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MEMORANDUM

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DATE: October 2, 2013
Revised December 23, 2013

SUBJECT: Lab School of Washington
Parking Needs Assessment
Washington, D.C.

Introduction

This document discusses a refined parking needs assessment for the Lab School of Washington's (LSW) main campus on Reservoir Road.

The original parking assessment was provided to ANC 3D and dated October 2, 2013. The revision dated October 23, 2013 updated the document to include the four (4) parking spaces located on the northwest side of Whitehaven Parkway that serve the LSW finance office that were excluded in the original study. However, the four (4) LSW finance office spaces are in public space and cannot be counted as part of Lab School's parking supply. Therefore references to these spaces have been removed from this document. In addition, the 43 angled parking spaces on Whitehaven Parkway are no longer included in Lab School's off-campus parking supply since these spaces are open to the public.

Based on the outcome of the ANC 3D meeting on Wednesday, December 4, 2013, Lab School agreed to maintain 38 off-campus parking spaces which could be reduced if parking demand surveys show that they are not required. This proposed condition is described in greater detail later in the report.

The site is located on the north side of Reservoir Road and east of Whitehaven Parkway in northwest Washington, D.C., and serves students in grades 5 through 12, as shown on Figure 1. First grade through grade four (4) attends classes at the LSW Foxhall Road campus.

The main campus has a current approval from the District of Columbia Board of Zoning Adjustment (BZA) that allows for a total enrollment at the Reservoir campus of 330 students and 182 faculty/staff members. The existing enrollment is approximately 270 students and 170 faculty/staff members.

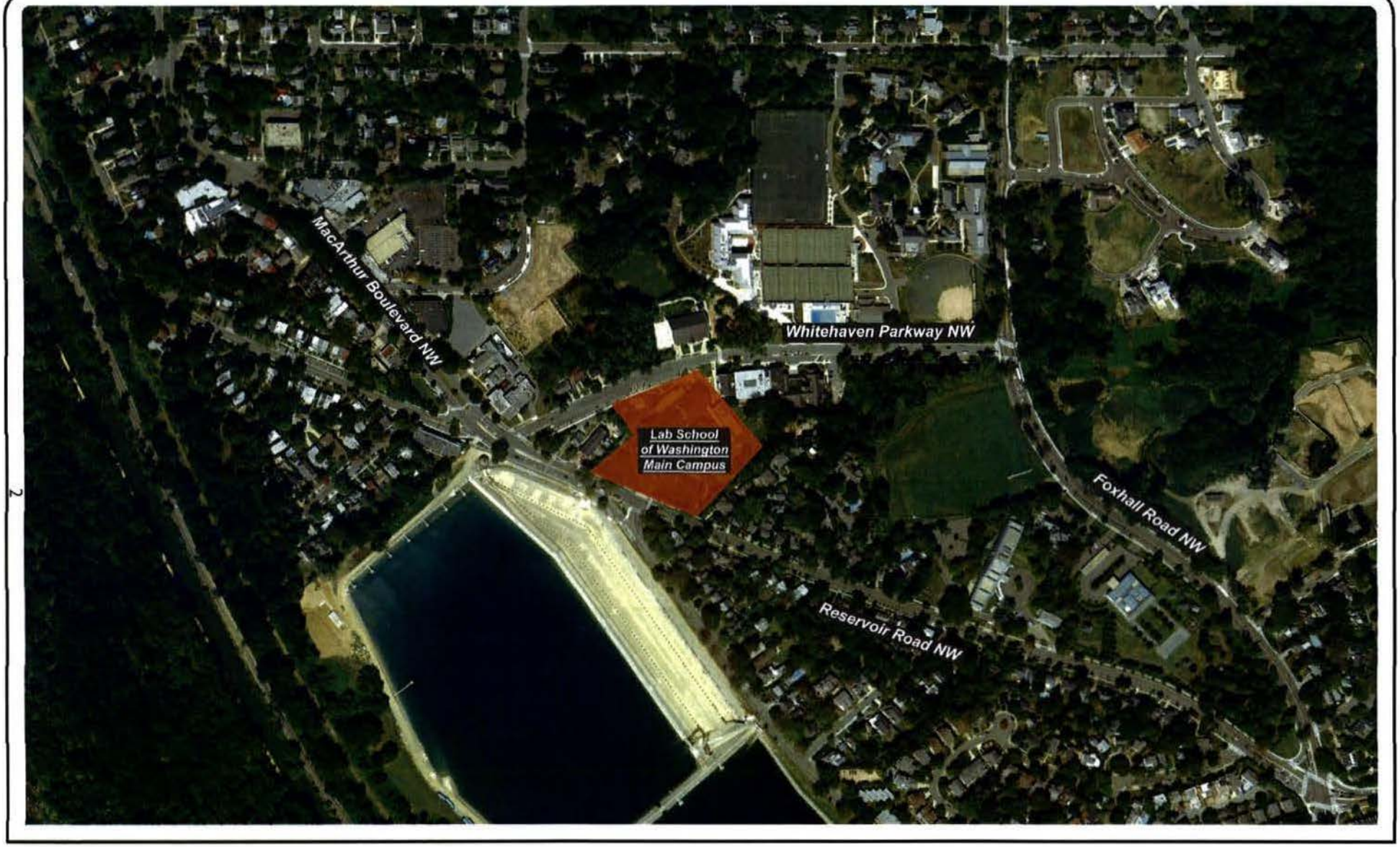

Figure 1
Site Location

North

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Campus Plan

After careful study, the Lab School of Washington plans to expand the existing arts building and construct a high school addition to increase classroom space. The high school addition would consist of approximately 29,000 S.F. and the arts addition would consist of 5,370 S.F. The primary use of the new space would be for existing and future high school students. The arts building addition is proposed for the north side of the main campus. The proposed plan prepared by SHW Group is shown on Figure 2.

