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March 1, 2023

Via E-mail

Jennifer Steingasser
DC Office of Planning
1100 4th Street, S.W., Suite E650
Washington, DC 20024

**Re: Large Tract Review Application
Catholic Charities, Archdiocese of Washington
801 Buchanan Street, NE (Parcel 135, Lot 71)**

Dear Ms. Steingasser:

Pursuant to Title 10B, Chapter 23 of the District of Columbia Municipal Regulations (“DCMR”), we respectfully submit this application for Large Tract Review (“LTR”) on behalf of Catholic Charities of the Archdiocese of Washington, Inc. (the “Applicant”).

Review requests for subdivisions of tracts and land comprising three (3) to ten (10) acres are subject to LTR procedures, if such review is deemed necessary by the Director of the Office of Planning (“OP”). 23 DCMR § 2300.1(c). In this case, the Applicant seeks to subdivide land consisting of approximately 6.7 acres into one record lot. The proposed subdivision will enable the redevelopment of the Property with the new private school approved pursuant to BZA Order No. 20749 and the new townhome development approved pursuant to BZA Order No. 20751. Please note that properties for private schools that have been approved by the Board of Zoning Adjustment (the “BZA” or “Board”) are exempt from the LTR requirements. 23 DCMR § 2304.1(c).

1. Description of the Property and Surrounding Area

The subject property is located at 801 Buchanan Street, N.E. and is more particularly known as Parcel 135, Lot 71 (the “Property”). The Property is zoned RA-1, which is intended for areas predominantly developed with low- to moderate-density development. 11-F DCMR § 300.2. Providence Hospital controls the land surrounding the Property to the east, south, and west. Across Buchanan Street, N.E., to the north are single-family, semi-detached homes in the R-2 zone.

The Property is currently improved with The Lieutenant Joseph P. Kennedy Institute, a private, non-profit child development, academic and vocational school for students with physical, emotional, and developmental disabilities, ages six weeks to twenty one years.

2. **LTR – Scope of Review**

Pursuant to 23 DCMR § 2302.1, the scope of review to be used by District departments and agencies in assessing projects subject to LTR include the following:

- (a) Consistency with laws in the District of Columbia, including the Comprehensive Plan for the National Capital and regulations enacted pursuant thereto;*
- (b) Potential traffic, neighborhood and design impact; and*
- (c) Quality of life and environmental impact.*

OP's support for the related BZA applications, coupled with the Board's approvals, indicate that the proposed subdivision of the Property is consistent with the laws in the District of Columbia, and the Zoning Regulations in particular. The future redevelopment of the Property advances the general purposes of the Comprehensive Plan for the National Capital (the "Comprehensive Plan") that include, among other things, (i) guiding private and public development in order to achieve District and community goals and (ii) assisting in the conservation, stabilization, and improvement of each neighborhood and community in the District. See D.C. Code § 1-306.01(b).

Potential traffic, neighborhood, design, and environmental impacts have been evaluated by the Applicant, OP and other District agencies. See Applicant's Traffic Studies at [Exhibit F](#) and [Exhibit J](#); see also BZA Case No. 20749, DDOT Report at Ex. [34](#) and BZA Case No. 20751, DDOT Report at Ex. [37](#). Further, BZA Application No. 20751 was referred to both the Department of Energy and Environment (DOEE) and the Department of Public Works (DPW). See OP Report for BZA Case No. 20751, Ex. [36](#) at p. 10. Neither agency filed any comments to the record.

3. **Community Outreach**

The Applicant worked closely with Advisory Neighborhood Commission ("ANC") 5A and conducted extensive outreach to the community in connection with the related BZA applications. The relevant meeting history is listed below:

- May 19, 2022: ANC 5A-03 SMD Community Meeting
- September 8, 2022: ANC 5A-03 SMD Community Meeting
- September 22, 2022: ANC 5A-03 SMD Community Meeting
- September 28, 2022: ANC 5A Meeting
- October 5, 2022: North Michigan Park Civic Association
- October 11, 2022: Michigan Park Civic Association
- October 12, 2022: ANC 5A Special Meeting

4. **Exhibits**

The following exhibits are provided in support of the subject application for LTR:

- Exhibit A: Completed Certification Form
- Exhibit B: D.C. Surveyor's Plat
- Exhibit C: Existing Conditions Plan
- Exhibit D: Zoning Map
- Exhibit E: BZA Approved Site Plan for School Site
- Exhibit F: Traffic Study for School Site
- Exhibit G: OP Report filed for BZA Case No. 20749
- Exhibit H: BZA Order No. 20749
- Exhibit I: BZA Approved Plans and Drawings for Townhouse Parcel
- Exhibit J: Traffic Study for Townhouse Parcel
- Exhibit K: OP Report filed for BZA Case No. 20751
- Exhibit L: List of Property Owner, Representatives, Agent; and Authorizations
- Exhibit M: List of Property Owners within 200 feet of the Property

5. **Conclusion**

For the reasons stated above, the Applicant submits that the proposed subdivision and redevelopment of the Property, which consists of approximately 6.7 acres, is consistent with the laws of the District of Columbia, including the Zoning Regulations and the Comprehensive Plan. In addition, the site planning for the school and townhome development will be compatible with the surrounding neighborhood and have acceptable, if not favorable, impacts on quality of life. Accordingly, the Applicant respectfully requests that OP comment favorably on the subject LTR application in accordance with the provisions of 10B DCMR, Chapter 23.

Upon receipt of this application, we respectfully request that OP initiate its review and refer the submission to all applicable District government agencies and departments. We look forward to working with you on this project. Please do not hesitate to contact us with any questions or requests for additional information.

Respectfully submitted,

HOLLAND & KNIGHT LLP



Leila M. Jackson Batties
Christopher S. Cohen

Enclosures

cc: Joel Lawson, Office of Planning (via e-mail; w/ encl.)

EXHIBIT A



**Large Tract Review Certification Form
Part A: Developer's Application**

1. Project Name

Developer

Address

City State Zip

Phone Fax

(authorized agent)
E-mail

If Developer does not own subject property, please provide the following information regarding the property owner:

Owner(s)

Address

City State Zip

Phone Fax

E-mail

2. Property Address

City State Zip

Ward ANC(s) Square(s) Parcel/Lot No. (s)

3. Current Use(s): (place X where applicable)

Residential Retail/Office Industrial Open Space/Undeveloped

Public/Institutional Other

*Maximum Height of Existing Improvement (ft.)

* Total Gross Floor Area (GFA) of Existing Improvements (sq. ft.):

* If Property is Undeveloped or Cleared, Enter "N/A".

4.

*Note: Refer to definition of GFA in
Section 199 of the D.C. Zoning
Regulations*

Office of Planning Large Tract Review Certification Form Part A: **Developer's Application (Contd.) 2**

Current Zoning:

	Zoning	Land Area (sq. ft.)	M.O.R. Far*	Permitted Height (ft.)
1.	RA-1	85,515	0.9 max. (1.08 IZ)	40 ft., 3 stories
2.				
3.				
4.				
5.				

*Matter-Of-Right Floor Area Ratio

5. Proposed Zoning: **N/A**

	Zoning	Land Area (sq. ft.)	M.O.R. Far*	Permitted Height (ft.)
1.				
2.				
3.				
4.				
5.				

*Matter-Of-Right Floor Area Ratio

6. Estimated Project Completion Date (mo./yr.)

Type of Development (place X where applicable)

New Rehab/Historic Preservation Addition

Existing Jobs Retained and/or New Jobs Created by Project:

Temporary/Construction Permanent

7. Gross Floor Area (GFA) by Use:

	GFA (sq. ft.)
* Residential	170,880
Retail	
Office	
Hotel	
Industrial	
Other (school + daycare)	35,670
Total GFA	206,550

For Residential Space Only:

No. of Single-Family Units	80 (townhomes)
No. of Multi-Family Units:	
Estimated Development Cost:	
Land Cost	
Construction Cost	
Other Cost	
Total Project Cost	Approximately \$30 million

Office of Planning Large Tract Review Certification Form Part A: Developer's Application (Contd.) 3

8. Public Contribution:

UDAG	<input type="text" value="N/A"/>
EDA	<input type="text" value="N/A"/>
D.C. Revenue Bonds	<input type="text" value="N/A"/>
CDBG	<input type="text" value="N/A"/>
Urban Renewal	<input type="text" value="N/A"/>
HODAG	<input type="text" value="N/A"/>
Other	<input type="text" value="N/A"/>

9. Residential/Business Displacement Due to Project: *If not applicable or no displacement expected, enter "0"*

Number of Households Displaced

Number of Businesses Displaced

Authorized Signatures Lida Patties Date 2/28/2023

Date _____

Date _____

FOR OP USE ONLY – DO NOT WRITE BELOW LINE

Project No.

Date Received by OP / /

OP Recommendation
For (check one):

Approval Disapproval

Date of Final Action / /

EXHIBIT B

DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C., November 8, 2021

Plat for Building Permit of: Parcel 135 / 71

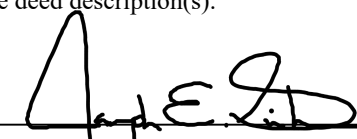
Scale: 1 inch = 60 feet

Recorded in Book A & T Page 3439 - S

Receipt No. 22-00705 Drawn by: A.S.

Furnished to: TINA COOK

"I hereby certify that the dimensions and configuration of the lot(s) hereon depicted are consistent with the records of the Office of the Surveyor unless otherwise noted, but may not reflect actual field measurements. The dimensions and configuration of A&T lots are provided by the Office of Tax and Revenue and may not necessarily agree with the deed description(s)."


Surveyor, D.C.

I hereby certify that on this plat on which the Office of the Surveyor has drawn the dimensions of this lot, I have accurately and completely depicted and labeled the following:

- 1) all existing buildings and improvements - including parking spaces, covered porches, decks and retaining walls over four feet above grade, and any existing face-on-line or party wall labeled as such, well as projections and improvements in public space - with complete and accurate dimensions;
- 2) all proposed demolition or raze of existing buildings duly labeled as such; all proposed buildings and improvements - including parking spaces, covered porches, decks and retaining walls over four feet above grade, any existing face-on-line or party wall labeled as such, as well as projections and improvements in public space and the improvements used to satisfy previous surface or green area ratio requirements - with complete and accurate dimensions, in conformity with the plans submitted with building permit application _____; and
- 3) any existing chimney or vent on an adjacent property that is located within 10 feet of this lot.

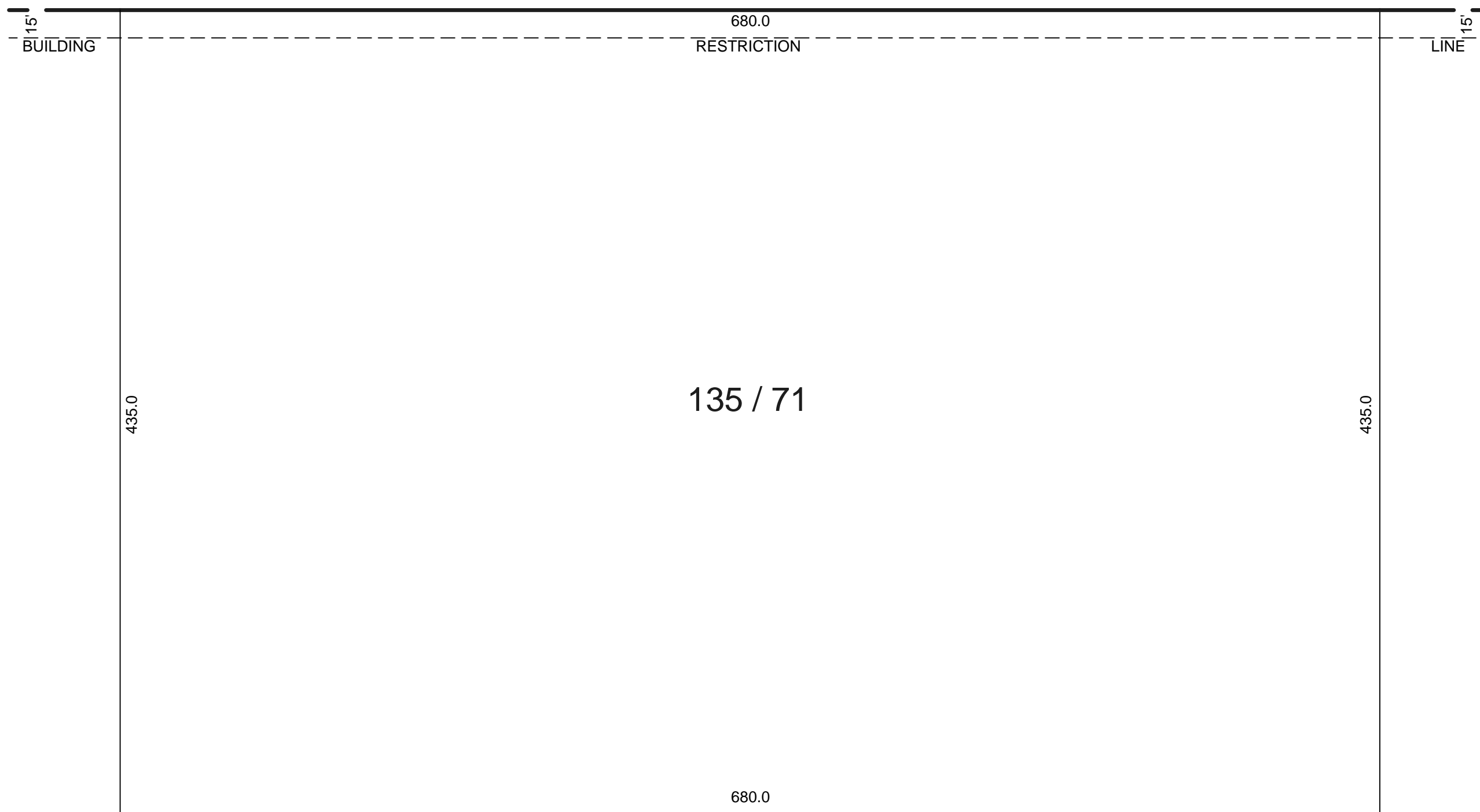
I also hereby certify that:

- 1) my depiction on this plat, as detailed above, is accurate and complete as of the date of my signature hereon;
 - 2) there is no elevation change exceeding ten feet measured between lot lines; or if so, this elevation change is depicted on a site plan submitted with the plans for this permit application;
 - 3) I ~~have~~ have not (circle one) filed a subdivision application with the Office of the Surveyor;
 - 4) I ~~have~~ have not (circle one) filed a subdivision application with the Office of Tax & Revenue; and
 - 5) if there are changes to the lot and its boundaries as shown on this plat, or to the proposed construction and plans as shown on this plat, that I shall obtain an updated plat from the Office of the Surveyor on which I will depict all existing and proposed construction and which I will then submit to the Office of the Zoning Administrator for review and approval prior to permit issuance.
- The Office of the Zoning Administrator will only accept a Building Plat issued by the Office of the Surveyor within the two years prior to the date DCRA accepts a Building Permit Application as complete. I acknowledge that any inaccuracy or errors in my depiction on this plat will subject any permit or certificate of occupancy issued in reliance on this plat to enforcement, including revocation under Sections 105.6(1) and 110.5.2 of the Building Code (Title 12A of the DCMR) as well as prosecution and penalties under Section 404 of D.C. Law 4-164 (D.C. Official Code §22-2405).

Signature: _____ Date: _____
Printed Name: _____ Relationship to Lot Owner: _____

If a registered design professional, provide license number _____ and include stamp below.

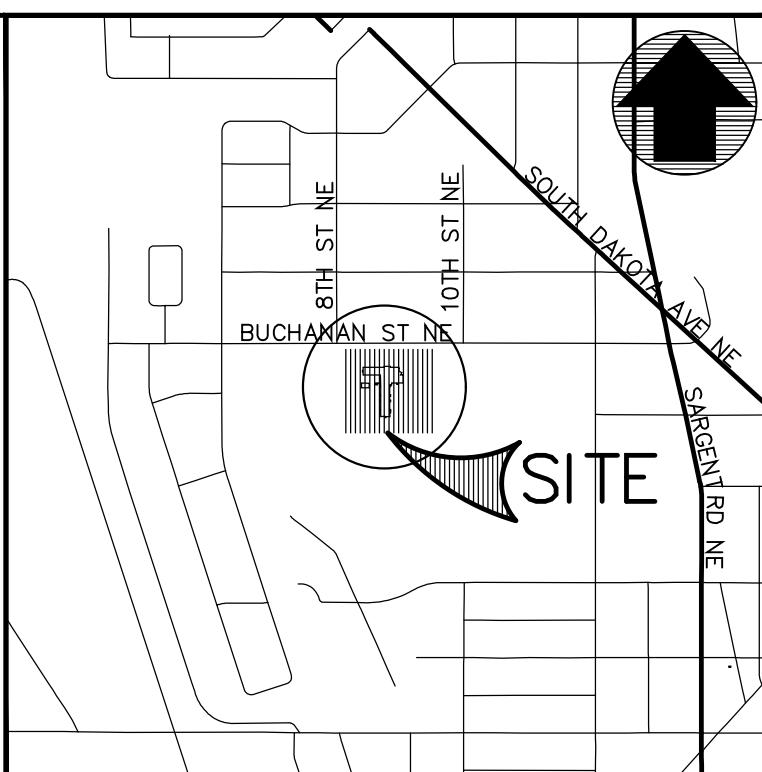
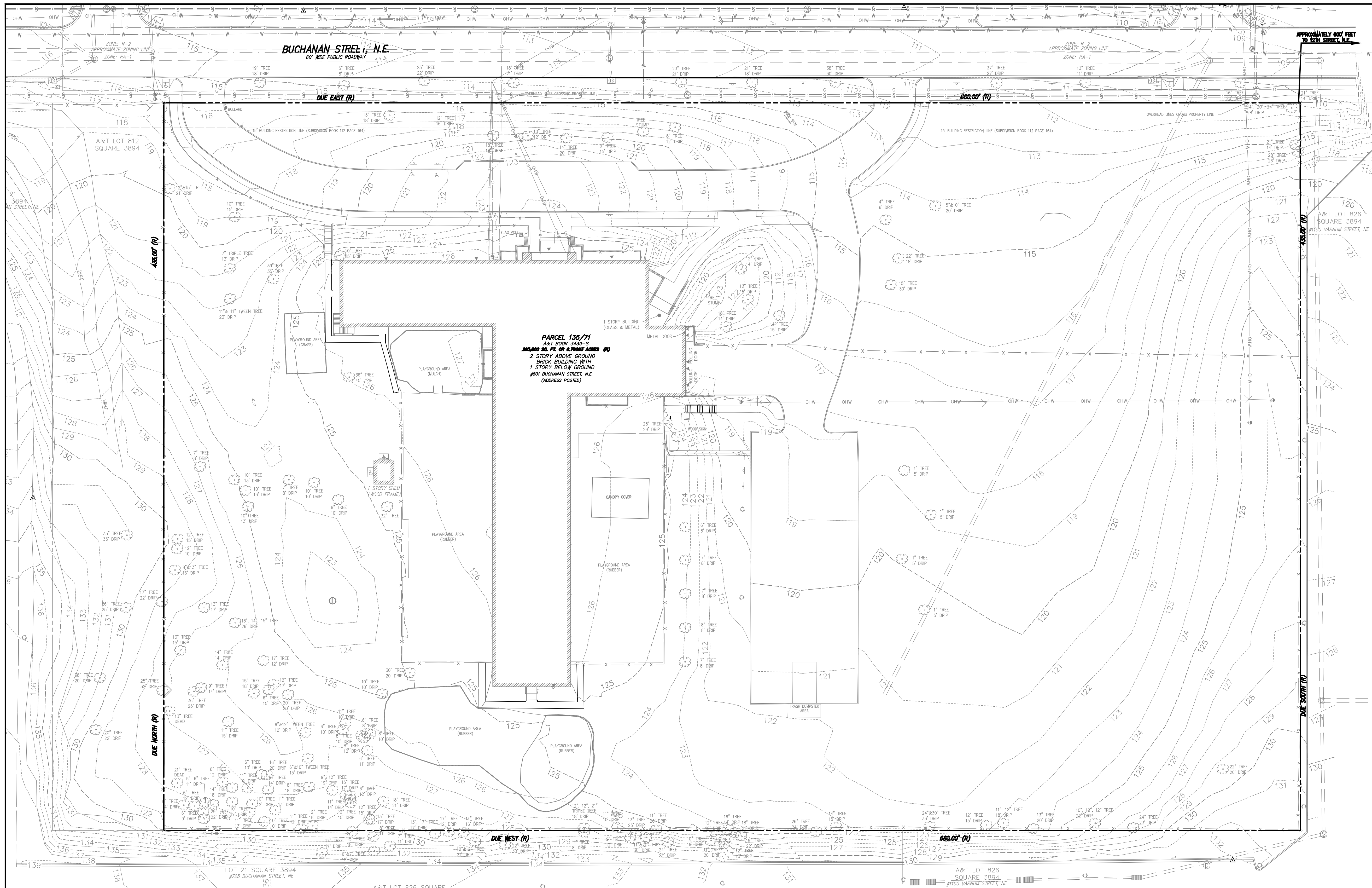
BUCHANAN STREET, N.E.



