GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING

Office of the Director

Memorandum

TO: District of Columbia Zoning Commission

FROM: Andrew Altman, Director
Office of Planning

DATE: October 24, 2003

SUBJECT: Final Report - ZC # 03-21
St. Coletta of Greater Washington
Part of Lot 800 in Square E-1112

D.C. OFFICE OF PLANNING
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APPLICATION

St. Coletta of Greater Washington (St. Coletta) (Applicant) seeks approval of a consolidated Planned Unit Development (PUD) and related map amendment to the SP-1 District for a portion of the Reservation 13 tract. The applicant's request is to accommodate the construction of a school.

OFFICE OF PLANNING RECOMMENDATION

The Office of Planning (OP) supports the proposed consolidated PUD and related map amendment. However, to complete a review of the proposal the following information should be provided:

1. Revised floor plans (full size)
2. Roof Plans (full size)
3. Identify the location of mechanical equipment and the loading berth.
4. A new Landscape Plan showing details of the outdoor classrooms (full size).
5. Elevation and description of redesigned 19th Street fence (full size).
6. A description of how the brick and concrete building materials, that are the predominant building materials in the neighborhood, are incorporated into the proposed building.
7. Information to support a 40% staff/teacher metro use and details of the ride-share program.
8. Details of employment and training opportunities to District residents during construction as required by Section 2403.9(e).
9. An agreement that outlines when the facility will be available for use by the community, cost, insurance, etc.
10. A cost estimate of the amenities to be provided.

ZONING COMMISSION
District of Columbia
Case 03-21
Exhibit 19

ZONING COMMISSION
District of Columbia
CASE NO.03-21
EXHIBIT NO.19

DESCRIPTION OF THE SITE AND SURROUNDING AREA

The 5.22-acre subject property is located on the northwestern portion of Public Reservation 13 at the intersection of Independence Avenue and 19th Street, N.E. The site is currently vacant and is fairly flat except where there is a distinctive change in grade on the southeastern portion of the site. (Attachment 1)

To the east and south of the subject site is the remainder of Public Reservation 13, a 67-acre tract, which houses the DC Jail and the former D.C. General Hospital. Only a few of the former hospital buildings are currently utilized, for various purposes including an outpatient clinic, the medical examiner, and various other specialized clinics. The Stadium Armory Metro station is located on the tract to the south of the subject site. The entire tract is unzoned.

To the west of the subject property is a residential community of predominantly 2-and 3-story row houses in the R-4 District; to the north are the D.C. Armory and the Robert F. Kennedy Memorial Stadium, that are also unzoned.

BACKGROUND

HISTORY

Public Reservation 13 was originally a federal facility and a portion of the subject property was formerly the site of the District of Columbia Old Jail that dated from the 1870's. The Central Detention Facility (the DC Jail) was relocated to its current location, south of the site, in 1976.

Since Reservation 13 was a federal facility it is unzoned; 11DCMR, Section 106.4 stipulates "*Properties owned by the government of the United States and used for or intended to be used for a federal public building or use . . . shall not be included in any zone district.*" Use of the property was transferred to the city in 2002 and the property has remained unzoned. 11DCMR, Section 106.5 sets out the applicability of zoning to district owned properties and Section 106.5 (b) triggers the zoning requirement for this project. It reads in part "*. . . any change or expansion in the use of land or building, or any new construction or additions to buildings shall be subject to zoning.*"

The Office of Planning prepared a Master Plan for Public Reservation 13 that was approved by the City Council in 2003. Currently, OP is preparing a zoning plan for the remainder of the tract based on the recommendations of the Master Plan. It is anticipated that the zoning proposal for the remainder of the tract will be submitted to the Zoning Commission in January 2004. The zoning of this 5.23-acre site precedes the zoning of the entire Reservation because of the need by St. Coletta to begin construction in order to have the school ready for the 2005-2006 school year. The proposed location of the school was identified on the Master Plan and the proposed SP-1 District for the property is consistent with the OP's recommendation. Since the zoning of the subject site will precede the zoning on the remainder of the tract, OP has recommended that the property be developed as a PUD to allow for additional review of compatibility with the overall Master Plan.

DISTRICT OF COLUMBIA PUBLIC SCHOOLS

St. Coletta currently has facilities in Alexandria, Virginia and serves students with cognitive disabilities and special educational needs. A majority of the students come from the D. C. Public School (DCPS)

system at a great cost. Working with the DCPS, St. Coletta is proposing to open a new facility at the proposed site to serve the students of the District of Columbia.

DCPS is also interested in establishing a public/private partnership with St. Coletta in which St. Coletta will train therapists and paraprofessionals in assisted technology, alternative student assessment, behavior management, and Individualized Educational Plan development. At this time this proposal is only an idea and no agreements have been signed for such services. DCPS will provide a report.

