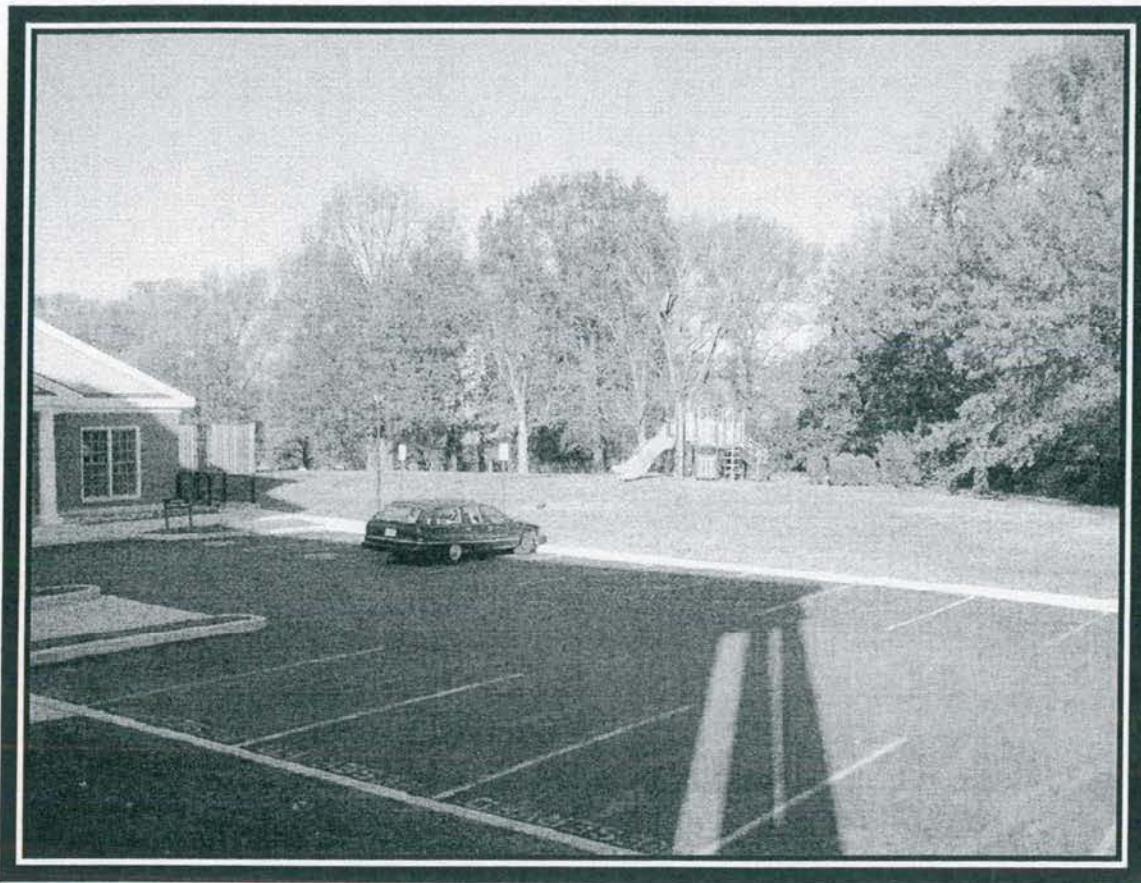
South Parking Lot and Building Front



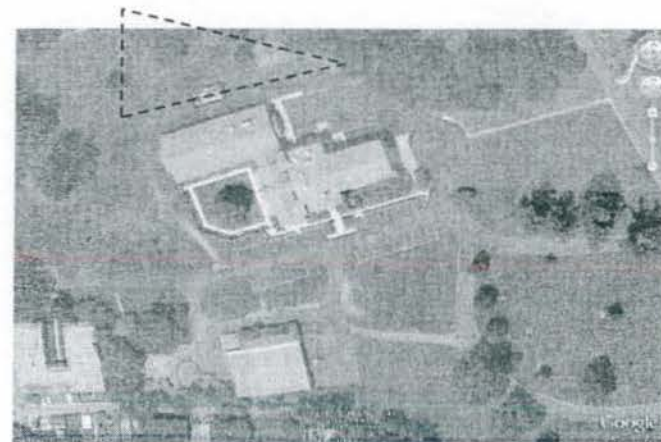
South Parking Lot



North Parking Lot & School Entrance



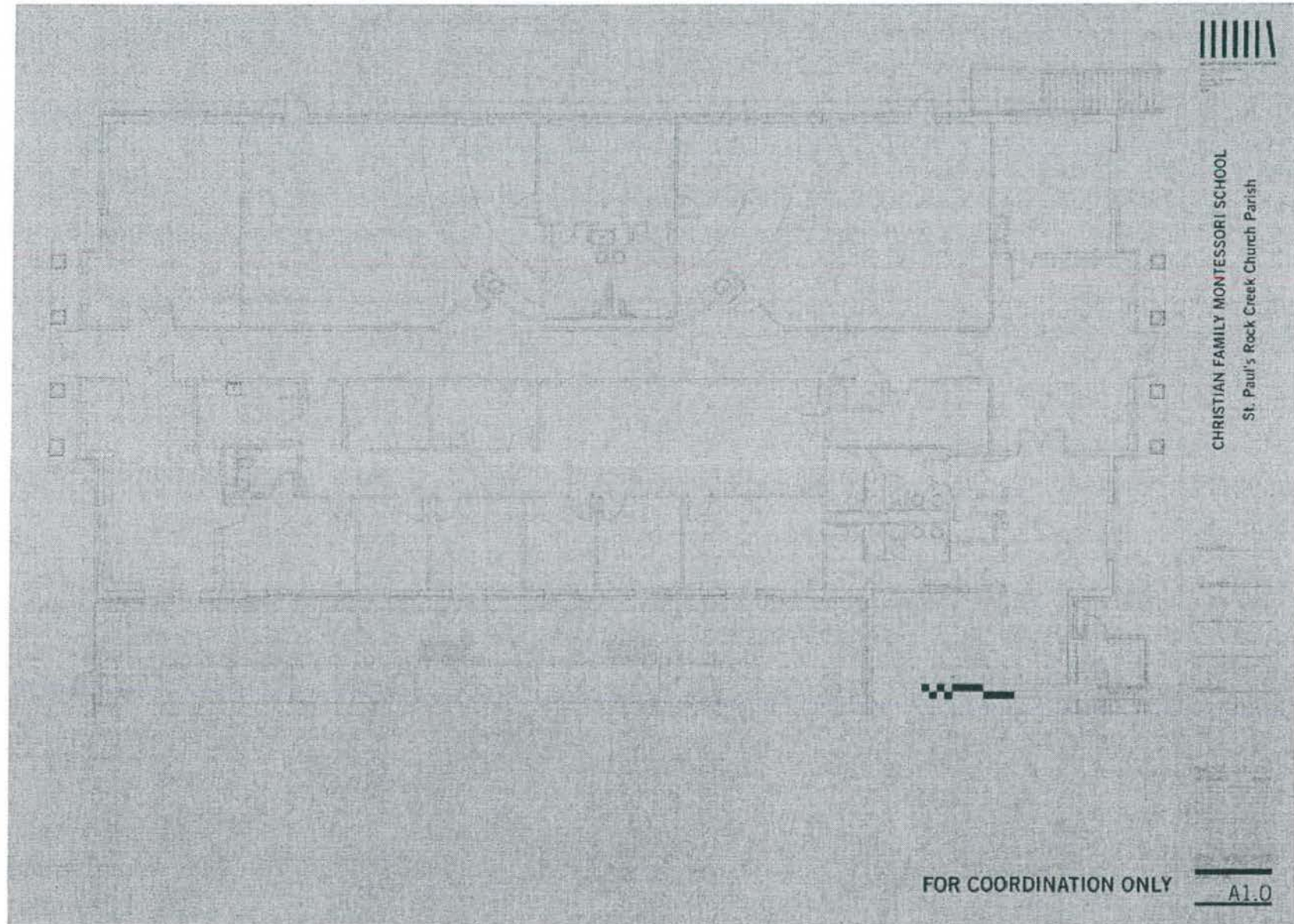
North Parking Lot & Existing Play Area



