

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



MEMORANDUM

TO: Lloyd Jordan, Chairperson
Board of Zoning Adjustment

FROM: Samuel Zimbabwe 
Associate Director

DATE: September 12, 2014

SUBJECT: BZA Case No. 18792 - The Preparatory School of DC, 4501 16th Street, NW

APPLICATION

The Preparatory School of DC (the "Applicant") requests a special exception to operate a private school for students ages 2 ½ years old to 12th grade in the R-1-B District at premise 4501 16th Street, NW (Square 2702, Lot 805). The Applicant proposes a capacity of 120 students and 10 teachers and staff. Eight on-site parking spaces at the site are allocated to teachers and staff.

RECOMMENDATIONS IN BRIEF

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. The proposed action may lead to a minor increase in vehicular, transit, pedestrian, and bicycle trips. Despite this minor potential impact, DDOT has no objection to the approval of the requested special exception.

Trip Generation

The Applicant developed mode split assumptions informed by the site's current mode split, as well as the mode split when the school operated at a nearby location with a higher student capacity. When the school operated at 209 Upshur Street, NW, with a capacity of 90 students, according to the Applicant, approximately 80% of all students (72 students) either walked or took public transit to school. According to the Applicant, 75% of students at the current site use non-auto modes, primarily transit, to access the school. The Applicant reported to DDOT that 12-15 parents currently drive their children, which translates to 20 students (i.e., an auto mode split of 25%).

As a result of these mode splits, the Applicant predicts that 75% of students and 30% of staff will arrive via transit and other non-auto modes of travel. This non-auto mode split is commendable and results in a low number of vehicle trips generated by the site. Additionally, according to the Applicant, the school

has staggered start times resulting in staggered travel times. Due to staggered travel times and the high non-auto mode split, the total number of peak vehicle trips generated in the peak travel direction is below DDOT's threshold to conduct a Comprehensive Transportation Review (CTR).

DDOT expects the Applicant to maintain this high non-auto mode split in the future as the school increases enrollment and staffing to its proposed capacity. If the mode split and travel demand changes, particularly if the Applicant applies to zoning to increase its student and faculty capacity, a CTR may be warranted and DDOT may employ policy tools to mitigate the impact.

Curbside Management

The Applicant indicated that parents currently pick-up and drop-off their children in the north-south running alley between Allison Street and Buchanan Street. For the safety of children, to optimize traffic operations, and to curb any impact on residential neighbors, DDOT recommended to the Applicant that pick-up and drop-off should occur curbside in front of the school along Allison Street. As such, appropriate curbside signage is needed. DDOT requested that the Applicant work with DDOT's Safe Routes to School Coordinator to establish curbside signage. This will likely include such signage as "No Parking, School Days, 9:00 am to 4:00 pm" and "15 minute parking, 7:00 am to 9:00 am and 4:00 pm to 6:00 pm."

Public Space

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 an approval of public space elements. If any portion of the project has elements in the public space requiring approval, the Applicant is required to pursue a public space permit through DDOT's permitting process. The Applicant may refer to the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space. A summary can be found in DDOT's Public Realm Design Manual.

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