No additional students or faculty/staff members above the approved totals are proposed with the plan development.

The plan modifications are part of the sustainability initiative by the Lab School to make environmental improvements to the building and create adequate space for students that are currently in less than optimal conditions. This includes upgrades to the heating, ventilation, and air conditioning systems, pedestrian paths and improvements, and other elements to minimize environmental impacts.

A central feature of the plan is the elimination of the courtyard area that is currently paved and used for visitor and handicap parking. This area would be converted to green space and would displace the existing parking spaces. The primary purpose of this modification is to improve pedestrian safety in this area of the campus. The handicap spaces would be relocated within the main parking lot. The plan would result in a net loss of approximately 20 zoning compliant ("standard") parking spaces, and requires a request for relief from the zoning ordinance from the BZA.

In addition to the parking lot improvements, other pedestrian and bicycle-related improvements are also planned. These include an upgrade of the pedestrian path and connection from Reservoir Road, new bicycle racks, a loaner bike for faculty/staff use, and access to bicycle repair tools.

Loading

The proposed expansion to the Lab School would increase the Gross Floor Area (GFA) above 100,000 square feet (S.F.). The District of Columbia Municipal Regulations require uses above 100,000 S.F. to provide one (1) 30-foot loading berth, one (1) 55-foot loading berth, a 100 S.F. loading platform, a 200 S.F. loading platform, and a 20-foot deep loading space. As described above, the loading area in the courtyard would be removed. Therefore, Lab School is requesting relief from the loading requirements.

Loading for a 30-foot truck is currently provided within the courtyard area and informally from the northwest corner of the site where six (6) parking spaces are located. The loading area would be removed as part of the modification to the courtyard, providing green open space and improving traffic safety. Thus, all loading would be provided from the parking area in the northwest corner of the campus that currently accommodates deliveries, utilizing existing connections to other buildings on the campus. LSW has indicated that large tractor trailers do not service the school. Thus, the need for a 55-foot loading berth is unnecessary. Further, deliveries made by smaller vehicles (UPS, FedEx, etc.) have been encouraged to use the northwest parking area rather than the front of the school. Thus,

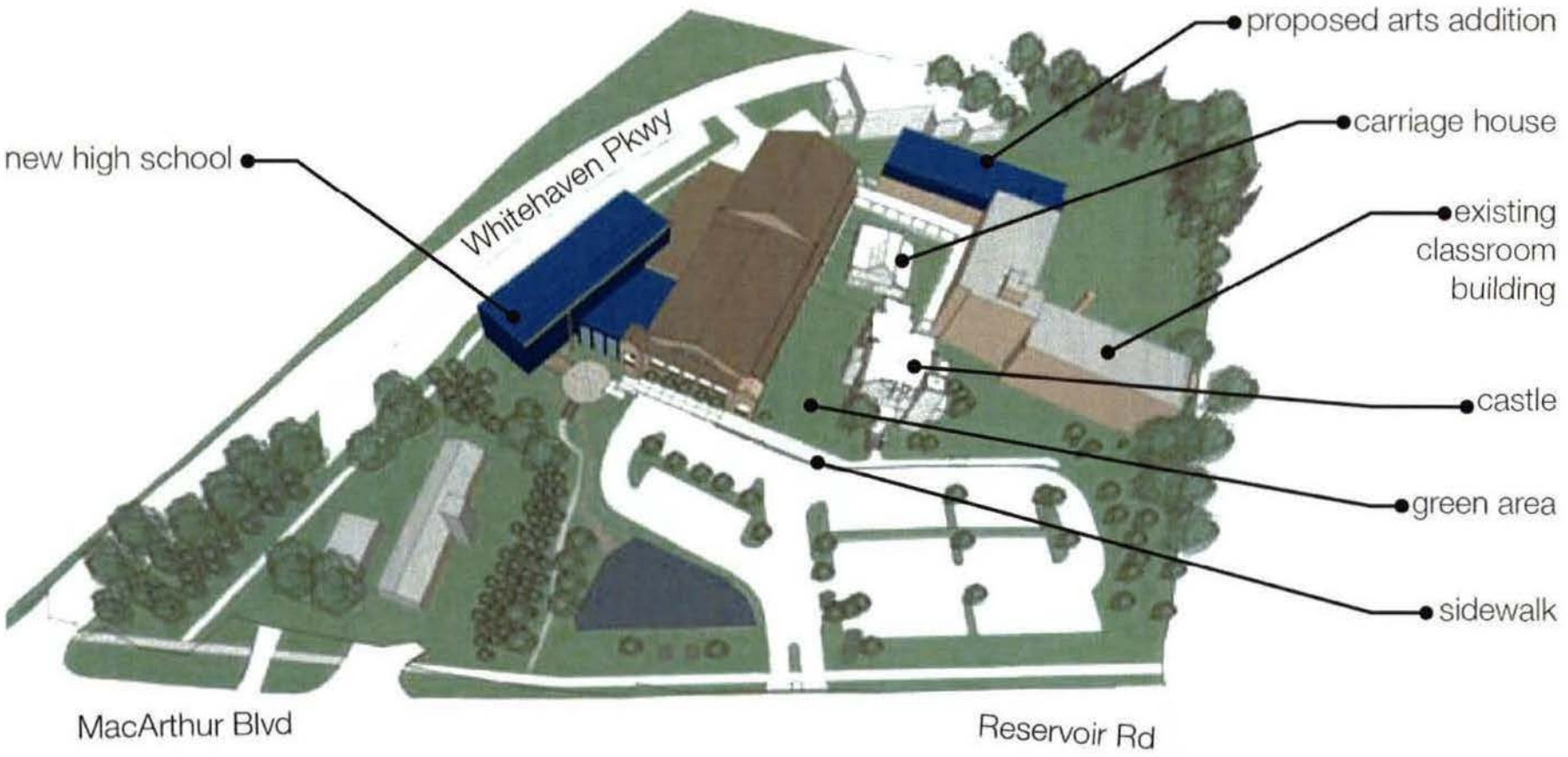
since LSW currently manages these loading activities and would continue to do so in the future, there would not be an impact to the road network by eliminating the loading area within the courtyard.

