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SITEPLANDRAWINGS

GOROVE / SLADE

1140 Connecticut Avenue NW
Suite 600
Washington, DC 20036
202.296.8625

TECHNICAL MEMORANDUM

To:	Ryan Westrom	District Department of Transportation
From:	Erwin N. Andres, P.E. Jim Watson, PTP	**DRAFT**
cc:	Ronnie McGhee	R. McGhee & Associates
	Raqueeb Albaari	R. McGhee & Associates
	Michael Quadrino	Brailsford & Dunlavey
	Sarah Hasselmann	Brailsford & Dunlavey
Date:	March 2, 2016	
Subject:	Murch Elementary School Access Summary	

Introduction

This memorandum outlines the proposed access and circulation scheme associated with the proposed modernization of the historic Murch Elementary School building located within the block bordered by Ellicott Street, 36th Street, Davenport Street, and Reno Road in Northwest Washington D.C., as shown on Figure 1. The proposed access scheme will be geared to improve upon existing conditions with a new parking area accessed from Reno Road and modern facilities within the historic school building and an addition along the southern portion of the property.

Existing Conditions

The school is currently occupied with 630 students and 83 faculty/staff members. Carpool operations associated with student drop-off and pick-up currently take place along the north side of the building along Ellicott Street and on the south side of the building along Davenport Street. Faculty/staff currently park in a 17-space surface parking lot accessed midblock from Davenport Street and on some surrounding neighborhood streets. Additional parking adjacent to this lot is currently occupied by trailers serving the site. Loading for the site currently occurs from this curb cut as well.

It should be noted that the northwestern portion of the property (approximately one third of the block) is occupied by National Park Service land. This area occupies approximately one half of the school's frontage along Reno Road and the majority of the school's frontage along Ellicott Street. A depiction of