Existing Play Area & Site of Proposed Play Structure



CHRISTIAN FAMILY MONTESSORI SCHOOL
St. Paul's Rock Creek Church Parish

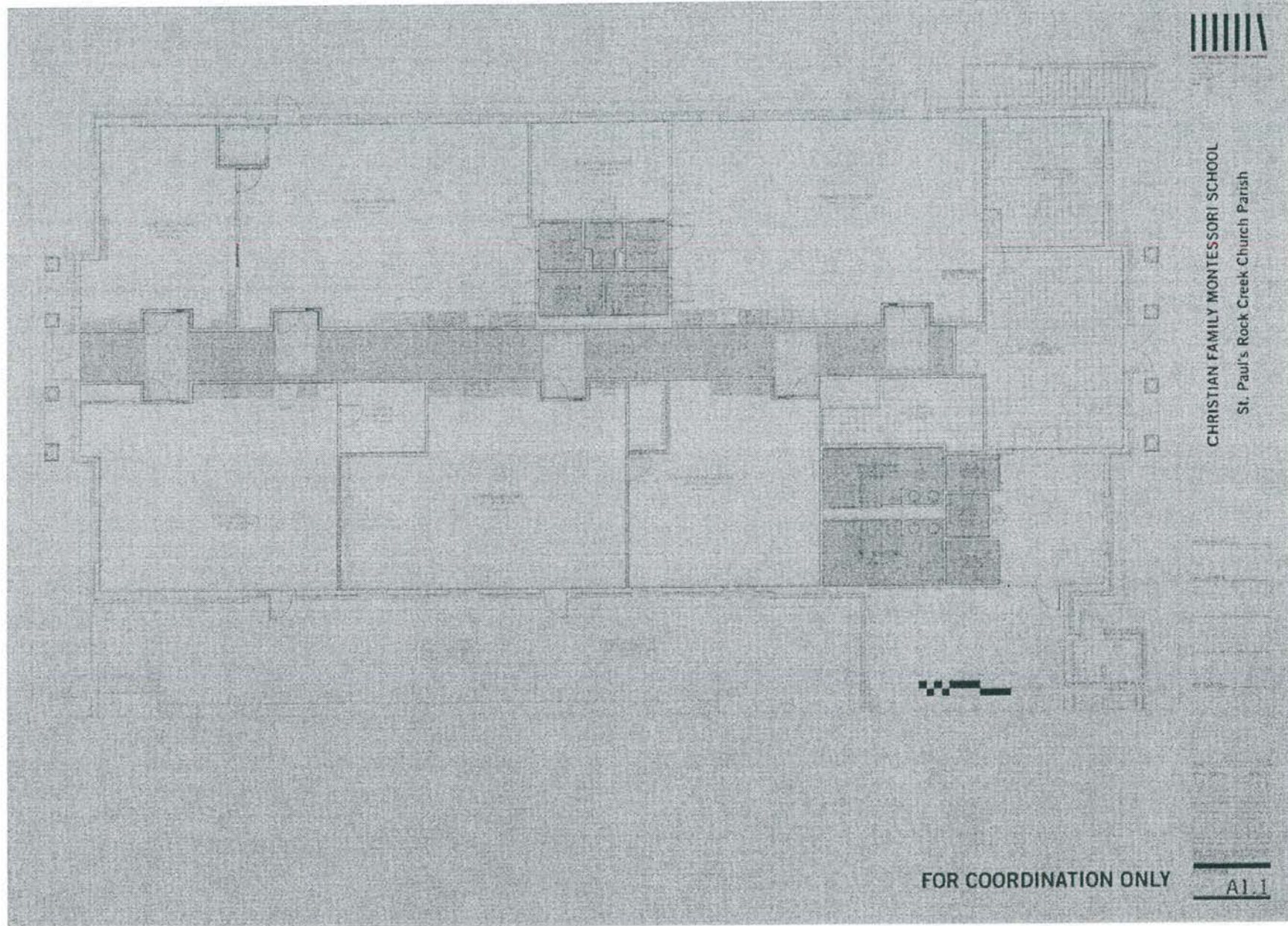


FOR COORDINATION ONLY

A1.0



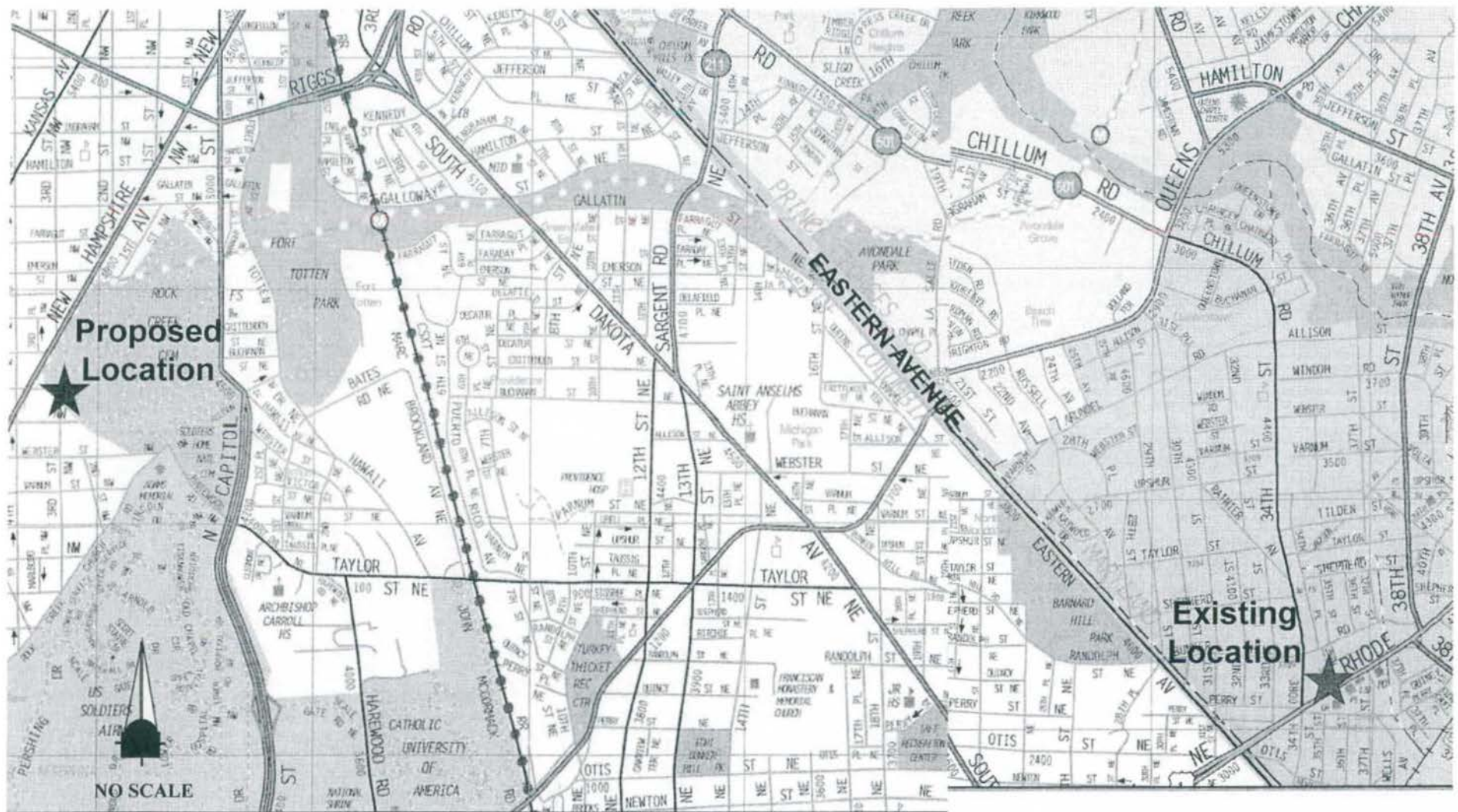
CHRISTIAN FAMILY MONTESSORI SCHOOL
St. Paul's Rock Creek Church Parish



