

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING**



Memorandum

TO: Board of Zoning Adjustment (BZA)

FROM: *JS*
Ellen McCarthy, Interim Director
Office of Planning

DATE: February 21, 2006

SUBJECT: BZA Application #17429 (Friends of St. Patrick's Episcopal Day School)
1801 Foxhall Road, N.W. (Square 1348, Lots 825 and 826)

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APPLICATION

The Friends of St. Patrick's Episcopal Day School, LLC and St. Patrick's Episcopal Church and Day School (applicant) requests, pursuant to 11 DCMR 3104.1, special exceptions for a private middle/high school for four hundred and forty (440) students and one hundred (100) faculty/staff (Section 206) and a theoretical lot subdivision (Section 2516) for twenty-eight (28) lots at 1801 Foxhall Road, N.W. The property is in the R-1-B district.

RECOMMENDATION IN BRIEF

The subject property has many environmentally sensitive areas and the applicant has worked to either incorporate them into the development or has proposed specific measures to be implemented in order to minimize impacts to these areas. The applicant is working with the relevant government agencies to address their concerns. The applicant has demonstrated that they meet the requirements of Section 206 and Section 2516. OP therefore recommends approval the requested special exceptions subject to the recommendations of the District Department of Transportation (DDOT), the Department of Health (DOH) and to the conditions outlined on pages 13 and 14 of this report.

SITE AND AREA DESCRIPTION

The property consists of 17.3 acres and is known as the former Brady Estates. The property is bounded by Whitehaven Park on the north, Glover-Archbold Park to the east, Hoban Road and the Colony Hill residences to the south, Foxhall Road and the German Embassy to the west. The form and terrain of the subject property varies from flat to gently rolling to steep areas. Generally, the property slopes down from a high along Foxhall Road towards the Glover-Archbold Park and from the Whitehaven Park down towards the Hoban Road. The property is fairly wooded in some areas and has some large specimen trees. The property has swales which take stormwater from the site to streams in both adjacent parks. The DC Department of Health has identified wetlands this within their jurisdiction which will be preserved.

BOARD OF ZONING ADJUSTMENT
Board of Zoning Adjustment
District of Columbia
CASE NO. 17429
EXHIBIT NO. 53

The site and surrounding properties are in the R-1-B district. The German Embassy property is also governed by the Diplomatic Overlay.

PROPOSAL

The property will be divided into three main parcels; on the northeastern portion of the site 7.72 acres will be dedicated to the St. Patrick's middle and high schools; a middle portion, 1.53 acres will be preserved as open space; and on the west and southern portion of the site is 8.05 acres to be further subdivided into 28 lots for single-family detached residences.

ANALYSIS

SITE CONDITIONS

The approximately 17 acre property has many environmentally sensitive areas and the applicant has conducted studies to assess their extent. The applicant has submitted an environmental assessment and has been coordinating with the National Park Service (NPS), the Army Corp of Engineers, and the District of Columbia Department of Health (DOH), Water Quality Division. If the proposal is approved by the BZA it will be subject to further review, one of which will include a detailed Environmental Screening Form (EISF) to determine if the proposed development will have a significant adverse environmental impact.

As part of their study the applicant has identified potential impacts and has made recommendations of ways in which they may be minimized or eliminated. The NPS and DOH will submit their reports to the BZA under separate cover.

Topography

The topography of the site is considered to be moderately to steeply rolling with two prominent knolls, one in the center of the site and the second on the northern portion of the site. The slopes eastward from Foxhall Road, elevation of 240 feet, towards Glover-Archbold Park, elevation 150 feet). The site will be altered to create building surfaces for the school facilities and the residences in a controlled manner. The applicant proposes to reduce the potential for soil erosion and sedimentation impacts by using appropriate mitigation measures during construction. The measures will be addressed further in the DOH Report.

Stormwater Management

The applicants' study shows that there are potential impacts from water and sediment transported by stormwater runoff during construction and the operation of the facility. Stormwater runoff during construction could be mitigated through best management practices.

With the development of the site impervious surfaces would greatly increase from the present condition. To minimize this impact the use of on-site retention and infiltration would be implemented to maintain the current discharge rates from the site to off-site streams. DOH, Water Quality Division has identified a wetland area on the site. The applicant proposes to retain this wetland and protect it by a twenty-five (25) foot buffer. The DOH report also will address these issues in more details.