0 10 30 60 100 200
SCALE: 1:60

SR-22-00705(2021)

EXHIBIT C



VICINITY MAP
SCALE 1" = 1000'

PARCEL 135/71
A&T BOOK 3439-S
37,000 SQ. FT. OR 0.7800 ACRES (P)
2 STORY ABOVE GROUND
BRICK BUILDING WITH
1 STORY BELOW GROUND
#801 BUCHANAN STREET, N.E.
(ADDRESS POSTED)

LEGEND:

- | | | | | |
|--|--|--|--|--|
| <ul style="list-style-type: none"> --- SUBJECT PROPERTY LINE --- ADJACENT PROPERTY LINE --- BUILDING RESTRICTION LINE --- ELECTRICAL CONDUIT --- NATURAL GAS CONDUIT --- OVERHEAD WIRES --- TELEPHONE/COMMUNICATIONS CONDUIT --- WATER LINE --- CABLE TV --- SANITARY SEWER CONDUIT --- STORM DRAIN CONDUIT --- FENCE LINE --- GUARD RAIL --- EDGE OF PAVEMENT --- APPROXIMATE ZONING LINE --- BUILDING LINE --- RETAINING OR FREE STANDING WALL --- MAJOR CONTOUR --- MINOR CONTOUR --- TREE DRIP LINE --- FLOOD LINE --- SWALE | <ul style="list-style-type: none"> ● BOLLARD □ FLAG POLE ○ PARKING METER ○ BIKE RACK ○ SIGN POST ○ TRASH CONTAINER ○ HANDICAP PARKING SPACE ○ MAIL BOX ○ TREE ○ SANITARY MANHOLE ○ CLEAN OUT ○ STORM DRAIN MANHOLE ○ GRATE ○ WATER MANHOLE ○ FIRE HYDRANT ○ SIAMSE CONNECTION ○ WATER METER ○ WATER VALVE ○ BENCHMARK ○ TRAFFIC CONTROL BOX ○ WALL LIGHT ○ PHONE PEDESTAL ○ MONITORING WELL ○ IRRIGATION CONTROL VALVE | <ul style="list-style-type: none"> ○ ELECTRIC MANHOLE ○ ELECTRIC VALVE ○ ELECTRIC METER ○ UTILITY POLE ○ GUY WIRE ○ UTILITY POLE W/STREET LIGHT ○ COBRA LIGHT POLE ○ LAMP POST ○ UTILITY POLE W/ALLEY LIGHT ○ TRAFFIC SIGNAL POLE ○ HVAC UNIT ○ TELEPHONE MANHOLE ○ UNKNOWN UTILITY MANHOLE ○ UNKNOWN UTILITY VALVE ○ GAS VALVE ○ GAS METER ○ GAS MANHOLE ○ INST. ... DATA ACCORDING TO RECORD ○ INST. ... FOUND ○ INST. ... INSTRUMENT ○ INV. ... INVERT | <ul style="list-style-type: none"> (N)..... NORTH (S)..... SOUTH (E)..... EAST (W)..... WEST (NLY)..... NORTHERLY (SLY)..... SOUTHERLY (ELY)..... EASTERLY (WLY)..... WESTERLY N.F. ... NORTH FACE E.F. ... EAST FACE W.F. ... WEST FACE SUBD. BK. ... SUBDIVISION BOOK PG. PAGE A&T. ASSESSMENT & TAXATION BRI. BUILDING RESTRICTION LINE SQ.FT. SQUARE FEET AC. ACRES (R) RECORD INFORMATION (M) MEASURED INFORMATION (O) OBSERVED ANGLE OR BEARING (C) COMPUTED INFORMATION DA DATA ACCORDING TO RECORD FD FOUND INST. INSTRUMENT INV. INVERT | <ul style="list-style-type: none"> RCP REINFORCED CONCRETE PIPE OMP CORRUGATED METAL PIPE PVC POLY VINYL CHLORIDE HDPE HIGH DENSITY POLYETHYLENE CS COMBINED STORM & SEWER SS SANITARY SEWER SD STORM DRAIN WL WATER LINE GL GAS LINE CI CAST IRON WRPD WRAPPED STL STEEL TC TOP OF CURB BC BOTTOM OF CURB CL CENTER LINE BW BOTTOM WALL TW TOP OF WALL FF FINISH FLOOR GF GARAGE FLOOR CONC CONCRETE ESMT EASEMENT DCSO. DISTRICT OF COLUMBIA SURVEYOR'S OFFICE DCDPW. DISTRICT OF COLUMBIA DEPARTMENT OF PUBLIC WORKS CIRC. CIRCUMFERENCE AR ACCESSIBLE RAMP |
|--|--|--|--|--|

LAYOUT: 01/01/20 - EX CON, Plotted By: enl

UTILITY LABEL LEGEND:

- | | |
|------|------------------------------|
| EX | EXISTING |
| PROP | PROPOSED |
| PRIV | PRIVATELY OWNED & MAINTAINED |
| PUB | PUBLICLY OWNED & MAINTAINED |

SEWER LABEL LEGEND:

- | | |
|------|------------------|
| CO | CLEAN OUT |
| CS | COMBINED SEWER |
| MH | MANHOLE |
| OV | OVERFLOW |
| OW | OBSERVATION WELL |
| PERF | PERFORATED |
| SS | SANITARY SEWER |
| SD | STORM DRAIN |
| UD | UNDERDRAIN |
| RL | ROOF LITER |

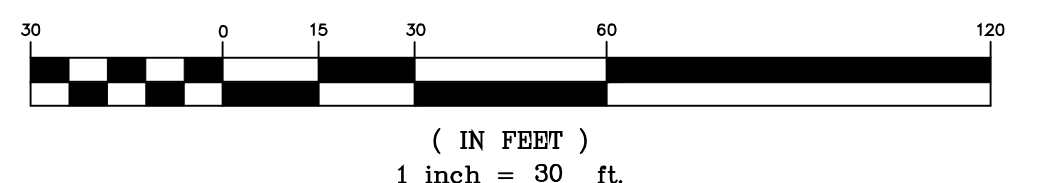
WATER LABEL LEGEND:

- | | |
|-----|----------------------------|
| BFP | BACKFLOW PREVENTION |
| CR | CROSS |
| DOM | DOMESTIC |
| FDC | FIRE DEPARTMENT CONNECTION |
| GV | GATE VALVE |
| HB | HORIZONTAL BEND |
| SL | SLEEVE |
| TEE | TEE |
| FH | FIRE HYDRANT |
| PC | POINT OF CURVATURE |
| PT | POINT OF TANGENT |
| WM | WATER MAIN |

GRADING LABEL LEGEND:

- | | |
|----|----------------|
| TW | TOP OF WALL |
| BW | BOTTOM OF WALL |
| TC | TOP OF CURB |
| BC | BOTTOM OF CURB |
| HP | HIGH POINT |
| LP | LOW POINT |

GRAPHIC SCALE



NOTE
THE INFORMATION, DESIGN AND CONTENT OF THE DRAWINGS OR DOCUMENTS ATTACHED HERETO ARE PROPRIETARY TO VIKI CAPITOL, LLC AND CONSTITUTE ITS PROPRIETARY INTELLECTUAL PROPERTY. THE ATTACHED DRAWINGS AND/OR DOCUMENTS MUST NOT BE FORWARDED, SHARED, COPIED, DIGITALLY CONVERTED, MODIFIED, OR USED FOR ANY PURPOSE, IN ANY FORMAT, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM VIKI CAPITOL, LLC. VIOLATIONS MAY RESULT IN PROSECUTION, ONLY APPROVED, SIGNED AND SEALED PLANS OR DRAWINGS MAY BE UTILIZED FOR CONSTRUCTION PURPOSES.

VIKI CAPITOL REVISIONS

#	DATE	DESCRIPTION
1	2022-07-22	REV SUBMISSION
2	2022-03-31	FIRST SUBMISSION

DATE: 10/16/20

DES. KUO DWN. BJR

SCALE: AS SHOWN

PROJECT/FILE NO. VC0477E

SHEET NO. CIV0100

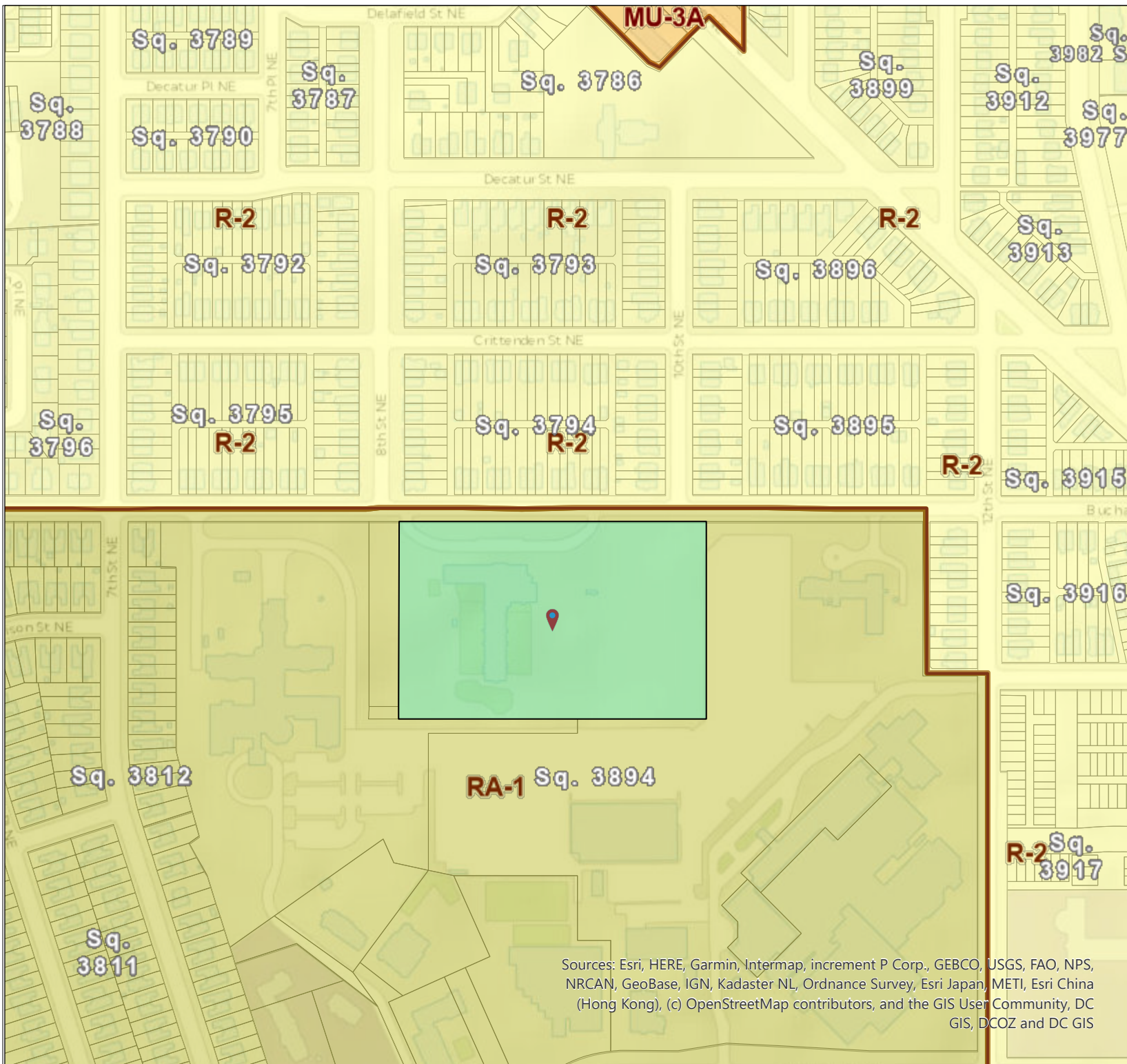
VIKI CAPITOL
ENGINEERS * PLANNERS * LANDSCAPE ARCHITECTS * SURVEYORS * GEOMATICS
PROJECT COORDINATOR:
* VIKI CAPITOL, LLC * 4810 MASSACHUSETTS AVENUE, NW, SUITE 16 *
* WASHINGTON, DC 20016 * PHONE: 202.244.4140 *
* WWW.VIKICAPITOL.COM *

801 BUCHANAN ST NE
SQUARE 3894, PARCEL 01350071
WASHINGTON, D.C.

EXISTING CONDITIONS PLAN

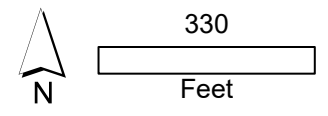
S:\2020\1000\0477E - 801 Buchanan Street - EX CON, Plotted By: enl

EXHIBIT D



*** DC Zoning Map

- Square
- Zone District
- Specific Zone Label
- Specific Zone
 - Downtown Zone
 - Mixed-Use Zone
 - Mixed-Use Zone (IZ+)
 - Mixed-Use Zone (IZ+ Exempt)
 - Neighborhood Mixed-Use Zone
 - Neighborhood Mixed-Use Zone (IZ+)
 - Production, Distribution, and Repair Zone
 - Residential Apartment Zone
 - Residential Apartment Zone (IZ+)
 - Residential Flat Zone
 - Residential Zone
 - Special Purpose Zone
 - Special Purpose Zone (IZ+)
 - Unzoned
- Zone District
 - Downtown Zone
 - Mixed-Use Zone
 - Mixed-Use Zone (IZ+)
 - Mixed-Use Zone (IZ+ Exempt)
 - Neighborhood Mixed-Use Zone
 - Neighborhood Mixed-Use Zone (IZ+)
 - Production, Distribution, and Repair Zone



Generated on maps.dcoz.dc.gov/zr16
 Web Extract of the Official Zoning Map of the District of Columbia created on 2/28/2023.

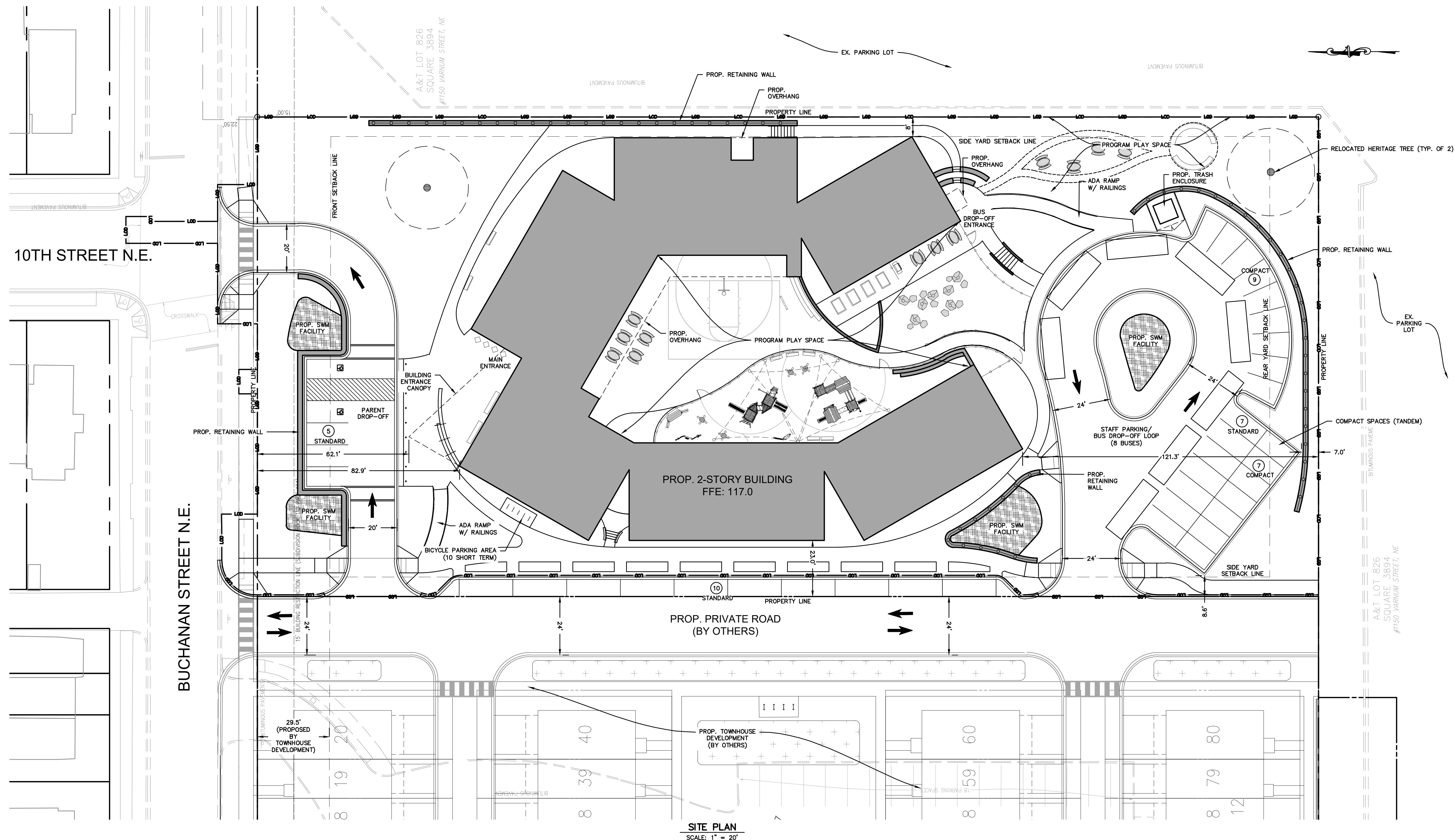
Service provided by the DC Office of Zoning.

441 4th St NW Ste 200S
 Washington, DC 20001

For reference only. To certify zoning on any property in order to satisfy a legal requirement, contact the Office of Zoning.

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, DC GIS, DCOZ and DC GIS

EXHIBIT E



SITE PLAN
SCALE: 1" = 20'

DEVELOPMENT DESIGN STANDARDS (RA-1 ZONE)		
	REQUIRED	PROPOSED
LAND AND BUILDING		
LAND AREA	1,800 SF	85,515 SF
BUILDING AREA	-	19,510 SF
GROSS FLOOR AREA (TOTAL)*		35,670 SF
DAYTIME CARE (CDC)		12,270 SF
KENNEDY SCHOOL		23,400 SF
FLOOR AREA RATIO	0.90 (1.08 FOR IZ)	0.42
HEIGHT	40'-0"	33'-0"
LOT OCCUPANCY	40% (70% BY SE)	22.8%
REAR YARD	20'	121.3'
LEFT/RIGHT SIDE YARD	ONE 8' SIDE SETBACK SHALL BE PROVIDED FOR ALL STRUCTURES	8.0'/23.0'
PARKING AND LOADING		
VEHICLE PARKING	**	38
LONG TERM BICYCLE	4	4 (INSIDE BUILDING)
SHORT TERM BICYCLE	10	10
LOADING BERTH/DELIVERY SPACE	***	0

*GROSS FLOOR AREA TOTAL REFLECTS BOTH PORTIONS OF THE PROPOSED BUILDING AND SHARED SPACES. REFER TO ARCHITECTURAL EXHIBITS FOR AREAS OF EACH USE WITHIN PROPOSED BUILDING (CDC/KENNEDY SCHOOL).

**NUMBER OF REQUIRED PARKING SPACES COMPUTED AS FOLLOWS:
 - DAYTIME CARE (CDC) .5 SPACES PER 1000 SQ FT
 12,270 SQ FT ÷ 0.5 = 6.1 = 6 SPACES REQUIRED
 - EDUCATION, PRIVATE (KENNEDY SCHOOL) 2 FOR EACH 3 TEACHERS OR OTHER EMPLOYEES PLUS 1 FOR EACH 20 CLASSROOM SEATS (HIGH SCHOOL)
 44 TOTAL TEACHERS AND STAFF = 29.3 = 29 SPACES
 NO MORE THAN 40 HIGH SCHOOL AGE STUDENTS = 2 SPACES
 TOTAL PARKING REQUIRED = 37 SPACES (38 PROVIDED, 7 TANDEM PARKING SPACES)

***NUMBER OF LOADING BERTHS/DELIVERY SPACE COMPUTED AS FOLLOWS:
 (1) IF 30,000 - 100,000 SF OF GFA
 (2) IF MORE THAN 100,000 SF OF GFA

EACH OF PROPOSED BUILDING USES < 30,000 SF; 0 LOADING BERTHS/DELIVERY SPACE REQUIRED
 ****FRONT SETBACK NOTE: A FRONT SETBACK SHALL BE PROVIDED WITHIN THE RANGE OF EXISTING FRONT SETBACKS OF ALL STRUCTURES WITHIN AN RA-1 ZONE ON THE SAME SIDE OF THE STREET IN THE BLOCK WHERE THE BUILDING IS PROPOSED.

SUBMISSIONS		
#	DATE	DESCRIPTION
	05.26.22	100% SD SET
REVISIONS		
#	DATE	DESCRIPTION

CONSULTANT:

 CLARK | AZAR & ASSOCIATES
 2040 Century Blvd, Suite 220
 Germantown, MD 20874
 (301) 528-2010
 www.clarkazar.com
 A Woman Owned Small Business

SEAL:
 KEY PLAN

a complete unknown
 A Complete Unknown
 918 U Street NW, Washington DC
 T 202.796.7 202.796.7964 E xxxx@acompleteunknown.org

CATHOLIC CHARITIES EDUCATION CENTER

DRAWING TITLE:
SITE PLAN

DISCIPLINE	CIVIL	DRAWING NUMBER
SCALE	AS SHOWN	C-200
DATE	03/11/22	
DRAWN BY	ME	
CHECKED BY	JA	
ACU PROJECT # 2106		

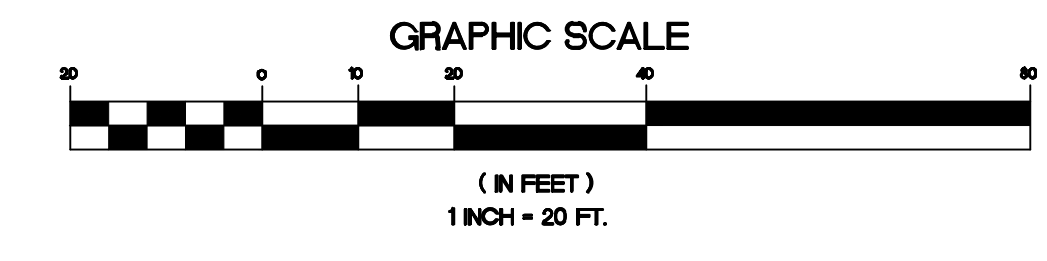


EXHIBIT F

WELLS + ASSOCIATES

MEMORANDUM



1110 Bonifant Street
Suite 210
Silver Spring, MD 20910
301-448-1333
WellsandAssociates.com

TO: Emma Blondin, DDOT
Aaron Zimmerman, DDOT

FROM: Jami L. Milanovich, P.E.

COPY: M. J. Morrow, Catholic Charities of the Archdiocese of Washington, Inc.
Leila Batties, Holland & Knight
Bob Waechter, Capital Projects Management Firm

RE: The Kennedy School (BZA Case #20749)
Transportation Statement

DATE: August 18, 2022

INTRODUCTION

The Joseph P. Kennedy School, located at 801 Buchanan Street NE, is a nonpublic, non-profit academic and vocational school for students with physical and developmental disabilities, ages six to 22 years. The facility also includes a child development center (CDC) for children aged six weeks to five years. See Figure 1 for the Site Location Map.

Catholic Charities of the Archdiocese of Washington, Inc., who owns and operates the school and CDC, proposes to raze the existing building and construct a new, modernized school. Prior to the pandemic, the school enrolled approximately 60 students (all of whom are transported to school by bus) and the CDC enrolled approximately 40-45 children. No change to enrollment is proposed.

A new townhome development is proposed on the site of the existing school. The new school will be located to the east of its current location. The proposed townhome development will be entitled through a separate BZA application (Case #20751).

Catholic Charities of the Archdiocese of Washington, Inc. (the Applicant) seeks special exception approval to permit a private school in the RA-1 zone (Subtitle U §420.1 and 203(m)) and to provide 31 compliant vehicle parking spaces in lieu of the 37 required (Subtitle C §701.5).¹

This Transportation Statement was scoped with the District Department of Transportation (DDOT). A copy of the agreed upon scope is included in Attachment A.

¹ A total of 38 vehicle parking spaces are proposed. However, seven of the spaces would be tandem spaces, and therefore, would not be considered zoning compliant.

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MEMORANDUM

TRANSPORTATION NETWORK

Transit Services/Facilities

Within ¼ mile of the site, Metrobus stops serving Route 80 are located on 12th Street at the intersections with Buchanan Street (southbound en route to McPherson Square) and Allison Street (northbound en route to Fort Totten). Just outside of the ¼ mile radius, Metrobus stops serving Route E2 are located on Sargent Road, just north of Crittenden Street (northbound en route to Fort Totten and southbound en route to Ivy City). Within ½ mile of the site, Metrobus stops serving Route F6 are located on Gallatin Street east of South Dakota Avenue (eastbound en route to New Carrollton Station and westbound en route to Fort Totten). None of the bus stops are equipped with shelters.

MoveDC 2021 is the City's long-range transportation plan that establishes goals, policies, strategies, and metrics to guide the City's investment in transportation facilities and programs over the next 25 years. *MoveDC* establishes seven goals in the area of safety, equity, mobility, project delivery, management and operations, sustainability, and enjoyable spaces. These goals are supported by 18 policies and 41 strategies established in the plan to help achieve the goals.

MoveDC 2021 provides a Transportation Needs Map, which evaluates areas of the City for walking, biking, transit, and vehicles and ranks areas based on the greatest need for transit improvements, access to jobs and services, and safer streets. Based on the *MoveDC 2021* Transportation Needs Map, the site is located in an area with a great need of transportation facilities. The ranking is indicative of an area not near Metro and with limited bus service available.

MoveDC 2021 also identifies a transit priority network that includes "streets where infrastructure should be developed to help transit vehicles move more efficiently, improving travel times and reliability for passengers. Transit priority infrastructure could include dedicated transit lanes, better transit stops and/or special treatments for buses at intersections." There are no existing transit priority corridors or roadways included in the transit priority network within ½ mile of the site.

Multimodal Transportation options are shown on Figure 2.

Pedestrian Facilities

Figure 3 shows the ¼ walk shed, identifying area where sidewalks are present and where sidewalks are missing. Of note, no sidewalk is located on the south side of Buchanan Street between the eastern property line of the site and Puerto Rico Avenue to the west. Sidewalk is missing on the north side of Buchanan Street between 7th Street and Puerto Rico Avenue.