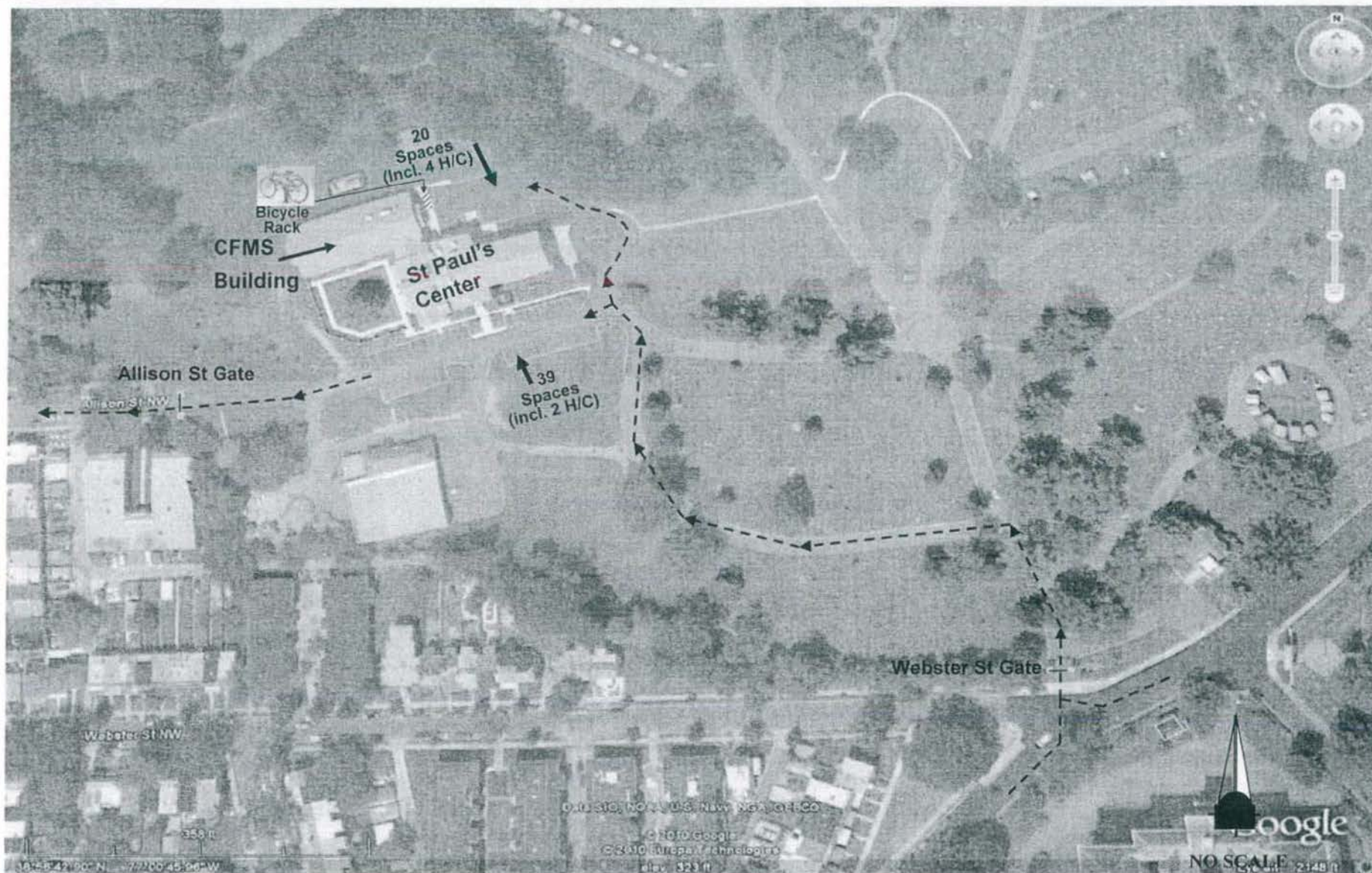
FOR COORDINATION ONLY

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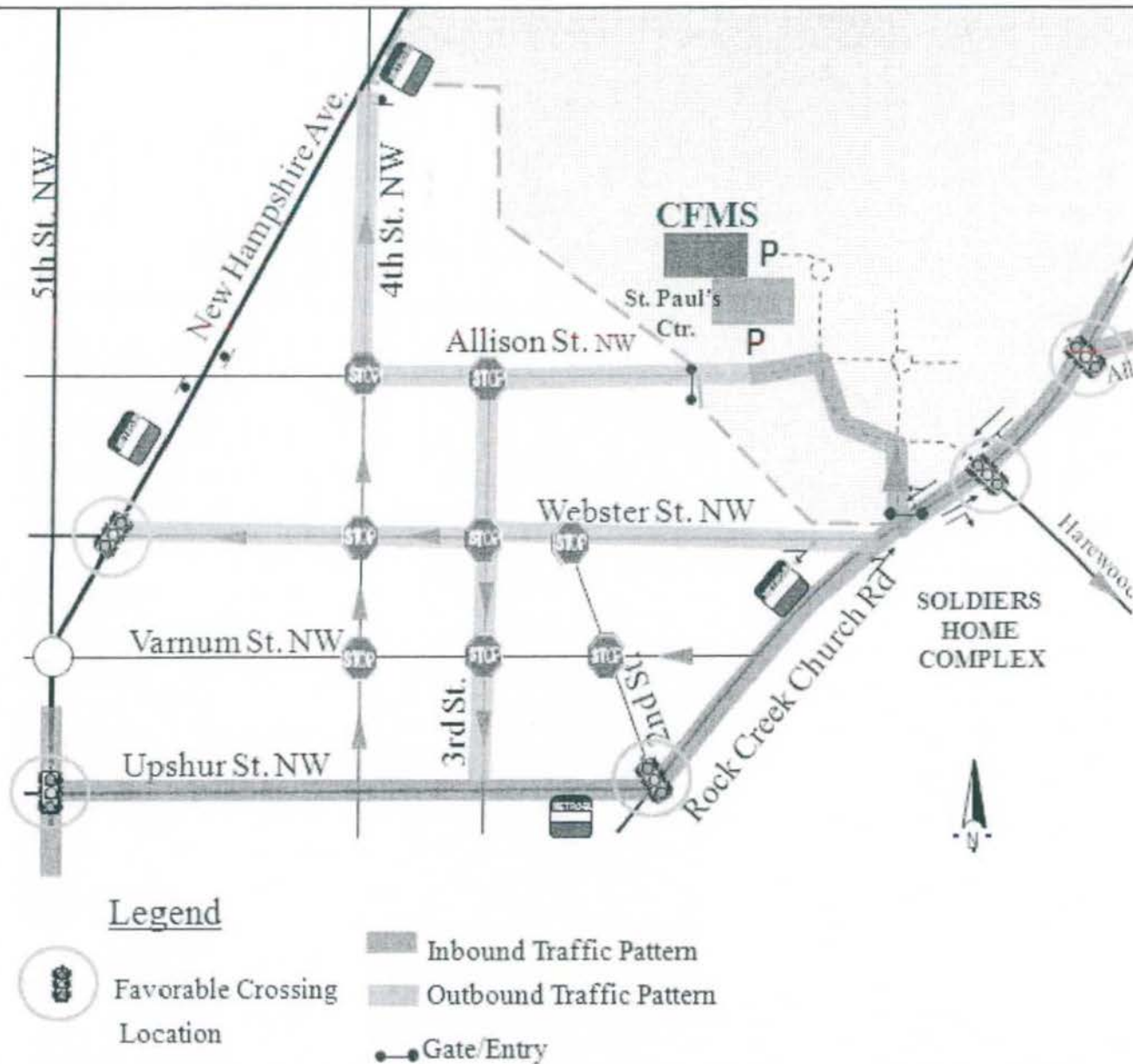




