

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

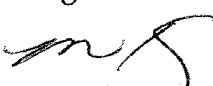


Policy, Planning and Sustainability Administration

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Memorandum

TO: Jamison L. Weinbaum, Director
DC Office of Zoning

FROM: Maurice Keys 
District Department of Transportation

DATE: July 6, 2011

SUBJECT: BZA case # 18233 (Application of Protestant Episcopal Cathedral Foundation)

APPLICATION

Application of Protestant Episcopal Cathedral Foundation (the 'Applicant'), pursuant to 11 DCMR §§ 3104.1 and 3103.2, for a special exception to increase the number of faculty and staff for a private school under section 206, in the R-1-B/R-5-D Districts, at premises 3600 and 3609 Woodley Road, N.W. (Square 1922, Lots 17, and Square 1944, Lot 25).

RECOMMENDATION

DDOT does not disagree with the Applicant's request for the special exception to increase the number of faculty and staff for a private school. There is a need for a strengthened effort to develop a more sustainable transportation program at National Cathedral School (NCS). The Applicant has not demonstrated a coordinated strategy to reduce the number of vehicle trips to and from the school. NCS has a transportation demand that presently places a noticeable burden on the local network in the Woodley Park neighborhood. NCS must make stronger efforts to mitigate the use of driving to the school and through the community.

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BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18233

EXHIBIT NO. 25

Board of Zoning Adjustment
District of Columbia
CASE NO.18233
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DDOT ANALYSIS

DDOT has communicated with the Applicant to gain some additional information associated with the existing transportation mode choices by NCS faculty and staff. NCS provided some transportation mode choice and parking inventory information that assisted with the recommendation.

According to the July 5, 2011 memorandum submitted by the Applicant, NCS currently has 14 faculty staff members joining in the school's SmarTrip program. In 2008, the Office of Zoning order (BZA case 17759) allowed a total of 150 full time equivalent (FTE) faculty and staff. DDOT believes this participation level (14 faculty members), in the SmarTrip program, is low. NCS should have a minimum of forty (40) faculty members participating in the WMATA SmarTrip program. This type of participation level will reduce the number of drivers to the school and relieve the neighborhood roadways of those trips.

DDOT firmly believes the demand for the 122 faculty parking spaces can be decreased with the proper use of a transportation management plan (TMP). The TMP should encourage faculty and staff to form carpools, in addition to using public transportation. DDOT views the faculty usage of the parking spaces and the associated vehicle trips, as a serious burden. DDOT asks that further participation from NCS occur in a TMP action plan to mitigate trips that will allow for a more integrated transportation program including carpooling and mass transit use.

DDOT is committed to building and maintaining a sustainable urban transportation system that can accommodate continued growth and development within the District, while at the same time improve safety and mobility, and maintain neighborhood quality of life. Therefore, the Applicant needs to submit its list of transportation demand management (TDM) measures so DDOT can understand how the project will continue to have the least amount of impacts on transportation.

PERFORMANCE AND MONITORING

The Applicant provides no indication that the single occupancy vehicle trips will decrease if the current Board of Zoning Adjustment (BZA) application is approved. If the BZA elects to approve the application, DDOT believes the Applicant should conduct a transportation performance monitoring study every two years and provide a report summarizing findings to DDOT, ANC 3C, the Woodley Park Citizens Association and the Massachusetts Avenue Heights Community Association (MAHCA). The study may include average vehicle occupancy, daily vehicle-trips to and from the site, SmarTrip participation levels, pedestrian traffic and bicycle trips. Such report shall include an all-day count of site-generated vehicle traffic and a voluntary mode-split survey. NCS and

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its transportation consultant will assist and encourage faculty participation in mode split surveys which may be of an on-line, email variety.

SUMMARY AND RECOMMENDATION

NCS appears to be trying to provide some sustainable transportation solutions to travel to and from the campus. However, DDOT believes a program with more effort is needed. DDOT has provided the actions that NCS should adopt to influence the faculty for a more sustainable transportation program that will aid in reducing the number of vehicle trips to and from the school.

MK:jj