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MEMORANDUM

The Applicant, along with the developer of the adjacent townhouse project, proposes to construct new sidewalk on the south side of Buchanan Street along the property frontage. With the proposed sidewalk, sidewalks will be in place from the site to the nearest bus stops within ¼ mile of the site. As requested by DDOT, the Applicant will install a crosswalk and associated curb ramps on the east leg of the Buchanan Street/10th Street intersection.

MoveDC 2021 highlights policies and needs for pedestrians. The goal for pedestrian infrastructure is to have a safe, connected sidewalk on every street in the District. *MoveDC 2021* includes the following pedestrian strategies:

- Maintain a database of asset conditions,
- Use Complete Streets principles to make streets and sidewalks safer for all users,
- Develop new ways to measure the effectiveness of different modes in projects,
- Implement road diets to make streets safer,
- Make intersections safer for pedestrians,
- Increase public art on streets and sidewalks, especially art that improves safety,
- Expand street tree coverage,
- Improve walkability and pedestrian amenities with more car free zones and plazas,
- Maintain and update the ADA transition plan, and
- Build more trails in the Capital Trails Network.

MoveDC 2021 provides a Pedestrian Friendliness Index Map, which characterizes the walkability of an area based on sidewalk availability, building accessibility, and street network design. The subject site is located in a low walkability zone; however, it is surrounded by areas of moderate walkability.

Bicycle Facilities

MoveDC 2021 identifies the Priority Bicycle Network, which includes roadways with existing bicycle facilities, roadways for which bicycle facilities are proposed (both planned and funded), existing trails, and proposed trails (both planned and funded). Currently, no on-street bicycle lanes exist within ½ mile of the site. Portions of the Metropolitan Branch Trail (MBT) fall within ½ mile of the site. Within the vicinity of the site, the trail runs along John McCormack Road and terminates at Bates Road. *MoveDC* shows the extension of the MBT to the north through Fort Circle Park to the Fort Totten Metro Station. The extension is shown as a funded improvement. On-street bicycle facilities also are planned (but not funded) along South Dakota Avenue and 12th Street within ½ mile of the site.

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No Capital Bikeshare (CaBi) stations are located within ½ mile of the site. The *Draft Capital Bikeshare Development Plan Update (May 2020)* outlined a system-wide expansion plan. The Draft Plan estimates that 81 new stations could be added to the program while remaining within existing fiscal constraints. Simultaneously, the program would refurbish 194 stations and replace 2,533 bicycles either retired due to end-of-life or lost due to theft and vandalism. E-bikes would replace half of all bicycles retired at the end of their useful life.

The proposed station locations are identified as DDOT-planned stations or stations recommended by the CaBi project team. Stations recommended by the project team were classified as low priority or high priority. The zones for two new CaBi Stations overlap the ½ mile bike shed for the site. New CaBi stations are planned within a ¼ mile radius approximately centered on the intersection of 12th Street and Varnum Street and within a ¼ mile radius approximately centered on the intersection of Taylor Street and 2nd Street.

The Plan recommends five low priority stations and one high priority station within zones that lie entirely or partially within the ½ mile bike shed.

The existing and proposed bicycle network is shown on Figure 4.

Curbside Management

The existing curbside management is shown on Figure 5 and includes unrestricted parking along Buchanan Street and the streets to the north.

The proposed curbside management along the south side of Buchanan Street is shown on Figure 6. The parking is proposed to remain unrestricted; however, areas of no parking have been identified adjacent to the new private street intersections with Buchanan Street. In accordance with DDOT guidelines outlined in the *Design and Engineering Manual*, parking would be restricted for a distance of 40 feet approaching the intersections and 25 downstream of the intersections, as shown on Figure 6.

Safety Evaluation

According to DDOT's *2017 Vision Zero Data*, serious injuries decreased for nearly all modes of transportation, but compared to 2016, fatalities increased. No fatal crashes between 2014 and 2017 within ½ mile of the project were noted in the *Vision Zero Plan*.

The goal of Vision Zero is no fatalities and no serious injuries on the transportation system. In order to achieve the Vision Zero goal, the *Vision Zero Plan* identifies a number of strategies to improve safety. The strategies are categorized into four themes: 1) create safer streets, 2) protect vulnerable users, 3) prevent dangerous driving, and 4) be transparent and responsive.

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MEMORANDUM

The Applicant proposes to construct a new sidewalk along the property's Buchanan Street frontage, where a sidewalk currently is missing and will install a crosswalk where one currently is missing on the east leg of the Buchanan Street/10th Street intersection. Both improvements would further DDOT's Vision Zero goals by furthering strategies under the categories of creating safer streets and protecting vulnerable users.

SITE ACCESS

The site currently is served by two curb cuts (both 25 feet wide) on Buchanan Street that provide access to and egress from a circular driveway in front of the school. The existing curb cuts will be closed, and three new curb cuts are proposed on Buchanan Street. The western-most curb cut (24 feet wide) will provide access to the adjacent residential development. The middle curb cut (24 feet wide) will provide ingress and egress for school buses, the CDC's pick-up/drop-off (PUDO), and the majority of the school's parking. The middle curb cut also will provide access to the new residential development to the west. The eastern-most curb cut (20 feet wide) will provide access to and egress from the CDC's PUDO and visitor parking. The eastern curb cut will align opposite 10th Street NE.

As shown on Figure 7A, the PUDO for the CDC will occur in the front of the building. Parents will use the three short-term parking spaces located at the front of the building and will walk their children to/from the building. Staff will be located inside the building to escort the children once they are inside the building. School buses will pick-up and drop-off students at the rear of the building. While 12 to 15 total mini school buses transport students to and from the school, a maximum of eight school buses are expected to be on-site at any given time, based on past experience. The PUDO circle behind the school has been designed to accommodate eight mini school buses. Autoturn diagrams showing the bus circulation are provided in Attachment B.

Pedestrian access to the site will be provided via a new sidewalk along the property's Buchanan Street frontage. Sidewalks within the property will connect to the sidewalk along Buchanan Street, as shown on Figure 7A.

Vehicular Parking

Based on parking requirements prescribed in the 2016 Zoning Regulations (ZR16), a **minimum** of 37 parking spaces would be required for the school and CDC. A summary of the parking required is provided in Table 1. For comparative purposes, DDOT's preferred parking maximum also is provided in the table.

The Applicant is seeking special exception relief in accordance with Subtitle C §701.5 of ZR16 to allow the seven tandem spaces to count toward the 37-space parking requirement. Faculty and

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MEMORANDUM

staff of the school and CDC who typically arrive earlier and leave later would use the tandem spaces, allowing the use of the tandem spaces to be effectively managed.

Table 1
Vehicular Parking Summary

Required (per §701.5)	DDOT Preferred Maximum Parking (< ¼ mile from Priority Transit)	Provided
Private Education = 2 per 3 teachers/other employees + for high schools, either 1 for each 20 classroom seats or 1 for each 10 seats in the largest auditorium, gymnasium or area usable for public assembly, whichever is greater = $(2 \cdot 44) / 3 + 40 / 20 = 31$ spaces [†]	$\leq 90\%$ of ZR16 $\leq 0.9 \cdot 31$ ≤ 28	38 [‡]
Daytime care = 0.5 per 1,000 SF with a minimum of 1 space required = $0.5 \cdot (12,270 / 1,000) = 6$ spaces	$\leq 90\%$ of ZR16 $\leq 0.9 \cdot 6$ ≤ 5	
Total number of required spaces = 37	≤ 33	38
[†] Based on a maximum of 40 high school aged students, which was used as the maximum classroom size. [‡] Seven of the 38 spaces will be tandem spaces. Since tandem spaces are not zoning compliant, the Applicant is seeking relief from Subtitle C §701.5.		

Bicycle Parking

The Applicant also would be required to provide long-term and short-term bicycle parking. Long-term bicycle parking must be located on the first level below grade or on the ground floor of each building. Short-term bicycle parking is intended for use by visitors to the site and should be located within 120 feet of main entrances to the building. The required bicycle parking for the development is summarized in Table 2 below.

Short-term bicycle parking is proposed near the main entrance of the school, as shown on Figure 7A. Long-term bicycle parking will be provided on the ground floor, as required by ZR16, as shown on Figure 7B.

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Table 2
Bicycle Parking Summary

Long-term Bicycle Parking		Short-term Bicycle Parking	
Required (per §802.1)	Provided	Required (per §802.1)	Provided
Private School Education = 1 per 7,500 SF = 23,400/7,500 = 3 spaces	3 spaces	Private School = 1 per 2,000 SF = 23,400/2,000= 12 spaces	12 spaces
Daytime care = 1 per 10,000 SF = 12,270/10,000 = 1 space	1 space	Daytime care = 1 per 10,000 SF 12,270/10,000 = 1 space	2 spaces
Total = 4 spaces	4 spaces	13 spaces	14 spaces

Loading

Per §902.1, educational uses with less than 30,000 SF of GFA are not required to provide loading facilities. Likewise, daytime care uses with less than 30,000 SF of GFA also are not required to provide loading facilities.

The school estimates that it typically receives one to two deliveries per week (FedEx and Amazon), and mail is delivered daily. Trash is picked up at the school twice per week and recycling is picked up once per week.

The trash will be enclosed and located near the parking lot at the rear of the building. Trash trucks will use the same driveway and turn around as the buses. They will enter and exit the site front-first from the new private street that will be located along the west side of the school.

TRIP GENERATION

No increase in enrollment is proposed for the school or CDC. As such, the trip generation for the facility will be consistent with the trips generated by the facility prior to the pandemic. Since the enrollment at the facility has been substantially lower than normal during the pandemic, the trip generation for the facility was not based on actual traffic counts at the facility. Rather, site specific information provided by the Applicant was used to develop the trip generation for the facility.

As shown on Table 3, the AM and PM peak hours for the school and CDC combined occur from 8:00 to 9:00 AM and from 4:00 to 5:00 PM, respectively. The school and CDC together generate 92 AM and 75 PM peak hour vehicle trips.²

² Represents trip generation prior to the pandemic. Due to lower enrollment levels during the pandemic, the trip generation for the school and CDC currently is lower than that presented in Table 3.

MEMORANDUM

Table 3

The Kennedy School Peak Hour Trip Generation

COMPONENT	AM PEAK HOUR (7:00 – 8:00)			AM PEAK HOUR (8:00 – 9:00)			PM SCHOOL (2:30 – 3:30)			PM COMMUTER (4:00 – 5:00)			PM COMMUTER (5:00 – 6:00)			NOTES
	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	
Student Trip Generation (60 Students)																
person-trips	0	0	0	60	0	60	0	60	60	0	0	0	0	0	0	① ②
school bus person-trips	0	0	0	60	0	60	0	60	60	0	0	0	0	0	0	③
walk person-trips (8%)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
bike person-trips (2%)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
transit person-trips (0%)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
school bus trips	0	0	0	15	15	30	15	15	30	0	0	0	0	0	0	④
School Faculty/Staff Trip Generation (46 employees)																
person-trips	43	0	43	0	0	0	0	0	0	0	30	30	3	13	16	⑤
auto person-trips (75%)	32	0	32	0	0	0	0	0	0	0	23	23	3	10	13	⑥
walk person-trips (0%)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	⑥
bike person-trips (0%)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	⑥
transit person-trips (25%)	11	0	11	0	0	0	0	0	0	0	7	7	0	3	3	⑥
auto trips	32	0	32	0	0	0	0	0	0	0	23	23	3	10	13	⑦
Child Development Center Trip Generation (45 children)																
person-trips	16	16	32	29	29	58	0	0	0	22	22	44	23	23	46	⑧
auto person-trips (98%)	16	16	32	28	28	56	0	0	0	22	22	44	22	22	44	⑨
walk person-trips (2%)	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2	⑨
bike person-trips (0%)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	⑨
transit person-trips (0%)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	⑨
auto trips	16	16	32	27	27	54	0	0	0	22	22	44	21	21	42	⑩
Child Development Center Trip Generation (20 staff)																
person-trips	7	0	7	7	0	7	0	0	0	0	7	7	0	7	7	⑪
auto person-trips (90%)	6	0	6	6	0	6	0	0	0	0	6	6	0	6	6	⑫
walk person-trips (0%)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	⑫
bike person-trips (0%)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	⑫
rideshare person-trips (10%)	1	1	2	1	1	2	0	0	0	1	1	2	1	1	2	⑫
auto trips	7	1	8	7	1	8	0	0	0	1	7	8	1	7	8	⑦

Table 3 continued on next page

MEMORANDUM

Table 3 (continued)

The Kennedy School Peak Hour Trip Generation

COMPONENT	AM PEAK HOUR (7:00 – 8:00)			AM PEAK HOUR (8:00 – 9:00)			PM SCHOOL (2:30 – 3:30)			PM COMMUTER (4:00 – 5:00)			PM COMMUTER (5:00 – 6:00)			NOTES
	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	
Total Trip Generation																
person-trips	66	16	82	96	29	125	0	60	60	22	59	81	26	43	69	
<i>auto person-trips</i>	55	17	72	95	29	124	0	60	60	23	52	75	26	39	65	⑬
<i>walk person-trips</i>	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2	
<i>bike person-trips</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<i>transit person-trips</i>	11	0	11	0	0	0	0	0	0	0	7	7	0	3	3	
auto trips	55	17	72	49	43	92	15	15	30	23	52	75	25	38	63	
Notes																
<p>① 60 students typically are enrolled at the school. School begins at 8:45 AM.</p> <p>② Based on historical trends, very few students are absent from school. Therefore, no adjustment was made to account for absenteeism.</p> <p>③ All students arrive by school bus.</p> <p>④ The Office of State Superintendent of Education provides 12 to 15 buses for transport of students. The trip generation analysis conservatively assumes the upper end of the range.</p> <p>⑤ Of the 46 school employees, 43 work during the day and three work in the evenings. All daytime employees arrive between 7:00 and 8:00 AM. Approximately 70 percent depart between 4:00 and 5:00 PM and the remainder depart between 5:00 and 6:00 PM.</p> <p>⑥ 75% of faculty and staff drive to work; the remaining 25% take transit.</p> <p>⑦ No faculty/staff were assumed to carpool. Therefore, the number of vehicle trips is equal to the number of auto person-trips.</p> <p>⑧ Children enrolled in the CDC are dropped-off between 7:30 and 9:00 AM. Approximately 35% are assumed to be dropped off between 7:30 and 8:00 AM; the remaining 65% are assumed to be dropped off between 8:00 and 9:00 AM.</p> <p>⑨ 98% of children enrolled in the CDC are dropped off in a vehicle. One family (2%) walks their child to school. No families bike or take transit.</p> <p>⑩ One family has two siblings enrolled in the CDC. The number of auto trips was calculated based on an AVO of 1.023, which reflects a single family with two siblings.</p> <p>⑪ According to the CDC, some staff arrives at 7:30 AM, some staff arrives between 8:00 and 8:30 AM, and some staff arrives at 9:00 AM. For trip generation purposes, 35% was assumed to arrive between 7:00 and 8:00 AM, 35% was assumed to arrive between 8:00 and 9:00 AM and the remaining 30% would arrive after 9:00 AM. those that arrive at 7:30 AM leave between 4:00 and 4:30 PM, those that arrive between 8:00 and 8:30 AM depart between 5:00 and 5:30 PM, those that arrive at 9:00 AM depart at 6:00 PM.</p> <p>⑫ 90% of CDC staff arrive/depart by auto; 10% use rideshare.</p> <p>⑬ Includes rideshare trips and bus trips.</p>																

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TRANSPORTATION MANAGEMENT PLAN

Because no increase in enrollment for the CDC or school is proposed, no new vehicle trips would be generated by the site. However, to help facilitate ingress to, egress from, and the flow of traffic on campus and to reduce the impact of the school and CDC on the surrounding neighborhood, a Transportation Management Plan (TMP) will be implemented, as outlined below.

- *Transportation Coordinator* – The school and CDC will designate a TDM coordinator for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo. The TDM coordinator position may be part of other duties assigned to the individual.
- *Busing* – School students will continue to be bused to and from the facility.
- *Pedestrian Infrastructure* – The Applicant will install a sidewalk along the Buchanan Street frontage of the site to facilitate faculty, staff, parents, students, and children who live within walking distance of the school and CDC.
- *Bicycle Infrastructure* – The Applicant will install four long-term bicycle spaces on the ground floor of the building for faculty and staff who bike to school. Fourteen short-term bicycle spaces also will be provided outside the building for parents, students, and visitors who bike to the facility.
- *Service/Delivery Scheduling* – Trash service and deliveries will be scheduled at times that do not conflict with bus pick-up and drop-off.

CONCLUSIONS AND RECOMMENDATIONS

This memorandum provides an evaluation of potential transportation impacts associated with the reconstruction of the Kennedy School. Below is a summary of the findings of the evaluation.

1. Prior to the pandemic, the school enrollment approximately 60 students and the CDC enrolled 40 to 45 children. No change to enrollment for the school or CDC is proposed. As such, no new trips would be generated by the new facility.
2. A bus turnaround is proposed at the rear of the school to accommodate buses dropping off and picking up students. Access to and egress from the PUDO zone would be provided via a new private street. Eight buses can be accommodated simultaneously in the PUDO zone.

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MEMORANDUM

3. Pick-up and drop-off for the CDC would occur in the front of the building. Three short-term parking spaces would be available for parents who park and walk their children to/from the building. CDC staff will be stationed inside the building to escort children to/from classrooms.
4. The Applicant is seeking relief to allow seven tandem spaces to count toward the 37-space parking requirement. Faculty and staff of the school and CDC who typically arrive earlier and leave later would use the tandem spaces, allowing the use of the tandem spaces to be effectively managed.
5. The Applicant will install a new sidewalk along the property's Buchanan Street frontage where a sidewalk currently is missing. The Applicant also will install a crosswalk and associated curb ramps on the east leg of the Buchanan Street/10th Street intersection.
6. The Applicant will implement a TMP, as outlined herein, to ensure that the school and CDC will not have an adverse impact on the surrounding roadway network.

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FIGURES



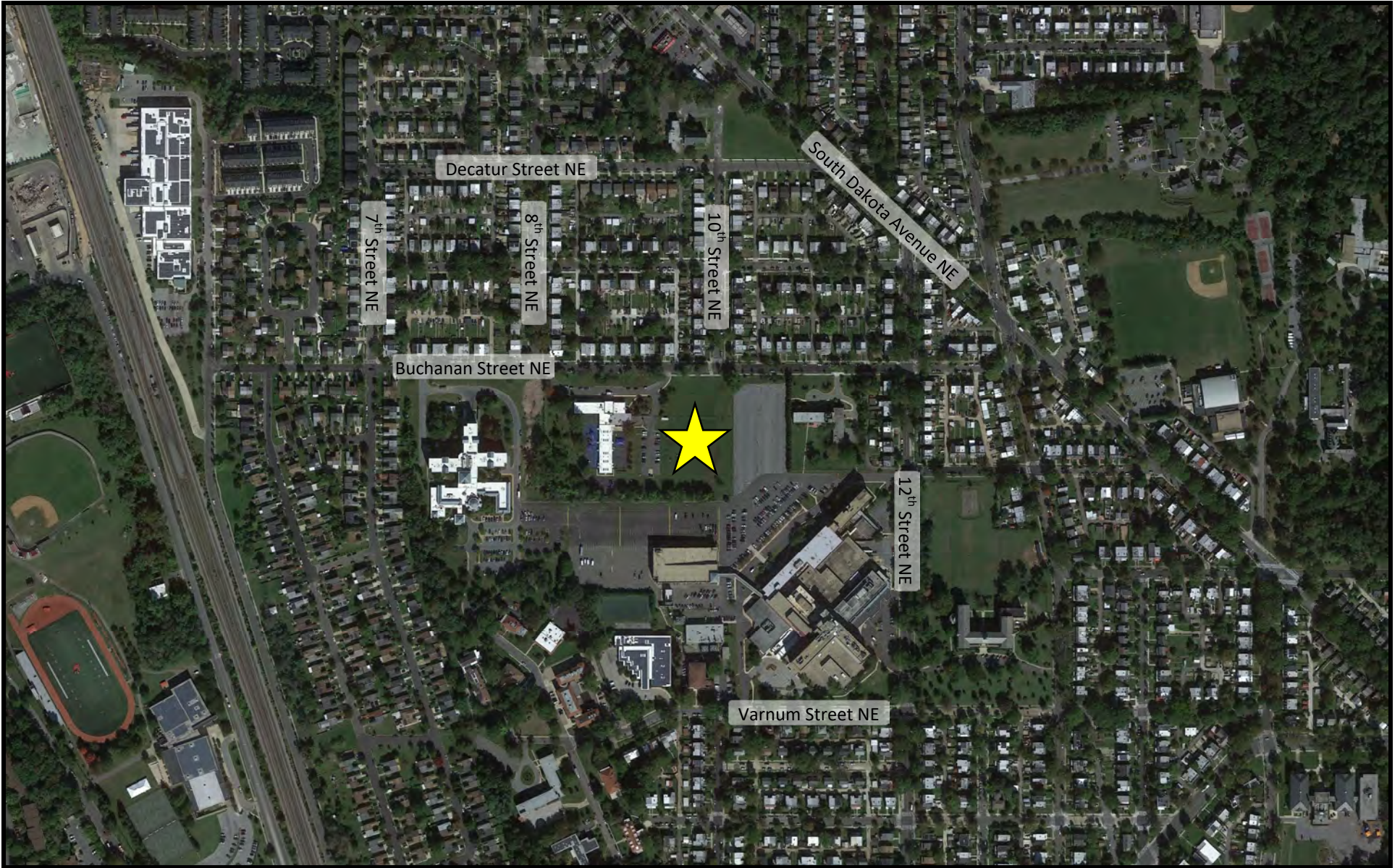



Figure 1
Site Location

 Site Location



NORTH

The Kennedy School
Washington, DC



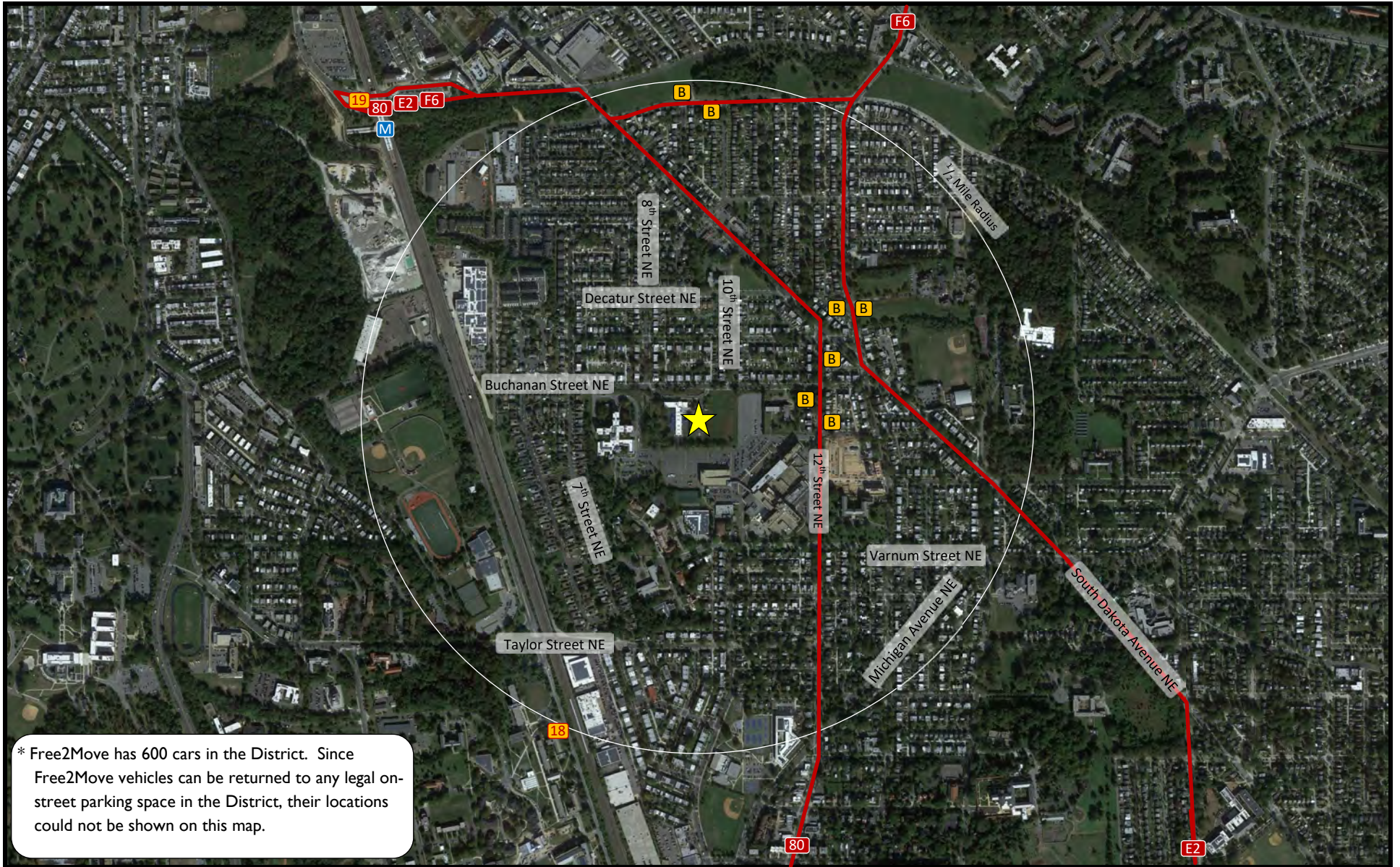






Figure 2
Multimodal Transportation Options

-  Site
-  Bus Stop
-  Metro Bus (Route Number)
-  Capital Bike Share (Number of Docks)