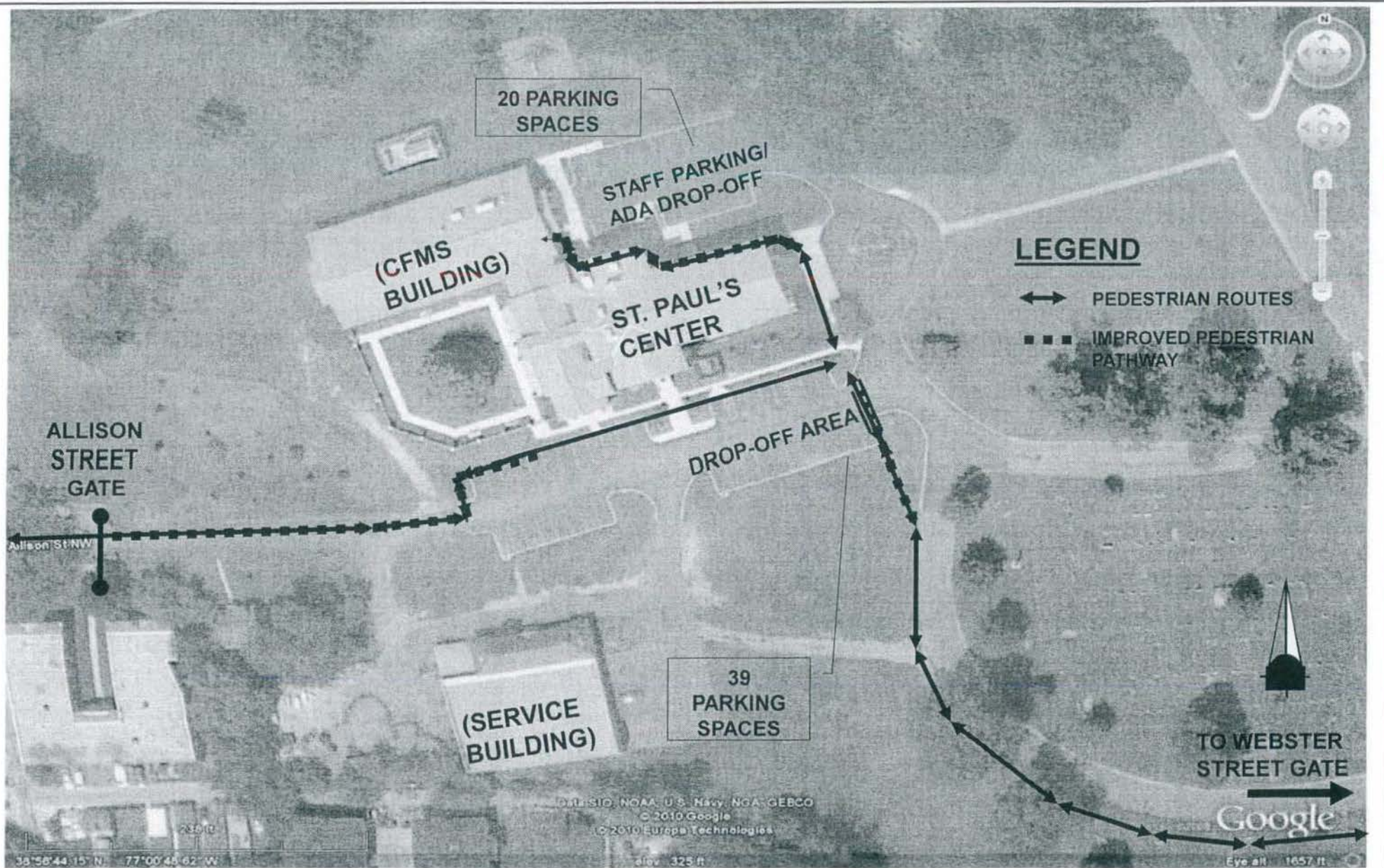
O.R. George & Associates HEARING EXHIBIT 1 – CFMS CONTEXT



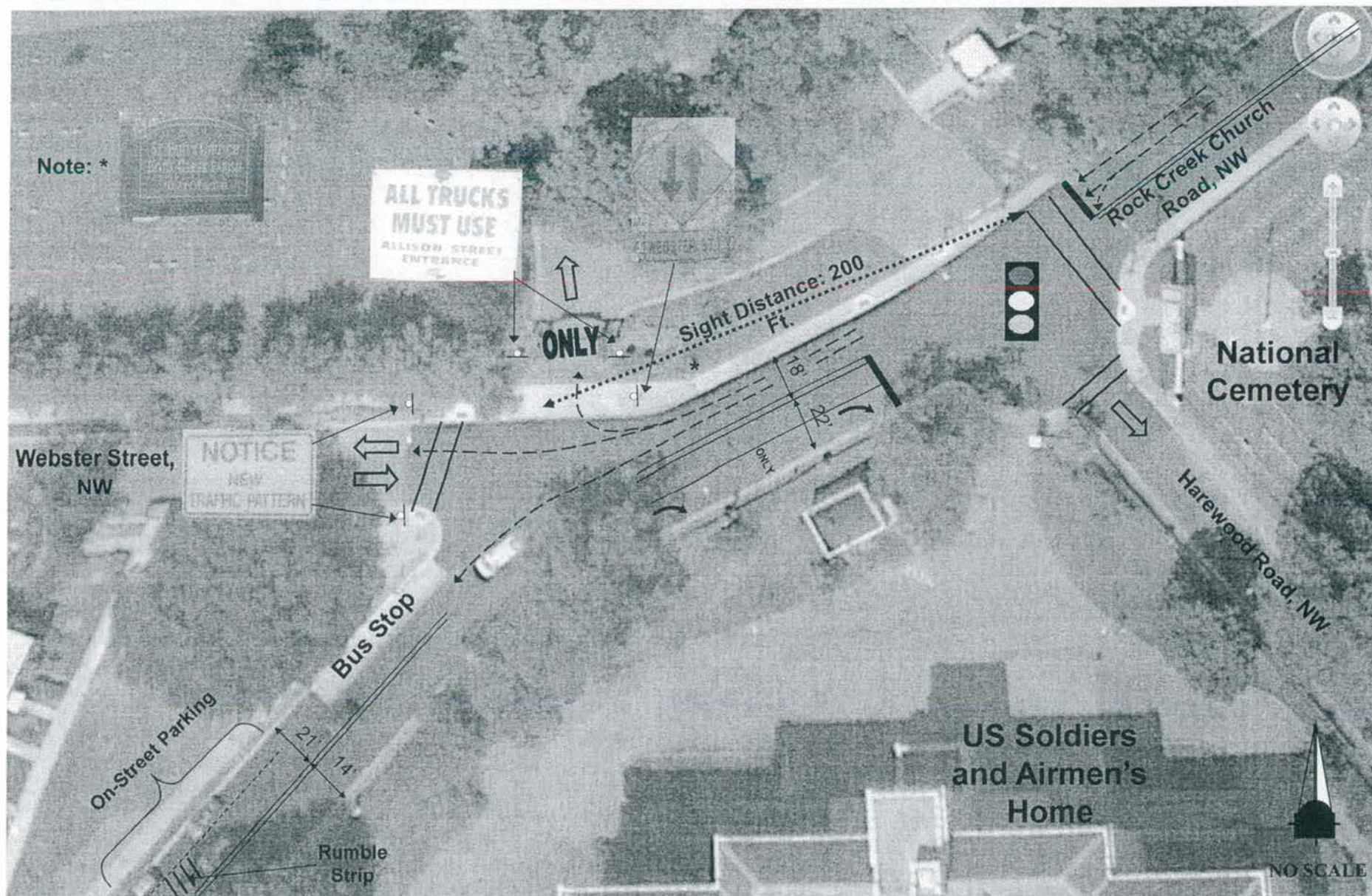
**O.R. George & Associates HEARING EXHIBIT 2 - CFMS
CIRCULATION/ACCESS PATTERN (8:00 – 9:00 AM)**



O.R. George & Associates HEARING EXHIBIT 3 - CFMS LOCAL AREA CIRCULATION



O.R. George & Associates HEARING EXHIBIT 4 - CFMS PEDESTRIAN CIRCULATION

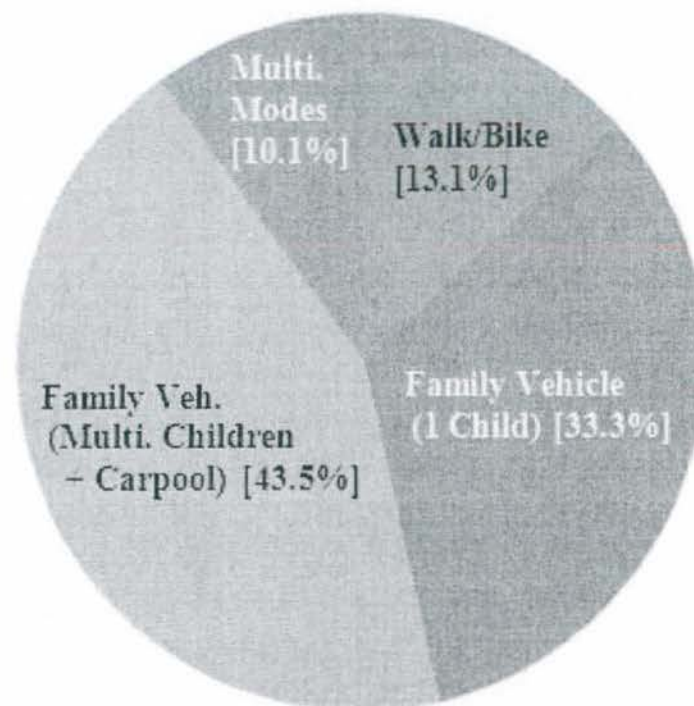


O. R. George & Associates Hearing Exhibit 5 - Webster Street Gate Access

a) Mode Split Summary:

- Family Vehicle (Multiple Children + Carpool) 43.5%
- Family Vehicle (1 child) 33.3%
- Walk/Bike (Primary Mode) 13.1%
- Use Multiple Modes (Walk, Bike, Carpool, Transit, Family Veh., etc.) 10.1%

Total: 100.0%



b) Factors Affecting Mode Choice:

- Distance 81.3%
- Already Walk/Bike 13.1%
- Misc. Concerns 5.6%

Total: 100.0%

O.R. George & Associates Hearing Exhibit 6 - CMFS Mode Split Survey October, 2010

TRAFFIC CONSIDERATIONS (*SUMMARY*).....