the existing school is shown on

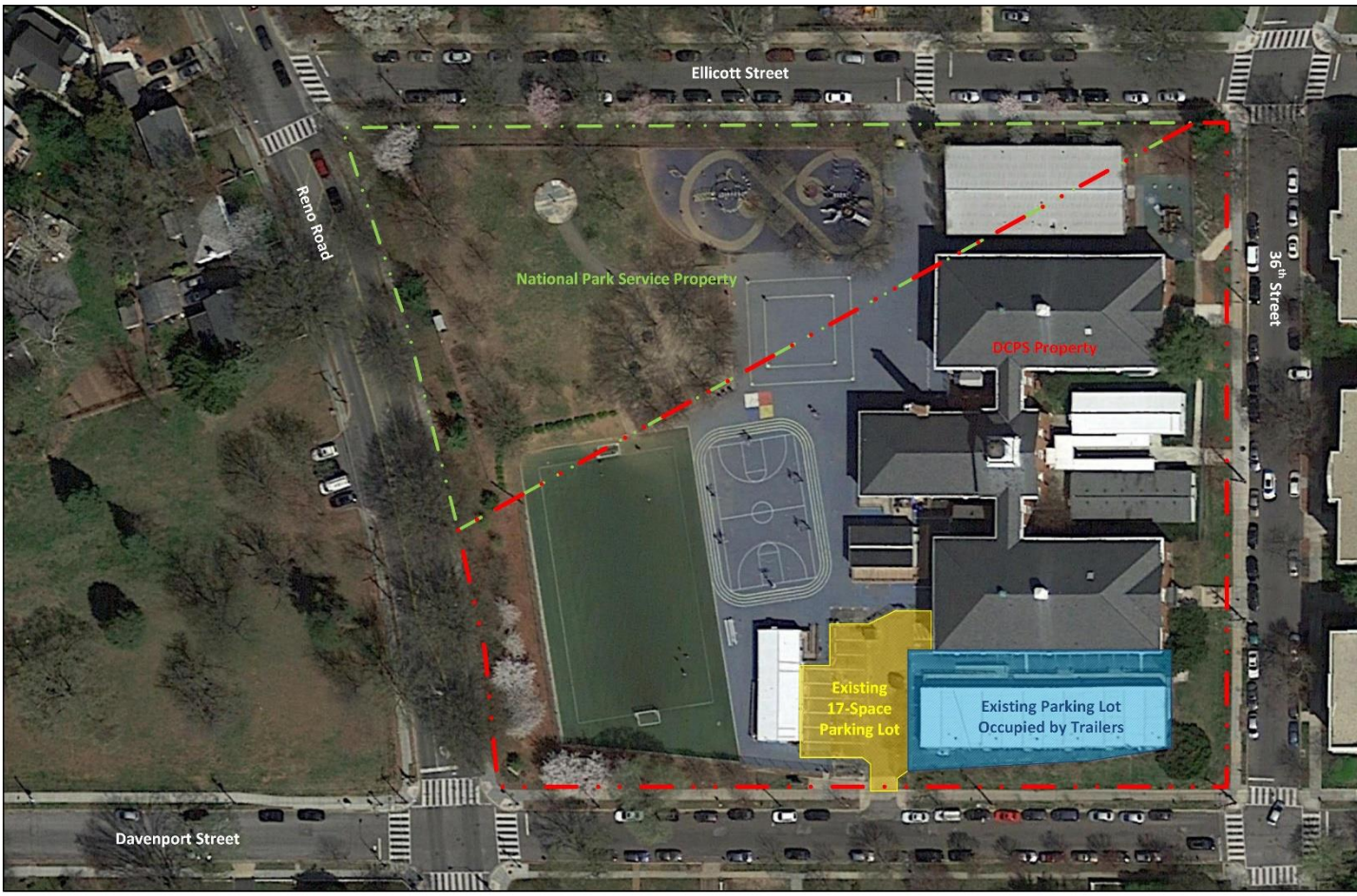


Figure ***2***.