NORTH

The Kennedy School
Washington, DC

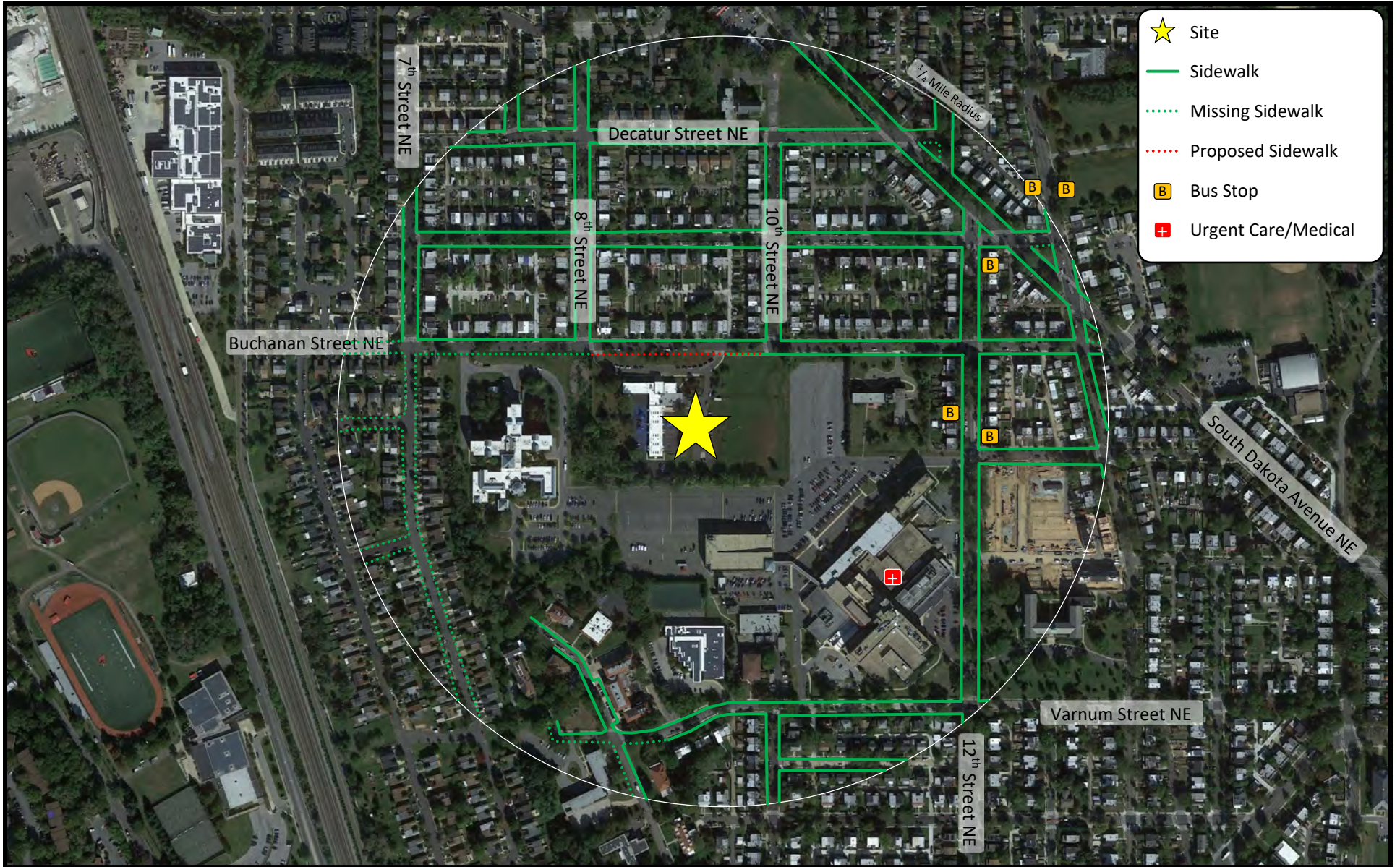


Figure 3
Quarter Mile Walkshed



NORTH

The Kennedy School
Washington, DC



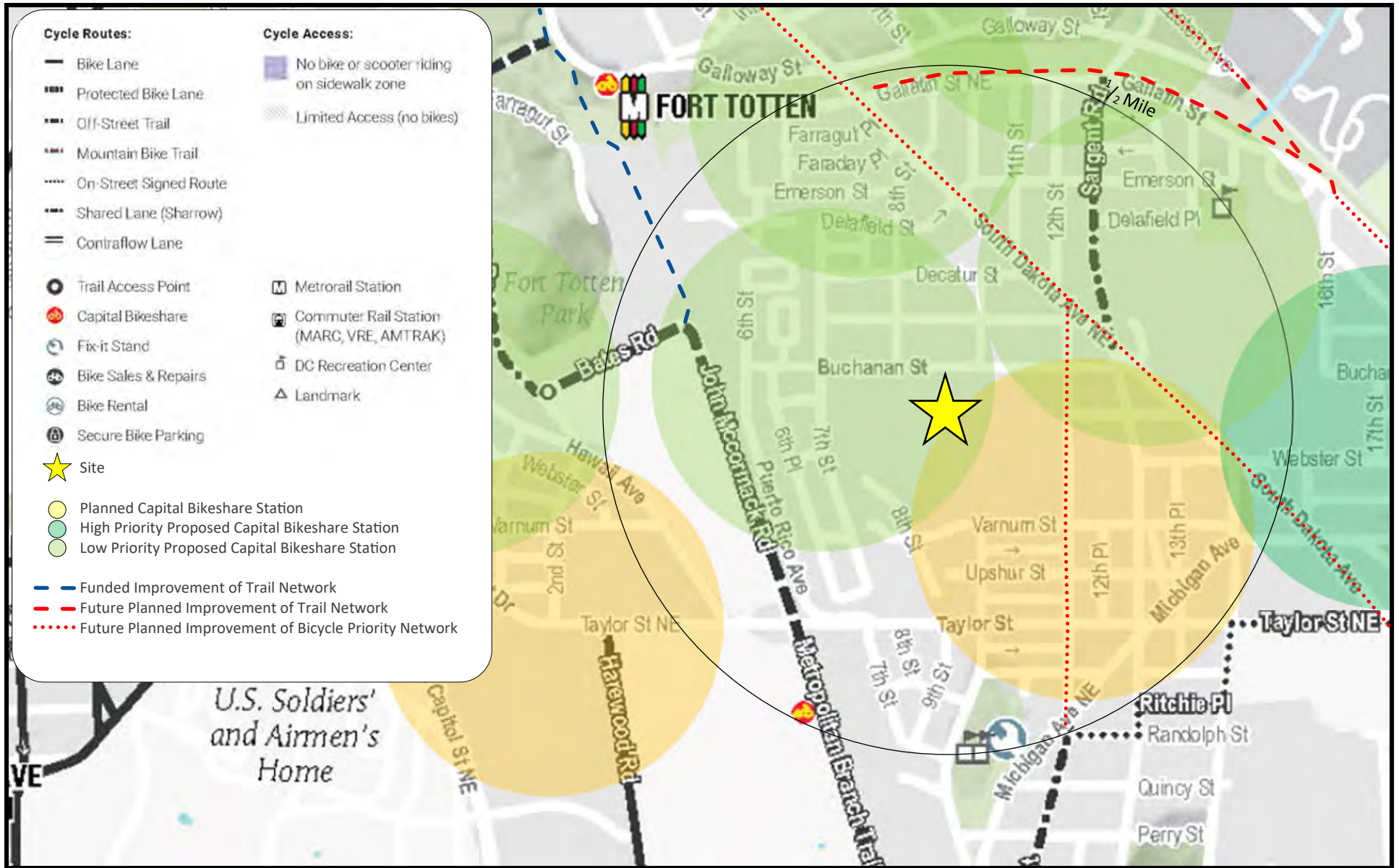


Figure 4
Half Mile Bikeshed



NORTH

The Kennedy School
Washington, DC



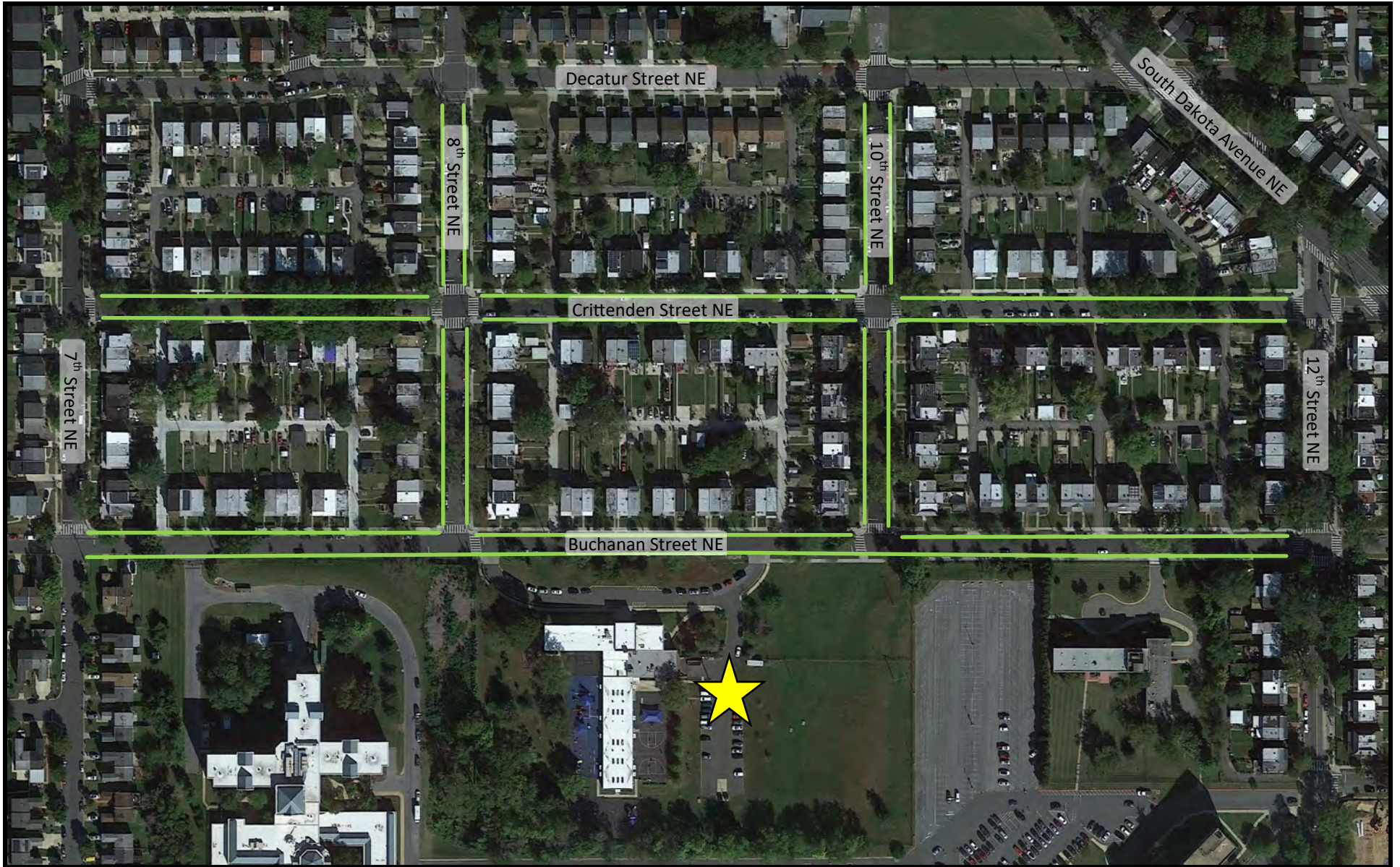


Figure 5
Existing Curbside Management

★ Site Location
— Unrestricted Parking





NORTH

The Kennedy School
Washington, DC





Figure 6
Proposed Curbside Management

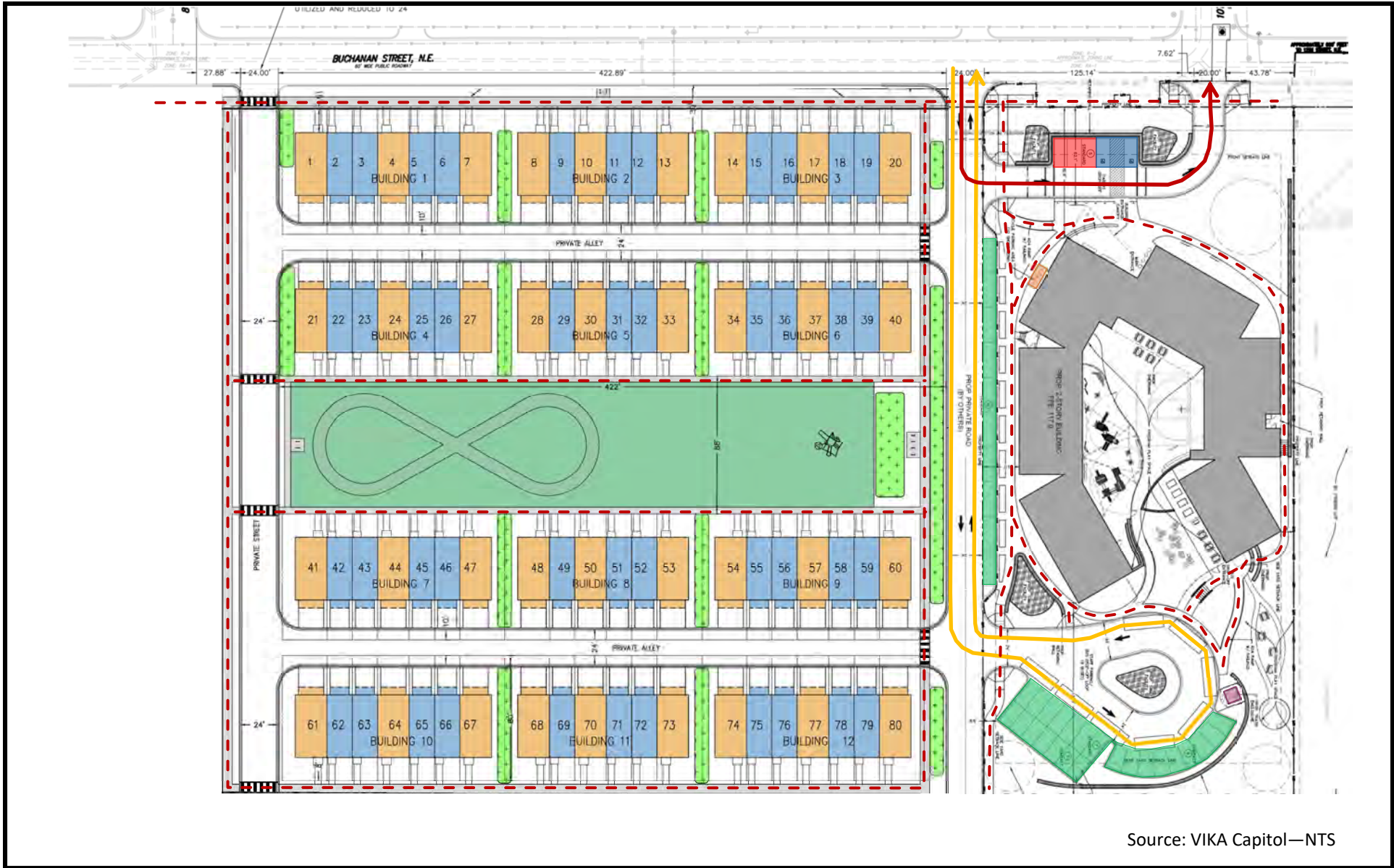
 Parking Spaces
 No Parking



NORTH

The Kennedy School
Washington, DC





Source: VIKa Capitol—NTS

Figure 7A
Proposed Site Circula. on

- ↔ CDC Pick-up/Drop-off Circulation
- ↔ School Bus Pick-up/Drop-off Circulation
- - Sidewalk

- CDC PUDO Spaces/Visitor Spaces
- ADA Spaces
- Staff Spaces
- Bicycle Parking
- Trash



NORTH

**The Kennedy School
Washington, DC**



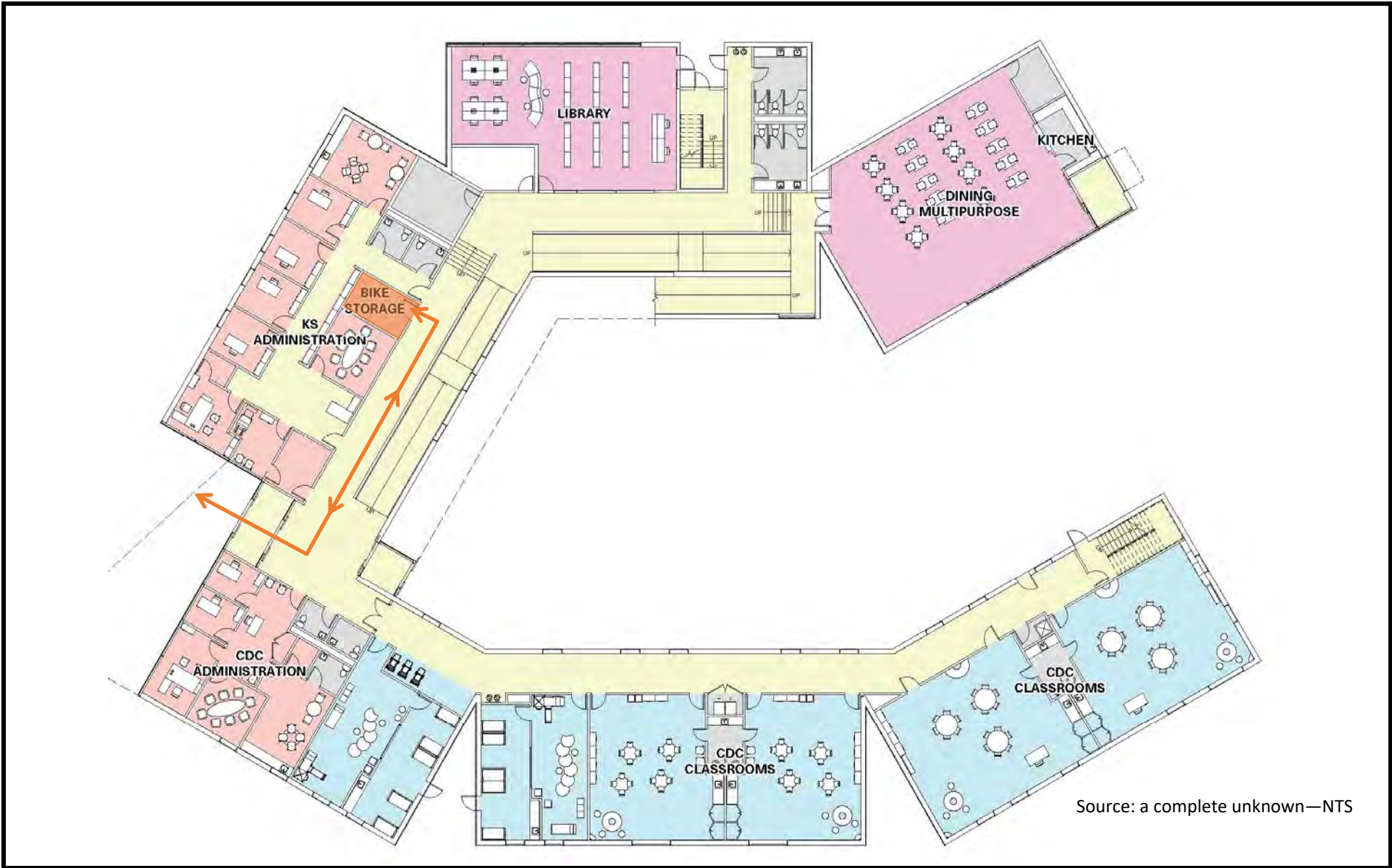


Figure 7B
Site Circulation—Bicycle

↔ Bicycle Circulation
 Bicycle Storage



NORTH

The Kennedy School
Washington, DC



APPENDIX A
SCOPING DOCUMENT

District Department of Transportation (DDOT) Comprehensive Transportation Review (CTR) Scoping Form



The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

Directions: The CTR Scoping Form contains study elements that an Applicant is expected to complete in order to determine the scope of the analysis. An Applicant should fill out this *Scoping Form* with a proposed scope of analysis commensurate with the requested action and submit to DDOT for review and concurrence. Accordingly, not all elements and figures identified in the *Scoping Form* are required for every action, and there may be situations where additional analyses and figures may be necessary. Once a completed Scoping Form is submitted, DDOT will provide feedback on the initial parameters of an appropriate analysis scope. DDOT’s turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the *Scoping Form* has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this Form within the study.

Scoping Information

Date(s) Scoping Form Submitted to DDOT: 4-14-22
DDOT Case Manager: Emma Blondin
Date(s) Scoping Form Comments Returned to Applicant: 5/11/22
Date Scoping Form Finalized: 7/28/22

Project Overview	Proposed Development Program
Project Name: 801 Buchanan Street	Use(s)
Case Type & No. (ZC, BZA, PSC, etc.): BZA Case #20749	Residential (dwelling units):
ANC/SMD: ANC 5A/SMD 5A03	Retail (square feet):
Applicant/Developer Name: Catholic Charities of the Archdiocese of Washington, Inc.	Office (square feet):
Transportation Consultant and Contact Info: Wells + Associates, Inc. Jami L. Milanovich; jlmilanovich@wellsandassociates.com; 202-556-1113	Hotel (rooms):
Land Use Counsel and Contact Info: Holland & Knight – Leila Batties (leila.batties@hklaw.com)	Other: Private School (approx. 60 students)/CDC (approx. 40-45 children)
Site Street Address: 801 Buchanan Street NE, Washington DC 20017	# of Vehicle Parking Spaces: 38, including 7 tandem spaces
Site Square & Block: PAR 0135, Lot 0071	# of Carshare spaces: NA
Current Zoning and/or Overlay District: RA-1	# of Electric Vehicle Stations: NA
Estimated Date of Hearing: TBD	# of Bicycle Parking Spaces (long- and short-term)
Small Area Plan (if applicable): n/a	Long-term: 4 spaces

Livability Study (if applicable): NA	Short-term: 10 spaces
Within ½ Mile of Metrorail or ¼ mile of Streetcar/Circulator/Priority Bus?: No	Loading Berths/Spaces: None

Documents to be Submitted to DDOT: Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.