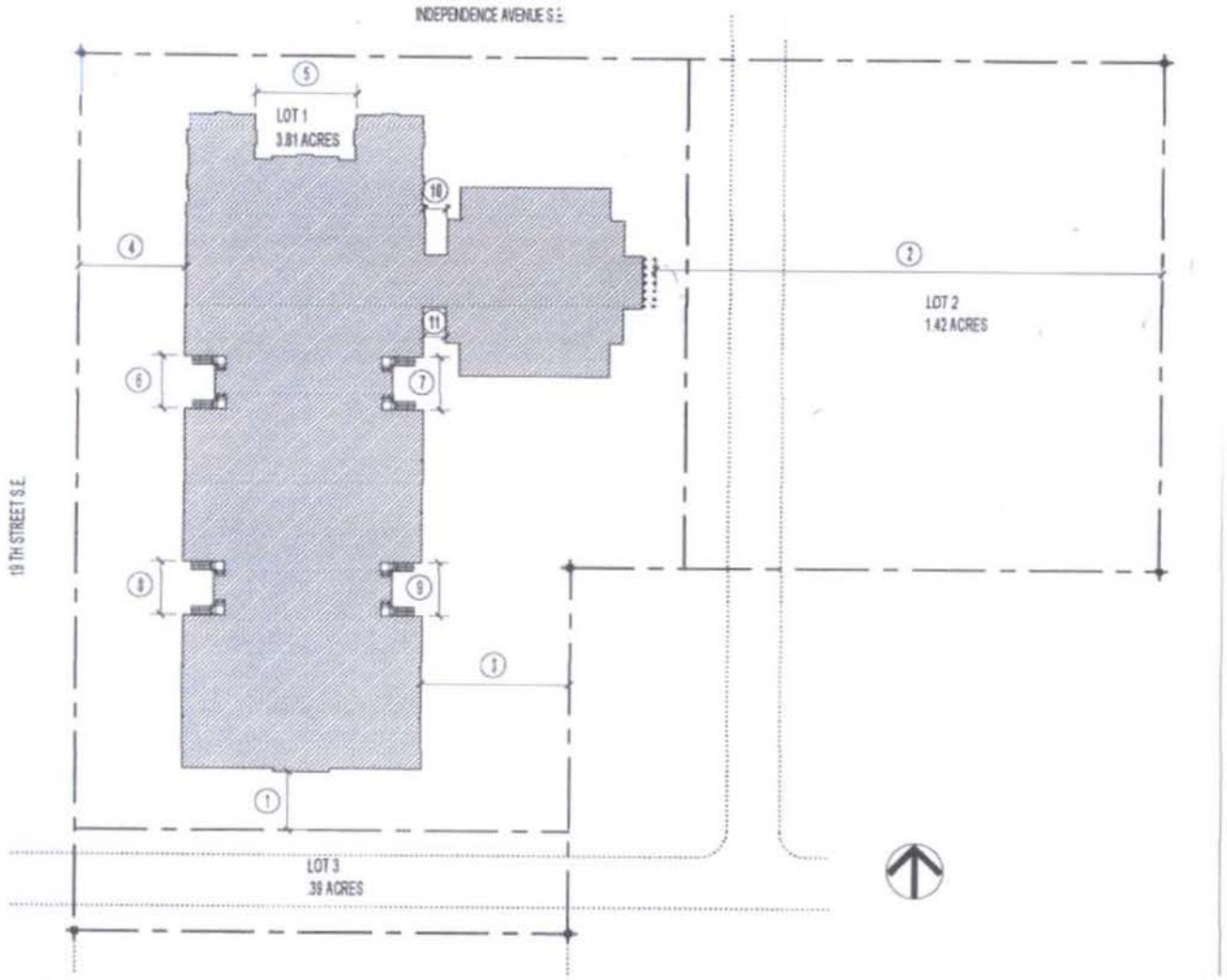
PROPOSAL

The proposed approximately 100,612 square foot school building will accommodate 200-250 students, 25 adults in a support/supportive employment program, and approximately 205 teachers and staff. The school will operate Monday to Friday between 7:00 a.m. and 5:00 p.m. with the instructional hours between 8:00 a.m. and 3:00 p.m. Occasionally, there will be events in the evenings and weekends.

The facilities in the building will include classrooms, kitchens, therapy rooms, group rooms, a gymnasium, an infirmary, a hydrotherapy room, conference rooms, and administrative offices. On the exterior of the western side of the building is a linear area approximately the length of the property that will accommodate outdoor classrooms and gardens.

As shown on Exhibit 1, the project includes 2 sections. The building will be located on Lot 1 (3.81 acres) with Lot 2 (1.42 acres) designated for temporary parking to serve the school. As a part of the lease agreement between St. Coletta and the District of Columbia, Lot 2 is to be returned to the District when it is ready for development consistent with the Master Plan and the parking will be provided elsewhere. Lot 3, although shown on some of the submitted materials, is not a part of the project, the lease, or the PUD but is the right-of-way for the proposed extension of Burke Street.

Exhibit 1



PROJECT LOCATION

The development of the school is of great significance as it will be the first building in the redevelopment of Reservation 13 and is at the critical location on the tract, the intersection of 19th Street and Independence Avenue, SE. Independence Avenue and 19th Street are existing streets that form the spines on which the remainder of the site will be redeveloped. It is therefore critical that the development of the site be sensitive to the school's function and thoughtful in its relationship to both the Capitol Hill area and the future development of the Reservation. The urban design qualities of this project should set the stage for other developments to follow in order to fulfill the vision of the Master Plan.

INDEPENDENCE AVENUE

A recommendation of the Reservation 13 Master Plan is to maintain the precedence set by buildings to the west of the site to have a continuous building line along Independence Avenue. As shown on the submitted Site Plan, an awning extends from the gymnasium into the disabled parking lot, aligning with the north side of the community room and north side the front of the building is broken up by parking spaces. OP recommended to the applicant that the design should be revised to relocate or realign the

parking spaces so there is no interruption in the building line or concentration of parking spaces along Independence Avenue. On October 20, the applicant submitted to OP a revised Site Plan and Independence Avenue elevation reflecting OP's recommendation.

Exhibit 2

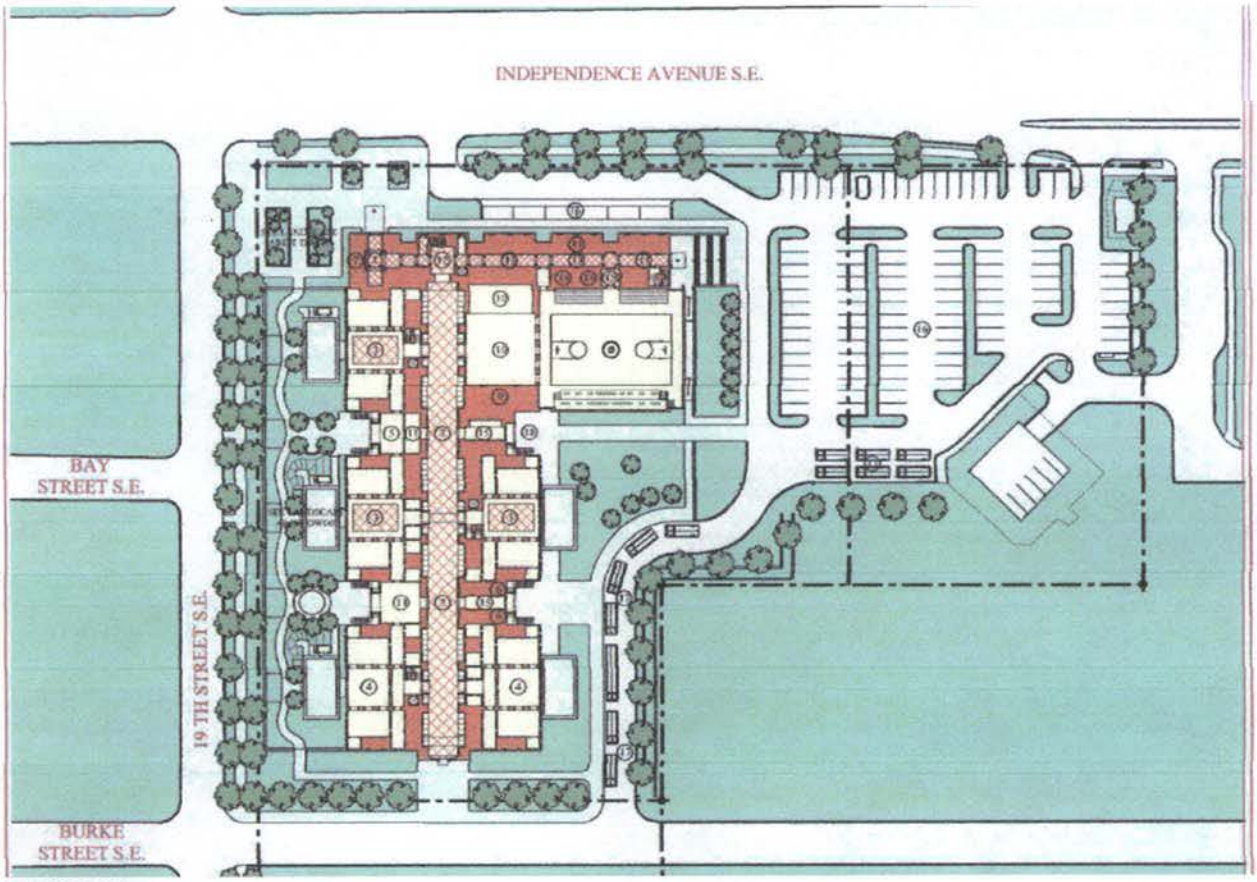
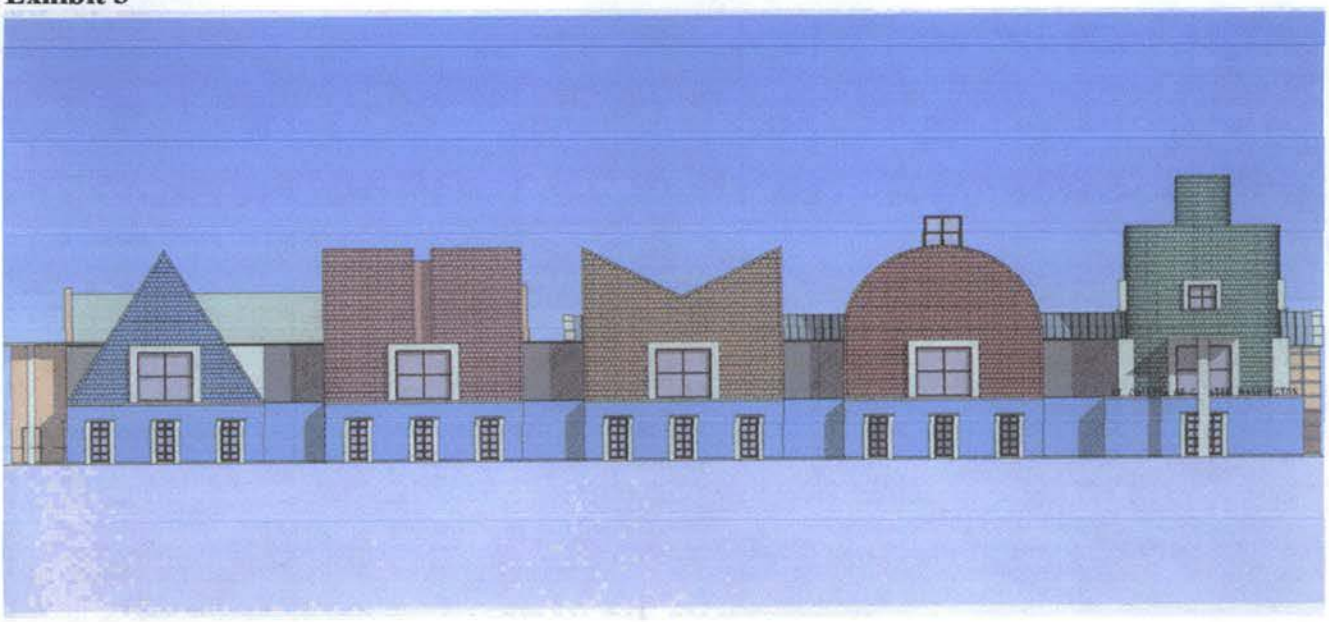