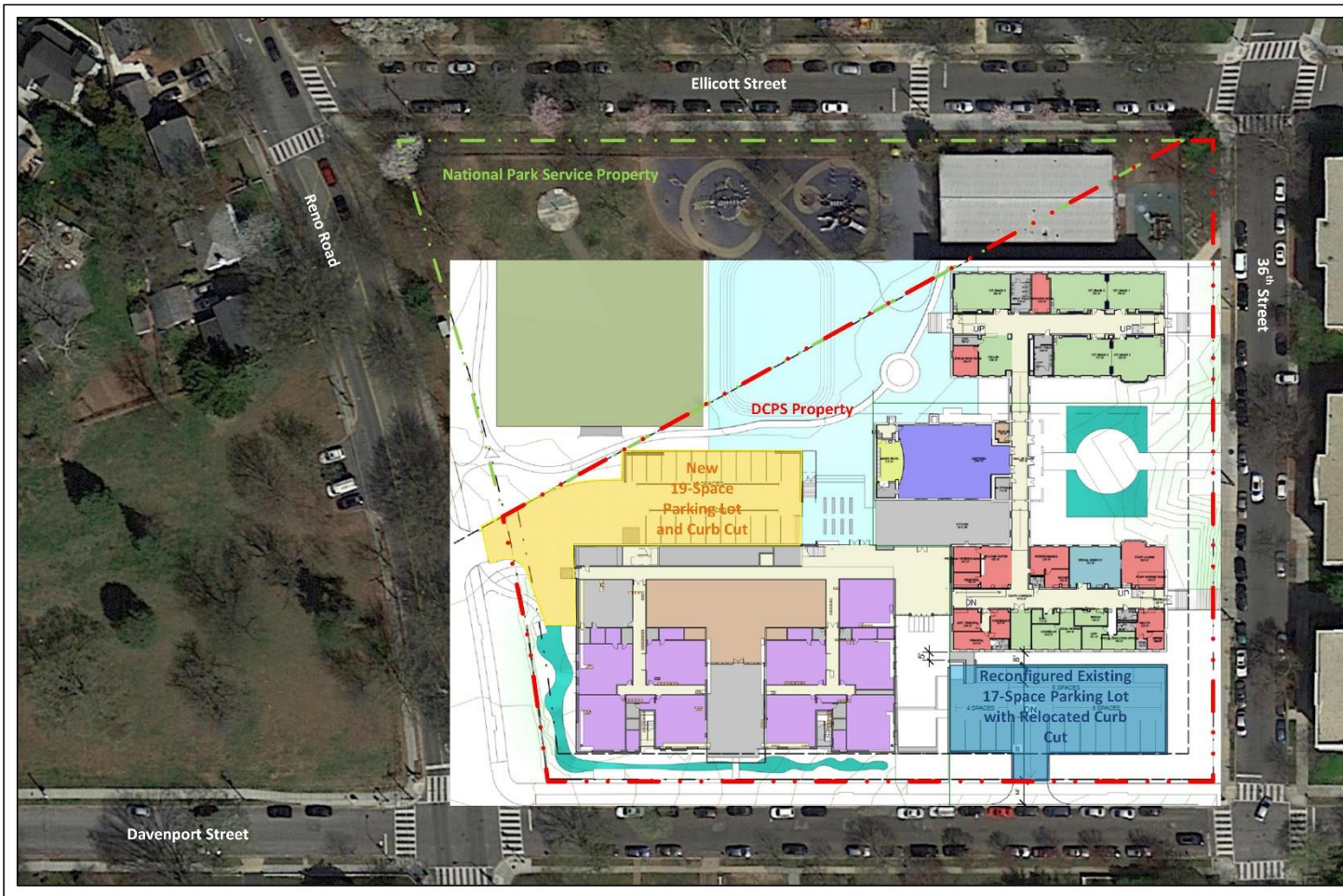
Proposed Conditions

The renovations and expansion of the school is expected to add 60,300 square feet of additional space, primarily in a new structure along the southern portion of the site, adjacent to Davenport Street. The school is proposed to be occupied with 700 students when renovated and expanded. Carpool operations associated with student drop-off and pick-up will continue to take place along Ellicott Street and Davenport Street.

In an effort to maximize the number of parking spaces on-campus and to reduce the potential impacts of faculty/staff members parking in the surrounding neighborhood, 36 parking spaces are planned to be provided in two parking areas. The existing 17-space parking lot served by a midblock curb cut on Davenport Street will be replaced with a 19-space parking lot accessed from Reno Road that will include additional area for trucks to maneuver on-site without the need for backing maneuvers from the public

street, as is the case today. This parking lot will be constructed at grade, but is planned to be below the new gymnasium proposed within the expanded building. In addition, 17 parking spaces on the existing surface lot currently occupied by trailers will be made available via a relocation of the curb cut serving Davenport Street approximately 90 feet to the east of its existing location.

Given the placement of the existing historic building and the available area on site remaining to build the expanded school, limited areas exist to accommodate additional parking on-site. Since the expanded building is expected to occupy most of the Davenport Street frontage, the historic building occupies most of the 36th Street frontage, and National Park Service property occupies most of the Ellicott Street frontage and approximately half of the Reno Road frontage, Reno Road provides the only manageable point for external vehicular access to additional parking on-site beyond the existing parking lot that is planned for a relocated access point along Davenport Street. The proposed site plan is shown on



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Transportation Planners and Engineers

Proposed School Access and Parking Configuration
Murch Elementary School
4810 36th Street NW

Figure ***3***.

Proposed New Reno Road Access Condition

As mentioned previously, the proposed access into the additional school parking lot is proposed to be provided on Reno Road in order to provide additional parking on-site and to minimize the impacts of faculty/staff members parking in the surrounding neighborhoods. The Reno Road access is proposed to be full-access, but can be modified as a right-turn in/right-turn out driveway, if required. This proposed access driveway is appropriate for the following reasons:

- Meets District Design and Engineering Manual policy for new driveways.
    - The driveway is designed as such that it meets all standards laid out in Section 31.2.3 of the DDOT Design and Engineering Manual regarding the design of new driveways. Among other items, this includes the driveway's width, the design of the sidewalk intersecting the driveway, and the accommodation of turning maneuvers on site so that no backing maneuvers occur from the public street.
- Works best with the constraints of the property.
    - Reno Road allows access to the at-grade parking lot given the constraints of the site with most of the Davnport Street, 36th Street, and Ellicott Street frontages occupied by the expanded school building, historic school building, and National Park Service land, respectively.
- Provides safer location for pedestrian activity.
    - The location of the driveway along Reno Road is located on the opposite side of the property from most pedestrian activity with student drop-off/pick-up operations planned from Davenport Street and Ellicott Street and the historic main entrance's location along 36th Street.
- Allows for improved drop-off/pick-up operations along Davenport Street.
    - The relocation of the existing curb cut serving the parking area along Davenport Street allows for a more extensive curbside area for drop-off/pick-up operations than is currently the case. Were this lot to be expanded to accommodate additional parking, an inefficient use of the property would result with much of the area that would be better served for school expansion utilized parking. Given the need to provide additional parking on-site, the location of the new curb cut along Reno Road places the driveway at the location which least impacts the safety of pedestrians and pick-up/drop-off operations surrounding the school.
- Offers minimal impact to vehicular operations along Reno Road.
    - The new 19-space parking lot is planned to serve faculty/staff members and loading access and could, at most, expect to see 19 inbound vehicles in the morning from Reno Road and 19 outbound vehicles in the afternoon (or less than one every three minutes). Given that school faculty/staff members typically arrive prior to normal morning and afternoon peak hours, their impacts to peak hour traffic along Reno Road will be minimal. It should be noted that the peak hours for the adjacent intersection were noted to be from 7:45 to 8:45 AM and from 5:15 to 6:15 PM, both after the time periods that faculty/staff members would be expected to arrive and depart, respectively.