BZA Order and TMP Monitoring

The District of Columbia Board of Zoning Adjustment (BZA) approved Decision and Order #18237 on July 26, 2011 that made permanent the existing cap of 182 faculty/staff and 330 students at the main campus. As part of the Order, LSW implemented a Traffic Management Plan (TMP) that limits the AM peak hour inbound trip generation to 165 vehicles between 7:45 AM and 8:45 AM. The peak hour trips are measured within 30 days of the beginning of both the Spring and Fall semesters, documented, and submitted to DDOT and ANC 3D within 45 days of the counts. The counts capture all trips to the campus including vehicles counted at the main entrance on Reservoir Road and by visitors and staff that drive and park in off-site facilities and walk to the campus.

As shown on Figure 3, LSW as met the TMP monitoring goal for six (6) consecutive monitoring periods, between Spring 2011 and Fall 2013, with a peak hour inbound vehicle trip generation ranging from 136 to 160 vehicles.

Note that the most recent monitoring survey collected on September 26, 2013 yielded the lowest recorded volume of inbound vehicles of any traffic counts collected at the main campus, showing a continuing trend in a reduction of peak hour trips.

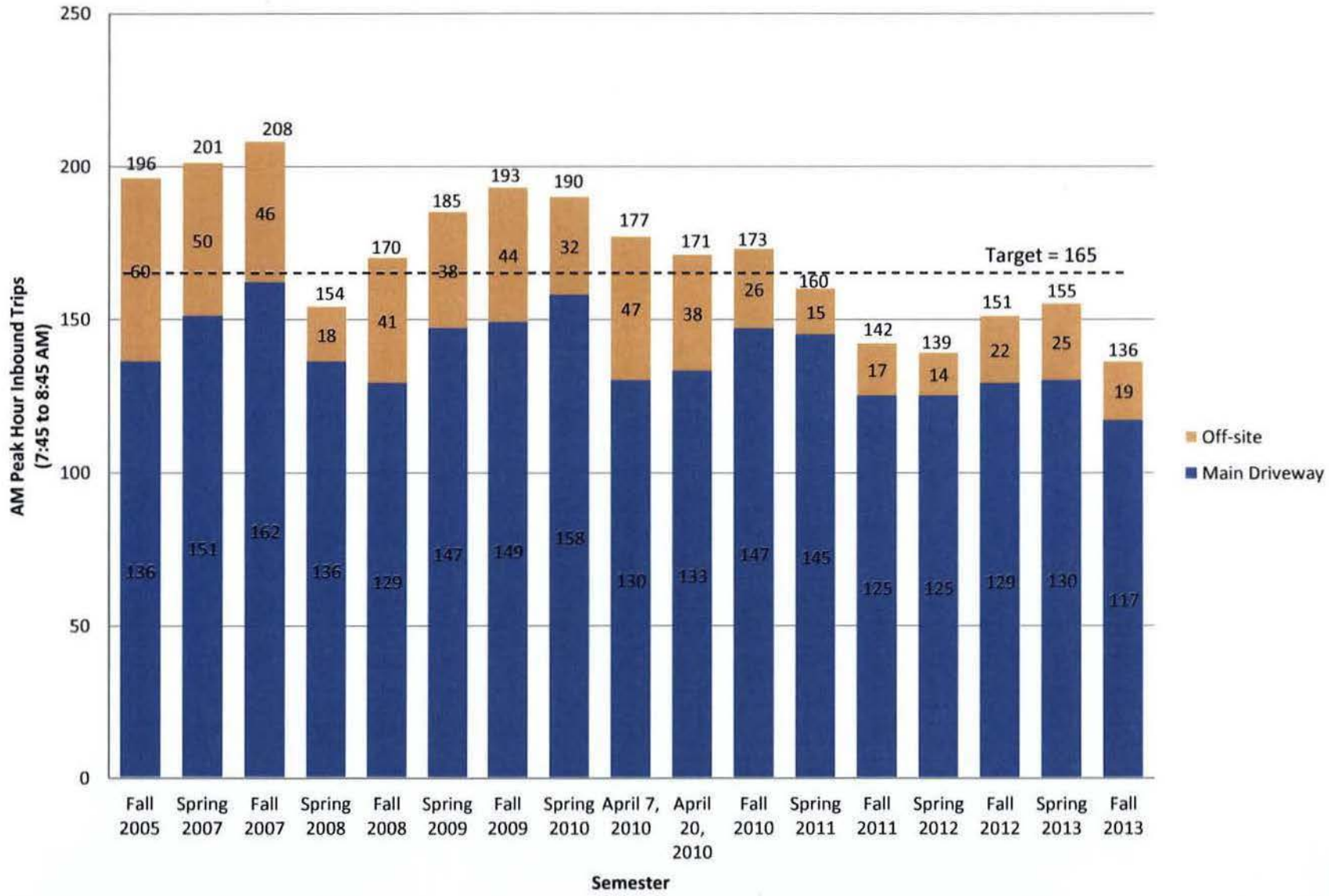


Source: SHW Group

Figure 2
Campus Plan

North

Figure 3 - TMP Monitoring Results



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On-Site Vehicular Circulation

The vehicular access to the Lab School is via the main driveway on Reservoir Road. Parents and buses utilize this driveway to enter and exit the site and drop-off and pick-up students. The driveway is controlled by a traffic signal. During the morning and afternoon peak periods, the intersection is controlled by DC police in order to facilitate access and minimize queuing. Shuttles for faculty/staff and students arrive and depart on Whitehaven Parkway.

Observations of traffic operations during the peak periods indicated that traffic flows were adequate and queuing was minimized on the property with the presence of traffic control personnel.