Exhibit 3



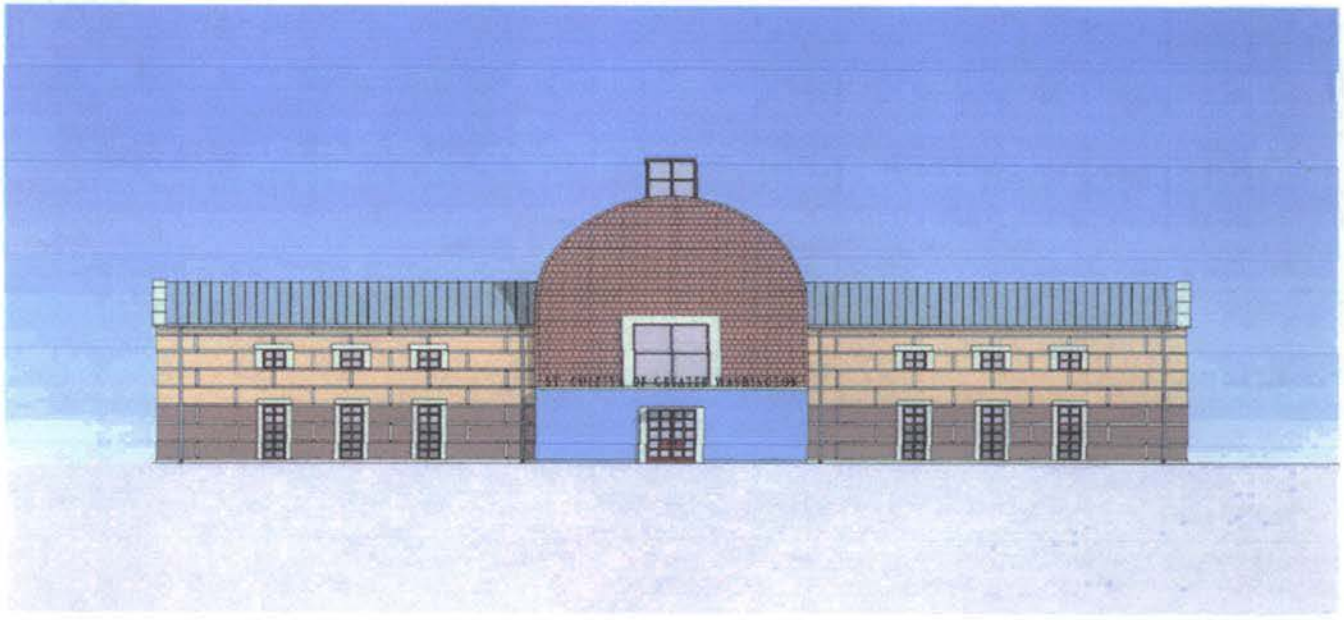
19TH STREET WALL

An element of the school's proposal is a security wall along 19th Street. The submitted design shows a fence with a maximum height of 7 feet, broken into 30-foot panels with three designs. Panel 1 will be colored concrete with Boston Ivy coverage; Panel 2 will be a 2-foot concrete base with undulating ornamental metal picket fence on top and low shrubs at base; Panel 3 will be concrete with wire trellis frame covered with evergreen vine on the outside. The solid panels on the St. Coletta's side will be used as mural walls and theater backdrops for school curriculum. OP believes that the proposal meets the aim of the school to provide security and the wishes of OP and the community for a fence that is attractive and but not seen as a barrier between the school and the community. The applicant has stated that there will be revisions to some of the panels due to monetary concerns. The applicant should submit revised drawings to OP for review prior to proposed action by the Commission.

BURKE STREET

One of the guiding principles of Public Reservation 13 Master Plan is that the existing pattern of local streets will be extended through the site. The southern end of the site is adjacent to the extension of Burke Street. OP has requested that the southern elevation of the building be designed to match the front elevation with windows and other articulations so that it does not look like a back door, particularly since the Master Plan proposes a neighborhood center on the south side of Burke Street. OP is satisfied with the revised southern elevation submitted to OP on October 20. The revised elevation enhances the door with a sign identifying the school and the revisions include extending the previously small cubed shape windows that serve only storage rooms, to the same vertical window shapes used for other active space within the school.