- CFMS..... A history of effective management, parent interaction, and favorable travel mode splits.
- CFMS draws heavily from surrounding residential communities.
- CFMS' daily schedule significantly impacts only morning peak period.
- CFMS/St. Paul's site is uniquely self-contained.
[No external queuing and parking impacts!]
- Proposed inbound/outbound gate access should be safe and efficient.
- Existing and future levels of service quite acceptable.
- CFMS/St. Paul's is committing to aggressive TMP measures.

CONCLUSION.....

My Professional Opinion.....

- The proposed use of the subject building within the St. Paul's Center is not likely to create congestion, unsafe traffic or parking conditions.
- The proposed use is not likely to adversely impact the health, safety and general welfare of persons residing in or using the local area of the St. Paul's Parish site.

Osborne R. George, P.E., PTOE
November 30, 2010

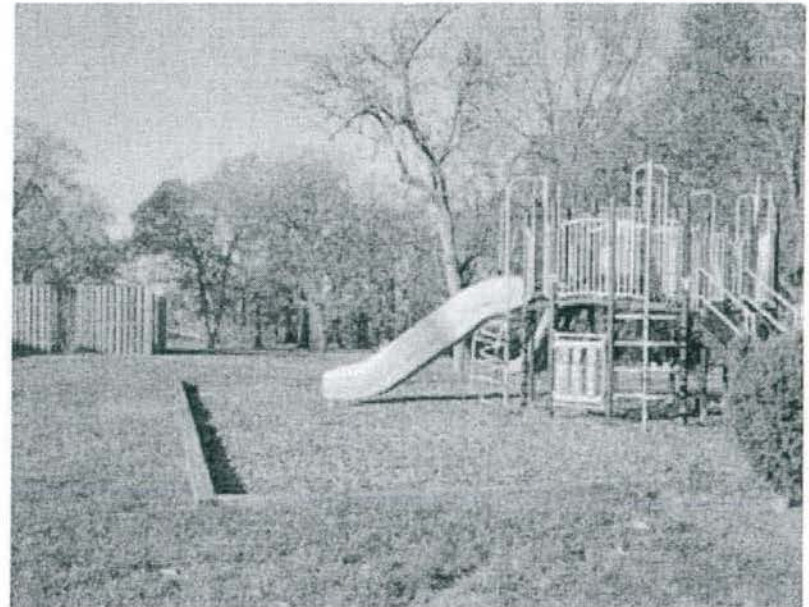
Planning and Zoning Issues
BZA Case # 18138
St. Paul's Episcopal Church

Ellen M. McCarthy
November 30, 2010

Planning and Zoning Issues

Special Exception Requirements

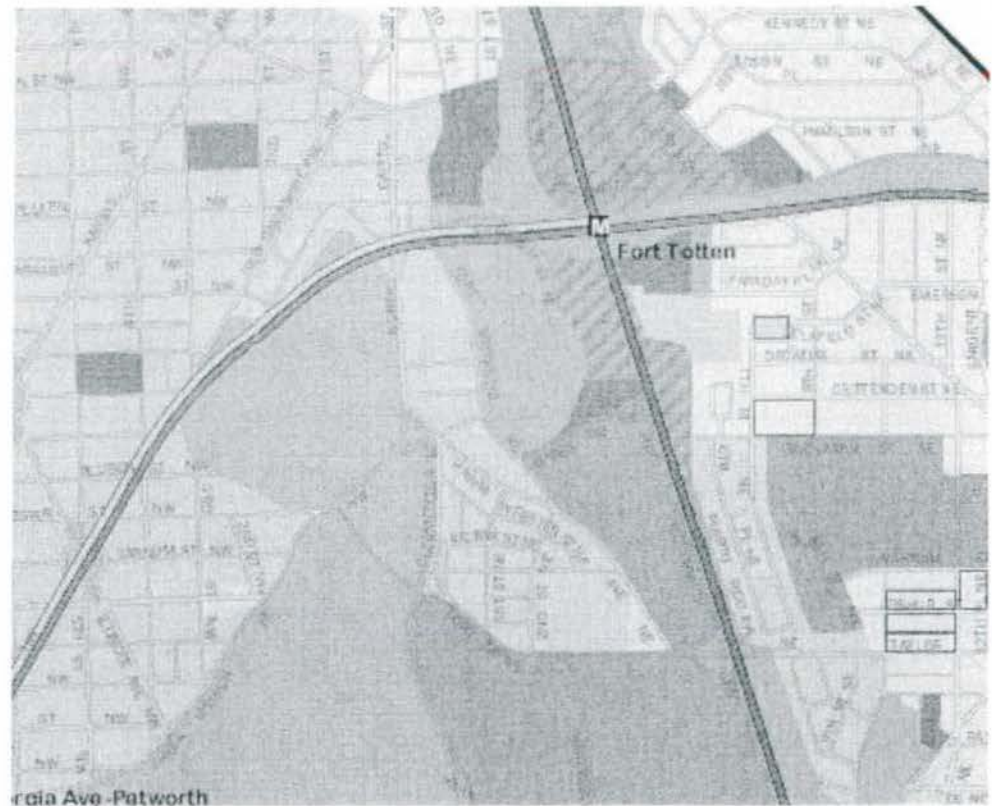
- The proposed use is in harmony with the general purpose and intent of the Zoning Regulations and Zone Maps; and
- The proposed use is not likely to adversely affect the use of neighboring property, subject to the specific conditions specified in the Zoning Regulations for the particular special exception use. 11
DCMR § 3104.1



Planning and Zoning Issues

Harmony with Comp Plan

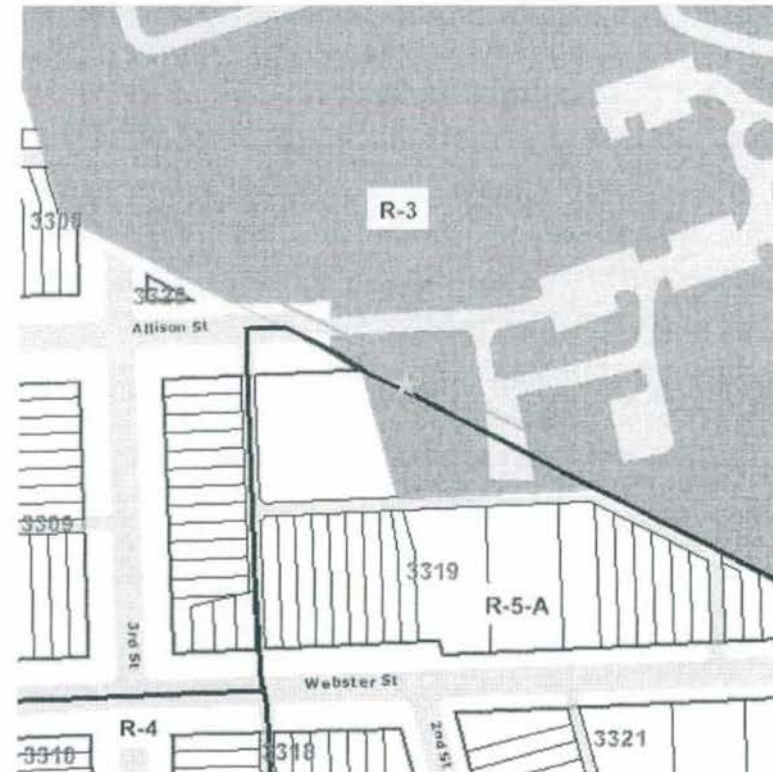
- Map shows the area as open space and moderate density residential, adjacent to institutional
- The proposed use, a school and play area for children, is consistent, especially since an institutional use has existed here since 1719