Traffic circulation at the main campus would continue to operate similar to current conditions with the plan implementation. As shown on Figure 4, the primary drop-off and pick-up location is on the east side of the main parking area in front of the Castle Building, and serves all grade levels.

The proposed plan changes would allow for the separation of high school and middle (junior high and intermediate) school drop-off and pick-up within the main parking area, increasing the stacking area for this activity to occur. Since the courtyard will be closed, students may walk freely between the east and west sides of the campus without vehicle conflicts. The proposed site traffic circulation is shown on Figure 5.

The plan would require delivery activities to occur from Whitehaven Parkway, rather than within the existing courtyard. A path exists from the loading area to the building for the movement of goods from the loading dock to the building.

Pedestrian Circulation

The plan includes pedestrian improvements to enhance access to the campus. The closure of the courtyard would provide for a continuous pedestrian circulation sidewalk from Reservoir Road on the east to the new high school building. In addition, the existing pedestrian path on the west side of the campus through the wetland area would be upgraded and improved for pedestrians. Note that pedestrians are restricted from using the main driveway on Reservoir Road.

Bicycle Facilities

Existing bicycle racks are currently provided within the campus. Additional racks and amenities are proposed as discussed in the later section of this report.

Figure 4
Existing Vehicular and Pedestrian Circulation

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Figure 5
Proposed Vehicular and Pedestrian Circulation

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Parking Supply

A total of 107 parking spaces are provided to serve the main campus, with 87 standard spaces and 20 stacked spaces within the main parking area. Two (2) of the 87 parking spaces within the main parking area are reserved for the school nurse and school admissions. All of the remaining spaces are unrestricted and are used on a first-come, first-served basis.

A total of 15 parking spaces are leased on a monthly basis by LSW within the CVS parking lot just west of the site. While a total of 43 angled spaces are located on Whitehaven Parkway, they are not exclusively for use by LSW faculty/staff members and are not counted as part of Lab School's off-campus parking supply.

The removal of the courtyard would eliminate eight (8) standard/visitor spaces and four (4) handicap spaces. An additional seven (7) spaces would be lost within the west side of the parking area to facilitate pedestrian access within the campus. The handicap spaces would be relocated within the main parking area, resulting in a loss of five (5) standard spaces. Thus, there would be an overall loss of 20 standard spaces within the main parking area serving the campus, as shown on Figure 7.

It should be noted that an additional four (4) stacked parking spaces would be gained under the proposed plan. Therefore there would be a net loss of 16 parking spaces on campus. Figures showing the existing and proposed stacking spaces are included in Appendix A.

Excluding the CVS parking spaces, the existing 107 spaces (87 standard/20 stacked) would be reduced to 91 spaces (67 standard/24 stacked).

These details are shown on Table 1.

Code Parking Requirement

The District of Columbia Municipal Regulations require a total of 130 parking spaces be provided to serve the Lab School of Washington, as summarized on Table 2, however the Board has approved a parking reduction for the Lab campus. The school is currently required to provide 87 zoning-compliant standard parking spaces on campus. Based on the total parking spaces provided (107 spaces), a parking reduction of 23 spaces (or 18 percent) currently exists for the LSW main campus.

Based on the proposed plan changes that result in an overall net loss of 16 parking spaces, an increase to the existing parking reduction from 23 spaces to 39 spaces (or from 18 to 30 percent) is proposed.

Figure 6
Existing Parking Supply

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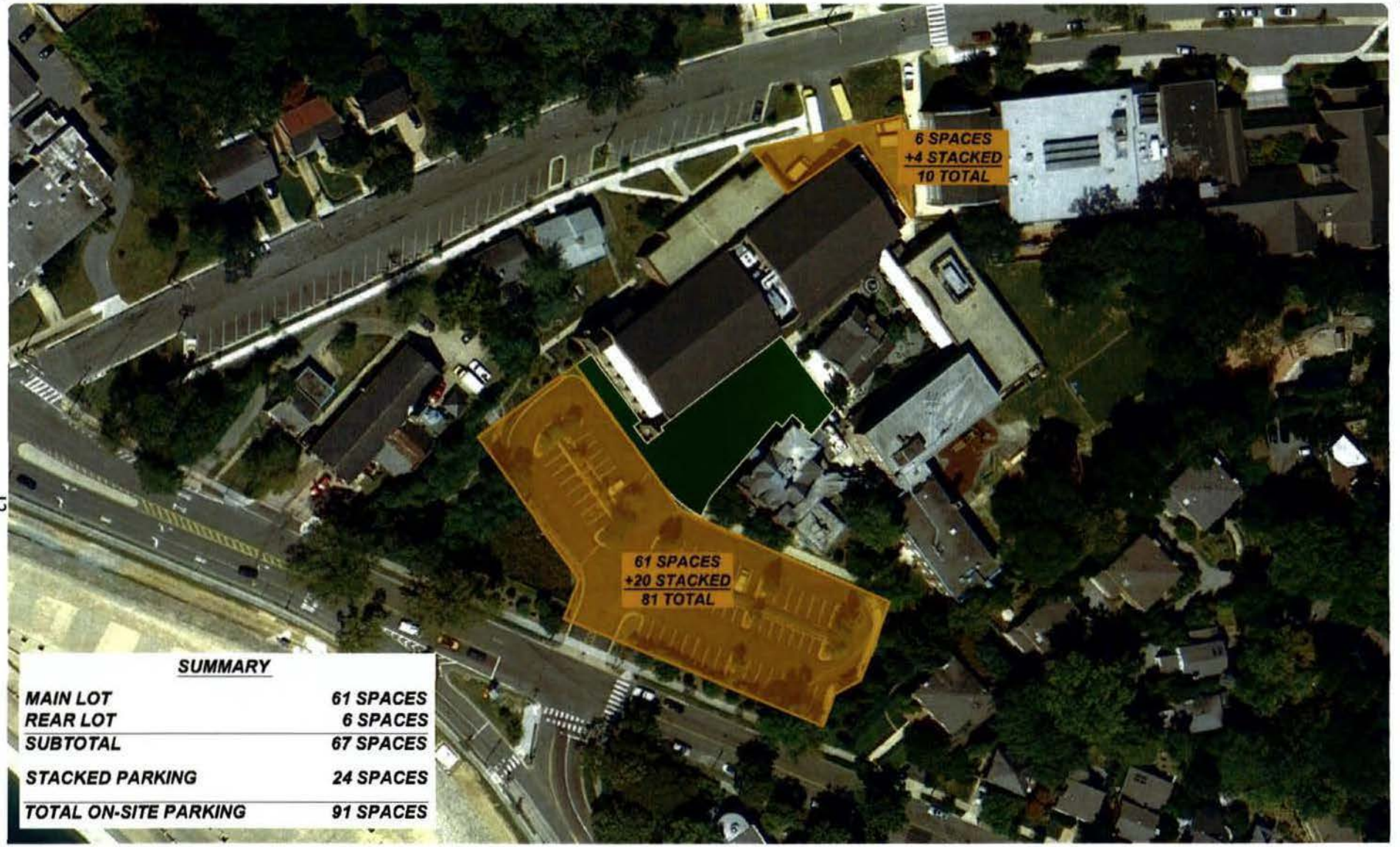