Exhibit 3



PROPOSED ZONING

The Office of Planning has reviewed the proposed map amendment and concluded that the SP-1 District is an appropriate designation for consideration and public hearing. The uses proposed on the property are consistent with the SP-1 District.

Section 5-413 of the Zoning Act sets out the criteria that the Zoning Commission must apply in adopting zoning regulations. The underlying purpose of the regulations is "to promote the health, safety, morals, convenience, order, prosperity, or general welfare of the District of Columbia and its planning and orderly development as the national capital" and zoning should not be inconsistent with the Comprehensive Plan.

The predominant zoning in the neighborhood around the site is R-4, residential. The Armory and the RFK Stadium to the north of the site are unzoned. The zone plan for the remainder of Reservation 13 will be presented to the Zoning Commission in January 2004. The zoning is envisioned to reflect the Master Plan and will include a variety of uses, "including health care, civic, residential, educational, community and other public uses." (Public Reservation 13 Master Plan Vision Statement)

The proposed SP-1 district is designed to "*stabilize those areas adjacent to C-3-C and C-4 districts and other appropriate areas that contain existing apartments, offices and institutions; and mixed use buildings*"(§ 500.1, emphasis added). Further, the major purpose of the SP District is to ". . . *act as a buffer between adjoining commercial and residential areas, and to ensure that new development is compatible in use, scale, and design with the transitional function of this zone district.*" (§ 500.2). Designating the SP-1 district on the subject property will allow for compatibility with the R-4 zoning, the existing land uses, and the Master Plan. Although the surrounding zone districts are not C-3-C or C-4 Districts, the SP-1 zone is appropriate because it is a buffer between the lower density residential to the west and the more intensive uses to the east and south. Mapping the SP-1 district on the property will allow the development to be at a scale that does not negatively impact the existing residences and will be consistent with the intensity projected for the remainder of the tract as envisioned by the Master Plan. As stated in the Master Plan, developments along 19th Street will provide a transition from residential use to the west to the more intensive uses to the north along Independence Avenue and to the more intensive uses envisioned for developments to the east of the subject site. It should be noted that the SP-1 Zone on the subject property is connected to the proposed PUD only and a base zoning will be assigned to the property as part of the overall zoning plan for Reservation 13.

The SP-1 District allows an FAR of up to 3.5 for non-residential uses; the applicant is proposing a 0.60 FAR, which is much less. Further, the PUD allows for review to ensure an intensity and scale that is compatible with the homes to the west of the site. The PUD will provide assurance of the site's development and use is consistent with the Comprehensive Plan and the Reservation 13 Master Plan.

The table below identifies the development standards permitted as a matter-of-right, through the PUD process, and as proposed by this applicant.

Table 1

	SP-1	SP-1 PUD	PROVIDED	
			With Parking Lot	Without Parking Lot
Lot Area	N/A	15,000 sq. ft.	227,276 sq. ft.	165,963 sq. ft.
FAR Non-residential Uses	2.5	3.5	0.60	0.44
Height	65 ft	75 ft	43.5 ft.	43.5 ft.
Lot Occupancy	None Required	None required, May be specified by ZC	28%	38%
Parking	2 per 3 teachers and other employees – 138 spaces	2 per 3 teachers and other employees - 138 spaces	104 spaces	Most parking will be provided elsewhere
Loading	One, 55-ft. loading berth/200-ft. loading platform One, 30-ft. loading berth/100-ft. loading platform One, 20-ft. service/delivery loading space	One, 55-ft. loading berth/200-ft. loading platform One, 30-ft. loading berth/100-ft. loading platform One, 20-ft. service/delivery loading space	One, 30-ft. loading berth/100-ft. loading platform One, 20-ft. service/delivery loading space	One, 30-ft. loading berth/100-ft. loading platform One, 20-ft. service/delivery loading space

The applicant has requested deviations from the parking and loading requirements. Regarding the parking, the school is required to provide 138 parking spaces and the Site Plan shows 104 spaces. The applicant is proposing to utilize the 25% parking reduction as allowed in Section 2101.1 for nonresidential buildings located within 800-ft. of a metro station. However, this does not apply if the building is located in a nonresidential district and is less than 800-ft. from the R-4 District (Section 2101.1(a)). The proposed building will be located less than 800-ft from the metro station but is also less than 800-ft. for the R-4 District. The applicant and DDOT support the notion that this restriction was more directed to office and other commercial uses that generate a high parking ratio, where, if the parking is not provided and transit use is less than envisioned, employees will park on the residential streets. The applicant has stated that in this instance, all the students arrive by bus, 40% of its teachers and staff will use transit, and Metro-checks will be provided to encourage transit use. In addition, some persons will take part in a ride-share program.

OP is very supportive of transit use and would encourage an even higher percentage of the staff and teachers to use transit since the Metro station is in such close proximity. The applicant needs to submit information to support their estimate that 40% of the teachers and staff will use transit in addition to details on their ride-share program.

A request to waive the requirement for a 55-ft. loading berth and a 200-ft. loading platform is also required. The applicant states that deliveries to the school will be in smaller trucks and not the large trailer trucks that would require a 55-ft. loading berth and 200-ft loading platform. DDOT supports this waiver as practical and supported by precedent.

COMPREHENSIVE PLAN and PUBLIC POLICIES

Section 2403.4 of the Zoning Regulations requires that the application is "not inconsistent with the Comprehensive Plan and with other adopted public policies and active programs related to the subject site."

PUBLIC RESERVATION 13 MASTER PLAN

The adopted Master Plan for Public Reservation 13 serves as supplemental guidance to the Comprehensive Plan and outlines nine guiding principles for the development of the tract. The proposed school meets the following principles:

1. Connect and integrate Reservation 13 with adjacent neighborhoods, and the new waterfront park along the Anacostia River;
2. Utilize the site to meet a diversity of public needs including health care, education, employment, government services and administration, recreation and housing;
3. Extend the existing pattern of local streets to and through the site to create simple, well-organized city blocks and appropriately scaled development;
4. Maintain a human-scale of building heights that match existing neighborhood buildings and increase in height as the site slopes downward to the Anacostia waterfront;
5. Connect the Hill East neighborhood and the city at large to the waterfront via tree-lined public streets, recreational trails and increased access to waterfront parklands;
6 Demonstrate environmental stewardship through environmentally sensitive design, ample open spaces, and a great waterfront park that serve as public amenities and benefit the neighborhood and the city;
7. Promote the use of mass transit by introducing new uses near Metro stations and create an environment where the pedestrian, bicycle, and auto are all welcome, complementary, and unobtrusive, reducing the impact of traffic on adjacent neighborhood street;
8. Create attractive "places" of unique and complementary character. . . "

The proposed development meets many of the guiding principles for development on Reservation 13. St. Coletta School was recommended for this site and the proposed height of the buildings are reflective of the residences to the west of 19th Street. The open space along 19th Street will include at least 2 rows of trees and landscaping to provide an attractive pedestrian walkway. The applicant proposes to encourage use of Metro by its employees to maximize the benefits of being within easy walking distance of the Metro.