Planning and Zoning Issues

Harmony with Zoning Map and Regulations

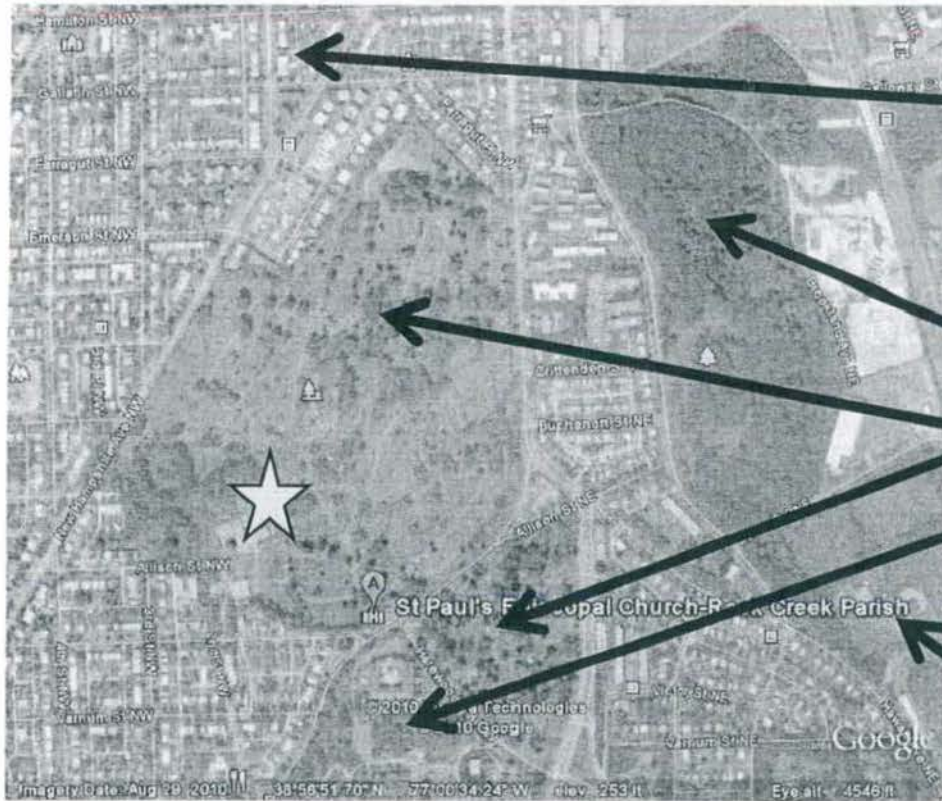
- Map shows the area as R-3, with single-family residential, churches and public schools as matter of right uses
- The proposed use, a school, is consistent with that in terms of character and impact
- Proposed use will provide important services, especially to pre-school children and help support the church



School Not Likely to Have Adverse Impacts on Neighboring Property



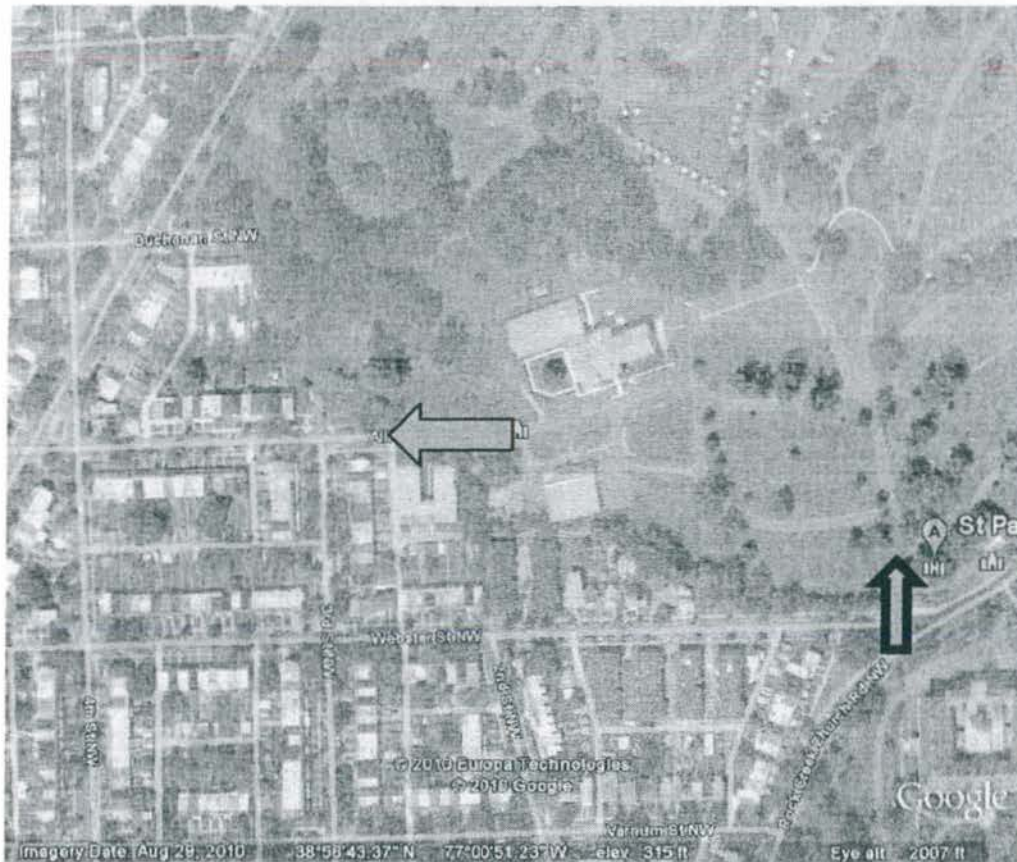
School Not Likely to Have Adverse Impacts on Neighboring Property



Adjacent Uses Buffered

- Low density single-family homes with one-way street traffic calming
- Fort Totten Park
- Two cemeteries
- Armed Forces Retirement Home
- Catholic University Athletic Fields

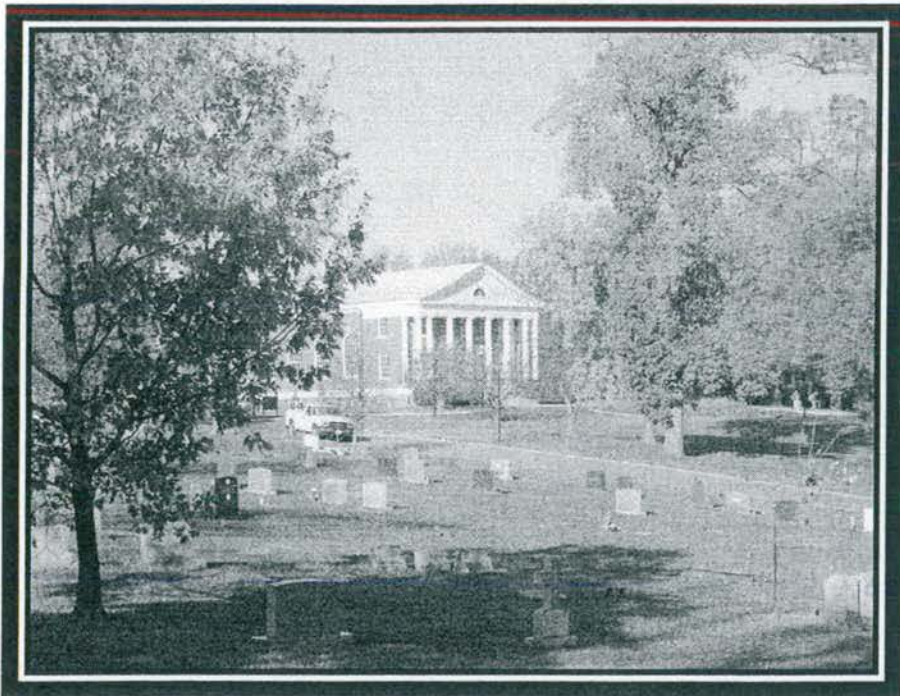
Not Likely to have adverse impacts



Traffic Management Plan

- Small enrollment
- Low rate of single-occupant vehicles
- Traffic pattern – in Webster, out Allison
- Ample on-site drop-off space
- Active promotion of alternative modes