- CTR Study** (100 or person total person trips, or 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)
- Transportation Statement** (limited scope based on specifics of project or if Low Impact Development Exemption from CTR and TIA is requested)
- Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)
- Other, specify:** _____
- Include one (1) hard copy of final report, PDF of report w/appendices, traffic analysis files, and traffic counts in DDOT-required spreadsheet format (total size of all digital files under 15 MB, if possible)

Existing Site and Description of Action: Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site.

The site is situated on Parcel 0135, Lot 0071 and is located along the south side of Buchanan Street NE between 8th Street and 10th Street NE (801 Buchanan Street NE). A site location map is included as **Figure 1**. The site currently is occupied by the Kennedy School, which is a private, non-profit academic and vocational school for students with physical and developmental disabilities, ages six to twenty-two years. The facility also includes a child development center (CDC). Prior to the pandemic, the school enrolled approximately 60 students and the CDC enrolled approximately 40-45 children. No change to enrollment is proposed.

The property is zoned RA-1. Under the proposed redevelopment, the existing school building would be razed, 81 new townhouses would be constructed (under a separate application), and a new Catholic Charities Education Center would be constructed.

The Applicant seeks special exception approval to permit a private school in the RA-1 zone (Subtitle U §420.1 and 203(m)) and to provide 31 compliant vehicle parking spaces in lieu of the 37 required (Subtitle C §701.5).

Prior Related Action(s), Conditions, and Commitments: Note any prior approvals by ZC, BZA, or PSC (Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.

There are no prior related zoning actions. However, a separate application (#20751) has been submitted for the residential component that will be located immediately adjacent to and west of the new school. The residential component will include 81 townhouses.

Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT’s standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT’s position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS															
<p>Site Access</p> <p>Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or closures are proposed.</p> <p><i>Access must be located off an adjacent existing or “paper” alley, otherwise off the lower volume street. Note any deviations from curb cut policies (DEM 31.5) w/justification and if Conceptual Approval by the Public Space Committee (PSC) has/is being sought. Subtitle I § 600-603 of ZR16 further restricts where curb cuts can be located.</i></p> <p><i>DDOT will not support curb cut design relief unless there is a clear hardship preventing a project from meeting all DDOT standards and other alternatives have been explored.</i></p> <p><i>All proposed private streets connecting to a public street must be built to DDOT standards and have a public access easement. Design of driveways and drive aisles on private property must comply with Subtitle C § 711 of ZR16.</i></p>	<p>The site currently is served by two 25’ wide curb cuts on Buchanan Street that provide access to and egress from a circular driveway in front of the school. The existing curb cuts will be closed and three new curb cuts are proposed on Buchanan Street. The western-most curb cut (24’ wide) will provide access to the adjacent residential development. The middle curb cut (24’ wide) will provide ingress and egress for school buses, the CDC’s drop-off/pick-up, and the majority of the school’s parking. The middle curb cut also will provide access to the new residential development to the west. The third (eastern) curb cut will provide access to and egress from the CDC’s drop-off/pick-up and visitor parking. The eastern curb cut is proposed to be 23’ wide and will align opposite 10th Street NE. The school’s site circulation is shown on Figure 2.</p> <p>Note that DDOT previously requested that 10th Street be extended through the site. Holland & Knight subsequently discussed the issue with Jonathan Rogers who indicated that the 10th Street connection no longer was sought. See attached email correspondence from Leila Batties summarizing the conversation.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Project Location Map – see Figure 1</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Site Circulation Plan – see Figure 2</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Plat for Site’s Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS) - see Figure 3</p>	<p>Applicant shall provide vehicular and pedestrian access to the south of the site, preferably directly through the two North-South private streets. DEM Policies 31.5(c)(d) require that interparcel connections be pursued to minimize impacts to public space. This project has not sufficiently improved connectivity to warrant PSD supporting the curb cuts to Buchanan Street. The site plan for the townhouses needs to be developed further and will likely result in additional comments from DDOT. DDOT recommends the Applicant participate in a PDRM as soon as possible and continue to coordinate with DDOT through the design process.</p> <p><i>Noted. The site plan for the townhouses has been updated to show two roadways connecting to the southern property line.</i></p> <p>DDOT Concur</p> <p>Sidewalks, street trees, and leadwalks need to be provided on the private streets. Private streets should be designed as close to DDOT standards as possible. Please note that if the private streets are not built to DDOT standards (in the DEM), DDOT cannot take them anytime in the future nor can DDOT maintain them.</p> <p><i>Noted.</i></p> <p>Curb cuts should be street cuts. Please include intersection site triangles for all new curb cuts. Truck/bus turning diagrams should also be provided for all curb cuts where heavy vehicles are anticipated</p>															
<p>Loading</p> <p>Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash</p>	<p>No loading is required for the project, as summarized below:</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #800000; color: white;"> <th>Use</th> <th>Min Berths</th> <th>Min S/D Spaces</th> <th>Prop Berths</th> <th>Prop S/D Spaces</th> </tr> </thead> <tbody> <tr> <td>Education (23,400 SF) None required for < 30kSF</td> <td>0</td> <td>0</td> <td>NA</td> <td>NA</td> </tr> <tr> <td>Daytime Care (12,270 SF) None required for < 30kSF</td> <td>0</td> <td>0</td> <td>NA</td> <td>NA</td> </tr> </tbody> </table>	Use	Min Berths	Min S/D Spaces	Prop Berths	Prop S/D Spaces	Education (23,400 SF) None required for < 30kSF	0	0	NA	NA	Daytime Care (12,270 SF) None required for < 30kSF	0	0	NA	NA	<p>Provide details regarding any loading and deliveries for the school.</p> <p><i>Noted. Autoturns will be provided in the Transportation Statement.</i></p> <p>DDOT Concur</p>
Use	Min Berths	Min S/D Spaces	Prop Berths	Prop S/D Spaces													
Education (23,400 SF) None required for < 30kSF	0	0	NA	NA													
Daytime Care (12,270 SF) None required for < 30kSF	0	0	NA	NA													

<p>vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix.</p> <p><i>DDOT requires head-in and head-out truck movements through public space (DEM 31.5) and that direct internal pedestrian connections be provided between retail bays and loading facilities. Note any proposed deviations or requested relief from ZR16 or DDOT standards with justification. If any relief is being sought then a Loading Management Plan (LMP) is required. A template LMP is provided in Appendix E.</i></p>	<p><input type="checkbox"/> Scoping Graphic: Location of loading area w/ internal building routing</p> <p><input type="checkbox"/> Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)</p>																			
<p>Vehicle Parking</p> <p>Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and any previous approvals. Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.).</p> <p><i>Review the DDOT Preferred Parking Rates (Table 2). If the total parking provision proposed exceeds the amount calculated using ratios in that table then the number of spaces should be reduced or substantial TDM / non-auto improvements be provided. If parking provision is significantly out of line with appropriate parking ratios, one way or the other, then mode split and trip generations estimates will be adjusted.</i></p> <p><i>Confirm whether ZR16 TDM Mitigations will be required, per Subtitle C § 707.3, for providing more than double the amount of required vehicle parking. Coordinate with the Zoning Administrator as early in the process as possible for an official determination.</i></p> <p><i>A TDM Plan is required for BZA parking reduction cases, per Subtitle C § 703.4. If relief is being requested from 5 or more spaces, then a Parking Occupancy Study is required (see Multi-Modal section).</i></p>	<p>The majority of the school parking (24 spaces) will be provided in a parking lot behind the school. Five spaces, to be used for CDC drop-off/pick-up and visitor parking are proposed in front of the school. Nine parallel spaces also are proposed along the private street adjacent to the school. The required and proposed parking is summarized below:</p> <table border="1" data-bbox="541 641 1528 1096"> <thead> <tr> <th>Required (per §701.5)</th> <th>DDOT Preferred Parking (< ¼ mile from Priority Transit)</th> <th>Provided</th> </tr> </thead> <tbody> <tr> <td>Private Education = 2 per 3 teachers/other employees + for high schools, either 1 for each 20 classroom seats or 1 for each 10 seats in the largest auditorium, gymnasium or area usable for public assembly, whichever is greater = $(2*44)/3 + 40/20 = 31$ spaces[†]</td> <td> $\leq 90\%$ of ZR16 $\leq 0.9 * 31$ ≤ 28 </td> <td rowspan="2">38[‡]</td> </tr> <tr> <td>Daytime care = 0.5 per 1,000 SF with a minimum of 1 space required = $0.5 * (12,270/1,000) = 6$ spaces</td> <td> $\leq 90\%$ of ZR16 $\leq 0.9 * 6$ ≤ 5 </td> </tr> <tr> <td>Total number of required spaces = 37</td> <td>≤ 33</td> <td>38</td> </tr> </tbody> </table> <p>[†] Calculation based on a maximum of 40 high school aged students, which was used as the maximum classroom size.</p> <p>[‡] Seven of the 38 spaces will be tandem spaces. Since tandem spaces are not zoning compliant, the Applicant is seeking relief from Subtitle C §701.5.</p> <p><input checked="" type="checkbox"/> Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT’s Preferred Vehicle Parking (Table 2)</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Off-Street Parking Locations (both on- and off-site) – see Figure 2</p>	Required (per §701.5)	DDOT Preferred Parking (< ¼ mile from Priority Transit)	Provided	Private Education = 2 per 3 teachers/other employees + for high schools, either 1 for each 20 classroom seats or 1 for each 10 seats in the largest auditorium, gymnasium or area usable for public assembly, whichever is greater = $(2*44)/3 + 40/20 = 31$ spaces [†]	$\leq 90\%$ of ZR16 $\leq 0.9 * 31$ ≤ 28	38 [‡]	Daytime care = 0.5 per 1,000 SF with a minimum of 1 space required = $0.5 * (12,270/1,000) = 6$ spaces	$\leq 90\%$ of ZR16 $\leq 0.9 * 6$ ≤ 5	Total number of required spaces = 37	≤ 33	38	<p>The proposed development is within ¼ mile of a priority transit route (Route 80). Please update DDOT Preferred Parking for less than ¼ mile from priority transit.</p> <table border="1" data-bbox="1627 609 1801 1047"> <tr> <td>¼ to ½ Mile from Metrorail OR Less than ¼ Mile from Priority Transit**</td> </tr> <tr> <td>80% Non-Auto</td> </tr> <tr> <td>0.35 or less spaces/unit ~1 per 3 units</td> </tr> <tr> <td>0.50 or less spaces/1,000 GSF ~1 per 5 employees</td> </tr> <tr> <td>0.45 or less spaces/1,000 GSF ~1 per 5 rooms</td> </tr> <tr> <td>1.25 or less spaces/1,000 GSF</td> </tr> <tr> <td>90% of § 701.5 or less</td> </tr> </table>	¼ to ½ Mile from Metrorail OR Less than ¼ Mile from Priority Transit**	80% Non-Auto	0.35 or less spaces/unit ~1 per 3 units	0.50 or less spaces/1,000 GSF ~1 per 5 employees	0.45 or less spaces/1,000 GSF ~1 per 5 rooms	1.25 or less spaces/1,000 GSF	90% of § 701.5 or less
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90% of § 701.5 or less																				
<p>Bicycle Parking</p> <p>Identify the locations of proposed bicycle parking and justify the amount of long- and</p>	<p>The long-term and short-term bicycle requirements are summarized below:</p>	<p>Provide graphic with the location of all the bicycle parking.</p>																		

<p>short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16.</p> <p><i>Long-term bicycle parking spaces must be easily accessible from building lobby or located in the parking garage level closest to the ground floor. Lockers and showers must be included with non-residential long-term bicycle storage rooms, per Subtitle C § 806. Provide calculations for required lockers and showers.</i></p> <p><i>Short-term bicycle parking must be accommodated by installing inverted U-racks along the perimeter of the site in the 'furniture zone' of public space, near the site entrance(s).</i></p>	<table border="1" data-bbox="537 123 1478 418"> <thead> <tr> <th colspan="2">Long-term Bicycle Parking</th> <th colspan="2">Short-term Bicycle Parking</th> </tr> <tr> <th>Required (per §802.1)</th> <th>Provided</th> <th>Required (per §802.1)</th> <th>Provided</th> </tr> </thead> <tbody> <tr> <td>Private School Education = 1 per 7,500 SF = 23,400/7,500 = 3 spaces</td> <td>3 spaces</td> <td>Private School = 1 per 2,000 SF = 23,400/2,000= 12 spaces</td> <td>12 spaces</td> </tr> <tr> <td>Daytime care = 1 per 10,000 SF = 12,270/10,000 = 1 space</td> <td>1 space</td> <td>Daytime care = 1 per 10,000 SF 12,270/10,000 = 1 space</td> <td>2 spaces</td> </tr> <tr> <td>Total = 4 spaces</td> <td>4 spaces</td> <td>13 spaces</td> <td>14 spaces</td> </tr> </tbody> </table> <p><input type="checkbox"/> Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms – graphic to be included in Transportation Statement</p>	Long-term Bicycle Parking		Short-term Bicycle Parking		Required (per §802.1)	Provided	Required (per §802.1)	Provided	Private School Education = 1 per 7,500 SF = 23,400/7,500 = 3 spaces	3 spaces	Private School = 1 per 2,000 SF = 23,400/2,000= 12 spaces	12 spaces	Daytime care = 1 per 10,000 SF = 12,270/10,000 = 1 space	1 space	Daytime care = 1 per 10,000 SF 12,270/10,000 = 1 space	2 spaces	Total = 4 spaces	4 spaces	13 spaces	14 spaces	<p>Noted. A graphic showing the bicycle parking will be included in the Transportation Statement.</p>
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<p>Streetscape and Public Realm</p> <p>Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs.</p> <p><i>DDOT expects new developments to rehabilitate the streetscape between the curb and property line and meet all public space design standards. Streetscape must meet ADA requirements and ensure nothing impedes accessible curb access or pedestrian circulation.</i></p> <p><i>Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.</i></p> <p><i>A summary of public space best practices is provided in Section 1.5. DDOT standards are documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).</i></p>	<p>The proposed curb cuts and existing street trees along Buchanan Street are shown on Figure 2. More detailed public space plans will be shared as the plans move forward and are further developed.</p> <p><input type="checkbox"/> Scoping Graphic: Preliminary Public Space Concept</p>	<p>Applicant shall provide access to the south of the site, preferably directly through the north-south private streets. The site plan for the town houses and school needs to be developed further and will likely result in additional comments from DDOT. DDOT recommends the Applicant participate in a PDRM as soon as possible and continue to coordinate with DDOT through the design process.</p> <p>Sidewalks, street trees, and leadwalks need to be provided on the private streets. Private streets should be designed as close to DDOT standards as possible.</p> <p>Noted.</p> <p>extend sidewalk westward along south side of Buchanan from 10th Street to the west side of 8th Street and install all missing curb ramps and crosswalks at those two intersections.</p> <p>Noted.</p>																				
<p>Sustainable Transportation Elements</p> <p>Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in</p>	<p>NA</p>	<p>DDOT encourages the inclusion of EV charging stations at a rate of at least 1 per 50 spaces.</p> <p>Noted.</p>																				

<p>parking garage so that additional EV stations can be provided later.</p> <p><i>DDOT recommends 1 per 50 vehicle spaces be served by an EV station. DDOT encourages providing car share spaces on-site to reduce the ZR16 parking requirement and support non-car ownership lifestyles.</i></p>		
<p>Heritage, Special, and Street Trees</p> <p>Heritage Trees are defined as having a circumference of 100 inches or more and are typically located on private property. They are protected by the District’s Tree Canopy Protection Amendment Act of 2016 and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit.</p> <p><i>Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Work w/the UFD Ward Arborist to determine if there are Heritage or Special Trees on-site that must be preserved and if Tree Preservation or Relocation Plans are required.</i></p> <p><i>Conduct an inventory of existing and missing street trees within a 3-block radius of the site (design standards are in DEM 37.5). Identify any opportunities for UFD or the Applicant (as part of the mitigations package) to install missing treeboxes and street trees.</i></p>	<p>Three heritage trees are located on site that will be relocated to the school site to the east. The urban forester for the project currently is working on a tree relocation plan. More detailed information will be provided when the plan is complete.</p> <p><input type="checkbox"/> Scoping Graphic: Street Tree Inventory Study Area - See Figure 4 (Landscape Plan) for the location of the heritage trees</p>	<p>As per the previous set of comments, Heritage trees are still involved. Revised plans show 3 Heritage Trees to be relocated and 2 Heritage Trees to be preserved in place so it would be best if they coordinated with UFD ASAP. The scoping document states they are working on a preservation/relocation plan with a Certified Arborist so please share the following UFD contact information to ensure that the team is headed in the right direction with regard to trees on their property as well as on adjacent properties.</p> <p>Sam Doan, Urban Forester – Tree Preservation/Relocation @sam.doan@dc.gov Ranjit Babra, Urban Forestry – Ward 5 @Babra, Ranjit (DDOT)</p> <p>Noted.</p> <p>Also legislation has been introduced that will protect large trees in public space - https://lims.dccouncil.us/Legislation/B24-0677. We currently use the same process used for the private property (i.e. preservation plans, etc) so this legislation will make that requirement official. Just reached out to my colleagues for an update on the status. But just wanted you to be aware there are Heritage/Special sized street trees on Buchanan so once the law passes they too will be protected.</p> <p>Noted.</p>

Section 2: TRAVEL ASSUMPTIONS		
CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>Mode Split</p> <p>Provide mode split assumptions with sources and justification. Sources of data could</p>	<p>Site specific trip generation rates will be used for the school and CDC. The mode splits for the school and CDC are based on information provided by the Kennedy School and are summarized below:</p>	<p>DDOT concurs with the mode split assumptions. This site is not as over parked as the townhouses, so an</p>

include the most recent *Census Transportation Planning Products (CTPP)* the 2005 WMATA Development-Related Ridership Survey, or previous planning studies and CTRs. Note that the walking mode share will account for internal trip synergies for mixed use developments.

Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

The agreed upon mode split assumptions may not be revised between scoping and CTR submission without DDOT concurrence.

Mode	School		CDC	
	Faculty/Staff	Students	Faculty/Staff	Students
Auto	75%	--	90%	99%
TNC	--	--	10%	--
School Bus	--	100%	--	--
Transit	25%	--	--	--
Walk	--	--	--	1%
Bike	--	--	--	--

adjustment to the modesplit is not needed like with the adjacent project.

Noted.

Scoping Table: Mode Split Assumptions

Trip Generation

Provide site-generated person trip generation estimates, utilizing the most recent version of ITE *Trip Generation Manual* or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Modes include transit, bicycle, walk, and automobile.

DDOT TripsDC tool will be used to determine trip generation estimates for residential-over-retail projects (see Section 2.2.4 for parameters).

Auto occupancy rates by travel purpose published in the 2017 National Household Travel Survey should be used when calculating person trips based on suburban vehicle trip data in *Trip Generation Manual* (see Table 3).

Adjustments to trip generation may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

Pass-by rates in the District are minimal and should only apply to major retail-dominant destinations, grocery stores, and gas stations. An adjusted pass-by/diverted trips methodology should be developed if

Site specific trip generation rates will be used for the school and CDC. based on information provided by the Kennedy School The multi-modal trip generation is summarized below:

		AM PEAK HOUR (7:00-8:00)			AM PEAK HOUR (8:00-9:00)			PM PEAK HOUR (2:30-3:30)			PM PEAK HOUR (4:00-5:00)			PM PEAK HOUR (5:00-6:00)		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
School																
Students (60):	person-trips	0	0	0	60	0	60	0	0	0	0	0	0	0	0	0
	Adjustment for absentees	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total person-trips	0	0	0	60	0	60	0	0	0	0	0	0	0	0	0
	School bus auto person-trips 100%	0	0	0	60	0	60	0	0	0	0	0	0	0	0	0
	walk person-trips 0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	bike person-trips 0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	transit person-trips 0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	students/bus 4.00															
	School bus trips	0	0	0	15	15	30	15	15	30	0	0	0	0	0	0
School																
Faculty and Staff (46):	person-trips	43	0	43	0	0	0	0	0	0	0	30	30	3	13	16
	auto person-trips 75%	33	0	33	0	0	0	0	0	0	23	23	3	10	13	
	walk person-trips 0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	bike person-trips 0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	transit person-trips 25%	11	0	11	0	0	0	0	0	0	8	8	1	4	4	
	faculty/veh 1.0															
	auto trips	33	0	33	0	0	0	0	0	0	23	23	3	10	13	
CDC																
Students (45):	person-trips	16	16	32	29	29	58	0	0	0	23	23	45	23	23	45
	Siblings commuting together	0	0	0	-1	-1	-1	0	0	0	0	0	0	-1	-1	-1
	Adjustment for absentees	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sub-total person-trips	16	16	32	28	28	57	0	0	0	23	23	45	22	22	44
	auto person-trips 99%	16	16	32	27	27	54	0	0	0	23	23	46	21	21	42
	walk person-trips 1%	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
	bike person-trips 0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	transit person-trips 0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	student/veh 1.0															
	auto trips	16	16	32	27	27	54	0	0	0	23	23	46	21	21	42
CDC																
Faculty and Staff (20):	person-trips	7	0	7	7	0	7	0	0	0	0	7	7	0	7	7
	auto person-trips 90%	6	0	6	6	0	6	0	0	0	0	6	6	0	6	6
	walk person-trips 0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	bike person-trips 0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	rideshare person-trips 10%	1	1	2	1	1	2	0	0	0	1	1	2	1	1	2
	faculty/veh 1.0															
	auto trips	6	0	6	6	0	6	0	0	0	6	6	0	6	6	
Sub-total Existing Trips																
	person-trips	66	16	82	96	29	125	0	60	60	23	60	82	26	42	68
	auto person-trips	56	17	73	94	28	122	0	60	60	24	53	77	25	38	63
	walk person-trips	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2
	bike person-trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	transit person-trips	11	0	11	0	0	0	0	0	0	8	8	1	4	4	
	auto trips	55	16	71	48	42	90	15	15	30	23	52	75	24	37	61

- Notes:
- School starts at 8:45 AM and dismisses at 2:45 PM.
 - School faculty/staff arrive between 7:30 and 8:00 AM. 70% leave at 4:00 PM; the remainder leave after.
 - CDC students are dropped off between 7:30 and 9:00 AM and are picked up between 4:00 and 6:00 PM.
 - CDC staff arrives at 7:30, 8:00, and 9:00 AM. Staff departs at 4:30, 5:00, and 6:00 PM.

Be sure to include these trips as Background Traffic in the study for the townhouses.

Noted. The school's trips will be included in the background traffic forecasts for the townhouse traffic study.

<p>development is not located on a road classified as arterial or higher.</p> <p>The agreed upon trip generation methodology may not be revised between scoping and CTR submission without DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.</p>	<p><input checked="" type="checkbox"/> Scoping Table: Multi-Modal Trip Gen Summary (w/mode split and applicable reductions, as appropriate)</p>	
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/Section 3: MULTI-MODAL NETWORK EVALUATION

A CTR study is required if the project generates at least 100 peak hour person trips or 25 vehicle trips in the peak direction (highest of inbound or outbound) in any study period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, they may be taken in the TIA, as appropriate, if a study is triggered. Analyses in the Multi-Modal Network Evaluation section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

The requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, the total vehicle parking supply below level expected within ¼ mile of Metrorail Station (see Table 2), maximum 100 parking spaces, an Enhanced TDM Plan is implemented, site access and loading design are acceptable, there is a complete pedestrian network in the vicinity of the site, and meets all ZR16 bike parking and locker/shower requirements. Additional criteria may be found in the Low Impact Development Exemption section of *Guidance for CTR*.