Trees

The applicant states that based on a tree inventory there are a large number on mature trees on the site and many are identified as "special trees" as defined by the DC Urban Forestry Preservation Act of 2002, as trees having a circumference of 55 inches or greater. The applicants' report states that there are two hundred and ninety-three (293) trees that are classified as special trees. In order to mitigate development impacts on the specimen and special trees fence barriers will be provided to protect the root zones during construction. In addition the applicant proposes to plant native trees throughout the site especially in vegetative buffer areas and open space areas to offset any loss of trees.

The School

St. Patrick's Episcopal Church currently operates an elementary school at 4700 Whitehaven Parkway, N.W. and a middle school at 4925 MacArthur Boulevard, N.W. The submitted proposal is for a campus to house a middle school and a newly created high school. The middle school at MacArthur Boulevard will be expanded and relocated to this campus.

The proposed school will be on the northwestern portion of the site and will have its access directly off Foxhall Road. The applicant will create a new signalized intersection with additional turning lanes into the school. The school will be developed as a campus with a number of buildings surrounded by landscaped open space. The main portion of the campus is encircled by a loop road that will help to buffer the school buildings from the conservation area and the residences on the southern and eastern portion of the property.

The campus will have separate buildings for the middle school and the high school, and will share the administrative building, gymnasium, athletic field, theatre, and underground parking garage with 170 spaces. An additional forty seven (47) spaces will be provided along the loop road for use during non-peak hours and during special events. The buildings will be three (3) stories high and will be extensively landscaped, particularly along the Foxhall Road frontage, to help minimize the visual impact of the buildings. All drop-off and pick-up of children will be on site and there is an assigned drop off area in the vicinity of the auditorium.

SPECIAL EXCEPTION

The subject site is in the R-1-B zone and Section 206 of the Zoning Regulations allows a private school if approved by the Board of Zoning Adjustment. The proposed project meets the requirements of Section 206 as follows:

- 206.2 The private school shall be located so that it is not likely to become objectionable to adjoining and nearby property because of noise, traffic, number of students, or otherwise objectionable conditions.**

The proposed school location meets the above criteria as follows:

Number of Students

The school proposes to have an enrollment of four hundred and forty (440) students and one hundred (100) faculty/staff. The number of faculty and staff is due to the need for specialty

teachers for individual subjects and administrative personnel in specialized fields. Many of the school's employees are hired on a part-time basis, but overall this equates to 100 full-time employees. The proposed cap will be at a level that will be appropriate for the school's enrollment. The size of the school was calculated based on the number of students graduating from St. Patrick's current enrollment of middle and elementary school students. In addition, there are other elementary and middle schools that do not track into high school and places are needed for that category.

Noise

In order to minimize the impact of the school on the nearby Colony Hill residences the school is located on the northwestern portion of the site. The closest portion of the school will be the field which is separated by residences that are part of the overall development of the property. The buildings are also integrated into the topography which allows the buildings to be recessed and therefore the noise will be minimal. The noise will mainly be from student's voices when there are games on the field. In order to minimize the impact on the residences the applicant proposes to restrict use of the field in the following ways:

1. The use of the field will terminate at 6:00 P.M.
2. No athletic events will be held on Sundays unless required by the athletic league for a particular sport, or unless on an emergency basis.
3. Outdoor evening events beginning after 7:00 P.M. (non-athletic) will be limited to four (4) per year.
4. The use of sound systems or other amplifications on the fields except for the announcer calling games is prohibited.

The school is not likely to become objectionable to neighboring property owners because of noise

Traffic

It is projected that the proposed school will increase vehicular trips on Foxhall Road particularly during the morning and afternoon peak hours by two (2) to four (4) percent going south and five (5) to fourteen (14) percent going north. To help mitigate this impact, the applicant has proposed various measures including a Transportation Management Plan (TMP), a Travel Demand Management (TDM) Plan, and the installation of a new left-turn traffic signal. The TMP involves a new, full-movement, signalized intersection along Foxhall Road at the school entrance to the east and the entrance into the Embassy of-Germany. The timing of the signal will be coordinates with other existing signals along Foxhall Road. The left turn lane to access the school will allow for entrance into the school without affecting the southbound flow of traffic. Other traffic management measures will include new traffic warning signals, pavement markings, and a 15-mile per hour speed limit.

The TMD Plan is aimed at decreasing the number of cars accessing the site. The plan will be modeled off the plan that now exists at St. Patrick's Whitehaven Parkway campus and will include:

- ***A carpool initiative***

The applicant proposes to create a carpool program with a goal of achieving an average vehicle occupancy of 1.75. This program will be closely monitored and incentive programs will be

included to provide incentives to carpool such as an express lane for cars with high vehicle occupancy.