- As mentioned, while this driveway is planned for full access, a modification to restrict access to right-in/right-out only would further ensure minimal impacts to vehicular operations along Reno Road.

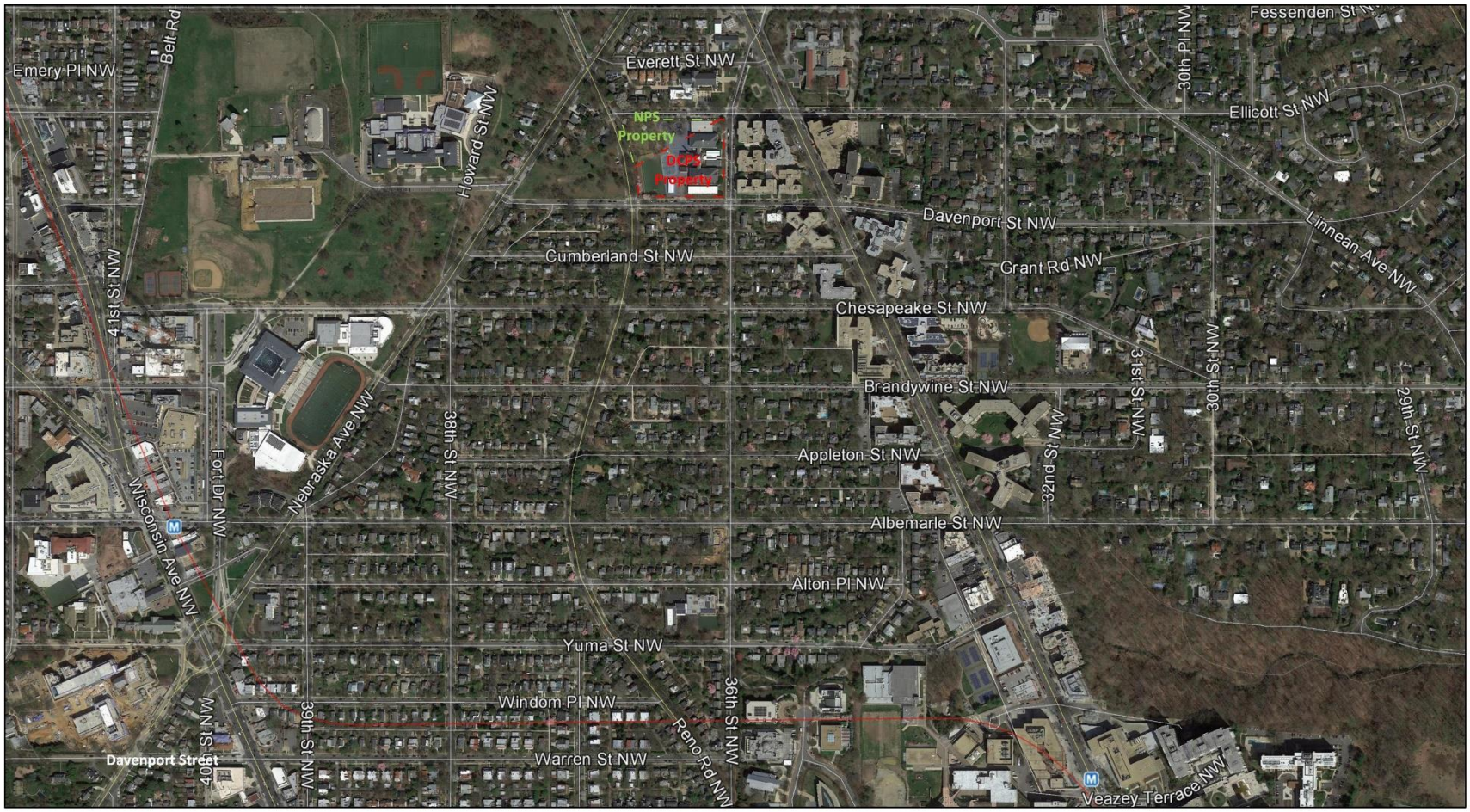

Figure 1: Site Location

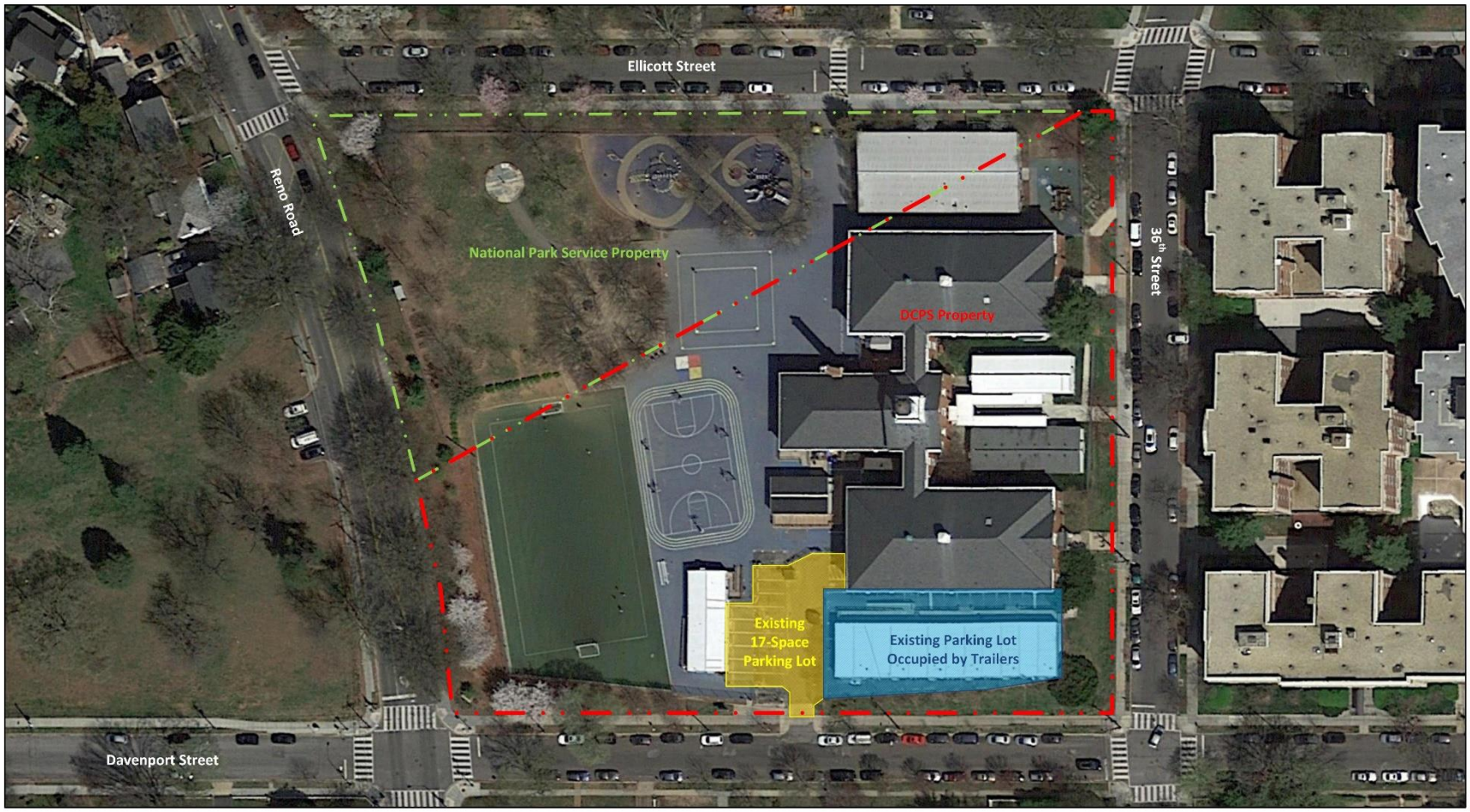

Figure 2: Existing Site Layout

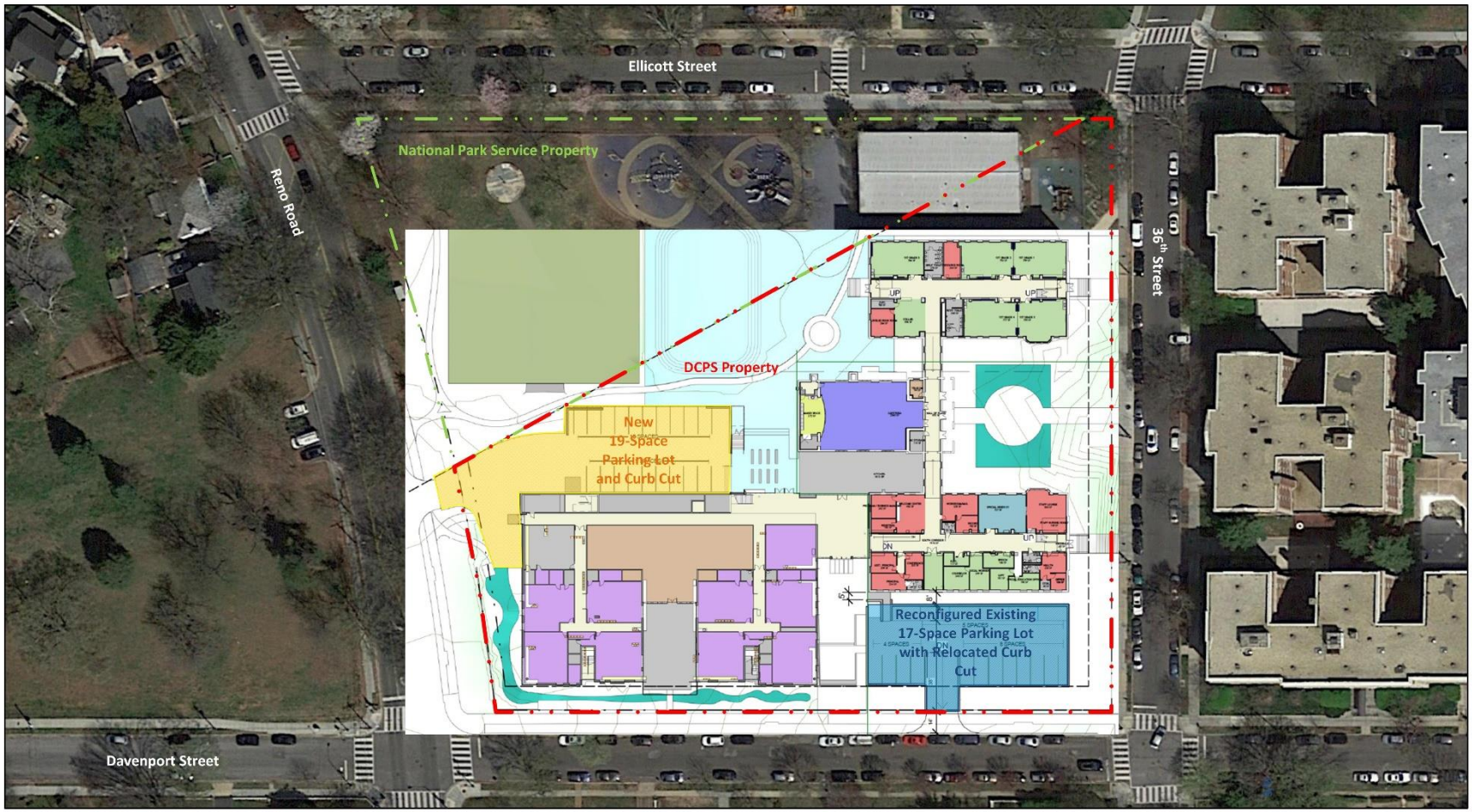

Figure 3: Proposed Site Plan