Special Conditions under § § 205 - 206



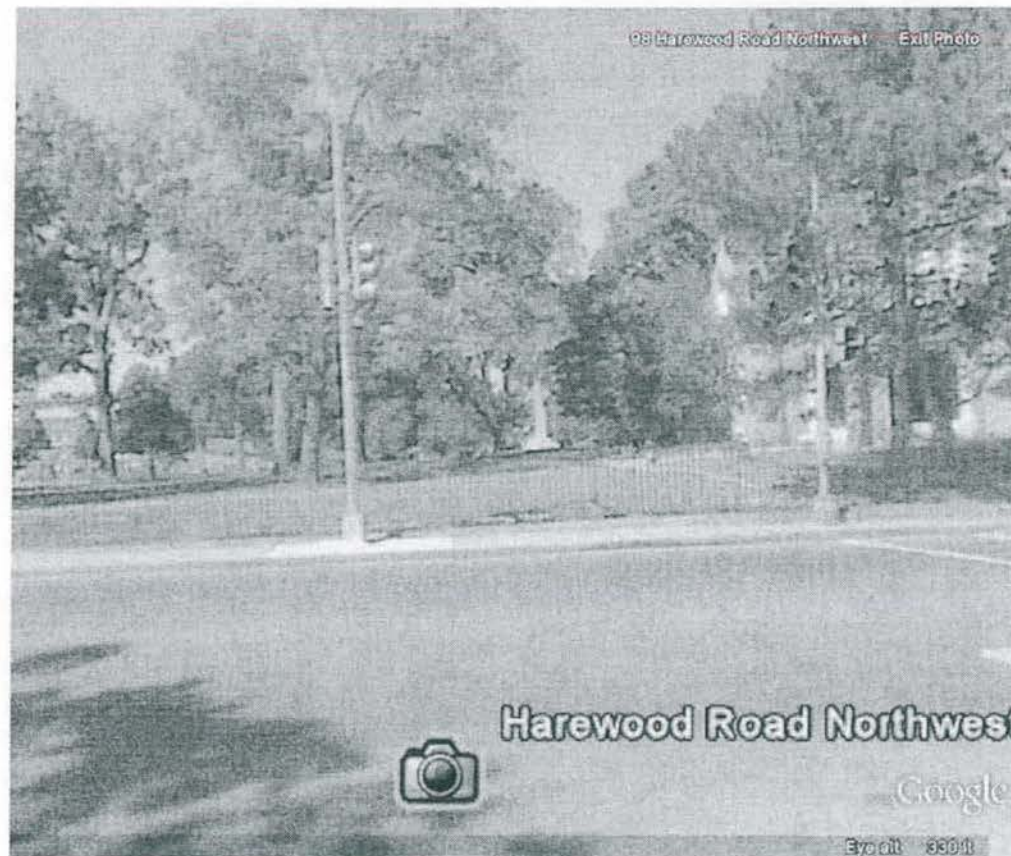
- OP report documents how conditions are met
- School more than 500 feet from nearest residences
- Sufficient room for queuing, parking

Special Exception Meets Standards

- The use is in harmony with the general purpose and intent of the R-3 Zone District. (3104.1)
- The use is not likely to adversely impact neighboring property. (3104.1)
- The center is capable of meeting all code requirements, and OSSE has recommended approval. (205.2, 205.9, 205.10)
- The facility is located so as not to create any objectionable traffic condition or unsafe pick up and drop off conditions. (205.3, 206.2)
- The center provides sufficient off street parking spaces to meet the needs of the facility and to satisfy the requirements of Chapter 21. (205.4, 206.4)
- The facility is located so that there will be no objectionable impacts on adjacent or nearby properties due to noise, activity, or other conditions. (205.5, 206.2)



DDOT Proposal is Unnecessary, Costly and Unsightly



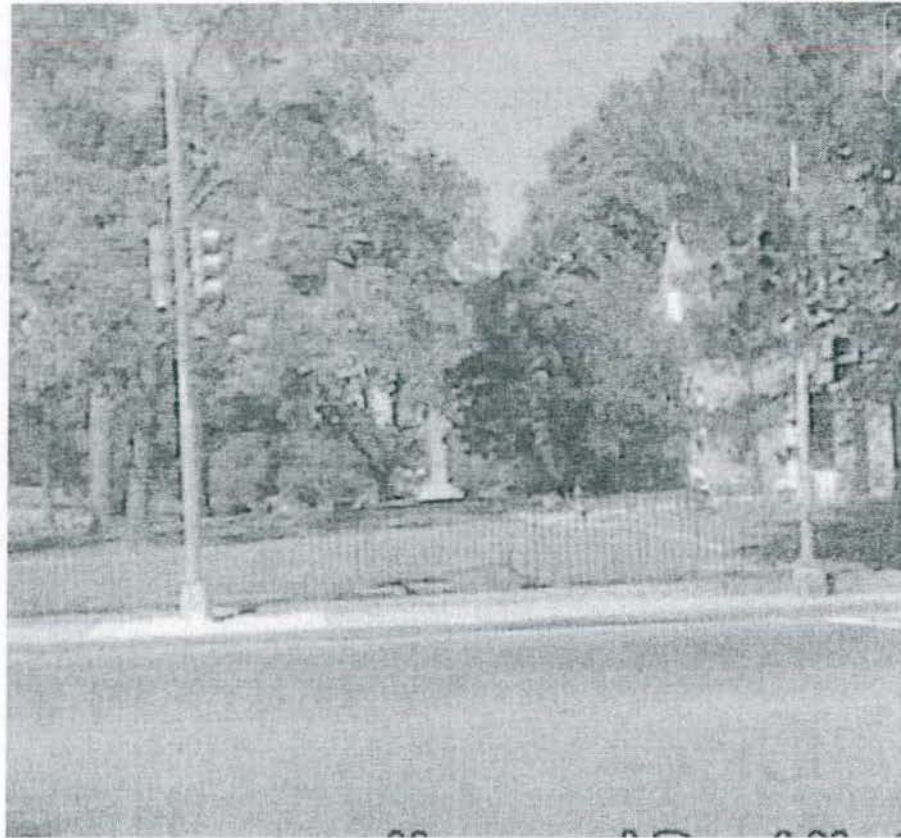
BOARD OF ZONING ADJUSTMENT
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DDOT Proposal is Unnecessary, Costly and Unsightly

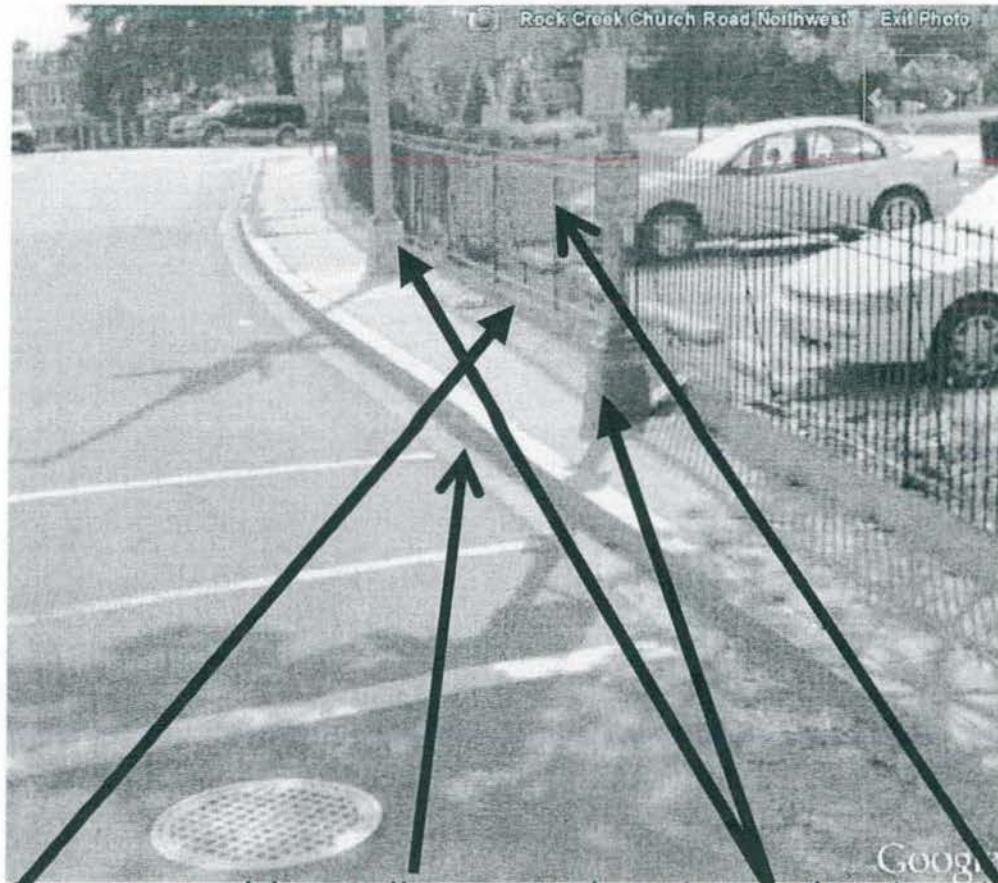


Proposed Site of New Entrance in DDOT Report

- DDOT report proposes creating a vehicular entrance at Harewood Road
- Estimated cost is approximately \$850,000