- ***A shuttle bus service plan***

Currently, St. Patrick's operates a shuttle bus service between the Whitehaven and MacArthur Boulevard campuses. A new shuttle bus service will be provided to operate between the Foxhall campus and other locations such as metro stations. Based on the distribution of its current student distribution the shuttle buses will pick up at the Tenleytown and Foggy Bottom stations. Other possible pick up locations include points along MacArthur Boulevard, Loughboro Road, Massachusetts Avenue, and Nebraska Avenue. The applicant states that they are also exploring the possibility of operating a joint shuttle bus service between nearby off-campus pick-up and drop-off points with other neighborhood institutions.

Presently, the applicant proposes to use seven (7) shuttle buses to service these locations. However, this number may be adjusted based on actual traffic conditions, the concentration of students, and the availability of safe pick-up locations.

- ***A parking solutions plan***

The applicant proposes to construct a one hundred and seventy (170) space underground parking garage on site. Additionally, forty-seven (47) parking spaces are provided along the internal loop road. These spaces are for use during non-peak drop-off and pick-up times for overflow parking on occasions when the garage is full.

- ***A student driving plan and controls***

To further limit vehicular trips to and from the school student drivers will have to be a participant in a school-approved carpool program. The privilege of driving to school will only be extended to select students who are over the age of 17, and meet academic, disciplinary, and service standards. Additionally, to limit vehicular trips students will not be permitted to drive off-campus for lunch.

- ***A walk/bicycle imitative***

St. Patrick's will encourage students who live in the neighborhood to walk or bicycle to school. Students who have siblings at the Whitehaven campus and are dropped off will be required to walk up to the Foxhall campus rather than be dropped off. To accommodate students who walk or bicycle to school. St. Patrick's proposes to install a sidewalk on the east side of Foxhall Road which will be connected the existing walkway along Whitehaven Parkway by a marked crosswalk.

- ***A staggered arrival and dismissal time plan***

To limit the impact of traffic arriving at or departing the school during morning and afternoon peak hours, the applicant proposes to stagger the middle and upper school start and dismissal times by at least twenty (20) minutes. It is anticipated that this will reduce peak hour volumes and lessen queues both on and off site. Further, faculty will be required to arrive at school before 7:30 A.M. to further reduce the impact on peak hour traffic.

The applicant states that the TMP will be a provision of a student's enrollment contract and compliance will be a requirement of continued enrollment. The applicant will monitor all segments of the TMP and results will be shared with the ANC and DDOT.

The DDOT report (submitted under separate cover) will address more fully the applicants' Transportation Management Plan and Travel Demand Management Plan.

Otherwise Objectionable Conditions.

Concerns have been expressed regarding the use of the field. The applicant has proposed that the field not be lighted and safety lights will be shielded and directed internally to the site. The applicant has also proposed to limit outdoor parties and these functions will be limited to those solely related to the St. Patrick's Episcopal Church. Therefore, the facilities will not be rented to entities not related to the St. Patrick's Episcopal Church. The applicant has proposed to, where possible, limit the deliveries to the school outside of the peak traffic hours.

206.3 Ample parking space, but not less than that required in chapter 21 of this title, shall be provided to accommodate the students, teachers, and visitors likely to come to the site by automobile.

The table below outlines the Zoning Regulations requirement for the parking to service the school. It shows that a total of 112 spaces are required and the applicant is providing 217 spaces. An underground parking garage will accommodate 170 spaces and the remaining 47 spaces will be along the loop road.

Parking Calculations

	Number of Faculty/Staff	Zoning Requirement	Number of Spaces Required	Provided
Middle School				
Faculty/Staff	23	2 spaces/3 faculty and other employee	15.33	
High School				
Faculty/Staff	77	2 spaces/3 faculty and other employee	51.33	
Classroom Seats <u>or</u>	320	1 space/20 classroom seats	16.00	
Assembly Seats	450	1space/10seats	45.00	
TOTAL			116.66 spaces	217 spaces

The increase in the number of parking spaces over that allowed coupled with the parking policies outlined in the applicants TMP and TDM Plan should accommodate students, teachers and visitors to the site. This should preclude the need for parking on neighboring streets.

The applicant has outlined a policy that all eligible students, employee, and visitors park on the campus even if they have a Ward 3 parking sticker. This policy extends to anyone attending an event at the school. If additional parking is required at an event then the parking spaces on the Whitehaven campus will be utilized.