Figure 7
Proposed Parking Supply

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Table 1

Lab School of Washington

Parking Supply Summary

Existing Parking Supply		
Main Surface Lot [1]	87	spaces
Stacked Parking Spaces	20	spaces
Existing Parking Provided (Zoning Spaces)	**107**	**spaces**
Proposed Modifications		
Courtyard Lot Displacement (standard)	(8)	spaces
Courtyard Lot Displacement (HC)	(4)	spaces
Main Surface Lot Displacement	(7)	spaces
Main Surface Lot Displacement (HC)	(5)	spaces
Relocate HC Spaces	4	spaces
Overall Net Parking Loss	**(20)**	**spaces**
Proposed Parking Supply		
Main Surface Lot	67	spaces
Stacked Parking Spaces	24	spaces
Proposed Parking Provided (Zoning Spaces)	**91**	**spaces**
Off-Campus Parking		
CVS Parking Spaces [2]	15	spaces
OFF-SITE PARKING SUPPLY	**15**	**spaces**

Notes (1) Includes 4 HC spaces and 2 reserved spaces (nurse/admissions).

(2) Leased by LSW on a monthly basis.

Table 2
Lab School of Washington
Code Parking Requirement Summary

Code Requirement	
Code Required Spaces per Faculty/Staff =	2/3 Spaces per Faculty/Staff
Code Requirement for Assembly Area =	0.1 Spaces per Seat
Number of Spaces Required for 182 Staff =	121
Number of Spaces Required for Assembly Area (31% of 300 Seats) =	9
Total Required Parking Spaces[1] =	130
Current Approval	
330 Students	
182 Faculty/Staff	
Existing Parking Spaces =	87
Stacked Parking Spaces =	20
Total Spaces =	107
Spaces Required by Code =	130
Reduction from Code =	23
Percent Reduction =	**18%**
Proposed Conditions	
(No changes in students and staff)	
Existing Parking Spaces =	87
Proposed Parking Modifications =	-20
Proposed Parking Spaces =	67
Stacked Parking Spaces =	24
Total Spaces =	91
Spaces Required by Code =	130
Reduction from Code =	39
Percent Reduction =	**30%**

Notes

1 Based on requirements set forth in D C Municipal Regulations

Parking Occupancy

Peak hour parking occupancy was measured during each of the TMP monitoring periods in order to determine the demand characteristics of the faculty/staff and visitors. Note that school policy does not permit students to drive to school unless they have specific permission. The current number of students permitted to drive is two (2) students. These student drivers are captured in the survey data collected on-site.

The parking occupancy results are summarized on Table 3 and have been averaged using the last six (6) monitoring studies when the target trip generation threshold was achieved. The results indicate that the average faculty/staff occupancy was approximately 110 parked vehicles and the visitor demand was approximately nine (9) vehicles. This equates to a parking ratio of 0.65 spaces per faculty/staff member and 0.03 visitor spaces per student.

The majority of faculty/staff members and visitors parked in the main lot (87 vehicles) while the remaining vehicles (31 vehicles) were parked off-campus, with 17 vehicles parked on Whitehaven Parkway, 11 vehicles on other adjacent streets, and three (3) vehicles parked in the CVS lot, as shown on Table 4. Note that some of the 87 vehicles within the main lot used stacked parking spaces.

Forecasted Parking Demand

The detailed parking occupancy counts collected over the six (6) monitoring studies were combined and averaged in order to derive a parking generation rate for faculty/staff and visitors. These rates were then applied to the full occupancy of the main campus with 182 faculty/staff and 330 students. This represents an increase of approximately 15 faculty/staff and 58 students over current conditions. The overall mix of students between the various grades would not significantly change from current conditions.

The results of the parking analyses are summarized on Table 4, and indicate that the faculty/staff would require approximately 119 parking spaces and visitors would require approximately 10 parking spaces, assuming current travel patterns and commuting trends. This results in an overall total parking demand of approximately 129 spaces. This peak typically occurs during the midday hours, between 11:00 AM and 1:00 PM.

Assuming 10 spaces within the on-site parking supply is needed for visitors; the remaining spaces (57 standard/24 stacked spaces) could be used by staff members. This would require approximately 38 faculty/staff members to park off-campus (or an increase of approximately seven (7) vehicles beyond the existing 31 vehicles parked in off-campus spaces), based on current travel patterns and trends. The existing and future parking demands are shown on Figures 8 and 9, respectively.