<p>CATEGORY & GUIDELINES</p>	<p>CONSULTANT PROPOSAL</p>	<p>DDOT COMMENTS</p>
<p>Strategic Planning Elements</p> <p>Identify relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in scoping form any recommendations from these documents relevant to the development proposal.</p> <p>The evaluation will consider at least the following high level/District-wide documents:</p> <ul style="list-style-type: none"> • MoveDC and its relevant modal elements • DDOT Livability Study (relevant to the project) • OP Small Area Plans (relevant to the project) • DC Highway Plan (shown on official plat) • District of Columbia Comprehensive Plan • Vision Zero Action Plan • Capital Bikeshare Development Plan • Washington Metropolitan Area Transit Authority’s (WMATA) Metrorail and Metrobus Plans 	<p>The following relevant studies will be utilized for the Transportation Statement:</p> <ul style="list-style-type: none"> • DDOT Design and Engineering Manual • District of Columbia Zoning Regulations of 2016 • District of Columbia Pedestrian Master Plan • District of Columbia Bicycle Master Plan • DDOT Public Realm Design Guide • MoveDC Plan • SustainableDC Plan • Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the National Capitol Region Transportation Research Board) 	<p>Note that the DEM states one of the core principals is emphasizing network connectivity. This should be applied to the site design providing connectivity to the south from Buchanan.</p> <p><i>Noted. The site plan for the townhouse development has been updated to provide vehicular and pedestrian connectivity to the south.</i></p>

<ul style="list-style-type: none"> • DDOT Corridor studies (e.g., Transit Development Plan, Streetscape Design Plans and Guidelines) <p><i>Details on additional relevant plans and studies may be provided by the DDOT Case Manager.</i></p>		
<p>Pedestrian Network</p> <p>Evaluate the condition of the existing pedestrian network and forecast the project’s impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, whether facilities meet DDOT and ADA standards, and whether pedestrian signal timings are adequate (within vehicle study area).</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and major activity centers.</i></p>	<p>A discussion of the existing pedestrian facilities will include an approximate ¼ mile radius of the center of the site. Specific information will be provided regarding major pedestrian generators and destinations. Additionally, relevant information from MoveDC will be included. A graphic depicting the ¼ mile walk shed will be provided in the Transportation Statement.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Pedestrian Study Area w/Walking Routes to Transit, Schools, Activity Centers</i></p>	<p>Be sure to include pedestrian network within the entire combined site with the townhouse site.</p> <p><i>Noted.</i></p> <p>Sidewalks, street trees, and leadwalks need to be provided on the private streets. Private streets should be designed as close to DDOT standards as possible. And connections to the future east-west street south of the property should be constructed.</p> <p><i>Noted.</i></p>
<p>Bicycle Network</p> <p>Evaluate the condition of the existing bicycle network and forecast the project’s impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Bikeshare station demand data can be obtained from the <i>CaBi Tracker</i> website.</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities.</i></p> <p><i>Note where bike lanes conflict with access to the site or on-street loading movements associated with the project.</i></p> <p><i>If a CaBi station is currently located along the site frontage, the Applicant must assume the station will stay in place after the development has been constructed and must be designed in the public space plans. If it is not physically possible to stay in place, then DDOT expects the Applicant to demonstrate this hardship, propose a viable alternative location, and fund the station relocation. The minimum size of a new CaBi station is 19 docks with 12 bikes.</i></p>	<p>A discussion of the existing and proposed bicycle facilities within the ½ mile radius of the proposed development will be provided. Relevant information from MoveDC will be included. A graphic showing the ½ mile bike shed will be included in the Transportation Statement.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Bicycle Study Area w/Bicycling Routes to Transit, Schools, Activity Centers</i></p>	<p>DDOT concurs.</p>

<p>Transit Network</p> <p>Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). For Metrorail stations, refer to the 2009 WMATA <i>Station Site and Access Planning Manual</i>, as well as various station capacity studies.</p> <p><i>Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and WMATA buses.</i></p> <p><i>All existing bus stops and shelters must be accommodated during construction, assumed to be returned to the original location after construction, and designed into the public space plans. If a bus stop and/or shelter must be moved then the Applicant will fund the relocation and obtain approval from DDOT and WMATA for the new location. Applicant must fund the electrification of all new or relocated shelters.</i></p>	<p>The nearest Metro Station (Fort Totten Metro Station) is located approximately 0.7 miles northwest of the site. The Fort Totten Metro Station provides access to the Metro Red, Yellow, and Green Lines. There are also Metrobus Route stops within ¼-mile of the site that provide access to the Fort Totten Metro Station.</p> <p><input type="checkbox"/> Scoping Graphic: Study Area with Adjacent Routes and Stations</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Screenshots from DDOT transit maps showing where the site falls within buffers from Metrorail and Priority Transit – See Figures 5A and 5B</p>	<p>DDOT concurs.</p>
<p>Safety Analysis</p> <p>Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area.</p> <p><i>Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. Depending on the results of the TIA, DDOT may require improvements to nearby intersections previously identified as having known safety issues.</i></p>	<p>DDOT’s Vision Zero Action Plan will be reviewed and any intersections surrounding the site that have been identified as high crash locations will be noted along with any recommendations in the area.</p>	<p>DDOT concurs, but notes that a qualitative analysis of safety should be included in the CTR.</p> <p>The CTR for the townhouse development will include a qualitative safety analysis.</p>
<p>Curbside Management</p> <p>Propose a curbside management plan that is consistent with current DDOT policies and practices. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, commercial loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal.</p> <p><i>Note that the preliminary curbside management plan will not be approved by DDOT during the zoning process. Applicant must submit a more detailed signage and</i></p>	<p>Discussion of curbside management will be included in the Transportation Statement. Graphics depicting the existing and proposed conditions will also be provided.</p> <p>A graphic showing curbside designations will be provided in the Transportation Statement.</p>	<p>Include a curbside management plan for both Buchanan Street NE and the private streets.</p> <p>Noted. Curbside Management Plans will be included in the Transportation Statement.</p>

<p>marking plan via TOPS for formal review and approval by DDOT-PGTD during public space permitting. DDOT expects the Applicant to fund the installation of multi-space meters on blocks where meters are required.</p>	<p><input type="checkbox"/> Scoping Graphic: Existing Curbside Designations (min. 2 block radius of site)</p>	
<p>Pick-Up and Drop-Off Plan This plan is required for all schools and daycares with 20 or more students. It may also be required for churches, hotels, or any other use expected to have significant pick-up and drop-off operations, as necessary. The plan will identify pick-up and drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles is not impeded and queueing does not occur through the pedestrian realm. <i>DDOT will require this plan for schools and daycares currently in operation even if the relief requested from the BZA is not related to a student cap increase.</i></p>	<p>Proposed pick-up drop-off plan for the school and CDC will be included in the Transportation Statement.</p>	<p>DDOT Concur. Be sure to include both a graphic and narrative of how school PUDO procedures will occur. Noted. A graphic and narrative describing the PUDO process for the school will be included in the Transportation Statement.</p>
<p>On-Street Parking Occupancy Study This analysis is required if BZA relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a ZC or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. <i>Vehicle parking occupancy counts will be collected hourly during periods of peak demand. These are typically the weekday evening period (6-10 PM) for residential developments, weekday morning period (7-9 AM) if within ¼ mile of Metrorail, and weekend peak periods if there is a commercial component. Parking availability must be assessed a maximum of 2 blocks in each direction from the site, unless otherwise agreed upon. Also include inventory of off-street parking garages in vicinity of site.</i></p>	<p>NA</p>	<p>DDOT concurs. N/A</p>
<p>Parking Garage Queueing Analysis If site contains 150 or more vehicle parking spaces <u>and</u> direct access to a public street, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance and ramps can properly process vehicles without queueing onto public streets. Provide proposed parking supply, queueing</p>	<p>NA</p>	<p>DDOT concurs. N/A</p>

analysis, and physical controls to parking area, if applicable.		
<p>Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT-PGTD approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, etc.).</p>	NA	DDOT concurs. N/A

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more peak hour vehicle trips in the peak direction (higher of either inbound or outbound vehicles in any study peak period), after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. Applicable reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. Additional guidance on selecting study intersections is provided in DEM 38.3.2.</p> <p><i>Turning Movement Counts (TMC) will be collected in 15-minute increments during the weekday morning (6:30 AM to 9:30 AM) and evening (4:00 PM to 7:00 PM) peak periods on Tuesdays through Thursdays during non-holiday weeks, while schools and Congress are in session, the Fed govt is not in a shutdown, and weather is not an issue, unless otherwise agreed upon. Saturday mid-day peak period (generally 11:00 AM to 1:00 PM) will be studied if development program is retail-heavy. TMCs will include vehicles, pedestrians, bicyclists, and % truck traffic.</i></p>	<p>The redeveloped school and CDC will not increase in size and number of students/staff; therefore, no TIA will be provided.</p>	<p>DDOT concurs. TIA does not need to be completed for the Kennedy School site, but should be included as background traffic in the CTR/TIA for the townhouse site.</p> <p><i>Noted. The site trips associated with the school will be included in the background traffic forecasts in the CTR for the townhouse development.</i></p>

<p><i>TMCs will be collected at all existing site driveways and reported as existing conditions in trip generation summary.</i></p> <p><i>Previously collected TMCs may be used if they are less than 2 years old at the time of study submission. DDOT may require counts be refreshed once TMCs reach 3 years old or if a major transportation or land use change occurs. A growth rate will be applied to TMCs older than 12 months to create present year Existing Conditions.</i></p>		
<p>TIA Study Scenarios</p> <p>Propose an appropriate set of scenarios to analyze. Note the anticipated build-out year and project phasing. Analysis scenarios to be considered:</p> <ul style="list-style-type: none"> ● Existing Conditions (Current Year) ● Background Conditions (No-Build) ● Total Future Conditions (With Development) ● Total Future Conditions (With Development and Mitigation) ● Additional Scenarios For Each Phase, as necessary ● Total Future Conditions (+5 Years), as required ● Long Range +20 Years Planning Scenario, as required 	<p>NA</p>	<p>DDOT concurs. N/A</p>
<p>TIA Methodology</p> <p>Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. SimTraffic (10 simulations averaged) should be used to further evaluate an observed queueing issue and determine a solution, as necessary.</p> <p><i>DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.</i></p> <p><i>Merge/weave/diverge analysis is required if any of the study intersections include a highway, freeway, or Interstate ramp (DEM</i></p>	<p>NA</p>	<p>DDOT concurs. N/A</p>

<p>38.3.5.3). HCS software should be used for this analysis.</p>		
<p>Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments.</p>	<p>No improvements are known within the study area.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Locations of background transportation network improvements</i></p>	<p>As part of the Providence Hospital redevelopment project there is an east-west roadway proposed just south of the Catholic Charities/Kennedy School properties. Both of these 801 Buchanan projects should provide vehicular and pedestrian connections to that future road. In the interim, construct roadway and sidewalk stubs up to the property line that can be plugged into the street later.</p> <p><i>Noted. Two of the proposed roadways through the site will be extended to the southern property line to ultimately connect to the roadway network constructed as part of the Providence Hospital redevelopment.</i></p>
<p>Local Traffic Growth List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year.</p>	<p>NA</p>	<p>DDOT concurs. N/A</p>
<p>Regional Traffic Growth Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOC model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide.</p>	<p>NA</p>	<p>DDOT concurs. N/A</p>

<p>Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Growth rates based should be based on DDOT historical data from 10+ years, if available. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network.</p>		
<p>Trip Distribution Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network.</p> <p><i>Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions.</i></p> <p><i>The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without concurrence by DDOT Case Manager.</i></p> <p><i>Given the District’s urban context and grid network, a small portion of trips (up to 5% of trips through an intersection) may be re-routed from their original routes to an alternate route due to traffic congestion.</i></p>	<p>NA</p>	<p>DDOT concurs. N/A</p>
<p>Section 5: MITIGATION</p>		
<p>The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT’s Significant Impact Policy, DDOT’s approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that may ultimately be proposed. Any mitigation strategies discussed and included in the <i>Scoping Form</i> are considered non-binding until formally evaluated in the study and committed to as part of a related action.</p>		
<p>CATEGORY & GUIDELINES</p>	<p>CONSULTANT PROPOSAL</p>	<p>DDOT COMMENTS</p>

<p>DDOT Significant Impact Policy</p> <p><u>Vehicle Parking Supply</u> DDOT considers a high parking provision as an ‘impact’ that needs to be mitigated since it is a permanent site feature that encourages additional driving and yield vehicle trips in the future that were not contemplated in the study. Appropriate mitigations include reducing vehicle parking, implementing substantive TDM strategies, off-site non-automotive network upgrades, and making monetary contributions to DDOT for non-auto improvements. See Table 2 to determine if a site is over-parked based on land use and distance to transit.</p> <p><u>Capacity Impacts at Intersections</u> All site-generated vehicular impacts to the transportation network during study peak hours must be mitigated, per DEM 38.3.5, if any of the following occur:</p> <ul style="list-style-type: none"> ● Degradation of an approach or intersection to LOS E or F or intersection v/c ratio increases to 1.0 or greater from Background to Total Future Conditions. ● If an approach or intersection exceeds LOS E or F or movement/lane group exceeds 1.0 v/c ratio under Background Conditions then an increase in delay or v/c ratio by 5% or more under Total Future Conditions. ● If 95th percentile vehicle queuing length exceeds available capacity of approach or turn lane under Total Future Conditions. ● If 95th percentile queue length of an approach or turn lane increases by 150 feet or more from Background to Total Future Conditions. 	<p>NA</p>	<p>DDOT concurs. N/A</p>
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<p>DDOT Approach to Mitigation</p> <p>DDOT’s approach to mitigation is to first establish optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action’s impact, reducing on-site vehicle parking, implementing TDM measures, making upgrades to the pedestrian, bicycle, and transit networks to encourage use of non-automotive modes, or monetary contribution to DDOT for non-auto improvements must be proposed. Only when these options are exhausted will DDOT consider capacity-increasing changes to the roadway network because such changes often have detrimental impacts on non-automotive travel and are often contrary to the District’s multi-modal transportation goals.</p>	<p>NA</p>	<p>DDOT concurs. N/A</p>
<p>Transportation Demand Management (TDM)</p> <p>A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. TDM strategies are also an integral part of the District’s transportation options. As such, a Baseline TDM plan is required in all CTRs regardless of impacts to the network. An Enhanced Plan or greater is required if the site is over-parked per Table 2 or there are roadway impact identified. Sample TDM plans by land use and tier can be found in Appendix C.</p> <p><i>Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user (i.e., employee, faculty, resident, visitor, etc.).</i></p>	<p>A Transportation Demand Management Plan for the school will be provided in the Transportation Statement.</p>	<p>DDOT concurs.</p>
<p>Performance Monitoring Plan (PMP)</p> <p>DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for schools expected to have a significant</p>	<p>NA</p>	<p>DDOT concurs. Likely N/A but will be determined during the review of the townhouse CTR & school PUDO plan.</p> <p>Noted.</p>

<p>amount of single occupancy vehicle trips or very large developments.</p> <p>The monitoring plan will establish thresholds for new trips a project can generate, define post-completion evaluation criteria and methodology, determine the frequency of reporting, and establish potential remediating measures (e.g., adjust trip caps or implement additional TDM strategies).</p> <p><i>Document any existing performance monitoring Plans in effect and any proposed changes.</i></p>		
<p>Roadway Operational and Geometric Changes</p> <p>Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. All proposed changes in traffic control must be conducted following the procedures outlined in the <i>Manual of Uniform Traffic Control Devices (MUTCD)</i>.</p> <p><i>Note any preliminary ideas being considered.</i></p>	<p>NA</p>	<p>DDOT concurs. N/A</p>

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING

<p>CATEGORY & GUIDELINES</p>	<p>CONSULTANT PROPOSAL</p>	<p>DDOT COMMENTS</p>
<p>ANC Discussions and Feedback</p> <p>Provide an update on the status of Community Benefits Agreement, any ANC concerns, or other concerns expressed by the community.</p>	<p>The Applicant met with the ANC SMD Commissioner on 4/8/22. No specific transportation comments related to the school were made.</p>	<p>Please keep DDOT in the loop as conversations evolve with community and if there are any items proposed within DDOT public space.</p> <p><i>Noted.</i></p>
<p>Miscellaneous Items for Discussion</p> <p>These items could include relevant on-going discussions with other agencies and stakeholders or seeking direction other types of analyses to be included (i.e., traffic calming proposal, TOPP, TMP).</p>		<p>Due to the connection to the 801 Buchanan Street NE project, this site and project team should continue to be involved in PDRMs and design discussions about the full property redevelopment.</p> <p>There are connectivity, parking, and piece-meal development concerns identified throughout the DDOT comments. This needs to be discussed with the Applicant and OP.</p>

		<p>The site plan has not been developed further than originally shown at a meeting with DDOT and OP in August 2021 despite many comments and concerns voiced by DDOT and OP staff about further coordinating these two 801 Buchanan projects with the Providence Hospital Redevelopment.</p> <p>The site plan for the townhome development has been revised to show connectivity to the south via two private roadways.</p>
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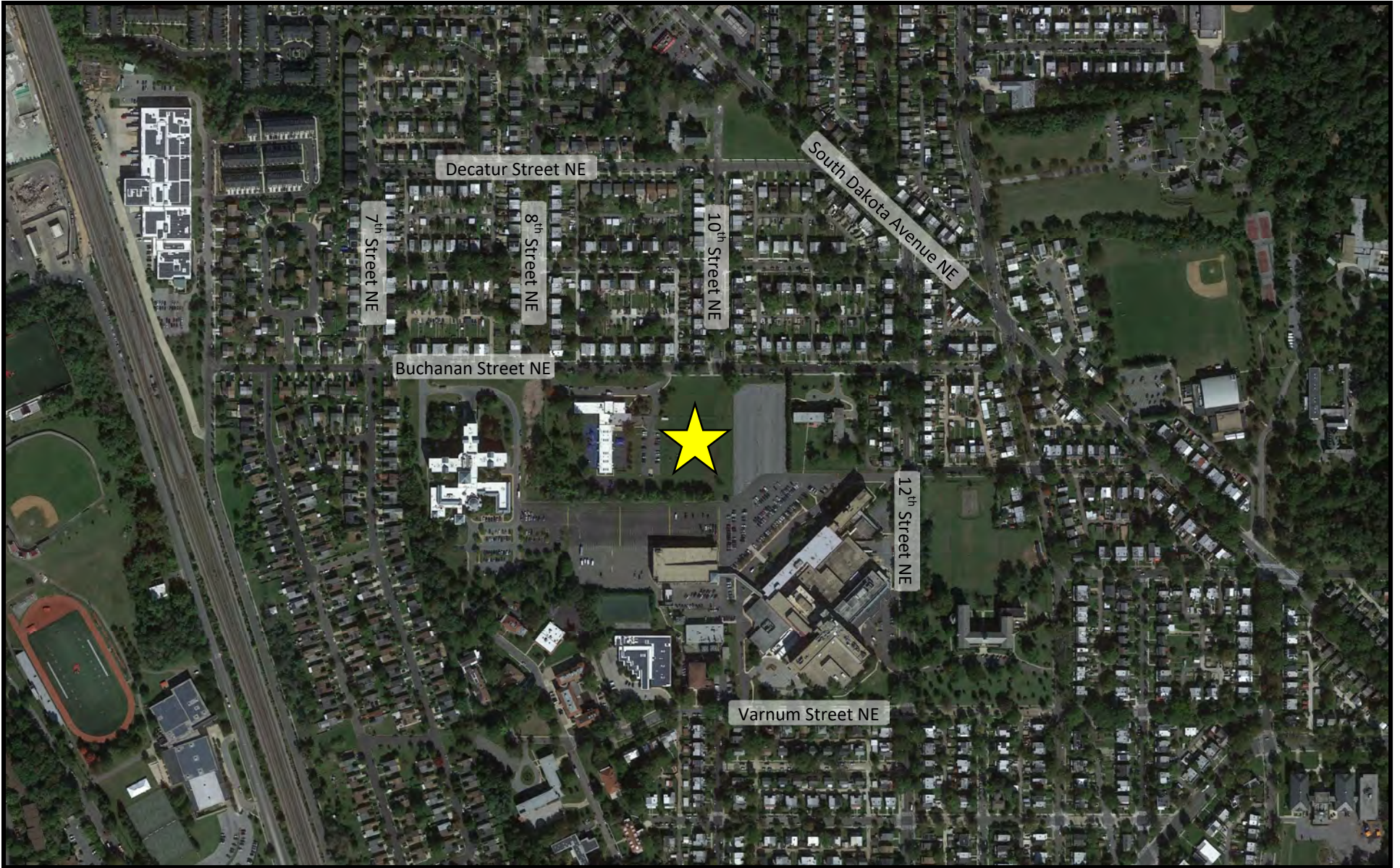



Figure 1
Site Location

 Site Location



NORTH

The Kennedy School
Washington, DC



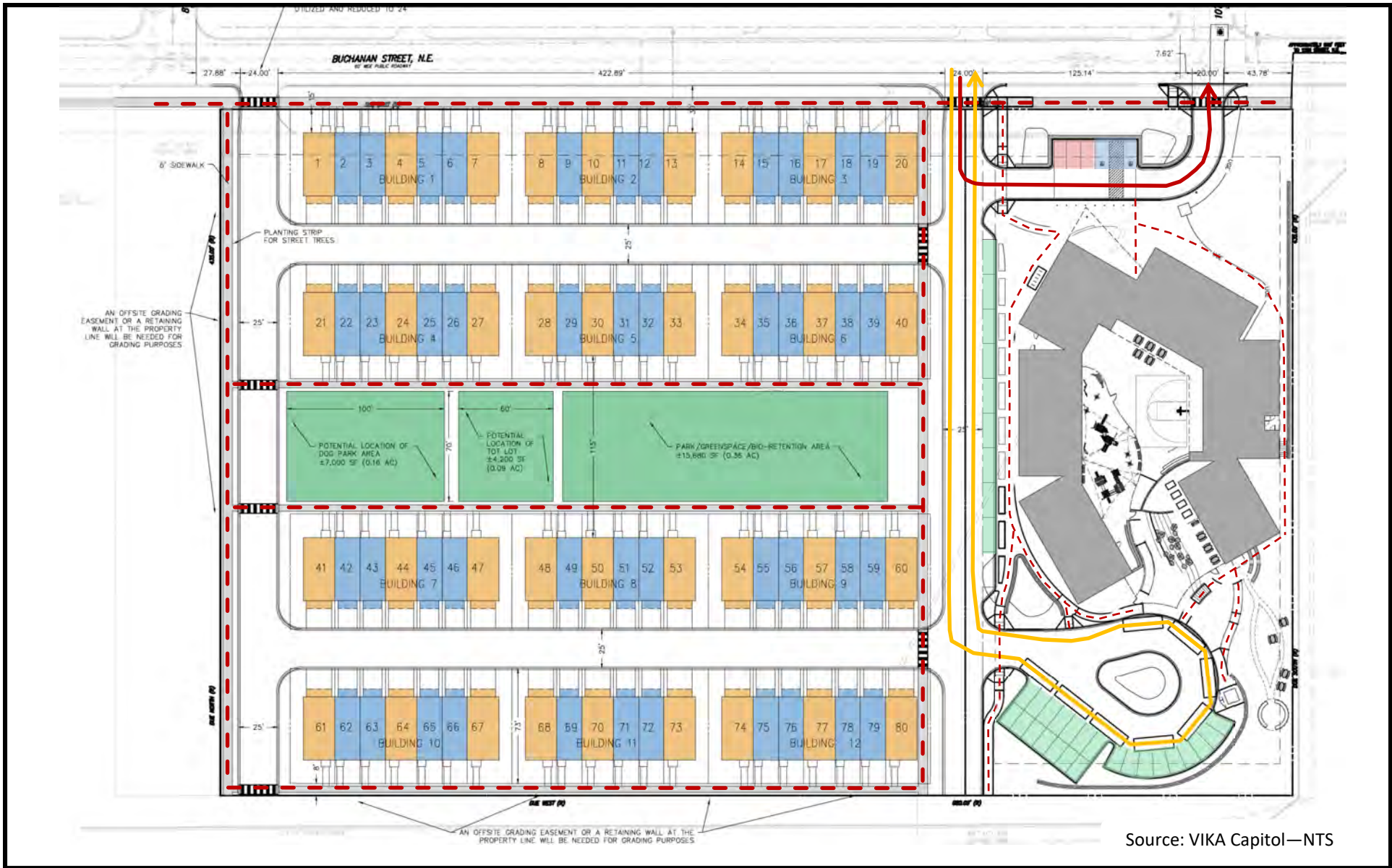


Figure 2
Proposed Site Circulation

- ↔ CDC Pick-up/Drop-off Circulation
- ↔ School Bus Pick-up/Drop-off Circulation
- - - Sidewalk

- CDC PUDO Spaces/Visitor Spaces
- ADA Spaces
- Staff Spaces



NORTH

**The Kennedy School
Washington, DC**



DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C., June 1, 2021

Plat for Building Permit of: SQUARE 3894 Lot 812 & Parcel 135 / 71

Scale: 1 inch = 60 feet

Recorded in Book A & T Page 3675 - H (Lot 812)
Book A & T Page 3439 - S (Parcel 135 / 71)

Receipt No. 21-05518 Drawn by: A.S.