The application is also required to meet the requirements of Section 3104.1 for Special Exceptions as follows:

“.... special exception will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Map and will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps, ...”

A private school is a permitted use in the R-1-B zone, subject to approval of the BZA. The proposal fulfills the intent of the Zoning Regulations. The conditions under which the school will operate will be instrumental in ensuring that there will be no adverse impacts on neighboring properties and that the school will be built in compliance with Section 206 of the Zoning Regulations.

SPECIAL EXCEPTION - NUMBER OF PRINCIPAL BUILDINGS PER LOT (THEORETICAL LOT SUBDIVISION)

The applicant is also proposing a theoretical lot subdivision to create 28 lots, 17 of which do not have frontage on a public road, §2516.1 of the Zoning Regulations provides that *“If approved by the Board of Zoning Adjustment as a special exception under § 3104, two (2) or more principal buildings or structures may be erected on a single subdivided lot, subject to the provisions of this section.”*

2516.2 This section applies to construction on a lot that is located in, or within twenty-five feet (25 ft.) of a Residence District.

The subject property is within the R-1-B district.

2516.3 In addition to other filing requirements, the applicant shall submit to the Board, with the new application, four (4) site plans for all new rights-of-way and easements, and existing and preliminary landscaping and grading plans with approximate building footprints; provided:

- (a) The applicant shall also submit, either with the original application or at a later time, final landscaping and grading plans and two (2) sets of typical floor plans and elevations; and***
- (b) If the applicant elects to submit the plans referenced in paragraph (a) of this subsection at a later date, the Board's original approval shall be conditional, subject to a later public hearing and final decision on the project as a whole.***

The applicant has provided plans showing the proposed right-of-way to service the lots, landscaping plans for the entire property and a typical plan for the lots, grading plans, site plan with the building envelope outlined for each lot, stormwater management plan, and four sample elevations and floor plans for the proposed houses (House Plan A to House Plan D). These elevations were submitted to show the "character" of the homes being proposed and these models could be located throughout the development. The developers expect that there will be more styles/models than these including many which will be custom designed.

2516.4 The number of principal buildings permitted by this section shall not be limited; provided, that the applicant for a permit to build submits satisfactory evidence that all the requirements of this chapter (such as use, height, bulk, open spaces around each building, and limitations on structures on alley lots pursuant to § 2507), and §§ 3202.2 and 3202.3 are met.

Each of the theoretical lots provide the required site area and widths, as well as a building envelope within the required setbacks. The single family detached units are a permitted by-right use. Access to the houses will be provided through an extension of 45th Street from Hogan Road with a loop road. The proposed extension will be a private street and will have a right-of-way width of twenty-eight feet in most places. The width will accommodate two ten-foot wide travel lanes and an eight-foot wide parking lane. The loop meets the sixty-foot turning radius and the lots do not include any of the land set aside for the streets.

2516.5 If a principal building has no street frontage, as determined by dividing the subdivided lot into theoretical building sites for each principal building, the following provisions shall apply

- (a) The front of the building shall be the side upon which the principal entrance is located;***
- (b) Open space in front of the entrance shall be required that is equivalent either to the required rear yard in the zone district in which the building is located or to the distance between the building restriction line recorded on the records of the Surveyor of the District of Columbia for the subdivided lot and the public space upon which the subdivided lot fronts, whichever is greater;***
- (c) A rear yard shall be required; and***
- (d) If any part of the boundary of a theoretical lot is located in common with the rear lot line of the subdivided lot of which it is a part, the rear yard of the theoretical lot shall be along the boundary of the subdivided lot.***

Each house will front on a private street except for Lots 1 to 5 and Lots 25 to 28 that will front on Hogan Road. The required 25-foot minimum rear and front yard setback are provided on all lots.

2516.6 In providing for net density pursuant to § 2516.11, the Board shall require at least the following:

- (a) The area of land that forms a covenanted means of ingress or egress shall not be included in the area of any theoretical lot, or in any yard that is required by this title***

The proposed lots conform to the R-1-B area requirements and do not include any portions of the right-of-way.

- (b) Notwithstanding any other provision of this title, each means of vehicular ingress or egress to any principal building shall be twenty-five feet (25 ft.) in width, but need not be paved for its entire width;***

The applicant proposes to extend 45th Street through the property to serve the new houses. The width of the right-of-way is twenty-eight feet in most places but no where is it below twenty-five feet. Some of the houses will be accessed by driveways off 45th Street. All the streets and driveways will be paved for their entire width.