Thus, the proposed modifications to the Transportation Management Plan (TMP) would require a reduction of approximately seven (7) vehicles in order to maintain current parking levels assuming full capacity of the school is reached. This would require an increase of the existing non-auto mode share

of 23 percent to approximately 29 percent (or an increase of approximately 6 percent) among the faculty/staff members.

Mitigation Strategy

The plan improvements proposed for LSW would eliminate 20 parking spaces. These spaces are not proposed to be replaced within the property. The existing and potential parking demand associated with these spaces are proposed to be fully mitigated through significant enhancements to the existing Traffic Management Plan (TMP) administered at the school.

This strategy to reducing parking demand is consistent with current trends and policies for sustainability within the District of Columbia and the building industry. It reflects the overall approach by LSW to create and maintain a culture of environmental stewardship, rather than building additional parking that only precipitate more driving and traffic congestion.

This strategy was discussed at a preliminary level with DDOT staff, and they were generally receptive to this approach.

Table 3
Lab School of Washington
Parking Occupancy Summary

Parking Occupancy [1]							
Monitoring Date	Peak Parking Demand On-Site + Off-Site (8.00 AM to 5 00 PM)	Visitor Parking Occupancy (1) (8.00 AM to 5 00 PM)	Faculty/Staff Parking Occupancy (8 00 AM to 5 00 PM)	Total Students (Main Campus)	Total Faculty (Main Campus)	Visitor Spaces per Student	Spaces per Employee
Spring 2011	103	8	95	279	166	0 03	0 57
Fall 2011	134	11	123	271	168	0 04	0 73
Spring 2012	128	10	118	273	168	0 04	0.70
Fall 2012	115	9	106	267	164	0 03	0 65
Spring 2013	114	9	105	271	166	0 03	0.63
Fall 2013	116	6	110	270	170	0.02	0.65
Average (5 Previous)	**118**	**9**	**109**	**272**	**167**	**0.03**	**0.65**

Notes (1) Based on counts and surveys conducted by Wells + Associates

Table 4
Lab School of Washington
Forecasted Parking Demand

Existing Conditions		
Main Lot Parking Demand (Faculty/Staff)	78	parked vehicles
Main Lot Parking Demand (Visitors)	9	parked vehicles
Whitehaven Parkway Parking Demand	17	parked vehicles
On-Street Street Parking Demand	11	parked vehicles
CVS Lot Parking Demand	3	parked vehicles
Average Parking Demand:	118	parked vehicles
Visitor Parking Demand:	9	parked vehicles
Faculty/Staff Parking Demand:	109	parked vehicles
Current Staff:	167	faculty/staff
Spaces per Faculty/Staff:	0.65	spaces/staff
Current Students:	272	
Visitor Spaces per Student:	0.03	
Forecasted Parking Requirements (1)		
Maximum Faculty/Staff:	182	faculty/staff
Maximum Students:	330	spaces/staff
Parking Required (Faculty/Staff):	119	parked vehicles
Parking Required (Visitors):	10	parked vehicles
Total Parking Demand	129	parked vehicles
Proposed Future Conditions		
Proposed Main Lot (2)	67	parked vehicles
Stacked Parking Spaces	24	parked vehicles
Subtotal (On-Campus)	91	parked vehicles
Existing Off-Campus Parking	31	parked vehicles
Subtotal (Off-Campus)	31	parked vehicles
Total Proposed Parking	122	parked vehicles
Difference	**(7)**	**parked vehicles**

Notes. (1) Assumes current travel trends.

(2) Includes 4 HC spaces, 2 reserved spaces (nurse/admissions), and 10 visitor spaces

Figure 8
Existing Parking Demand
(Total Parking Demand = 118)

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Figure 9
Future Parking Demand
(Total Parking Demand = 129)

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Faculty/Staff Survey

In order to identify the best and most appropriate measures to increase the existing non-auto mode share and decrease parking demand, an employee survey was distributed to all LSW faculty and staff members A total of 112 responses were received out of a potential of 166 (includes Main Campus faculty/staff only), representing a 67 percent response rate that is statistically significant, and were used to evaluate current trends, travel patterns, and preferences

Key findings are summarized below·

- Approximately 77 percent of LSW faculty/staff drive alone
- The non-auto mode share of 23 percent includes five (5) percent by LSW shuttle, five (5) percent carpool, four (4) percent by bike, three (3) percent bus/metro, three (3) percent walking and three (3) percent dropped off
- The majority of drivers (56 percent) park within the main campus parking area
- Most faculty/staff (77 percent) arrive between 7 00 AM and 8 00 AM Departures are more spread out between 3 00 PM and 7 00 PM, with the majority (29 percent) departing between 4 00 PM and 5 00 PM
- About 11 percent could telework a few days a week, and about 28 percent could telework a few days a month
- The majority of respondents would be motivated to use another mode choice rather than driving alone if a free taxi ride home in case of an emergency were provided, a modified transit route and schedule were provided, a new LSW shuttle stop, and a rewards program were provided
- Convenience is the most important factor when deciding what travel to use to get to work
- The preferred alternate modes of travel (excluding driving alone) include carpooling, the LSW shuttle, being dropped off at the school, and bus/metro

The results of the survey are contained in Appendix B

The results of these surveys were discussed at a mandatory all staff meeting the summer of August 2013 that included a description of the history of LSW' s traffic reduction efforts as well as additional methods that staff could use in the near term to use alternatives to driving All staff members were encouraged to participate and to contribute their ideas

These results were used to modify the current Transportation Management Plan (TMP) for the school in order to reduce the number of single-occupant vehicle trips and parking

Transportation Management Plan

As part of the BZA Order, the Lab School of Washington instituted a Transportation Management Plan (TMP) to promote safe and efficient arrival, dismissal, and parking procedures that minimize the school's impact on neighboring institutions and the community The goal of the TMP is to mandate that no new

trips beyond the current AM peak hour (7 45 AM to 8 45 AM) trip cap of 165 inbound vehicles be generated by the main campus and to bring peak weekday parking demand and supply into balance