The Master Plan identifies the Reservation 13 tract as being divided into 4 districts, and St. Coletta is within the Independence Avenue District which is described as providing " . . . easy access from Independence Avenue and the surrounding regional network of roads and will be devoted to city-wide uses, St. Coletta School and services including health-care, recreation, and education." Additionally, the Plan recommends that "Building sites closest to 19th Street SE will approximately match the townhouse neighborhoods to the west in two to four story heights."

The Staging Plan for the Master Plan envisions that redevelopment of Public Reservation 13 will take place over a period of years and through a series of planned construction phases. The Plan recommends, "St. Coletta will be part of this first phase and is important to initiating the plan at the 19th Street edge of the site and the Village Square."

COMPREHENSIVE PLAN

The Generalized Land Use Map recommends the subject site for local public facilities (Attachment 2). The proposed zoning to the SP-1 District is consistent with this recommendations as the school will facilitate special educational opportunities for DCPS students.

The PUD is also consistent with other sections of the Comprehensive Plan including the following Major Themes of the Comprehensive:

- ***Section 102 - Stabilizing and Improving District Neighborhoods***

The proposed development will be the first building in the redevelopment of Reservation 13 and set some of the standard for other development on the tract and will facilitate the overall development of the Reservation to be an extension of the existing community towards the waterfront area. The proposed development will bring positive activities to this corner and the extensive landscaping along 19th Street will further enhance the physical nature of the area and be an asset to the neighborhood.

- ***Section 106 - Respecting and Improving the Physical Character of the District***

The proposed development will be an improvement to this vacant site and the proposed scale, height, and architecture will complement surrounding structures. However, the materials proposed for the school do not include any of the brick and stone that are the predominant materials used on buildings in the neighborhood. OP has requested further details on the materials as shown on the revised elevations.

- ***Section 111 - Providing Diversity and Overall Social Responsibilities.***

The proposed school will help DCPS to provide services to its students with cognitive disabilities that DCPS is currently unable to serve. To further assist DCPS in providing services to their students, St. Coletta has proposed to provide additional teacher and parent training to further assist the students.

Specifically, the application is consistent with the following chapters of the Plan:

Chapter 7, Urban Design Element:

- ***Section 701, Urban Design Goal which is to "promote the protection, enhancement, and enjoyment of the natural environs and to promote a built environment that serve s as a complement to the natural environment, provides visual orientation, enhances the District's aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient.***
- ***Section 710.1, Areas of Strong Architectural Character, which is to "protect areas of strong architectural character and to provide that the architecture of any new development in these areas be complementary to the existing architectural character.***

The proposed school has been architecturally designed in bulk and height to complement the surrounding structures and strike a balance between residential neighborhood and the larger institutional buildings to the north. The extensive landscaping around the building will further enhance the natural

environment. The development incorporates many of the principles of development for Reservation 13 that will be continued throughout the tract.

The very unique design is functionally efficient for the specific needs of the school and sets a distinct visual orientation at the corner.

Chapter 11, Land Use Element:

- ***Section 1101, Land Use Goal, which is to "assure the efficient use of and resources within legal, economic, fiscal, environmental, and other public policy constraints to meet neighborhood, community, and District-wide needs and to help foster other District goals."***

The Reservation 13 Master Plan identifies the proposed school at this location and it will benefit students from throughout the District. Residents of the neighborhood could also benefit since the school is proposing to allow community groups to use the facility as an amenity.

Specifically, the application is consistent with the Ward 6 plan:

- ***Section 1721.1(b), Ward 6 Plan, specifically calls for the assurance that the "new development that occurs in Ward 6 complements and translates land uses into compatible, physical settings and preserves and enhances the outstanding qualities of the natural park areas;***
- ***Section 1721.1(c), "encourage a high quality of architecture consistent with the styles and character of the buildings in Ward 6.***

The proposed development is compatible with the surrounding neighborhood in architectural massing and scale. To enhance the physical setting of the building, extensive landscaping consisting of landscaped gardens, tree-lined streets, and open spaces surrounding the building will be provided to create a natural setting.

PURPOSE OF A PLANNED UNIT DEVELOPMENT

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. A PUD is "designed to encourage high quality developments that provide public benefits." This new school will be a state-of-the-art facility that will represent a major advance in the education of students with special educational needs. It is a major District of Columbia policy to provide education to its special needs children within the District of Columbia if possible instead of transporting them to neighboring jurisdictions. The new school will be functionally designed to meet the special needs of these students and provide an excellent environment for students, teachers, and other professionals who use the facility.

STANDARDS FOR PLANNED UNIT DEVELOPMENT

As demonstrated in the table above, the application meets the minimum 15,000 square foot area requirements of Section 2401.1(c). Pursuant to Section 2402.3, the applicant has elected to file a consolidated PUD. The PUD standards state that the "impact of the project on the surrounding area and

upon the operations of city services and facilities shall not be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project."

OP believes that the project will be favorable and improve the ability of the City to provide needed education for students who require special educational and other required services that will result from the project. The applicant has elected to pursue the planned unit development approach, which provides beneficial site planning and design flexibility that this project requires to meet the special needs of the people it serves while allowing the Zoning Commission, the Office of Planning, and community interests to review the plans.

PUBLIC BENEFITS AND AMENITIES

The objectives of the PUD are to permit flexibility of development in return for the provision of superior public benefits. Sections 2403.5 through 2403.13 discuss the definition and evaluation of public benefits and amenities. Public benefits are "superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title." Further, "a project amenity is one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience, or comfort of the project for occupants and immediate neighbors."

The following is an assessment of how the proposed development addresses these public amenities and benefits:

(a) Urban design, architecture, landscaping, or creation or preservation of open spaces;

The 43.4 ft. building presents as three-story, tile clad "pavilions" along Independence Avenue. The design along Independence Avenue identifies with the Armory and RFK Stadium nearby. The western portion of the building is designed to resemble a series of townhouses that is reflective of the townhouses across 19th Street. The southern portion of the building is the "back door" to provide easy access to and from the building for those who use the metro station. However, because this rear portion of the building will be adjacent to the neighborhood center it is important not to have a "back door" look. Until the remainder of Reservation 13 is developed, the eastern portion of the site will hardly be visible. The eastern elevation will be similar to the west with the "townhouse" look. This side of the building will also have the parking and loading facilities as well as the location where the children will enter and exit their buses.