- (c) If there are not at least two (2) entrances or exits from the means of ingress or egress, a turning area shall be provided with a diameter of not less than sixty feet (60 ft.); and***

The only ingress/egress into the property is from 45th Street. Instead of a cul-de-sac the applicant has provided a loop road which is preferable because of the topography of the site.

- (d) The requirements of paragraphs (b) and (c) of this subsection may be modified if the Board finds that a lesser width or diameter will be compatible with, and will not be likely to have an adverse effect on, the present character and future development of the neighborhood; provided, that the Board shall give specific consideration to the spacing of buildings and the availability of resident, guest, and service parking.***

The modification from a cul-de-sac to a loop road is preferable in this instance as the loop road is longer and conforms to the topography of the site. This configuration allows the subdivision to be broken down into smaller areas instead of one long street. The proposed loop road will not affect the future development of the area and the lots are above the area requirements and appropriate parking for each house is provided.

2516.7 Where not in conflict with the Act to Regulate the Height of Buildings in the District of Columbia approved June 1, 1910 (36 Stat. 452, as amended; D.C. Official Code §§ 6-601.01 to 6-601.09 (2001) (formerly codified at D.C. Code §§ 5-401 to 5-409 (1994 Repl. & 1999 Supp.)), the height of a building governed by the provisions of this section, in all zone districts shall be measured from the finished grade at the middle of the front of the building.

The height limit in this zone district is 40-feet and the houses will meet this requirement.

2516.8 The provisions of this section shall also apply to buildings erected under the terms and conditions of § 410, relating to a group of one-family dwellings, flats, or apartment houses, or a combination of such buildings.

This section is not applicable as §410 applies to developments in the R-4 and R-5 districts.

2516.9 The proposed development shall comply with the substantive provisions of this title and shall not likely have an adverse effect on the present character and future development of the neighborhood.

The applicant has taken many precautions to minimize the impact of the development on the character of the neighborhood. As stated before, the development is directly north of the Colony Hills neighborhood, a development of single family detached houses which depict various interpretations of the "colonial and Georgian" styles. The applicant has drafted a set of Architectural Guidelines that are included in the Home Owners Association document. The purpose of these guidelines is to guide and help maintain an architectural quality and continuity between the proposed development and the Colony Hill residences. The HOA documents

contain guidelines that cover various site and building material elements as well as covenants, conditions and restrictions that relate specifically to those lots that front on Hoban Road. (See applicant's submission, *HOA Documents, Architectural Guidelines, and CCRs for the Foxhall Residential Development Project, January 30, 2006*). These elements will allow the houses to complement the existing residences across Hogan Road. Additionally, access to these houses will be via driveways to the rear in order to protect existing large trees that are along Hogan Road.

Further, landscaping and additional trees will be added to create a buffer around the houses as well as help retain the character of the area. The development of this property will have no impact on future developments within the area. A majority of the houses are internal to the site and therefore will not be visible while traveling along Hoban Road or Foxhall Road. In addition, the houses closest to the Foxhall Road/Hoban Road intersection will help to minimize the impact of the school as they will block most of the direct views to the school and in particular the field.

2516.10 Before taking final action on an application under this section, the Board shall refer the application to the D.C. Office of Planning for coordination, review, and report, including

- (a) The relationship of the proposed development to the overall purpose and intent of the Zoning Regulations, and other planning considerations for the area and the District of Columbia as a whole, including the plans, programs, and policies of other departments and agencies of the District government; provided, that the planning considerations that are addressed shall include, but not be limited to:***

OP believes that the application meets and conforms to the requirements of the Zoning Regulations. The applicant has tried to minimize the removal of trees and be consistent with the R-1-B district. The only zoning relief that the applicant is requesting is to reduce the width of the driveways which is principally to minimize the removal of trees. OP continues to encourage the applicant to use pervious materials on the driveways to help reduce the area of impervious surface on the property.

(1) Public safety relating to police and fire concerns.

The Metropolitan Police Department (MPD) Fire and Emergency Medical Services Department (FEMS) state that they do not anticipate the development of the site will generate a significant increase in the demand on their services.

(2) The environment, relating to water supply, water pollution, soil erosion, and solid waste management;

Both water and sewer lines are provided along Hoban Road and have the capacity to accommodate the proposed development. The applicant did not submit a detailed soil erosion plan for review by DOH.