Furnished to: BRIAN J. RUHL

"I hereby certify that the dimensions and configuration of the lot(s) herein depicted are consistent with the records of the Office of the Surveyor unless otherwise noted, but may not reflect actual field measurements. The dimensions and configuration of A&T lots are provided by the Office of Tax and Revenue and may not necessarily agree with the deed description(s)."

Anup Shrestha
for Surveyor, D.C.

I hereby certify that on this plat on which the Office of the Surveyor has drawn the dimensions of this lot, I have accurately and completely depicted and labeled the following:

- 1) all existing buildings and improvements - including parking spaces, covered porches, decks and retaining walls over four feet above grade, and any existing face-on-line or party wall labeled as such, well as projections and improvements in public space - with complete and accurate dimensions;
 - 2) all proposed demolition or raze of existing buildings duly labeled as such, all proposed buildings and improvements - including parking spaces, covered porches, decks and retaining walls over four feet above grade, any existing face-on-line or party wall labeled as such, as well as projections and improvements in public space and the improvements used to satisfy pervious surface or green area ratio requirements - with complete and accurate dimensions, in conformity with the plans submitted with building permit application _____; and
 - 3) any existing chimney or vent on an adjacent property that is located within 10 feet of this lot.
- I also hereby certify that:
- 1) my depiction on this plat, as detailed above, is accurate and complete as of the date of my signature hereon,
 - 2) there is no elevation change exceeding ten feet measured between lot lines, or if so, this elevation change is depicted on a site plan submitted with the plans for this permit application;
 - 3) I have/ have not (circle one) filed a subdivision application with the Office of the Surveyor;
 - 4) I have/ have not (circle one) filed a subdivision application with the Office of Tax & Revenue; and
 - 5) if there are changes to the lot and its boundaries as shown on this plat, or to the proposed construction and plans as shown on this plat, that I shall obtain an updated plat from the Office of the Surveyor on which I will depict all existing and proposed construction and which I will then submit to the Office of the Zoning Administrator for review and approval prior to permit issuance.
- The Office of the Zoning Administrator will only accept a Building Plat issued by the Office of the Surveyor within the two years prior to the date DCRA accepts a Building Permit Application as complete. I acknowledge that any inaccuracy or errors in my depiction on this plat will subject any permit or certificate of occupancy issued in reliance on this plat to enforcement, including revocation under Sections 105.6(1) and 110.5.2 of the Building Code (Title 12A of the DCMR) as well as prosecution and penalties under Section 404 of D.C. Law 4-164 (D.C. Official Code §22-2405).

Signature: _____ Date: _____

Printed Name: _____ Relationship to Lot Owner: _____

If a registered design professional, provide license number _____ and include stamp below.

BUCHANAN STREET, N.E.

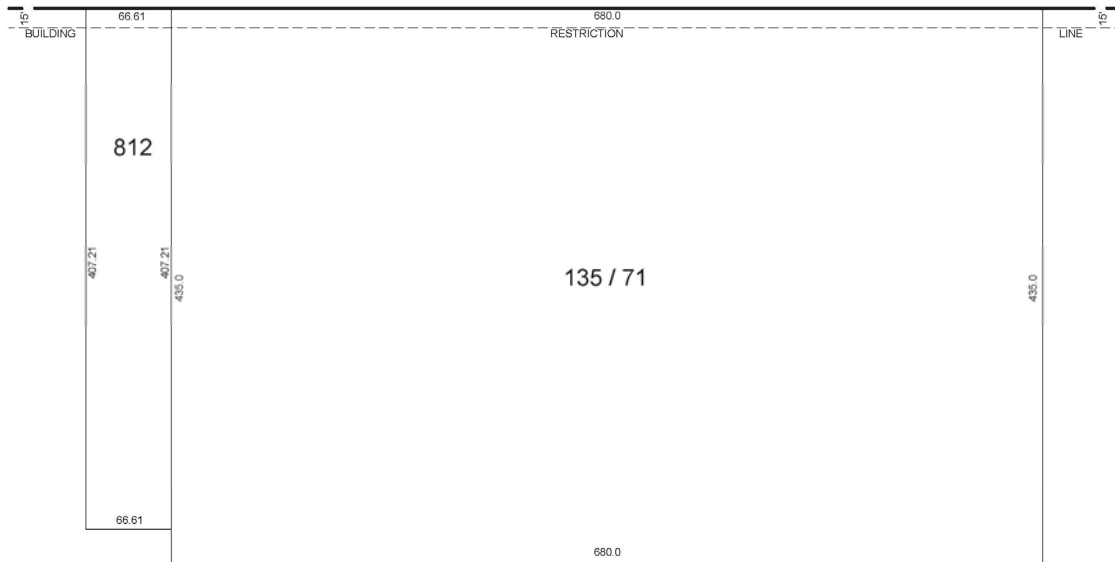


Figure 3
Site Plat



NORTH

The Kennedy School
Washington, DC



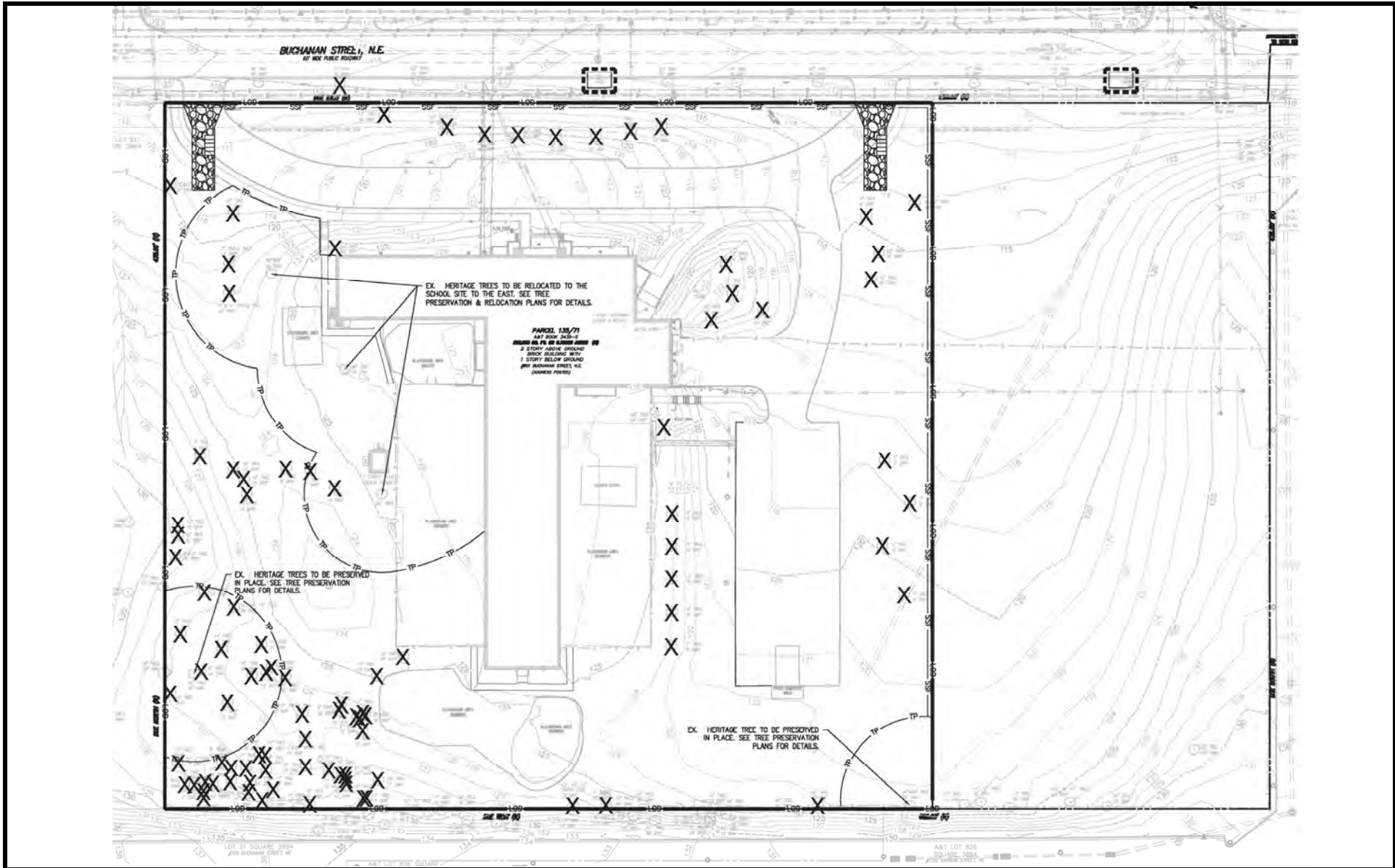


Figure 4
Landscape Plan



NORTH

The Kennedy School
Washington, DC



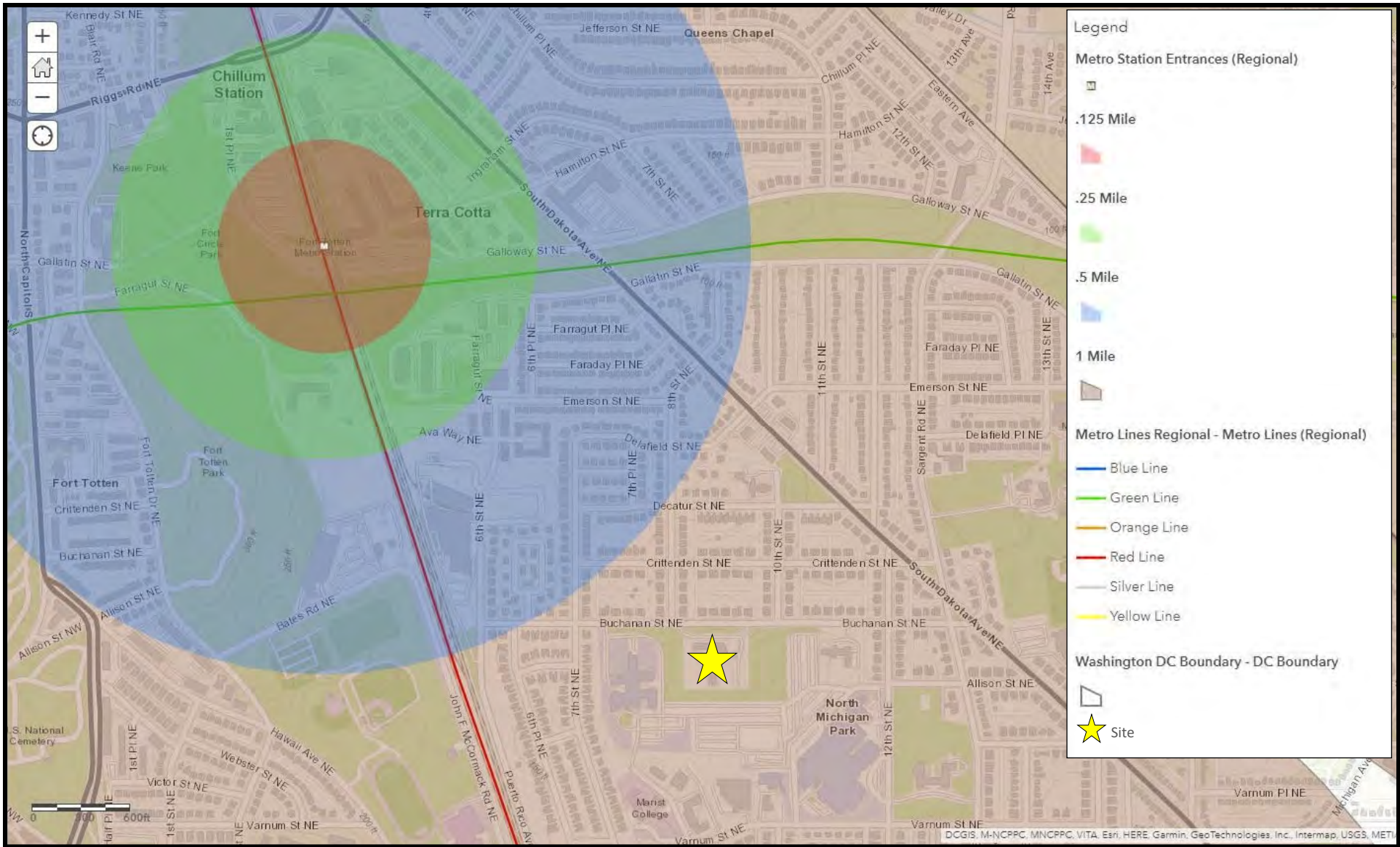


Figure 5A
Metrorail Map



NORTH

**The Kennedy School
Washington, DC**



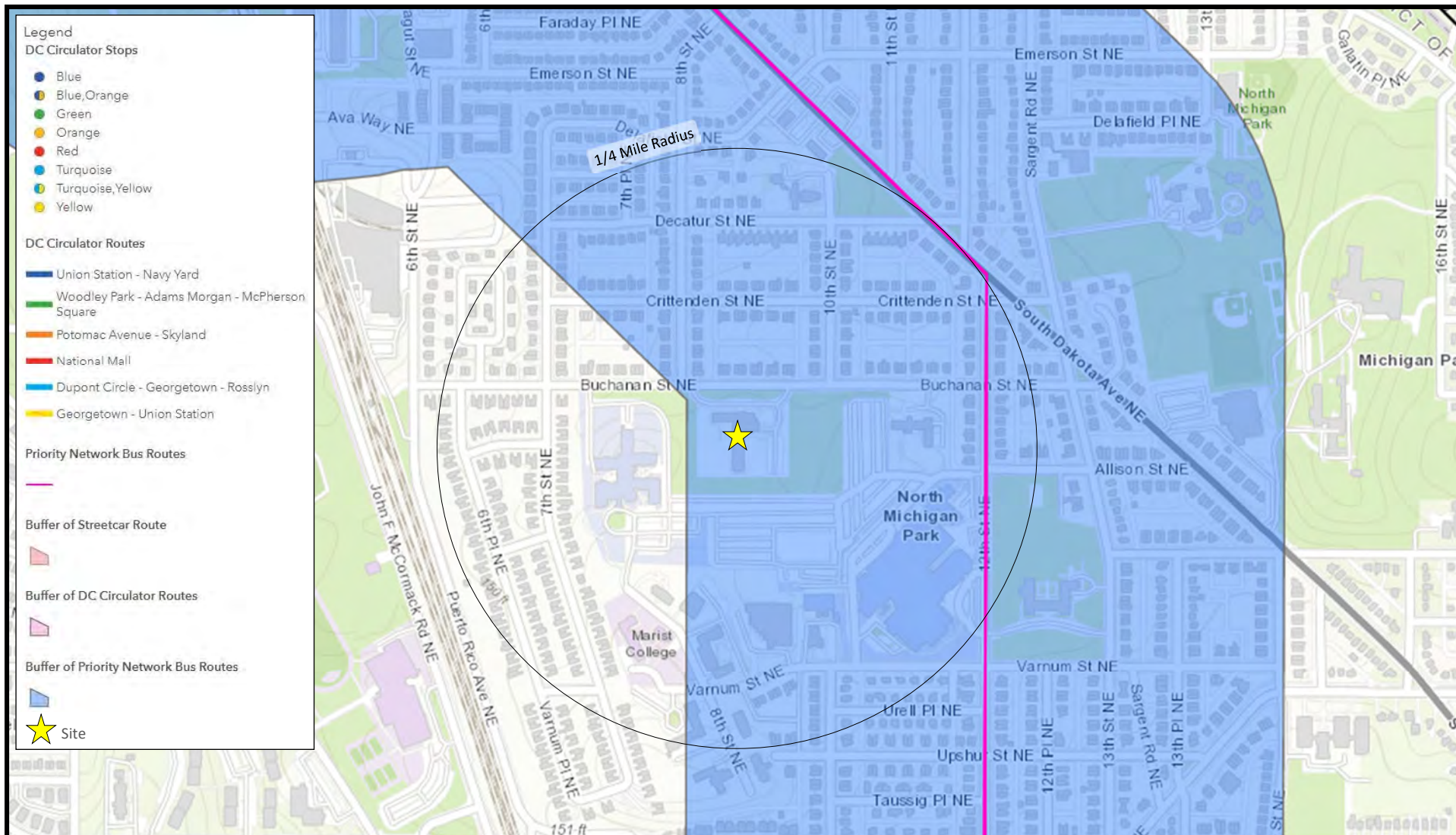


Figure 5B
Transit Priority Map

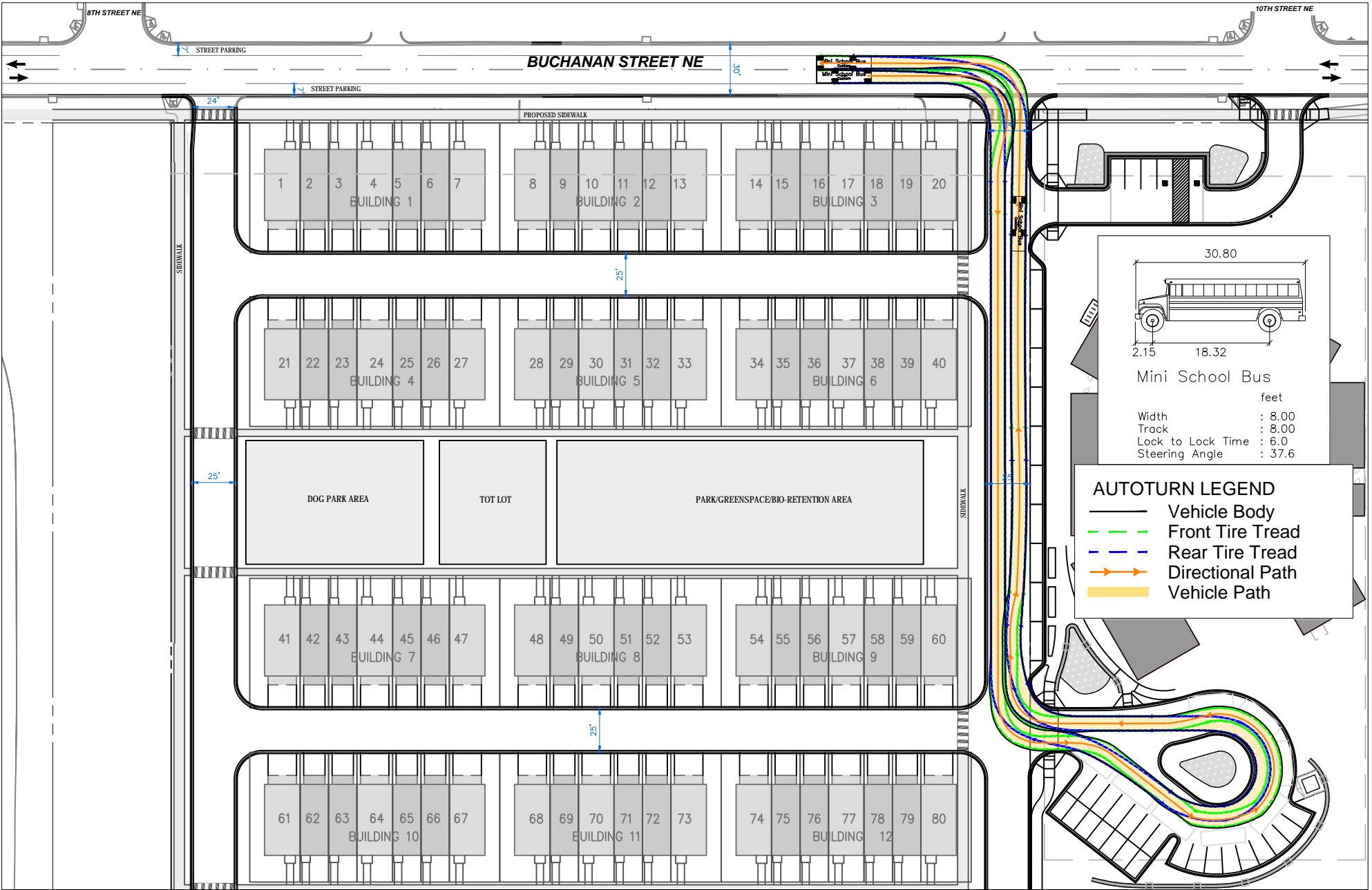


NORTH

**The Kennedy School
Washington, DC**



APPENDIX B
AUTOTURN DIAGRAMS



Swept Area Diagram - Street Level - Mini School Bus

801 Buchanan Street NE
Washington, DC



NORTH



WELLS + ASSOCIATES, INC

TRANSPORTATION, TRAFFIC AND PARKING CONSULTANTS
1420 Spring Hill Road, Suite 615, Tysons, Virginia 22102
Phone: 703/917-1620 Facsimile: 703/917-0799



Swept Area Diagram - Street Level - Mini School Bus

801 Buchanan Street NE
Washington, DC



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EXHIBIT G

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment
FROM: Stephen Cochran, Development review Specialist
JL Joel Lawson, Associate Director Development Review
DATE: October 7, 2022

SUBJECT: BZA Case 20749 -- Catholic Charities for Joseph P. Kennedy Institute, to permit a new school and daytime care facility at 801 Buchanan Street, N.E.

I. OFFICE OF PLANNING RECOMMENDATION

The Office of Planning (OP) recommends **approval** of the following special exceptions:

- Subtitle U § 203.1(m), Private Schools, to permit the construction of an academic building pursuant to U § 420.1, X § 901.2, and X § 104.1(relocation of private school); and
- Subtitle C § 703.2, to permit fewer than the required number of compliant parking spaces pursuant to X §§ 901.2 (37 required, 31 proposed).

Approval would permit Catholic Charities to construct a new building for an existing private school in the RA-1 zone, to replace an existing school on the adjacent property. The building would also include a daytime care facility currently located in the existing school. This is a matter-of-right use in the zone.

OP further recommends the following Condition be attached to any Order of approval:

- The proposed building shall not receive a certificate of occupancy until a 24-foot-wide private road parallel to the western boundary of the site has been constructed.

II. LOCATION AND SITE DESCRIPTION

Address	801 Buchanan Street, N.E.
Applicant	Catholic Charities of Archdiocese of Washington, for The Lieutenant Joseph P. Kennedy Institute
Legal Desc.	Parcel 135, Lot 71
Ward, ANC	Ward 5, ANC 5A
Zone	RA-1, which provides for areas predominantly developed with low- to moderate-density development. A private school permitted by special exception.
Historic District	None
Lot Characteristics	The site is a 1.96-acre portion of a 6.7-acre property on the south side of Buchanan Street, N.E. The parcel, which slopes 20 feet down at a 3:1 ratio from the southwest to the northeast, is bounded by property owned by Providence Hospital or its affiliates on the east, south and west.