In order to assess the effectiveness of the TMP, monitoring surveys are conducted at the start of every semester The reports are distributed to the District Department of Transportation (DDOT) and Advisory Neighborhood Commission (ANC) 3-D As mentioned previously, LSW has met the TMP monitoring goal for six (6) consecutive monitoring periods, between Spring 2011 and Fall 2013, with a peak hour inbound vehicle trip generation ranging from 136 to 160 vehicles

Existing and Currently Proposed TMP Measures

LSW has implemented, or will implement, the following measures to reduce peak parking demands (as identified in the August 30, 2013 submission)

1 Un-assign the existing 87 surface parking spaces at the main campus to better utilize these spaces (implemented)

2 At the initial employee orientation, provide information to all new faculty and staff on the public transportation facilities and services available to them (implemented)

3 Provide all existing faculty and staff published route maps and schedule information Post this information in a convenient, centralized location (implemented)

4 Apprise all faculty and staff about web links to the various public transportation providers (implemented)

5 At faculty and school wide meetings, stress the advantages and importance of using public transportation whenev2323er possible (implemented)

6 LSW is enrolled in Metro's Smart Benefit / Metrochek program The LSW Finance Committee authorized $245 per person per month in transit benefits, which is the maximum allowed by law (implemented)

7 Provide free daytime shuttle bus service between the school, the Tenley/AU Metro station in the District of Columbia, the Rosslyn Metro station in Arlington as well as Glen Echo, Beth El Synagogue, Westbard Shopping Center in Maryland, and the King Street Metro station and the Bradlee and Belleview Shopping Centers in Alexandria (implemented)

8 LSW will work with other neighboring schools and institutions to coordinate and expand existing shuttle bus services (will implement)

9 LSW will offer guaranteed rides home to anyone who takes transit or is a carpool passenger in emergencies Shuttle buses, taxis, or other vehicles will be used for this

purpose (implemented)

10 Enroll faculty/staff members in the "Guaranteed Ride Home" program offered by an outside entity to encourage use of public transportation (will implement)

11 Provide bike racks and showers for faculty and staff who bike to the campus (implemented)

12 Augment the existing carpool program for faculty and staff, complete with a zip code list to facilitate forming carpools (will implement)

13 Provide reserved parking for registered carpools (implemented)

Additional TMP Measures

The Lab School will or has already implemented the following additional measures in an effort to mitigate the loss of 20 parking spaces and further reduce traffic and parking demands generated by the school Some of these efforts have been implemented, and include

1 Designated a Transportation Director who manages the system full-time and encourages ridership The LSW transportation director is in her fourth year of service at this position (implemented)

2 Institute the bike share program which gives commuters who bike $40 a month towards repairs or the purchase of a new bike (implemented)

3 Purchased a school bike that is available for errands or to commute to the Foxhall Campus (implemented)

4 Extend the Guaranteed Ride Home program administered by LSW to bike riders (will implement)

5 Added new bike racks and are purchasing more as demands require (implemented)

6 Include bike racks as well as a transportation info center in the High School design (will implement)

7 Further encourage car pool use and formation These carpooling initiatives include collecting staff/faculty addresses and facilitating the formation of carpools for employees who live near each other (will implement)

8 Increase shuttle use through transportation surveys seeking how best to expand and serve shuttle riders and reduce parking demand (will implement)

9 Expand shuttles in numbers and routes and tailor them to meet the needs of both staff and students Currently there are four (4) shuttles that serve a large area within the City and beyond (will implement)

10 Adjust stops to make the shuttles more efficient and convenient. LSW consults with parents as well as transportation suppliers to make the shuttles attractive to riders Shuttle buses have comfortable seats with air conditioning (will implement)

11 Institute a guaranteed ride home program administered by LSW to encourage shuttle and mass transit use (will implement)

12 Consider providing midday shuttle use for faculty and staff errands (will implement)

13 Made LSW shuttles during the AM peak hour available for the community for transportation to Metrorail stations (implemented)

14 Coordinate with godcgo com for promotional events and information (will implement)

15 Maintain and manage the stacked parking within the main lot. Primarily for visitors to the campus (implemented)

16 Review the policies for visitors coming to the campus and inform them that limited parking is provided Encourage meetings to occur during midday hours and potentially reduce the number of marked visitor spaces to better utilize stacked parking during midday hours (will implement)

17 Conduct an annual survey of all staff to determine how personnel arrived at school, non-auto mode share, and determine the best means of reducing single occupant vehicle trips Examine the parking demand as part of the traffic portion of the TMP and review current trends, adjusting the TMP elements as needed and if appropriate (will implement)

In addition to these TMP mitigation measures, the 15 parking spaces currently leased at the CVS lot would be increased to 38 spaces subsequent to the buildout of the plan to ensure that adequate parking is provided (note that only approximately five (5) of the existing15 leased spaces are currently used daily) These spaces may be eliminated in the future if determined that they are not necessary to meet the future parking demand

Based on these measures and the ability to influence the travel behavior of the captive group of faculty/staff members, a highly aggressive, targeted, TMP will effectively mitigate the loss of the 20 parking spaces within the courtyard of the main campus The Lab School has a successful track record of meeting its TMP goals, balancing its parking supply and demand, and minimizing its impacts to the road network and adjacent community LSW has met their TMP goal for the last six (6) reporting periods, and complaints regarding traffic issues or parking in off-campus areas are very infrequent. In fact, previously leased parking at the GWU campus that included 30 spaces was eliminated years ago with no

measurable impact to the community In addition, LSW has encouraged and increased shuttle service for both staff and students Within the last year, ridership has increased from 80 students to over 100 students, an increase of over 25 percent. Thus, the TMP measures and commitment to sustainability by LSW are creating a model for other schools in the City