(3) Public education

The development will not have a significant impact on the public school system and there are a number of private schools in the area.

(4) Recreation;

No public recreation spaces are proposed on the site. However, the development has many open space areas on the site. Additionally, the residents will be allowed to use recreational facilities on the adjacent school and the property is adjacent to the Glover Archbold Park.

(5) Parking, loading, and traffic;

Each lot will be able to accommodate on site parking by its garage and driveway. The internal street has been designed with a right-of-way of 28-feet to accommodate two lanes and a parking isle. Therefore it is not envisioned that residents and visitors to the development will park within adjoining neighborhoods.

(6) Urban design; and

The proposed single-family, detached homes are on large lots consistent with the general residential nature of the neighborhood. The lots and houses have been sited to minimize the removal of trees and preserve the topography and other environmentally sensitive areas on the property. OP strongly supports the connection of this community to the existing neighborhood and does not support creation as appropriate in an urban setting such as the District of Columbia. OP believed that DDOT's recommendation to make the western portion of Hoban Road a two-way right-of-way will help to channel traffic for the new development directly to Foxhall Road instead of through Colony Hills visa east Hoban Road and south to 45th Street.

(7) As appropriate, historic preservation and visual impacts on adjacent parkland;

The subject property is not within a historic district. The Glover Archbold park is located directly adjacent to the subject along its eastern and northern boundary. The lots along the property line has been setback and extensively landscaped so as not to visually intrude upon the park. National Park Service, will provide their comments.

(b) Considerations of site planning; the size, location, and bearing capacity of driveways; deliveries to be made to the site; side and rear yards; density and open space; and the location, design, and screening of structures;

The proposed single family detached homes will be consistent with residences allowed in the R-1-B zone. The lot sizes range from 7,630 to 18,541 square feet or an average lot size of 9, 993 square feet. The R-1-B district has a minimum lot area of 5,000 square feet. The building footprint delineated for each lot does not exceed the 40 percent lot occupancy and the side and rear yard/requirements. The houses will be allowed to build up to three stories or forty feet in height except along Hoban Road where restrictions may allow less. The lots will have significant open space to minimize the loss of healthy specimen trees on the site. The overall development will also include pocket parks for passive recreation and the preservation of environmentally sensitive areas. The preservation of trees along Hoban Road will preserve large trees supplemented by other plantings to screen the house from those in the Colony Hill development. Extensive landscaping continues around the remainder of the property adjacent to the park and the school.

The proposed extension of 45th Street with a 28-foot right-of-way and will further improve the site planning.

Considerations of traffic to be generated and parking spaces to be provided, and their impacts;

DDOT has stated that traffic from the development will have only a minor impact on traffic and level of service on Foxhall Road, Reservoir Road, and Whitehaven Parkway. Each house will have on-site parking in addition to a parking lane that will be provided on the street. These spaces should be sufficient to serve the residents and additional parking can be accommodated on the driveways.

(c) The impact of the proposed development on neighboring properties; and

The proposed development will have only minimal impact on neighboring properties. The applicant is working with the appropriate agencies to minimize any impact on the neighboring parks. The houses and particularly those that will front on Hoban Road will be developed under strict architectural guidelines in order to complement the existing houses along Hoban Road. The preservation of trees, and the lack of curb cuts to access the houses along Hoban Road will further preserve minimize the impact on the surrounding houses. As stated, the houses will not generate any excessive noise and will help to buffer the school and field from the neighborhood.

(e) The findings, considerations, and recommendations of other District government agencies.

Recommendations from DDOT and DOH are submitted under separate cover.

2516.11 The Board may impose conditions with respect to the size and location of driveways; net density; height, design, screening, and location of structures; and any other matter that the Board determines to be required to protect the overall purpose and intent of the Zoning Regulations.

OP recommends the Board consider conditions related to:

1. Plans approved for each house will be the unit built with some flexibility for minor changes when more detailed plans are finalized.
2. Monitoring of tree protection during construction

With regards to the Special Exception test of §3104:

Will the special exception be in harmony with the general purpose and intent of the Zoning regulations and Maps?

Each of the lots created will be larger than the minimum lot area and width required in this zone, and the single-family homes are consistent with the zoning.

Will the special exception adversely affect the use of neighboring property in accordance with the Zoning Regulations and Maps?