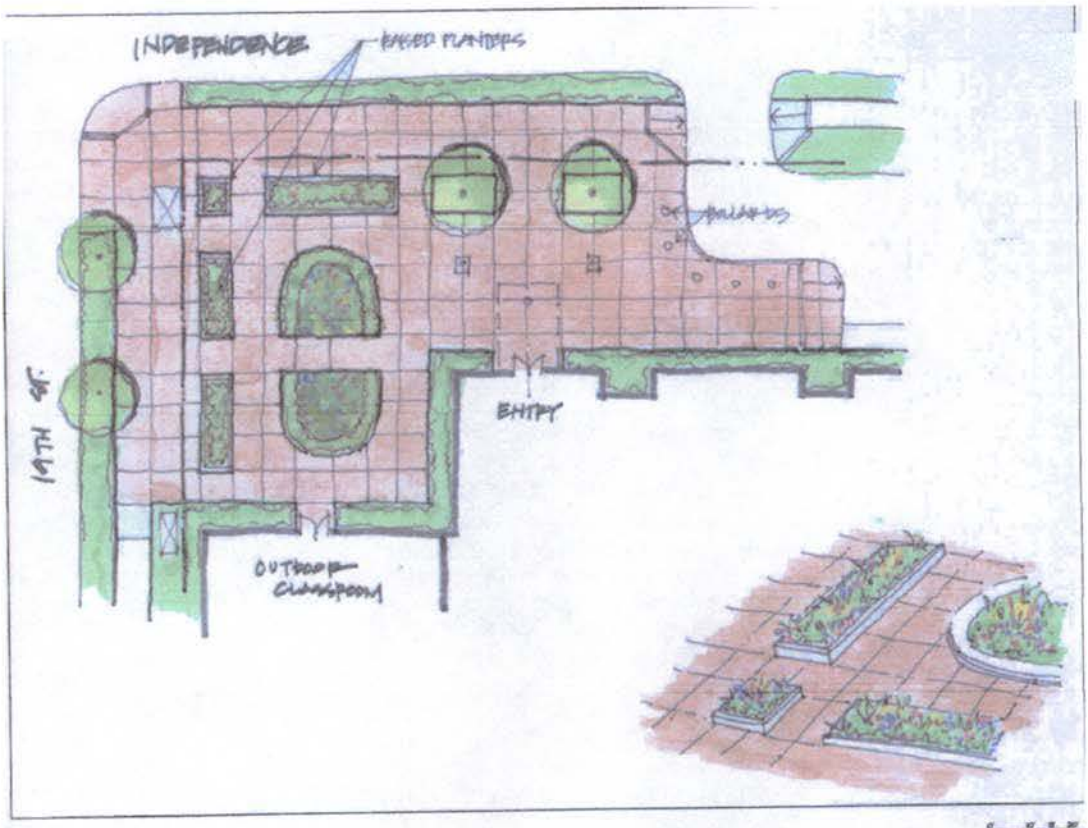
The façade of the building along Independence Avenue is very distinctive through the use of color and shapes. The façade is divided into four sections that are reminiscent of toy blocks and are reflective of the use and users of the building. The large blocks are very effective in hiding the barrel shaped roof of the gymnasium. The large window over the 3 doors on each section gives the frontage scale and definition.

Generally, the scale and architecture of the proposed school are reflective of the eclectic use and style of buildings along both Independence Avenue and 19th Street as proposed by the Reservation 13 Master Plan. However, the applicant has not utilized any of the building materials such as brick and concrete which are the predominant materials of building in the neighborhood and the larger Capitol Hill area.

The integration of these materials would be consistent with the aim of the Master Plan to integrate the development of Reservation 13 with the existing community.

Extensive landscaping including shrubs, trees and groundcover, are to be provided on all sides of the building. The two rows of trees proposed along Independence Avenue and 19th Streets are consistent with the recommendations of the Master Plan. Special treatment is proposed for the area along 19th Street. Outside of the building will be outdoor classrooms and a 15-foot wide pedestrian walkway separated by a fence. The outdoor classrooms will be integrated with play areas, flowerbeds, lawns, trees, and shrubs. Outside of the 7-ft. high fence will be trees, shrubs and ornamental plantings. The main function of the fence is to provide security for the children but it will also serve to delineate the schools' private outdoor space and the public space between the school and 19th Street. For additional security, there are a number of gates on the property. The gates will be of two types, one will be a mechanically operated swing gate made of ornamental iron and has a picket fence style and the second that will be located at the vehicular access points will manually operated swing gates.

At the intersection of Independence Avenue and 19th Street will be a public open space area or entry plaza consisting of unit pavers made of concrete that will be in accordance with standards found in the neighborhood, and raised planters with flowerbeds. The pedestrian walkway that continues around the building will made from integral color concrete.



SCHEMATIC PLAN

The applicant has stated that they are in the process of revising the Landscape Plan submitted in their Pre-Hearing Statement. A final, full size plan should be submitted for review and should include elevations and plans for the outdoor classrooms and the fence.

(b) Site planning, and efficient and economical land utilization;

OP believes that placing some or all of the parking under the building would be the most efficient utilization of the land and would be in keeping with the recommendation of the Master Plan to limit surface parking especially along major streets such as Independence Avenue.

(c) Effective and safe vehicular and pedestrian access; transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts;

Primary vehicular access to the building will be from three points along Independence Avenue and one point along Burke Street. The main users of the facility will arrive by buses that will enter the site through the easternmost entrance point and travel through the parking lot to the drop-off point. There is unlikely to be much conflict in movement through the parking lot since the teachers and staff will arrive and depart before and after the busses. The buses will load and unload children on the property and therefore there will be no conflict with the traffic along Independence Avenue and 19th Street. Additionally, the arrival and departure of buses will be for a limited time only in the mornings and afternoons.

As shown on the Site Plan, a pedestrian walkway is provided around the building as well as along Independence Avenue and 19th Street. The building is in close proximity to the Stadium Armory Metro Station and the school envisions that a large number of its teachers and staff will use the Metro.

The Zoning Regulations require 138 parking spaces to serve the facility. The applicant proposes to reduce the parking and provide 104 spaces. The applicant based their reduction on a premise that 40% of their teachers and staff will utilize metro and some other percentage ride-share. The applicant needs to supply information to support the 40% metro use and details of their ride-share program.

The District Department of Transportation ha recommended that the applicant provide a Transportation Management Plan in addition to additional information regarding the loading facility. (Atachment 3).

(d) Historic preservation of private or public structures, places and parks;

The subject property is neither a historic site and nor within a historic district. The applicant has performed a Phase I Archeological Study that is currently under review by the Historic Preservation Office as required by the terms of the transfer of jurisdiction for Reservation 13. There are no other historic preservation requirements.

(e) Employment and training opportunities;

The applicant has not provided any information on whether they will offer employment and training opportunities. OP recommends that the applicant provide information on what training opportunities they will offer if it is their intention.

(f) Housing and Affordable Housing;

No residential use is proposed.

(g) Social services/facilities;

The applicant has proposed to allow community organizations to use its facilities and has convened a group consisting of St. Coletta's representatives and community representatives to help in organizing use of the facilities. No information on the work of the group has been provided. The applicant needs to provide details of times per year when their facilities are available for use by the community, the cost, if any, and other special requirements. Additionally, OP recommends that the availability of the facility at specific times should be offered in perpetuity.

St. Coletta proposes to provide a Family Outreach/Community Intervention Model that is an in home service to families. Additionally, they intend to provide opportunities for cooperative ventures between St. Coletta and the DCPS. They also propose offering healthcare services to persons with cognitive disabilities from the wider community. Details of these programs have not been provided.

(h) Environmental benefits, such as stormwater runoff controls and preservation of open space or trees;

The applicant proposes to improve the site with landscaping and the addition of trees to the site. Stormwater Management facilities such as bioswales or filtration areas as well as on-site drainage to minimize run-off from the site will be provided.