Existing Development	The Joseph P. Kennedy Institute has occupied the central portion of the property since the late 1950's, under BZA Orders 5225 and 12558. The relocation site is on the undeveloped eastern third of the property.
Adjacent Properties	<u>North</u> , across Buchanan Street: single-household semi-detached residences in the R-2 zone. <u>South, East and West</u> : Providence Hospital and affiliates, in the RA-1 zone. There are large parking lots south and west adjacent to the applicant's property, and a thick band of trees to the west, beyond which is a 5-story medical residential and rehabilitation facility. A narrow band of trees defines the south edge.
Neighborhood Character	With the exception of Providence Hospital facilities, the neighborhood is substantially low density one-family semi-detached and attached houses configured in rows of three.
Proposed Development	Demolish existing school; construct new 35,670 SF facility consisting of: <ul style="list-style-type: none"> • 23,400 square foot school for ≈ 60 students between 6 and 22, operating from 7:30 a.m. – 4:30 p.m.; and • 12,270 square feet for a daytime care facility for 45 -50 children between 6 months and 5 years, operating from 7 a.m. to 6:30 p.m. • approx. 7,490 SF of the above space would be shared space

III. PROPOSED DEVELOPMENT PLAN

The development proposal for the Institute is part of a larger redevelopment plan for the existing 6.7-acre site. The Parcel would be divided into two theoretical lots. The Institute would be relocated to the 1.96-acre theoretical lot on the eastern third of the site, and the central and western portion of the site would subsequently be developed with an 80-unit residential development being considered in BZA Application 20751. See Attachment 2 for the school site's proposed development plan.

The application for the Institute proposes the demolition of the existing structure and the construction of a new 35,670 square foot GFA building on the eastern side of the property. Demolition of the existing building would begin only after the new school building is occupied. Approximately 19,677 sq.ft. would be devoted just to the school; approximately 8,525 sq.ft. would be for just the child development center and an additional approx. 7,490 sq.ft. would be space shared between the two.¹ The school would have 60 students (ages 6 - 22) and 34 staff. The child development center would have 45-50 children (ages 6 months – 5 years) and 12 staff members. The hours of operation would be consistent with the existing facility's operations. The site plan groups five connected two-story pavilions around a central courtyard that opens to the south. This arrangement and the landscaping emphasize the private and protected nature of the grounds for an Institute, which serves students and adults with developmental challenges.

Existing curb cuts would be replaced by a new curb cut on the western side of the existing 6.7-acre parcel and two new curb cuts on the eastern side of the parcel. A 24-foot-wide north-south private street just outside the western boundary of the Institute's site would provide primary access to BZA 20749 site and to BZA 20751 proposed development. The private street would be constructed by the applicant for BZA 20751. The applicant understands it would have to be completed prior to the issuance of a certificate of occupancy for the BZA 20749 building. The Institute's principal entrance,

¹ These figures disaggregate the shared space from the school and daycare square footages.

parking and loading area would be towards the southwest corner of the Institute’s new site, from the new private road. The drop-off area, intended for the busses that would provide the required transportation for the students, would be in a circular loop at the southern end of the site. The other vehicular entrance would be from a curb cut aligned with 8th Street. It would curve to connect with the private north-south road. This would provide access to secondary parking on the northwest corner of the Institute’s relocated site.

Access would be provided by a 24-foot wide north-south private street between Buchanan Street and the southern boundary of the applicant’s property at the western edge of the proposed school’s site. The proposed street is formally within the boundaries of BZA Application 20751, and its construction would be the responsibility of the developer of the BZA 20751 site. The proposed parking spaces and the pick-up / drop-off and loading areas ,and the certificate of occupancy for the relocated school and daytime care facility, are dependent on completion of the private street. For these reasons, OP makes reference to the private street in its reports on both BZA 20749 and on BZA 20751.

IV. ZONING REQUIREMENTS and RELIEF REQUESTED

RA-1 Zone	Regulation	Proposed	Relief:
Lot Width	n/a	No change	None required
Lot Area	1,800 sq.ft. min.	85,515 SF	None required
Height - F § 303	40 ft. max. / 3 stories max., but 90’ max, for institutional building set back above 40’ at 1:1 ratio from property lines	33.5 ft./2 stories	None required
FAR -F § 302,	0.9 max., 1.08 (IZ)	0.42 (35,670 SF)	None required
Penthouse Height F § 303.2	12 ft. max	n/a	None required
Penthouse FAR C § 1505.2	0.4 FAR	n/a	None required
Lot Occupancy F § 304	40% max. (70% by special exception)	22.8%	None required
Rear Yd. -F §305	20 ft. min.	121.3 ft.	None required
Front setback/build-to	Within in range of existing structures on block		None Required
Side Yard F §306	At least 8 ft. on one side	8 ft. & 23 ft.	None required
Open Court F §202.1	If provided, the greater of 6 ft. or 2.5 in./ft. of court height		
Vehicle Parking C §701	Grade/Middle School: 2 per 3 staff = 29 High School: 2 per 3 staff & 1/20 classroom seats = 2 Day Care: greater of 1 or 0.5 space / 1,000 sq.ft. Total = 37	31 compliant plus 7 tandem	Special Exception requested

RA-1 Zone	Regulation	Proposed	Relief:
Bicycle Parking C § 805	School: 1 per 7500 sq.ft. long-term, = 3 1 per 2,000 sq.ft. short-term = 12 Daytime care: 1 per 10,000 sq.ft. long-term =1, 1 per 10,000 sf short-term = 1 Total long-term: 4 Total short-term: 13	4 long term 14 short term	None required
Loading	School: None for < 30,000 sq.ft. Daytime care: <i>ibid.</i>	n/a	None required
GAR F § 307	0.4	Not provided	None required
Private School in RA Zone U § 203.1 (m)	Special Exception review	Private School Daytime Care Facility	Special Exception Requested

V. OFFICE OF PLANNING ANALYSIS

A. Special Exception Relief for a Private School in the RA-1 Zone

1. Subtitle U § 203.1(m), Private Schools

Private schools and residences for teachers and staff of a private school, but not including a trade school, subject to the following conditions:

(1) 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 new building would be set-back 82.9 feet from Buchanan Street, with the nearest residence, on the north side of Buchanan Street, being approximately 150 feet away. There are no buildings within several hundred feet on the eastern, western, or southern side of the proposed building.

These distances, plus the inward-oriented layout of the site plan and the maintenance of the existing numbers of staff, students and children, should result in there being no objectional increases in the current facility’s impact on noise, traffic, students or other objectional conditions.

The applicant’s traffic study (Exhibit 27A) has been prepared in consultation with the District Department of Transportation (DDOT). It concludes that, with enrollments at the relocated Institute and daytime care facility being the same in the proposed new building as in the existing building, no new trips would be generated.

(2) Ample parking space, but not less than that required by this title, shall be provided to accommodate the students, teachers, and visitors likely to come to the site by automobile; and

The Kennedy Institute serves children and students with physical or developmental challenges. The children and students are required to be transported to and from the school

by busses provided by the Office of the State Superintendent of Education (OSSE). Up to 8 busses can be accommodated at the southern loading area.

The zoning regulations require there to be at least 37 parking spaces on the site. The applicant is requesting a special exception to provide 31 zoning-compliant spaces and 7 tandem spaces, for a total of 38. This request is analyzed below.

(3) After hearing all evidence, the Board of Zoning Adjustment may require additional parking to that required by this title;

OP does not recommend additional parking be provided.

2. Subtitle X, § 104. Private School Plan

Subtitle U § 104 includes the following additional special exception criteria for private schools:

104.1: Education use by a private school shall be permitted as a special exception subject to review and approval by the Board of Zoning Adjustment after its determination that the use meets the applicable standards of Subtitle X, Chapter 9 and conditions of this section.

X, Chapter 9 criteria are evaluated below.

104.2: 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.

This has been evaluated above under Subtitle U § 203.1(m) (1).

104.3: The development standards for a private school shall be those of the zone in which the private school is located

As noted in the zoning analysis table in Section IV of this report, the proposal has been evaluated against those standards. The proposal complies with all standards other than parking, for which a special exception has been requested.

104.4 In calculating density, the land area shall not include public streets and alleys, but may include interior private streets and alleys within the school boundaries

The proposed density of 0.42 FAR complies with the 0.9 FAR permitted in the RA-1 zone. The private road is within the boundaries of the adjacent development proposed in BZA 20751.

B. Special Exception from Subtitle C § 701.1 Parking for Private Schools

1. Subtitle C § 702.1

This section permits the BZA to grant a special exception from the parking requirements provided the applicant demonstrates that at least one of 10 criteria in C § 702.1 are met. The application particularly meets the following two criteria:

§703.2 (a) Due to the physical constraints of the property, the required parking spaces cannot be provided either on the lot or within 600 feet of the lot in accordance with Subtitle C §701.8;

and

§703.2 (i) The presence of healthy and mature canopy trees on or directly adjacent to the property;

In applications 20749 and 20751, the 6.7 overall parcel would be developed with a new building for the Kennedy Institute and daytime care facility on the eastern third of the parcel, and a rowhouse development on the central and western two-thirds of the parcel. With the reasonable expectation that Providence Hospital will seek to re-develop a portion of its property to the south in the future, it is important to provide a north-south route through Parcel 135 to connect 10th Street, on the north side of Buchanan Street, with the Providence property to the south. The applicant's latest site plan does this by providing a private street that would be accessible to the public on the west side of the Institute's proposed site. The planning for this has been coordinated with the District Department of Transportation (DDOT). Accommodating the road constrains the subject site's potential parking space capacity.

In addition, the applicant proposes to relocate two heritage trees to the northeast and southeast corners of the proposed school site. (Exhibit 31C3, Sheet L001). Together, the new road and the heritage tree constraints limit the applicant's ability to provide all of the required parking spaces on the site. Consideration of the proposed school plan in conjunction with BZA Application 20751, the new private street, the larger context of likely nearby development, and the heritage trees, the applicant has demonstrated that criteria (a) and (i) are met.

The applicant also notes that because most staff are required to remain on campus throughout the day, the use of tandem spaces should be relatively easy to manage.

C. General Special Exception Relief Under Subtitle X § 901.2

i. *Is the proposal in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps?*

Approval of both special exceptions would be generally consistent with the purposes of the RA-1 Zone. The zone allows not only for single-family and detached residences as a matter-of-right, and apartment residences by special exception, it also permits special exceptions for the construction of institutional buildings, such as schools, that would be compatible with adjoining residential uses. As described above the proposed school and child development center building would be compatible with the residential neighborhood to the north and has been designed to be compatible with the residential development proposed to the west in BZA 20751.

ii. *Would the proposal appear to tend to affect adversely, the use of neighboring property?*

As discussed above, neither the school / CDC building nor the parking special exception should have an adverse impact on the use neighboring property. Additionally, the transportation demand study in Exhibit 27A demonstrates that the private road system proposed for the school and for the proposed residential development on the existing school site would provide adequate circulation, off-street parking, and room for the queuing of the busses delivering students to the school.

As evaluated against the criteria of U § 421, above, the proposal should not tend to adversely affect the use of neighboring property.

VI. OTHER DISTRICT AGENCIES

No comments from other District agencies had been submitted to the record as of the date of the filing of this report. However, DDOT has work extensively with the applicant and will be submitting its own report.

VII. ADVISORY NEIGHBORHOOD COMMISSION

ANC 5A had not filed a report at the time OP completed this report,

VIII. COMMUNITY COMMENTS TO DATE

No comments were on file at the time OP completed this report.

Attachments: Figure 1. Location and Zoning Figure 2. BZA 20749 Site Plan

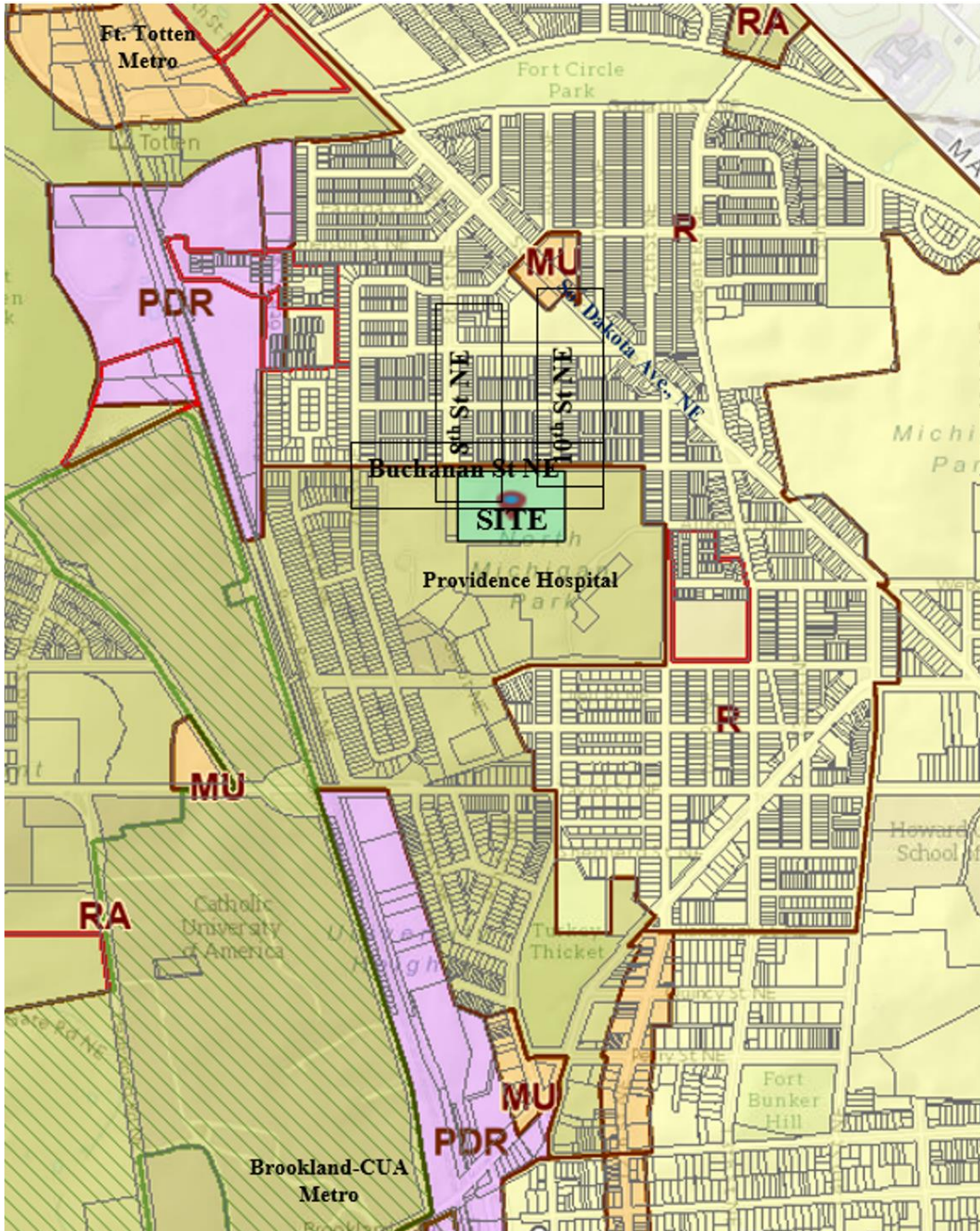


Figure 1, Location and Zoning



Figure 2. Site Plan

EXHIBIT H

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT



BZA Application No. 20749
The Catholic Charities of the Archdiocese of Washington
801 Buchanan Street, NE (PAR 135, Lot 71)

HEARING DATE: October 19, 2022¹

DECISION DATE: October 19, 2022

SUMMARY ORDER

RELIEF REQUESTED. The application requests the following relief in order to allow a new private school for 60 students and a child development center for up to 45 children in the RA-1 zone:

- Special Exception under Subtitle U § 203.1(m), Subtitle U § 420.1(a), and Subtitle X § 104.1, pursuant to Subtitle X § 901.2
- Special Exception from the minimum vehicle parking requirements of Subtitle C § 701, pursuant to Subtitle C § 703.2 and Subtitle X § 901.2

The zoning relief requested in this case was self-certified. (Exhibit 13.)

PARTIES. The parties to this case were the Applicant and Advisory Neighborhood Commission ("ANC") 5A, the "affected ANC" pursuant to Subtitle Y §§ 101.8 and 403.5(b) of the Zoning Regulations (Title 11 of the DCMR, Zoning Regulations of 2016, to which all references are made unless otherwise specified).

NOTICE OF THE APPLICATION AND PUBLIC HEARING. The Board of Zoning Adjustment (the "Board") referred the application to the appropriate agencies and provided proper and timely notice of the public hearing in accordance with Subtitle Y § 402.1.

ANC REPORT. The ANC's report indicated that at a regularly scheduled, properly noticed public meeting on October 12, 2022, at which a quorum was present, the ANC voted to support the application. (Exhibit 37.) The ANC report raised no issues or concerns. Commissioner Emily Lucio testified at the Public Hearing on behalf of the ANC and submitted written testimony in Exhibit 39.

OFFICE OF PLANNING ("OP") REPORT. OP submitted a report recommending approval of the application. (Exhibit 33.) OP's recommendation was conditioned on the Applicant constructing a 24-foot private road parallel to the western boundary of the site prior to receiving a Certificate of Occupancy. The Board adopted this provision as a condition of the Order.

¹ The Public Hearing was postponed from June 29, 2022 to October 19, 2022 at the Applicant's request.

DISTRICT DEPARTMENT OF TRANSPORTATION (“DDOT”) REPORT. DDOT submitted a report indicating that it had no objection to the application because it concluded that the relief would not result in any adverse impacts to the District’s transportation network. (Exhibit 34.) DDOT recommended two conditions relating to a public access easement and a transportation demand management plan. The Board did not adopt these as conditions of the Order.

DEPARTMENT OF PUBLIC WORKS (“DPW”) REPORT. DPW submitted a letter indicating that it determined the proposed project would have no adverse impact on DPW’s collection operations. (Exhibit 35.)

CONCLUSIONS

Pursuant to Subtitle Y § 604.3, the order of the Board may be in summary form where granting an application when there was no party in opposition. As a summary order, it does not constitute binding legal precedent on the Board and shall not be considered by the Board in evaluating future applications.

Based upon the record before the Board, and having given great weight to the appropriate reports and recommendations filed in this case, the Board concludes that the Applicant has met the burden of proof that the requested special exception relief can be granted because:

- It is in harmony with the general purpose and intent of the Zoning Regulations and Map;
- It will not tend to affect adversely the use of neighboring property; and
- Pursuant to Subtitle X § 901.2(c), the relief satisfies the specified conditions for special exception relief.

DECISION

Based on the case record and the testimony at the hearing, the Board concludes that the applicant has satisfied the burden of proof for the requested relief and therefore **APPROVES** the following relief:

- Special Exception under Subtitle U § 203.1(m), Subtitle U § 420.1(a), and Subtitle X § 104.1, pursuant to Subtitle X § 901.2
- Special Exception from the minimum vehicle parking requirements of Subtitle C § 701, pursuant to Subtitle C § 703.2 and Subtitle X § 901.2

Subject to the following **CONDITIONS**:

1. The project shall be constructed in accordance with the plans submitted as Exhibits 31C1, 31C2, 31C3, and 31C4 in the record,² as required by Subtitle Y §§ 604.9 and 604.10.

² Self-Certification. The zoning relief requested in this case was self-certified, pursuant to Subtitle Y § 300.6. In granting the requested self-certified relief subject to the plans submitted with the Application, the Board makes no finding that the requested relief is either necessary or sufficient to authorize the proposed construction project described in the Application and depicted on the approved plans.


2. The proposed building shall not receive a certificate of occupancy until a 24-foot-wide private road parallel to the western boundary of the site has been constructed.

VOTE: 5-0-0 (Frederick L. Hill, Lorna L. John, Carl H. Blake, Chrishaun S. Smith, and Peter G. May to APPROVE)

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

A majority of the Board members approved the issuance of this order.

ATTESTED BY:



SARA A. BARDIN
Director, Office of Zoning

FINAL DATE OF ORDER: October 25, 2022

PURSUANT TO 11 DCMR SUBTITLE Y § 604.11, NO ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN (10) DAYS AFTER IT BECOMES FINAL PURSUANT TO SUBTITLE Y § 604.7.

PURSUANT TO 11 DCMR SUBTITLE Y § 702.1, THIS ORDER SHALL NOT BE VALID FOR MORE THAN TWO YEARS AFTER IT BECOMES EFFECTIVE UNLESS, WITHIN SUCH TWO-YEAR PERIOD, THE APPLICANT FILES PLANS FOR THE PROPOSED STRUCTURE WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS FOR THE PURPOSE OF SECURING A BUILDING PERMIT, OR THE APPLICANT FILES A REQUEST FOR A TIME EXTENSION PURSUANT TO SUBTITLE Y § 705 PRIOR TO THE EXPIRATION OF THE TWO-YEAR PERIOD AND THE REQUEST IS GRANTED. PURSUANT TO SUBTITLE Y § 703.14, NO OTHER ACTION, INCLUDING THE FILING OR GRANTING OF AN APPLICATION FOR A MODIFICATION PURSUANT TO SUBTITLE Y §§ 703 OR 704, SHALL TOLL OR EXTEND THE TIME PERIOD.

PURSUANT TO 11 DCMR SUBTITLE Y § 604, APPROVAL OF AN APPLICATION SHALL INCLUDE APPROVAL OF THE PLANS SUBMITTED WITH THE APPLICATION FOR THE CONSTRUCTION OF A BUILDING OR STRUCTURE (OR ADDITION THERETO) OR THE RENOVATION OR ALTERATION OF AN EXISTING BUILDING OR STRUCTURE. AN APPLICANT SHALL CARRY OUT THE CONSTRUCTION, RENOVATION, OR ALTERATION ONLY IN ACCORDANCE WITH THE PLANS APPROVED BY THE BOARD AS THE SAME MAY BE AMENDED AND/OR MODIFIED FROM TIME TO TIME BY THE BOARD OF ZONING ADJUSTMENT.

PURSUANT TO 11 DCMR SUBTITLE A § 303, THE PERSON WHO OWNS, CONTROLS, OCCUPIES, MAINTAINS, OR USES THE SUBJECT PROPERTY, OR ANY PART THERETO, SHALL COMPLY WITH THE CONDITIONS IN THIS ORDER, AS THE SAME

MAY BE AMENDED AND/OR MODIFIED FROM TIME TO TIME BY THE BOARD OF ZONING ADJUSTMENT. FAILURE TO ABIDE BY THE CONDITIONS IN THIS ORDER, IN WHOLE OR IN PART SHALL BE GROUNDS FOR THE REVOCATION OF ANY BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY ISSUED PURSUANT TO THIS ORDER.

IN ACCORDANCE WITH THE D.C. HUMAN RIGHTS ACT OF 1977, AS AMENDED, D.C. OFFICIAL CODE § 2-1401.01 ET SEQ. (ACT), THE DISTRICT OF COLUMBIA DOES NOT DISCRIMINATE ON THE BASIS OF ACTUAL OR PERCEIVED: RACE, COLOR, RELIGION, NATIONAL ORIGIN, SEX, AGE, MARITAL STATUS, PERSONAL APPEARANCE, SEXUAL ORIENTATION, GENDER IDENTITY OR EXPRESSION, FAMILIAL STATUS, FAMILY RESPONSIBILITIES, MATRICULATION, POLITICAL AFFILIATION, GENETIC INFORMATION, DISABILITY, SOURCE OF INCOME, OR PLACE OF RESIDENCE OR BUSINESS. SEXUAL HARASSMENT IS A FORM OF SEX DISCRIMINATION WHICH IS PROHIBITED BY THE ACT. IN ADDITION, HARASSMENT BASED ON ANY OF THE ABOVE PROTECTED CATEGORIES IS PROHIBITED BY THE ACT. DISCRIMINATION IN VIOLATION OF THE ACT WILL NOT BE TOLERATED. VIOLATORS WILL BE SUBJECT TO DISCIPLINARY ACTION.