

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning, and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe *[Signature]*
District Department of Transportation (DDOT)

DATE: September 3, 2013

SUBJECT: DDOT Review of BZA Case 18602, Washington Middle School for Girls,
1600 Morris Rd, SE (Square 5817, Lot 803).

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18602

EXHIBIT NO. 27

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D.C. OFFICE OF ZONING
2013 SEP -4 PM 1:20

APPLICATION

Application of Archdiocese of Washington, pursuant to 11 DCMR § 3104.1, for a special exception for a private school (150 Students and 20 Staff) under section 206, in the R-5-A District at premises 1600 Morris Road, S.E. (Square 5817, Lot 803).

RECOMENDATION

DDOT has reviewed the Applicant's request and determined that, based on the information provided, this proposed project will have no adverse impacts on the travel conditions of the District's transportation network. An approved project may lead to more vehicular, transit, pedestrian, and bicycle trips. However, DDOT does not foresee substantial impacts to the network. Thus, DDOT has no objection to approval of the requested special exemption.

The Applicant plans to begin operating 4th and 5th grades in the school building in August 2013 with a student population of 40 and a faculty/staff population of 7. The Applicant plans to gradually grow to a maximum of 150 students and 20 faculty/staff in eight years by adding one grade every-other year. DDOT agrees with the Office of Planning's condition that the BZA Order be approved for a period of 10 years. After such time, a more detailed transportation analysis of the School's impact can be required as part of a new BZA application, if necessary.

The Applicant and DDOT worked together to develop an acceptable vehicle access and circulation plan for the proposed school. The subject property contains three existing curb cuts. The Applicant's vehicle access and circulation plan requires cars to enter at the eastern-most curb cut, circulate internally to the site in front of the proposed school building for pick-up/drop-off, and exit the site using the western-most curb cut. The western-most curb cut exits the subject site at a stop controlled 5-leg intersection, which will allow for safe egress from the subject site. The middle curb cut, located at a sharp bend in Morris Road, has poor sight line visibility and is a potential safety hazard. The middle curb cut will not be used by for school-related circulation purposes. Ample on-site queuing space is also provided.

This review pertains only to zoning issues and does not consider potential impacts to District owned public space. DDOT's lack of objection to the zoning special exception should not be viewed as approval of public space elements. If any portion of the project has elements in the public space, the Applicant may be required to pursue a public space permit through DDOT's permitting process. Guidance on the treatment of public space can be found in DDOT's Public Realm Manual.

SZ:jr