

Georgetown Day School – LMS Project

○ BZA Process

- **BZA vs PUD:** GDS will be seeking approval to build a new Lower/Middle School (LMS) on the Safeway Site via a BZA Special Exception – not a PUD. Unlike the originally proposed PUD application, the Martens site (i.e. the residential and retail development) is not a part of this application. The BZA process focuses primarily on traffic management and traffic mitigation whereas the PUDs consider the same traffic issues plus other broader issues such as on-site and off-site amenities. The LMS plan conforms in all respects with existing zoning. No waivers or exceptions (for height, setbacks, parking, square footage, etc.) are being requested. The BZA application will allow for a thorough consideration of all neighborhood impacts including a traffic review by the District Department of Transportation (“DDOT”).
- **Timing:** The BZA Special Exception application has not been filed, but GDS hopes to do so by the end of July. The ANC asked GDS to consider pushing back the filing date until after the September 20th ANC meeting to give them an extended time to review and comment. While we are committed to working closely with the ANC and would like to accommodate this request, we believe that there will be ample time for community input if we file later this month. We have told the ANC that: 1) the site plan has been revised from the PUD, but GDS is not starting from zero. The key elements – the anticipated LMS population counts, the traffic information and the traffic management plan – are the same as were proposed for the PUD. An additional component of the BZA application is inclusion of a requirement to monitor compliance and adjust to meet the traffic targets, if needed. 2) Filing in July does not preclude review, comment or continued study of the plan. The ANC and other interested parties can continue to interact with GDS and Goulston on the plan during the entire time that we await a hearing date. The ANC may submit its written comments as late as one week before the BZA hearing (estimated to be in mid-October).
- **Access to GDS consultants:** GDS will make consultants available to the ANC and other neighborhood groups to discuss the project throughout the BZA process with or without GDS representatives present.

○ Parking

- The LMS BZA plans includes parking approximately 283 cars on the combined HS/LMS site – 177 current spaces at the HS and 106 at the LMS. The number of parking spaces provided in the proposed plan (283) meets the projected demand for the unified campus, including during pick-up and drop-off.
- The existing Safeway site had 115 parking spaces vs. the 106 proposed new spaces on the LMS site – a net change of -9.
- Parking for large events will be managed through GDS internal planning and coordination. For example, a large HS event could access all on-site parking if there is not a concurrent LMS event.

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○ **Transportation Management**

- The BZA Draft Traffic Management Plan is consistent with the plan that was presented with the original PUD. The Student, faculty and staff counts are the same as were used in the PUD application.
- The BZA Draft Traffic Management Plan includes goals to reduce the trip count to the consolidated HS/LMS campus. Primary GDS traffic management efforts will focus on encouraging use of multiple modes of transport and increasing the average vehicle occupancy.
- Auto access and egress is the same as proposed in the PUD – via Davenport, Ellicott and River Road.
- All queuing for drop-off and pick-up is on site.
- Peak Traffic will occur at the HS/LMS site during the morning drop-off period. PM Peak traffic for the proposed LMS is less than for the former Safeway site.
- The BZA Traffic Management Plan includes recurring performance monitoring studies. Those studies will go to DDOT and the ANC. If targets in the Traffic Management Plan are not achieved, GDS will have flexibility to identify and implement those measures (subsidies, new technologies, operational changes or other measures) that work best to achieve compliance.

○ **Architectural/Design/Site Plan**

- The WMATA site is not included as part of the BZA application as it was in the PUD.
- The proposed LMS Building has been reduced in size from 181,000 square feet in the PUD to 138,000 square feet in the proposed BZA plan (24% less density).
- LEED Gold Certification is targeted.
- The LMS building has been consolidated along 42nd street and is now about 170' from the 43rd Street vs. about 50' as shown on the PUD plans.
- The athletic field has been relocated from the roof (on the PUD plan) to the elevation of 42nd Street, a height more appropriate for the surrounding neighborhood and residences.
- The 50' height of the LMS building is allowed by zoning. The sight-lines and sense of open space are much improved from the earlier plan since the LMS building is 120' further away from the 43rd Street homes.
- Closing the slip-lane at 42nd Street and adding a stoplight at the Chesapeake/Wisconsin intersection were proposed as project amenities under the PUD and are not part of the BZA application. Our central focus is on mitigating traffic impacts on the neighborhood and our traffic engineers have advised us that the closure of the slip lane will have little effect on traffic.