

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

BOARD OF ZONING ADJUSTMENT
District of Columbia

FROM: Samuel Zimbabwe
Associate Director, PPSA
District Department of Transportation

CASE NO. 18400
EXHIBIT NO. 38

DATE: November 16, 2012

SUBJECT: Supplemental Report for BZA Case #'s 18399 (4715 16th Street, NW) & 18400 (6045 16th Street, NW)
(Application of Jewish Primary Day School of the Nation's Capital)

DDOT had reviewed the traffic impact study (TIS) that was submitted by the Applicant on September 11, 2012 and provided the four comments in the report that was submitted to the BZA on September 21, 2012. After the BZA Hearing on September, 25, 2012, the Applicant submitted a supplemental document dated October 31, 2012 addressing the comments.

Overall, DDOT believes that the concerns were addressed adequately. DDOT also believes that the proposed increase in the capacity at the Main Campus at 6065 16th Street, NW and the repurposing of the current school building at 4715 16th Street, NW as JPDS Lower Campus is not expected to impact the roadway network adversely from operational and safety perspectives. The following are DDOT's supplemental comments based on the additional document that was filed by the Applicant on October 31, 2012 (*original comments from DDOT's September 21, 2012 report is included for ease of reference*):

- 1) Based on the review of the preliminary TIS document, DDOT recommends conditional approval of the application by The Jewish Primary Day School of the Nation's Capital to increase its enrollment cap for both 6045 16th Street, NW and 4715 16th Street, NW campuses. However, the Applicant needs to provide DDOT with the additional operational analyses at the 16th Street, NW and Crittenden Street, NW intersection (as requested on the Comprehensive Transportation Review (CTR) Scoping Agreement Form dated August, 10, 2012) within 30 days after the September 25, 2012 BZA hearing. The aforementioned condition anticipates that the results of the operational and queuing analyses will be acceptable to DDOT.

The Applicant submitted the requested operational and queuing analyses at the 16th Street and Crittenden Street, NW intersection. Based on DDOT's review, the intersection is currently operating and is projected to operate with acceptable Levels of Service (LOS) under the existing and future conditions during the AM and PM peak hours. Queuing and vehicular delay along all approaches of the intersection was also observed to be minimal. DDOT believes that the proposed repurposing of the building as proposed would not have an adverse impact at the 16th Street and Crittenden Street, NW intersection.

- 2) Before making a recommendation to the BZA regarding the reduced number of parking spaces at either campus, and prior to BZA approval, DDOT would like to have an opportunity to review the details of the off-site parking (i.e., "satellite parking") and transportation alternatives of the faculty/staff and discuss the logistics of such operations with the Applicant. Therefore, the Applicant needs to provide DDOT with the details of the "satellite parking" (i.e., location, number of spaces allocated for JPDS staff parking, executed agreement(s) between the parties, operational details of the shuttle service from the satellite parking to the campuses, etc.), and any other measures/implementation plans to reduce the on-site parking demand at either campus within 30 days after the September 25, 2012 BZA hearing.

The Applicant provided details regarding the satellite parking arrangements with Ohr Kodesh Synagogue in Chevy Chase, Maryland for 25 spaces, and with MOSAIC Church (4401 16th Street, NW) for 15 parking spaces. The Applicant also provided detailed descriptions of the planned parking operations, where the faculty and staff will use carpooling and school buses to travel to the School in the morning, and the same methods to travel back to the satellite parking locations in the afternoon. Overall, the number of required and provided parking spaces is summarized in the following table:

Campus	Parking Spaces				
	Total Required	On-campus	Ohr Kodesh Synagogue	MOSAIC Church	Total Provided
Main Campus (6045 16 th Street, NW)	48	45	25	--	70
Lower Campus (4715 16 th Street, NW)	22	7	--	15	22

Based on the summary of required and provided number of parking spaces, DDOT believes that the expected parking demand by the two campuses can be accommodated with the provision of on-site and satellite parking.

- 3) DDOT recommends that the approval is conditioned to have the Applicant to actively manage the school bus operations and routing to ensure the buses do not encroach the neighborhood streets before drop-off or after pick-up at either campus. DDOT also recommends that the Applicant actively monitors the idling of the school buses during drop-off and pick-up operations at both campuses.

The Applicant provided bus routing plans for the proposed shuttle service between the two campuses. Northbound bus route is shown along 16th Street and the southbound route is shown along 14th Street. The Applicant also provided discussions regarding travel time, travel distance, fuel consumption, and emissions that are associated with their route choice, along with their sensitivity to the concerns from the residents in the neighborhoods.

Although not designated as a truck route, 14th Street, NW is designated as a Metrobus route. 16th Street, NW is a designated bus/truck route on DC's Bus and Truck Route System. DOT reviewed the proposed bus routes and recommended changing the southbound route to use 16th Street, where possible, and with minimal disruption to the neighborhood streets while connecting to 16th Street upon picking-up/dropping-off students. The Applicant verbally agreed to the proposed route along 16th Street, NW for the southbound operations in the afternoon, with connections that are least intrusive to the neighborhood streets.

- 4) DDOT recommends that JPDS continue with their aggressive carpooling and school bus programs for the students. DDOT also recommends that the approval is conditioned that the Applicant provides the annual post-completion TDM monitoring program report to DDOT in order to document the field-measured number of trips, modal split, and parking demand, and their comparison to the estimated values in the TIS.

The Applicant provided details on additional TDM measures such as monetary incentives for the staff/faculty to use the Ohr Kodesh parking lot and carpool for at least two to three times a week. The other satellite parking location at MOSAIC Church is approximately 1,500 feet to the south of the Lower Campus and it would encourage the staff/faculty to walk the four blocks to access the School. The Applicant also provided the following additional TDM measures to reduce automobile trips:

- a) *Preferred Carpool Parking* – Four parking spaces designated for carpool parking.
- b) *Increased Transit Subsidies* – In addition to the current number of 11 staff members, JPDS is proposing to increase participation in transit ridership by promoting the transit subsidy program. DDOT would like the Applicant to commit to fully subsidize transit costs for any staff or faculty member.
- c) *Bicycle Racks and Shower Facilities* – The initial traffic impact study that was submitted in September 2012 had documented that the modal split for walking and bicycling among the faculty and staff was minimal. Based on DDOT's recommendations, the Applicant commits to providing bicycle racks at both campuses, along with shower facilities to encourage staff members to commute by bicycling. DDOT recommends that the bicycle racks are provided somewhere secure within the existing parking lots and are designed following the latest DDOT standards.

DDOT believes that, once implemented, provision of these additional measures would provide an opportunity for reduced single-occupancy automobile trips. DDOT also recommends that the Applicant provide a periodic performance monitoring report to document the modal split, trip generation, and parking demand in order to measure these elements against the projected values in the Applicant's TIS.

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