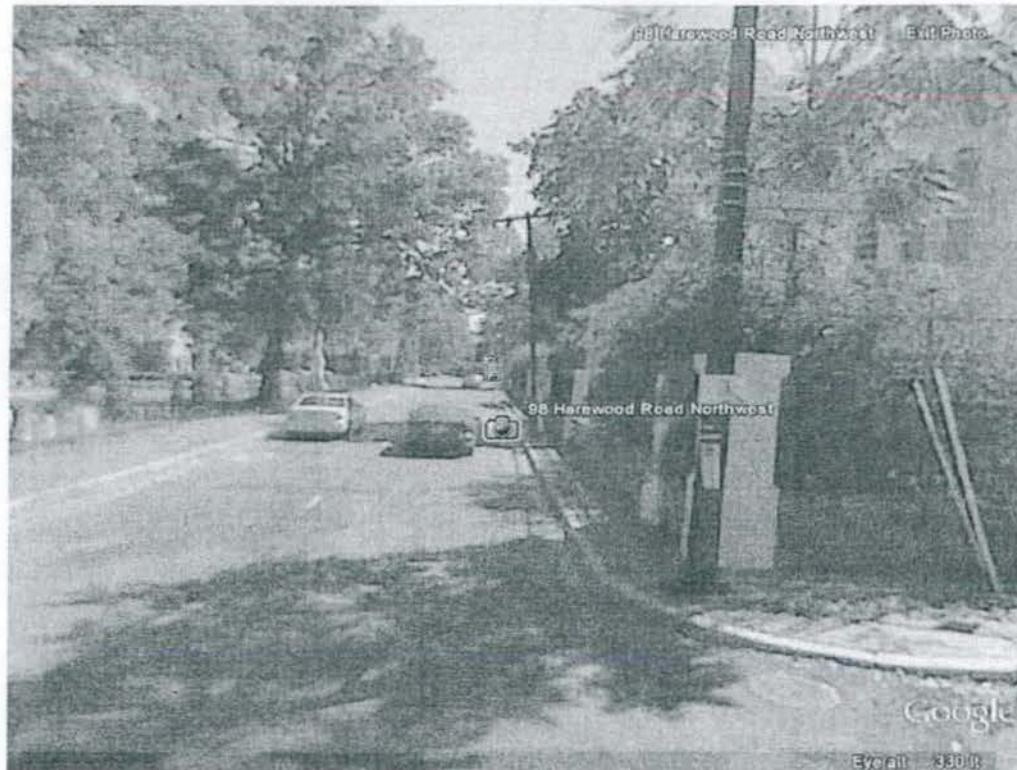


Construction Required by DDOT Proposal



Creating entrance would entail new curb cut, moving two traffic light poles
demolishing fence and concrete fence base, fabricating new gates

Harewood Rd. is One-Way Southbound



DDOT recommendation would require new traffic patterns and new traffic signal

No Reason to Change Existing Entrance



DDOT Proposal is Unnecessary, Costly and Unsightly

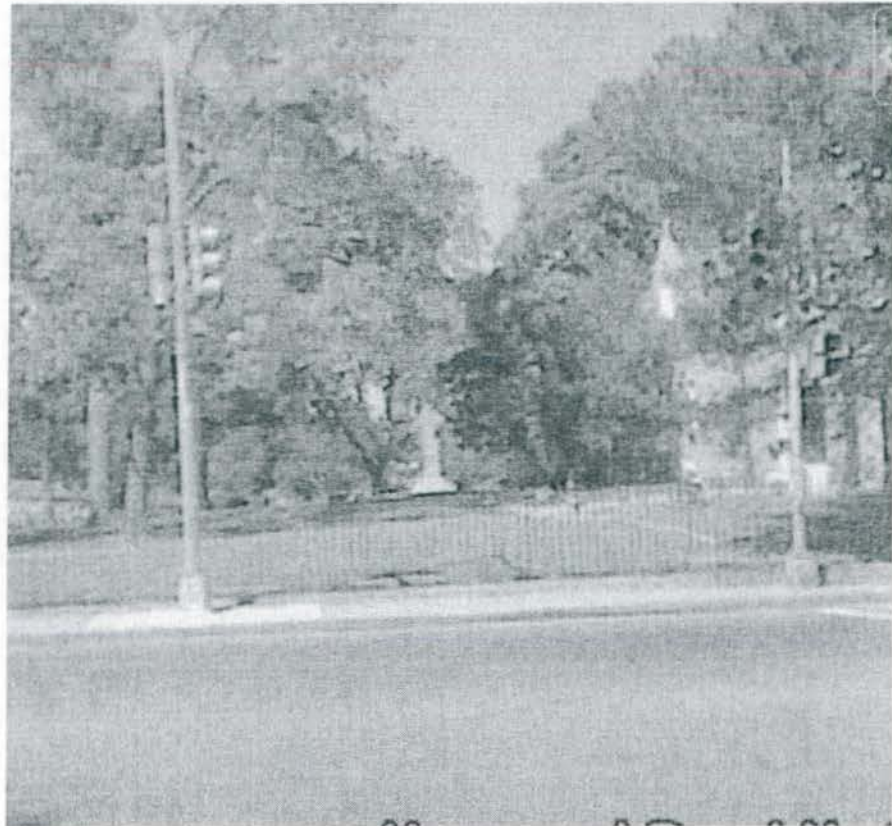


DDOT Proposal is Unnecessary, Costly and Unsightly

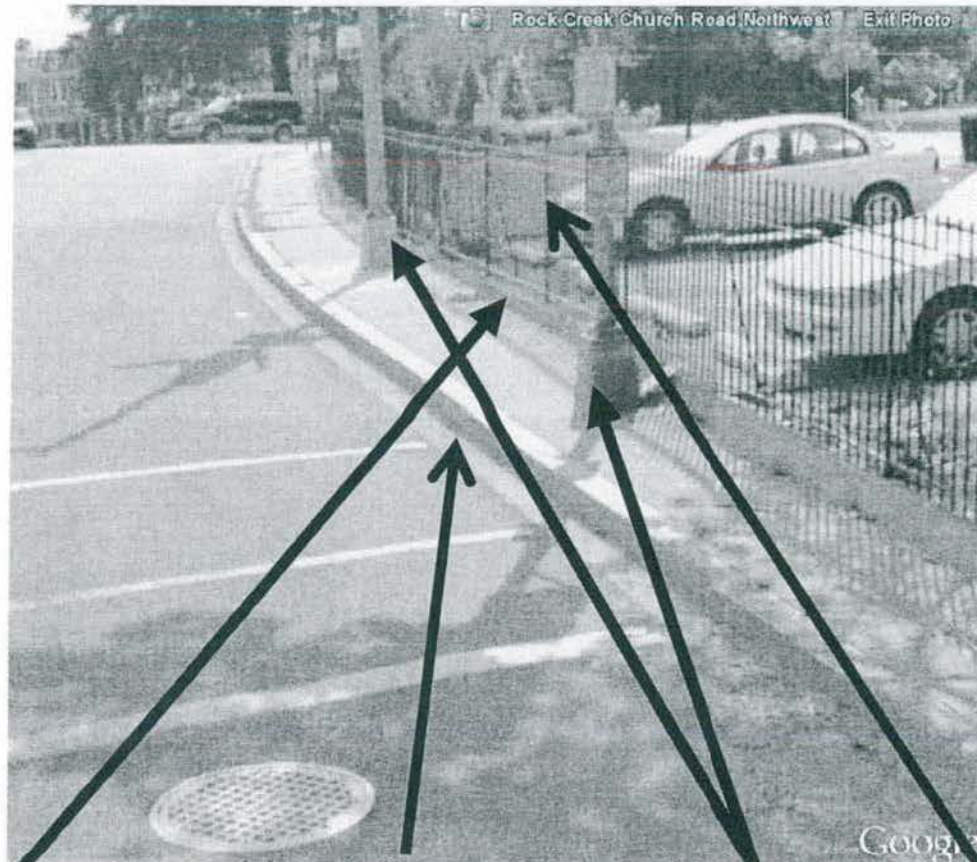


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