

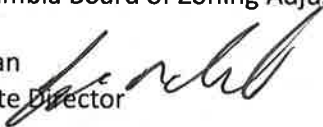
**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: James Sebastian
Acting Associate Director 

DATE: April 28, 2017

SUBJECT: BZA Case No. 18715A - 3000 Cathedral Avenue NW, The Maret School

APPLICATION

The Maret School (the “Applicant”), pursuant to 11 DCMR Subtitle X, Chapter 9, is seeking a special exception under the private school requirements of Subtitle X § 104, to continue a private school use in the R-1-B and R-3 Districts and remove the conditions for the term limit for school operation and the annual performance monitoring requirement. The site is located at 3000 Cathedral Avenue, NW (Square 2113, Lot 843).

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multimodal transportation network.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- During the previous zoning request, DDOT found that a cap of 631 vehicle trips during the AM peak hour, which was based on previous growth projections by the Applicant, was – and still is – appropriate for the proposed action;
- The previously approved 772 vehicle trip cap is high compared to other private schools considering the number of students currently enrolled at the school, total faculty, and distance to the closest Metro station (0.5 miles);
- The Applicant has met the vehicle trip cap of 772 vehicles during the AM peak hour, as required by the BZA for the three reporting periods; and

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- DDOT is concerned that if the performance monitoring is discontinued, TDM measures will decrease and negatively impact nearby roadways.

DDOT has no objection to the requested special exception with the following condition:

- Continue performance monitoring as outlined in the BZA Order No. 18715 annually until the Applicant achieves a maximum of 631 vehicle trips during the AM peak hour for two consecutive years.

TRANSPORTATION ANALYSIS

Vehicle Trip Cap and Monitoring Program

Since 2008, the Applicant applied twice to the BZA to increase student and faculty limits. BZA approval in 2008 was based on the Applicant's prediction that there would be minimal impacts to the transportation network. In 2014, DDOT determined that there was a significant under-prediction in vehicle trips resulting from the 2008 approval. In its report to the BZA, DDOT requested annual performance monitoring and a vehicle trip cap of 631 trips during the AM peak hour, which was commensurate with the growth rate as predicted by the Applicant in 2008.

Compared to similar private schools (see Table 1), the Maret School's current rate of 1.04 vehicle trips per student (and 1.19 vehicle trip rate if vehicle trips increase to the BZA cap while maintaining the student cap) is high. This rate and the total number of vehicle trips is very high considering the school is located less than one-half mile from the closest Metro station and adjacent to several bus lines. In contrast, the Field School, which is located 2.7 miles from the nearest Metro station, has much more aggressive TDM strategies resulting in 0.35 vehicle trips per student during the AM peak hour.

School	Distance to Nearest Metro Station	Date of Most Recent Monitoring Report	Student Enrollment	Vehicle Trip Generation AM Peak Hour	Vehicle Trip Rate per Student
Maret School	0.5 mile	September 2016	650	677	1.04
		Maximum number of trips allowed by BZA		772	1.19
Field School	2.7 miles	Based on Applicant's October 2012 report to BZA	323	114	0.35
St. Patrick's Episcopal Day School	3.3 miles	May 2016	352	227	0.64
Lab School of Washington	3.5 miles	January 2017	306	303	0.99
Sidwell Friends	0.5 mile	Based on Applicant's February 2016 report to BZA and student and vehicle trip caps	1,150 - 1,250	939	0.75 - 0.82

Table 1: Private School Trip Rate Comparison

BZA Order No. 18715 required an annual performance monitoring report for three years with a cap of 772 vehicles trips during the AM peak hour, a prohibition on left-turns onto the campus from Cathedral Avenue, prohibition of parents from parking or queueing on Cathedral Avenue, traffic control officers at all driveways during school pick-up and drop-off, and a TDM plan, among other conditions.

Today, the Applicant requests approval to continue operating the school with all previous BZA Order No. 18715 requirements with the exception of the performance monitoring requirement and term limits for school operation. The Applicant proposes to maintain the student and faculty caps, vehicle trip cap, prohibition on left-turns, prohibition on parking and queuing on Cathedral Avenue, traffic control personnel, and TDM plan.

DDOT continues to be concerned that the school has a high trip generation rate. If performance monitoring is discontinued, TDM measures could decrease and the number of vehicle trips increase beyond the cap, impacting nearby roadways. As such, DDOT requests that the BZA require the Applicant to continue performance monitoring as outlined in the BZA Order No. 18715 annually until the Applicant achieves a maximum of 631 vehicle trips during the AM peak hour for two consecutive years. Vehicle trip generation shall include all vehicle trips to the site, inclusive of vehicles traveling to the site but not entering the driveway.

JS:ei

