

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d. Policy Planning and Sustainability Administration

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MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Sam Zimbabwe *[Signature]*
Associate Director

DATE: November 27, 2012

SUBJECT: BZA Case No. 18449 – Israel Baptist Church and Israel Manor – 1251 Saratoga Avenue N.E.

APPLICATION

Israel Baptist Church and Israel Manor, Inc. (the "Applicant") proposes a 35,669 square feet addition to accommodate a 23,669 square feet community health center and 12,000 square feet for social and recreational space for the Church. In addition, the Applicant has requested a parking variance to provide 35 parking spaces with existing access on Saratoga Avenue N.E. and 10 parking spaces on their property accessed from the Bryant Street right-of-way. No changes to current Church activities or the number of seats are proposed.

SUMMARY AND RECOMMENDATION

The District Department of Transportation (DDOT) reviewed the November 21, 2012 Traffic Impact Assessment (TIA) submitted by the Applicant. DDOT does not expect that the proposal will adversely impact the surrounding transportation network with the condition that the Applicant completes the following supporting measures:

- Complete the requested pedestrian and bicycle analysis along with any needed mitigation measures;
- Install 1-2 inverted U-racks at the main entrance of each building; and
- Install a pedestrian entrance off of 12th Street.

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18449
EXHIBIT NO. 29

TRANSPORTATION ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, constructing safer streets and providing outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure alternative modes of transportation are adequate to accommodate new travel demand while discouraging single occupancy vehicle trips. The following analysis evaluates the Applicant's TIA to determine its accuracy and consistency with the District's vision and goals for its transportation network.

Roadway Network, Capacity, and Operations

The trip generation rates associated with the proposed consolidation of the two existing Unity Health Care locations is not expected to generate more than 15 vehicle trips during the peak hour. As such, the expected impacts to the roadway network are minimal and did not require a full Transportation Impact Study to review the capacity and operations at nearby intersections.

Safety

DDOT policy requires that Applicants conduct safety analyses to demonstrate that specific land developments will not create or exacerbate new or existing safety issues for all modes of travel. Given the expected low impacts, an analysis was not required from the Applicant.

Bicycle and Pedestrian Facilities

Requested pedestrian and bicycle analysis was not provided as agreed during scoping with the Applicant. DDOT requests that the Applicant provide analysis to ensure that the pedestrian facilities surrounding the site meet ADA and DDOT standards, and are adequate to accommodate pedestrian demand. Further, DDOT requests that the Applicant provide a pedestrian entrance off of 12th Street in order to facilitate pedestrian access and reduce the walking time from the Rhode Island Metro station from 10 to 8 minutes. In addition, DDOT recommends that 1-2 inverted U-racks be located at the main entrance of each building in order to facilitate ridership and access. These secured bicycle parking spaces should be easily accessible and visible to users.

Transit Services

DDOT and the Washington Metropolitan Transportation Authority (WMATA) have partnered to provide extensive public transit service in the District. DDOT's vision is to leverage these investments to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

According to the observation analysis provided in the TIA, 18% of the Unity Health Care Center users were observed to arrive by transit. The proposed site location is within a 10 minute walk from the Rhode Island Metro station via Rhode Island Avenue and a pedestrian access on 12th Street N.E. would reduce the walk time by 2 minutes, this will further encourage Metro users to the site.

Site Access and Loading

No changes are proposed to the existing site access and loading from Saratoga Avenue. The Applicant has requested a public space permit to formalize the existing access on the Bryant Street right-of-way to parking their private property and on the right-of-way.

Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price and supply of parking spaces. However in urban areas, other factors contribute to the demand for parking such as the availability of nearby high-quality public transit. Given the site location near the Rhode Island Metro Station, DDOT expects medium demand for parking on the site.

The TIA analyzed the parking demand at the two existing Unity Health Care locations to be consolidated under this proposal and for the existing onsite Church activities. Using survey observations and future trip generation rates, the TIA concluded that parking demand could be accommodated with less than 60 parking spaces. Currently, there are 41 parking spaces with access on Saratoga Avenue and 25 parking spaces on the Bryant Street right-of-way for a total of 66 parking spaces. Per current zoning, the proposed addition and health clinic requires 83 additional parking spaces and the Applicant has requested a variance to provide 45 parking spaces on their property and pursue a public space permit to provide access to 10 parking spots on their property and 37 parking spaces on the Bryant Street right-of-way for a total of 92 parking spaces. The additional 47 parking spots on and accessed by the Bryant Street right-of-way are subject to the Public Space Committee approval process.

Streetscape and Public Realm

In accordance with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

Further coordination on the impacts to the right-of-way as proposed by the Applicant will need to be coordinating under our existing permitting process.

Transportation Demand Management (TDM)

TDM is a set of strategies, programs, services and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods.

The Applicant has not proposed any TDM measures and DDOT recommends that in order to reduce parking demand and single occupancy vehicle trips that the Applicant install 1-2 bike racks at the main entrance of their buildings and install a pedestrian entrance on 12th street.