OP does not believe that the use of neighboring properties will be adversely affected. As demonstrated above, noise from the school will be minimal, the houses will not generate a large amount of traffic and the character of the neighborhood will be preserved through the use of

generous setbacks, extensive landscaping, and architectural guidelines. DDOT and DOH do not foresee any impacts on neighboring properties from traffic or stormwater management.

COMMUNITY COMMENTS

The applicant has been working with ANC-3D to address their concerns particularly those relating to traffic impacts. The Colony Hills residents have formed committees to review the proposal and have been working with the applicant. At a meeting held on February 16, 2006 the ANC voted to support both the school and subdivision with conditions.

SUMMARY AND RECOMMENDATION

The proposed private school and residences will have some impacts on the area. However, the applicant has proposed many measures to mitigate these impacts. The applicant has taken many measures to reduce the impact of the development on a site that has many sensitive environmental features. The applicant has demonstrated that they meet the requirements of Section 206 and Section 2516. OP therefore recommends **approval** of the requested special exceptions subject to the recommendations of DDO, DOH, and the following conditions.

The School

1. The number of students in the middle and high school shall not exceed 440 (grades 7-8, 102 students and grades 9-12, 320 students). The total number of staff and faculty shall be limited 100 full time equivalent employees.
2. All students, employees, and visitors are required to park on campus.
3. Parking spaces at the Whitehaven campus, if necessary, shall be used for event parking.
4. The school shall establish a parking sticker program for students who drive to school.
5. The use of the field will terminate at 6:00 P.M.
6. Athletic events will not be held on Sundays unless required by the athletic league for a particular sport, or unless on an emergency basis.
7. Outdoor evening events beginning after 7:00 P.M. (non-athletic) will be limited to four (4) per year.
8. The use of the facilities by outside parties will be limited to those related to St. Patrick's Episcopal Church.
9. The use of sound systems or other amplifications on the fields, except for the announcer calling games, is prohibited.
10. Deliveries to the school shall be scheduled outside of peak traffic hours.
11. All six elements of the Travel Management Plan shall be implemented.

Theoretical Lot Subdivision

1. Vehicular access to garages shall be from the interior of the site and not Hoban Road.
2. The front elevation of the houses will be sited a minimum of 25 feet from the front lot line, except that porches, porticos and stoops may extend into the Voluntary Setback up to a minimum of six feet.
3. A minimum of thirty (30) percent of the front elevations shall be no greater than thirty feet from the front lot line. Exceptions to this requirement may be made by the Home Owners Association Architectural Review Committee in order to save existing trees or

for the curvature of Hoban Road. For purposes hereof, the front elevation shall not include any one story building elements.

4. Front doors, defined for these purposes as the main entrance doors, shall face Hoban Road, the extension of 45th Street, or at an angle presenting itself to both Hoban Road and 45th Street.
5. Exterior walls shall consist primarily of brick or stone, and may also include precast, concrete, stone, or wood window features such as keystones, sills an/or surrounds. At least one, but not more than three, will be painted brick with the initial construction. Gables, dormers, and side and rear elevations may also include wood siding, cementatous siding or panelized wood.
6. All major roof ridges will have pitches of 6:12 minimum. This minimum will not apply to roofs and porches, porticos, bay window, dormers, gables or other similar structures. Maximum floor to ceiling heights are ten feet on the first floor, nine foot on the second floor and 8 feet for any attic space (all heights are approximately 3 inches.) Floor to ceiling heights are measured to the primary ceiling; interior volume or architectural spaces (such as foyers and tray ceilings) are excluded from this requirement.
7. Primary roof materials will be natural or artificial slate. Metal or composition roofs area permitted on flat roofs and on minimal areas, such as porches, bay windows, crickets, dormers, ridge vents, etc.
8. A maximum of thirty (30) percent of any façade facing Hoban Road will be fenestrated.
9. Individual windows on the front elevation shall have vertical and not horizontal proportions and be operable double hung, provided however, (a) any window component of a bay window may have horizontal proportions and may have fixed windows and (b) decorative windows such as Palladian windows, transoms, octagons, half or full rounds, are also permitted.
10. Individual window openings in the front elevation may not exceed four feet wide by ten feet tall unless they are a part of a bay window or the individual windows or other glazing are ganged together so that there is a minimum width of 3 inches between the glazing and adjacent windows.
11. Windows, except bay windows, Palladian windows, transoms, octagons, half or full rounds, or other decorative windows in the front elevation, shall be divided into openings no larger than 24 inches in height or width by muntins.
12. Plans approved for each house will be the unit built with some flexibility for minor changes when more detailed plans are finalized.
13. Monitoring of tree protection during construction by a certified arborist.