(i) Uses of special value to the neighborhood or District of Columbia as a whole; and

Development of the school will facilitate DCPS to provide highly specialized services to children with cognitive disabilities. The applicant has offered the community the opportunity to use some of their facilities after-school and on the weekends. The development of the facility will include landscape improvements along 19th Street and Independence Avenue.

AGENCY REFERRALS AND COMMENTS

Referrals for comments were sent to the Metropolitan Police Department, the Fire and Emergency Medical Services Department, District of Columbia Public Schools, Special Education Division, and DDOT. Response were received from DDOT, Attachment 3, and Fire and Emergency Medical Services Department who recommends that fire access be maintained throughout construction and that front and rear access with a minimum width of 18-feet be provided after construction. Other reports, if received will be submitted under separate cover.

COMMUNITY COMMENTS

The applicant has had a number of meetings with the ANC-6B and the community. At its October 14, 2003 meeting the ANC voted not to recommend approval of the application until the specified conditions are met.

SUMMARY AND RECOMMENDATION

The applicant has worked with the community and OP to make improvements to their proposal. The Office of Planning believes that the proposed PUD is not inconsistent with the elements of the Comprehensive Plan, the policies of the Public Reservation 13 Master Plan and the requirements of the Zoning Regulations and supports the application. However, there are a number of elements that need further review and OP has requested that the applicant provides the following information for review prior to public hearing:

1. Revised floor plans (full size)
2. Roof Plans (full size)
3. Identify the location of mechanical equipment and the loading berth.
4. A new Landscape Plan showing details of the outdoor classrooms (full size).
5. Elevation and description of redesigned 19th Street fence (full size).
6. Information to support a 40% staff/teacher metro use and details of the ride-share program.
7. Details of employment and training opportunities to District residents during construction as required by Section 2403.9(e).
8. An agreement that outlines when the facility will be available for use by the community, cost, insurance, etc.
9. A cost estimate of the amenities to be provided.

Attachments:

1. Aerial Photograph and Zoning
2. Comprehensive Plan
3. Department of Transportation Report

AA/mbr AICP



Feature Key

Zoning Boundaries

Square Index

Ortho-Photography was taken in 1999.

St. Coletta of Greater Washington

Zoning Commission Case No. 03-21

DC Office of Planning

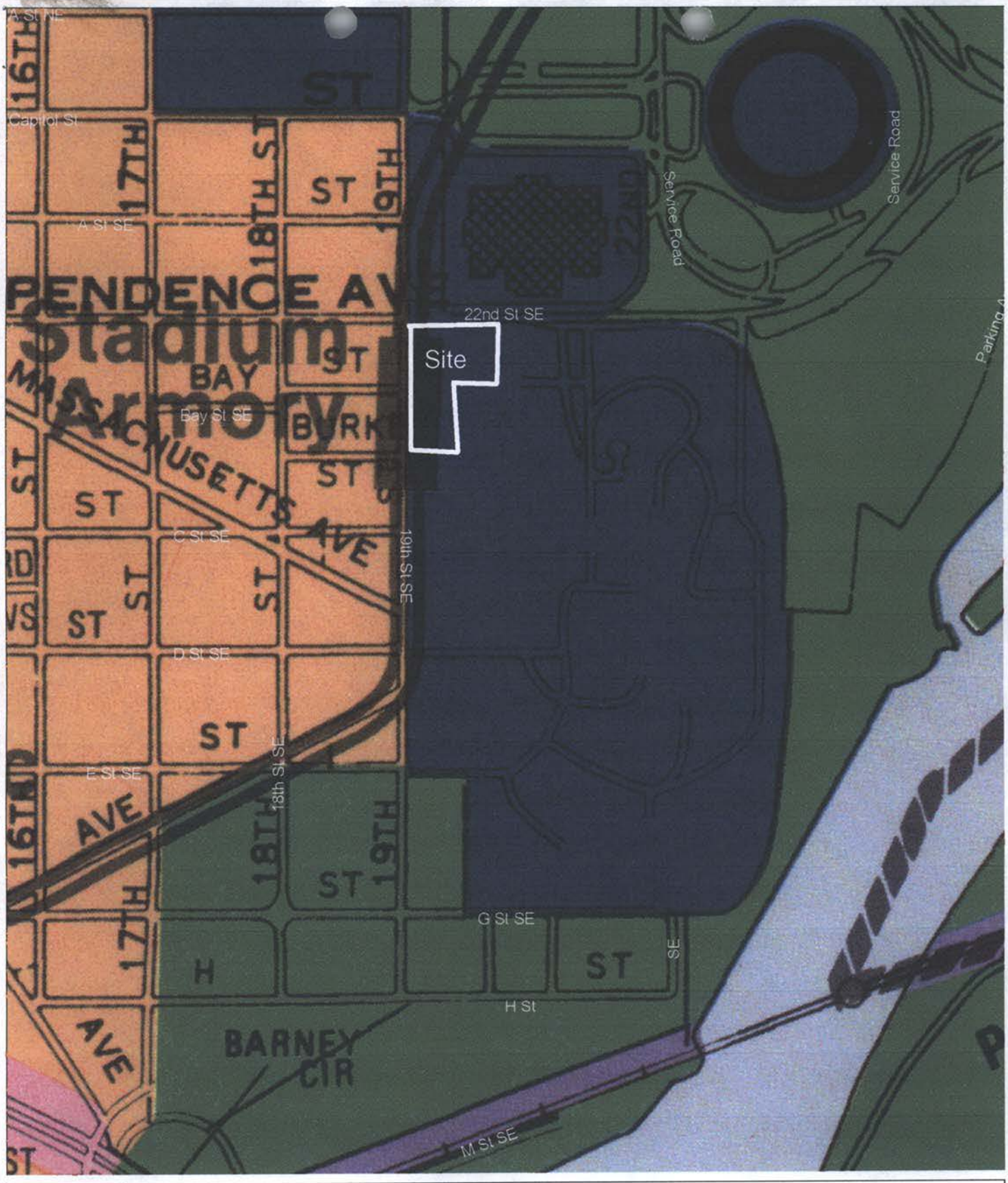
August 4, 2003

Scale 1:4912

N

250 0 250 500 Feet

Attachment 1



Feature Key

Zoning Boundaries
Square Index

Ortho-Photography was taken in 1999.

Zoning Commission
Case No. #

DC Office of Planning
April 17, 2003

Scale 1:6115

N

2501250 Feet

Attachment 1

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

Memorandum

TO: Ellen McCarthy
Deputy Director
Office of Planning

FROM: Kenneth Laden
Associate Director
Transportation Planning Administration

DATE: OCT 23 2003

SUBJECT: Zoning Commission Case No. 03-21 – Request for a consolidated review and approval of a Planned Unit Development (PUD) and related Zoning Map Amendment from unzoned to SP-1

The District Department of Transportation (DDOT) has reviewed the application and other material submitted by the applicant. This report addresses the transportation elements of the proposal.

The Proposal

The applicant, St. Coletta of Greater Washington, requests a consolidated review and approval of a Planned Unit Development (PUD) that includes a zoning map amendment from an unzoned district to SP-1 for the property located at the southeast corner of the intersection of 19th Street and Independence Avenue, SE. The project is an educational facility to serve physically challenged persons residing principally in the District. The total square footage of the building is approximately 100,612 square feet.

