

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



Transportation Policy and Planning Administration

**MEMORANDUM**

**To:** Jerrily R. Kress, FAIA  
 Director, DC Office of Zoning

**From:** Karina Ricks *AK*  
 Associate Director, TPPA

**Date:** January 4, 2008

**Subject:** ZC 07-13: Planned Unit Development (PUD) Corcoran/Randall School,  
 65 I Street, SW (Square 643-S, Lot 801); Response to O.R. George &  
 Associates Memorandum

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**I. Introduction**

At the request of the D.C. Zoning Commission, the District Department of Transportation (DDOT) is responding to the analysis of O.R. George & Associates and the most recent statement dated November 8, 2007. This report aims to directly address the main areas of concern raised over the Wells & Associates Traffic Impact Study. For additional detail, please revisit DDOT's original report to the Zoning Commission.

**II. Traffic Impact Study Methodology and Report**

The O.R. George & Associates memorandum correctly noted lane configuration errors at certain intersections within the Randall School Traffic Impact Study dated March 2, 2007. Wells & Associates corrected these errors in the revised October draft after recognizing these problems and meeting with DDOT.

Further, the Traffic Impact Study report did not outline specific discussion or interactions with DDOT during the study scoping process or later negotiations. However, the Applicant and the transportation consultant, Wells & Associates did meet with DDOT and the DC Office of Planning (OP) on multiple occasions to coordinate needed modifications to both the traffic study and the building design.

While the Traffic Impact Study report was remiss in detailing all of the access considerations on H Street, the issue of loading and garage ingress / egress was discussed

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extensively among the Applicant, DDOT, and OP. The result of these negotiations was the reconfiguration of the rear of the building and the agreement to a permanent public easement along the previous H Street right of way.

It was also through these modifications to building design that the Applicant and Wells & Associates addressed the access needs of the existing Randall Recreation Center and potential redevelopment to the east. The O.R. George memorandum was correct in pointing out that these elements were not described explicitly in the Traffic Impact Study. Nonetheless, the Randall Recreation Center acted as a central concern in DDOT's evaluation of the Planned Unit Development and guidance of the Applicant.

Finally, the O.R. George report questions the accuracy of the trip generation assumptions for the Corcoran academic functions. DDOT also noted this concern in its original report to the Zoning Commission, and used the liberal mode split as justification for a strong list of Transportation Demand Management (TDM) commitments, which were submitted to the Zoning Case File dated November 7, 2007 (document attached).

### **III. Potential Relocation of Loading and Parking Functions**

During meetings with the Applicant, DDOT made clear that the initial rear building design caused access and safety problems, and suggested the option of relocating loading facilities to First Street SW. The Applicant felt strongly about preserving the architectural and public realm goals of the building design on First Street, and so instead provided an alternative for H Street, which DDOT deemed acceptable.

Unless there is a clear advantage for transportation function, DDOT does not prescribe the location of loading or garage facilities. In this case, the Applicant team altered the building configuration and provided adequate diagrams showing turning movements and truck maneuvers to demonstrate functionality on H Street via the Delaware Avenue circle.

Lastly, DDOT concurs with the O.R. George "*Proposed Use Restrictions to Address Potential Adverse Impacts on H Street*" and would welcome the addition of these conditions to the zoning order:

- Restrict student bus pick-up/drop-off to Eye Street and First Street only;
- Restrict truck deliveries to weekday off-peak periods and Saturday only (and/or employ "flaggers" to monitor loading as recommended in the DDOT report);
- Restrict truck waiting and idling on the adjacent sections of H Street & Delaware Avenue north of Eye Street.

It is also important that the TDM commitments in the Transportation Management Plan be instituted in the zoning order.

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**District Department of Transportation  
2000 14<sup>th</sup> Street, N.W., 7<sup>th</sup> Floor  
Washington, D.C. 20009**

Fax # 202-671-0617 Phone # 202-671-2730/40

## TRANSPORTATION POLICY & PLANNING ADMINISTRATION

## **FAX SHEET**

<b>Send To:</b> <b>(Person)</b>	JERRILY KRESS	<b>From:</b>	KARINA RICKS
<b>Company Name</b>	DCUZ	<b>Date:</b>	01/07/08
<b>Office Location</b>			
<b>Fax Number</b>	(202) 727-6672	<b>Phone Number</b>	(202) 671-1598

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