Attachments:

1. Site Location
2. Aerial

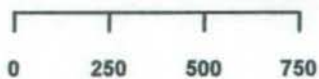


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1801 Foxhall Road, N.W.



Feet

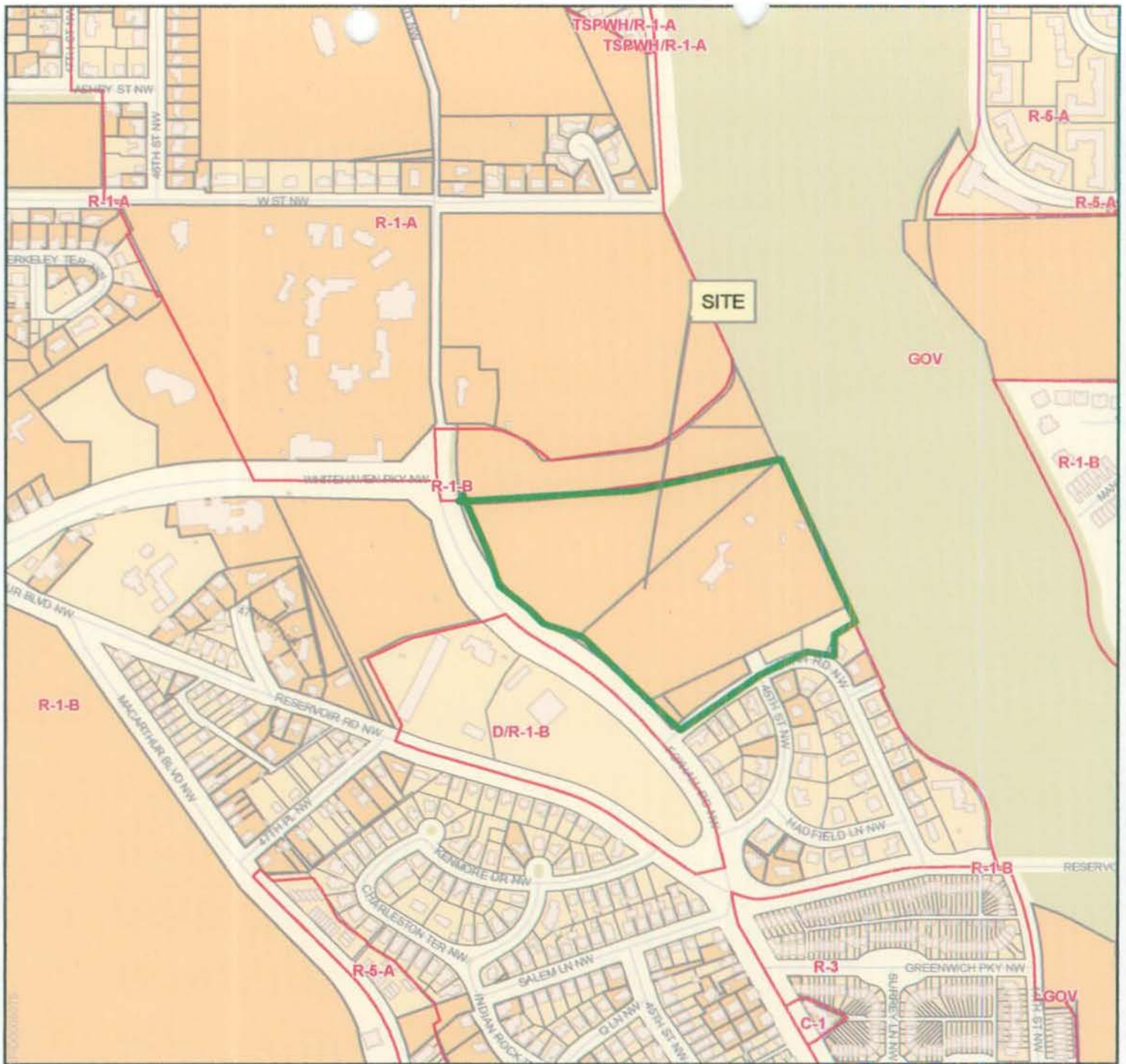


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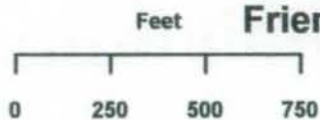
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	Zoning Districts
	Street Centerlines
	Major Roads
	Major Roads
	Buildings
	Buildings



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