The subject site is part of Reservation 13, a large tract of land between the Capitol Hill East neighborhood and the Anacostia River and bordered by the RKF Stadium/DC Armory complex to the north. Currently, Reservation 13 houses the DC General Hospital, the DC Central Detention Facility, and other vacant parcels.

The school will accommodate a total of 250 students consisting of 225 children and 25 adults. The supportive staff will be approximately 205 employees. According to the applicant, school day for the students begins at 8:00 a.m. and ends at 3:00 p.m., Monday through Friday, while hours of operation of the school for faculty and staff will be from 7:00 a.m. to 5:00 p.m., Monday through Friday. The project will provide 112 parking spaces and one loading berth plus one service delivery area. Access to both the parking and loading area will be from the Independence Avenue service roadway.

The Transportation System

As previously stated, the project will be located at the intersection of 19th Street and Independence Avenue, south of East Capitol Street, SE. Other streets serving the immediate area in the vicinity of the site include Bay, Burke and C Streets. These are all local residential streets terminating on 19th Street. The Office of Planning is preparing a Master Plan for Reservation 13. The Plan calls for the redevelopment and some adaptive reuse of the existing facilities within the Reservation. The extension of Burke Street and 20th Street to and through Reservation 13 is recommended to improve access and circulation on the adjacent roadway network.

The applicant plans to use an exit driveway at the southern edge of the property to allow buses and other vehicles to exit the property onto 19th Street SE. The Department recommends that this driveway be designed and constructed to align with Burke Street SE, and should be constructed so as to meet District design standards as a local roadway. The applicant should provide DDOT a copy of design plans and specifications for review and approval prior to construction of the school facility. The applicant should provide all costs for the design and construction of this access road from 19th Street SE to the property. DDOT will periodically inspect the project during construction to ensure that the roadway meets District standards.

The applicant has furnished a detailed description of the major arterial streets in his transportation assessment of the project. The description includes the number of lanes, turning movements, functional classification and signalized intersections for these streets. We concur with the findings of the applicant's report on the local street system. The Department notes that the project is in proximity to the Stadium-Armory Metrorail Station. The site is situated between the two entrances to the rail station, within 200 feet from the southern Metro entrance. In addition, the site is served by two metrobus routes along 19th Street and Independence Avenue, both adjacent to the site. We conclude that this project is ideally located with respect to the transit system.

The Impact of the Proposal

As was stated previously, the project is for the development of a school facility for physically and otherwise challenged students. For the purpose of this report, we have addressed the impact of the proposal in the following areas:

- Trip generation and level of service,

- Project access, parking and loading facilities,
- Transportation Management Program.

Trip Generation and Level of Service

We have reviewed the applicant's transportation report with regard to trip generation and level of service calculations on the critical intersections leading to and from the proposed project. With respect to trip generation rates, St. Coletta operates a similar school facility in Alexandria, Virginia. A survey of the Alexandria campus was conducted to derive trip generation used for the new facility in the District. St. Coletta uses buses, vans and taxis to transport the students to and from the site. A bus occupancy of four students was assumed by the applicant. Using the Alexandria campus experience, it is projected that approximately 63 buses would access the site during the drop-off and pick-up operations. As regard to faculty and staff trip generation, the applicant assumes that a 40 percent modal split and a car occupancy of 1.2 is achievable for the site. Based on the above assumptions, approximately 92 vehicle trips would enter the site and 10 would leave the site during the morning peak hour.

The result of the applicant's calculation indicates that the total trip generated by the PUD would be 155 vehicle trips entering the site and 73 vehicles exiting during the a.m. peak hour. The p.m. peak hour of the school would occur between 3:00 and 4:00 p.m., therefore, outside of the afternoon peak travel time. DDOT agrees with the applicant's capacity analysis and the level of service (LOS) computation at the pertinent intersections in the vicinity of the project. The results of the analysis indicate that future level of service at the intersections leading to and from the site would all operate at level of service C or better during the a.m. peak period. During the p.m. peak hour, the performance level of the intersection of Independence Avenue at 19th Street would deteriorate from D to E, causing some congestion during that period. However, as previously stated, the contribution of the school traffic generation during the p.m. peak hour will have a minimal impact in the adjacent streets with regard to capacity and level of service at the critical intersections.

Project Access and Parking and Loading Facility

As previously stated, vehicular access to the development will be from the Independence Avenue service roadway via four driveways and one egress point onto 19th Street. The buses will access the site from the easternmost driveway and proceed to a staging area at the southern extremity of the parking area from where they will be dispatched to the drop-off area. The same process will be repeated during the afternoon pick-up operation. DDOT supports the proposed circulation arrangement as it will provide enough space for the buses to form a queuing lane and minimize bus spillover into the public space. The applicant states that the project will provide a loading facility as required by the Zoning Regulations. However, the applicant has not submitted a site plan for DDOT's comments with respect to design, location and operation of the loading facility.

The applicant will provide 122 parking spaces to include 12 handicapped spaces compared to132 spaces required by the Zoning Regulations. The applicant is requesting a reduction of the number of parking spaces required for nonresidential uses. In consideration of the good location of the development with respect to the transit system (Metrorail and Metrobus) located less than 200 feet from the development, DDOT could support the reduction provided the applicant implement a Transportation Management Program as spelled out below. DDOT notes that the redevelopment of Reservation 13 and the planned extension of 20th Street will affect the parking supply of the school. According to the applicant, the proposed improvement would eliminate a significant amount of parking spaces shown on the site plan. The applicant further states that based on the lease for the St. Coletta property, the City will provide 100 off-street parking spaces elsewhere in a surface lot or structure within Reservation 13. The lease provides that this parking is located within a reasonable and safe distance from the school. DDOT is concerned that If 20th St. is constructed before the 100 off-street parking spaces mentioned in the lease are in place, the school may have a negative impact on the neighborhood parking supply. Furthermore, DDOT has not seen a copy of the lease that agrees to the 100 off-street parking spaces.

Transportation Management Program

The Department recommends that the applicant develop a Transportation Management Program (TMP) to include:

1. Encourage use of carpools/vanpools: the school provides all employees with carpool/vanpool information.
2. Provide transit service information to all employees including Metro pocket guide with a system map, schedule and fare information, as well as auto and bicycle parking provision at Metro Stations
3. DDOT strongly urges the applicant to implement a Metrocheck Farecard subsidy program to further encourage transit usage by the school employees.
4. DDOT welcomes the provision of bicycle parking spaces as a means to encourage employees to leave their cars at home and commute by bike.
5. The school shall provide funding for the design and construction of an access road within the site area connecting the property to 19th Street SE. This access road should meet District roadway construction standards and be aligned with Burke Street SE.

Conclusion

The Department of Transportation would support the proposed Planned Unit Development if the applicant implements the recommended TMP to reduce employees' vehicular traffic to and from the site during the peak hour periods. However, the design and the location of the loading facility will require further coordination with the Department.

Cc: Jerrily R. Kress, OZ
Maxine Brown-Roberts, OP