


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



**d. Planning and Sustainability Division**

**MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment

**FROM:** Anna Chamberlin  
Project Review Manager 

**DATE:** May 1, 2018

**SUBJECT:** **BZA Case No. 19748 – 2430 K Street NW**

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**APPLICATION**

Acton Academy Foundation (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests special exceptions under the use requirements of Subtitle U § 203.1(l) and the private school requirements of Subtitle X § 104 to permit a private school serving up to 60 students. The site is located in the R-17 Zone at 2430 K Street NW (Square 28, Lots 172 and 846).

**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 a 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:

**Site Design**

- The proposed use is located in an existing 5,061 square foot rowhouse roughly three (3) blocks from the Foggy Bottom-GWU Metrorail Station and multiple bus stops.
- The proposed use is adjacent to an existing church and alley parking lot with 24 vehicle parking spaces;

Board of Zoning Adjustment  
District of Columbia  
CASE NO.19748

- The Applicant is required to provide four (4) vehicle parking spaces and eight (8) vehicle parking spaces have been allocated to the school by the existing church; and
- The Applicant has provided a satisfactory pick-up and drop-off plan that demonstrates safe and efficient operations in the alley parking lot.

### **Travel Assumptions**

- Based on the information provided, the Applicant did not meet the threshold for a Comprehensive Transportation Study (CTR);
- The Applicant anticipates serving approximately 18 students in its first year and growing in subsequent years to serve a maximum of 60 students;
- Based on the first four (4) enrollees, that Applicant projects that at least 20 percent and as many as 50 percent of the children attending the school will potentially walk or take public transportation. Additionally, the Applicant anticipates that some families will have multiple children enrolled in the school;
- Staff who drive will arrive prior to morning drop-off and afternoon pick-up will be staggered from 3:00 PM to 6:00 PM;
- At capacity, the Applicant estimates that the maximum number of cars on site will be 35; and
- To ensure the site does not generate more morning trips than what is currently anticipated, DDOT recommends an inbound-morning vehicle trip cap of 24.

### **RECOMMENDATION**

The District Department of Transportation (DDOT) has reviewed the Applicant's request and has no objection to the approval of the requested special exceptions on the condition the Applicant be limited to 24 morning vehicle trips. In the event the site generates more than 24-inbound morning vehicle trips, the Applicant should coordinate with DDOT to develop and implement TDM strategies.

### **TRANSPORTATION ANALYSIS**

#### Travel Assumptions

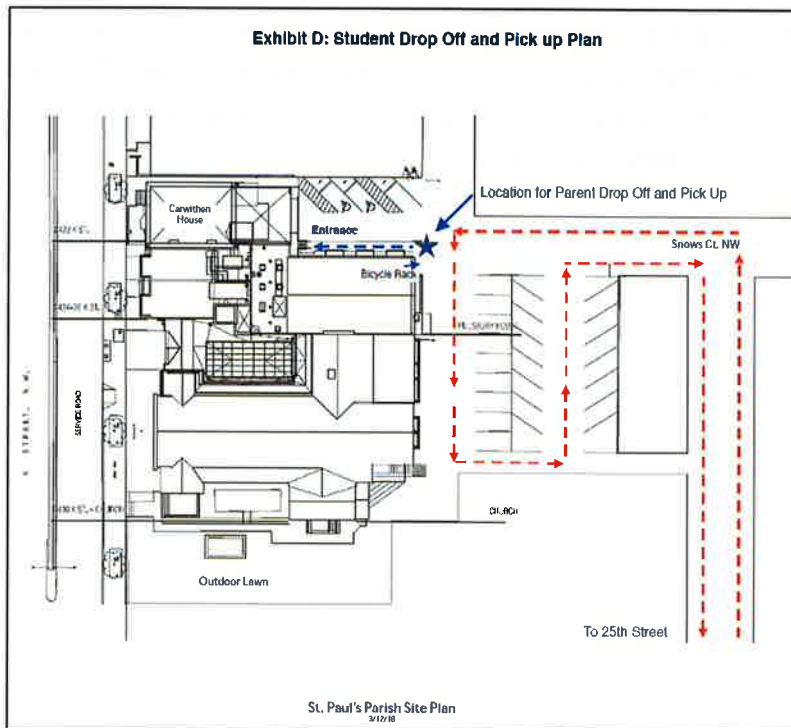
Based on the information provided by the Applicant, the proposed use did not meet the threshold for a Comprehensive Transportation Review study. The Applicant used information from the first four (4) enrollees to conservatively estimate trip generation and projects that 20-30 percent of students enrolled in the school will walk or use public transportation. Despite this estimate, the Applicant believes this number could reach an upper bound of 50 percent. The Applicant also anticipates that, at capacity, the school will serve a number of multiple-student families. As pick-up will be staggered between 3:00 PM and 6:00 PM, DDOT anticipates that the site will generate more trips in the morning and recommends a vehicle trip cap of 24 AM trips to ensure expectations are not exceeded.

#### Transportation Demand Management

In the event the site generates more than 24 inbound weekday morning vehicle trips, the Applicant shall implement Transportation Demand Management (TDM) measures to reduce traffic impacts. DDOT recommends that these measures include a carpool plan to connect families, long-term bicycle parking in an amount of spaces sufficient to meet the needs of the school's bicycle commuters, and access to showers and clothing lockers.

### Pick-Up and Drop Off

The Applicant provided DDOT with a satisfactory pick-up and drop-off plan. Parents will enter the parking area via the Snows Court alley and circulate around the existing church parking lot. Children will not be permitted to exit their vehicles unless directly in front of the school's back-entrance, where greeters from staff will be present. Parents that need to escort students into the building will temporarily park in the church lot. Figure 1 below shows the vehicle circulation pattern for pick-ups and drop-offs.



**Figure 1 – Student Drop-Off and Pick-Up Plan (provided by the Applicant)**

As afternoon departures will be staggered between 3:00 PM and 6:00 PM, DDOT anticipates more intensive vehicle operations during the morning drop-off period, which will occur between 8:00 AM and 8:45 AM.

### Vehicle Parking

Per Subtitle C § 701.5 and 702.1, the Applicant is required to provide four (4) vehicle parking spaces and has access to eight (8) parking spaces in the adjacent Church's parking lot. The church lot has a total of 24 vehicle parking spaces that are usually empty on weekdays and can be used for overflow parking. The parking lot is accessible via Snows Court, a variable width public alley between 8 and 30 feet.

### Bicycle Parking

Per Subtitle C § 802.4, the site is not required to provide bicycle parking due to its designation as a contributing historic structure. The school currently provides five (5) short-term bicycle parking spaces in an inverted U-rack behind the school, and could provide six (6) spaces by relocating the adjacent planter. DDOT encourages the Applicant to provide at least one (1) inverted U-rack in front of the school

building on K Street NW to accommodate short-term bicycle parking at the front entrance. If the school reaches its recommended cap of 24 inbound weekday morning vehicle trips, DDOT recommends that additional bicycle parking and associated shower and locker facilities be considered as part of the Applicant's TDM strategies.

Public Space

This review only pertains to zoning issues and does not consider potential impacts to District owned public space. DDOT's lack of objection to the requested special exceptions 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 Titles 11, 12A, and 24 of the DCMR and DDOT's recently released 2017 Design and Engineering Manual (DEM) for specific controls of public space. A summary can also be found in DDOT's Public Realm Design Manual.

AC:pr