In addition, the estimated parking demands are based on current travel patterns and trends It is anticipated that as the plan is implemented, the overall trend of driving and parking would be reduced, and that new hires would be informed of the transportation policies of the school and would be encouraged to use transit or some other non-auto mode to get to work. This has become part of the culture at LSW and is reflected in the success of the current program

Off-Campus Parking Supply and Parking Demand Monitoring

In order to ensure that the removal of the on-campus parking spaces will not impact the adjacent streets or neighborhood, Lab School will maintain a minimum of 38 off-campus parking spaces, secured through leases or by other means exclusive of public parking spaces LSW will monitor its parking demand once each semester (Fall and Spring) to determine how many secured off-campus parking spaces are required to meet LSW's parking demand needs subject to the following conditions

1 The parking monitoring survey shall be conducted within 30 days of the start of each semester A report documenting results of the parking monitoring survey will be submitted to DDOT and the ANC within 45 days of the completion of the monitoring survey

2 The School shall commit to a maximum parking demand threshold of 129 parked vehicles including on and off-campus parking (exclusive of public parking spaces), during the typical weekday peak hour The number of parked vehicles within the 38-space secured off-campus parking area will be defined in the monitoring report.

3 If the School's actual parking demand is equal to or less than the parking demand threshold during the typical weekday peak hour for four (4) consecutive semesters (or monitoring periods), subject to DDOT and ANC approval, LSW may reduce the number of secured off-campus parking spaces by a number approved in consultation with the ANC

4 If the School's actual parking demand is greater than the parking demand threshold during the typical weekday peak hour for any monitoring period, additional TMP measures must be implemented immediately If Lab fails for a second consecutive time, it must return to the Board for its review of the conditions of approval

It should be noted that LSW is still working with the ANC on the final language of the proposed conditions Lab School will present any modifications to the proposed conditions at the public hearing

Conclusions

The conclusions of this parking needs assessment are as follows

1 The current parking supply serving the Lab School of Washington main campus consists of 107 spaces, including 87 standard spaces and 20 stacked spaces Additional off-campus parking is provided within the CVS lot (15 spaces) The CVS parking spaces are leased on a monthly basis by LSW

2 The proposed plan would add a new building serving high school students and an arts addition No additional students or faculty/staff members above the approved totals (330 students/182 staff members) are proposed with the plan development. Further, the number of high school students would not significantly increase beyond the current enrollment, and the mix of students would remain similar to current conditions

3 The District of Columbia Municipal Regulations require uses above 100,000 S F to provide one (1) 30-foot loading berth, one (1) 55-foot loading berth, a 100 S F loading platform, a 200 S F loading platform, and a 20-foot deep loading space Loading is currently provided within the courtyard area and informally from the northwest corner of the site The loading area would be removed as part of the modification to the courtyard, providing green open space and improving traffic safety Thus, Lab School is requesting relief from the loading requirements through the management of loading activities on-site

4 The plan modifications would improve pedestrian access, pedestrian safety, and incorporate green building techniques in order to provide for the long-term sustainability of the school These modifications would result in a net loss of 16 parking spaces within the main campus, reducing the overall parking supply to 91 spaces (67 standard/24 stacked) The loss of these spaces is proposed to be fully mitigated through modifications to the existing Transportation Management Plan (TMP) program currently administered at the school

5 The District of Columbia Municipal Regulations require a total of 130 parking spaces be provided to serve LSW Based on the total parking spaces provided (107 spaces), a parking reduction of 23 spaces (or 18 percent) currently exists for the LSW main campus. Assuming a net loss of 16 parking spaces with the plan, an increase to the existing parking reduction from 23 spaces to 39 spaces (or from 18 to 30 percent) is proposed

6 Based on observed data, a parking demand of approximately 129 parked vehicles (including 10 visitor vehicles) would be required under full occupancy of the main campus at LSW, based on current travel patterns Assuming 91 spaces are provided on-site, 38 vehicles would need to park off-campus Approximately 31 vehicles are parked off-campus daily Thus, an additional seven (7) vehicles would need to be mitigated, and requires an increase of the existing non-auto mode share of 23 percent to approximately 29 percent (or an increase of approximately 6 percent) among the faculty/staff members

7 The employee survey results indicate several areas where improvements to the TMP would reduce the number of single drivers to the school This includes an improved carpool program, adjustments to the LSW shuttle service, and provisions for bicycle amenities, among others Since a captive group exists that can be managed, it is anticipated that the TMP measures will effectively mitigate the loss of the 20 standard parking spaces within the main campus through an achievable increase in non-auto mode share

8 The successful record of LSW meeting its TMP goals (the target goal of fewer than 165 inbound AM peak hour trips has been met on the last six (6) consecutive observations), has shown an on-going commitment to reducing traffic impacts and effectively managing vehicular traffic and parking on a daily basis, through a combination of LSW staff and other traffic control personnel The reduced parking supply and green building methods incorporated by LSW as part of the plan provide a commitment to the long-term sustainability of the school that minimizes environmental impacts and is consistent with other projects throughout the City as part of green building and sustainability initiatives

9 In order to ensure that the removal of the 20 standard parking spaces would not impact the adjacent streets or neighborhood, Lab School proposes to maintain 38 off-campus parking spaces, secured through leases or by other means Parking demand would be monitored and limited to a maximum 122 parked vehicles on a typical weekday If the parking demand is below the threshold for four (4) consecutive monitoring periods, LSW may reduce the number of off-campus spaces However, if LSW does not meet this threshold for any monitoring period, additional transportation management measures would be triggered If the threshold is not met for two (2) consecutive periods, LSW would be required to file an application with the BZA for review of the conditions of approval

Appendix A
On-Site Stacked Parking Layout

O:\PROJECTS\3001-3500\3005 LAB SCHOOL OF WASHINGTON\GRAPHICS\EXISTING STACKED PARKING 11.20.2013.DWG JCP

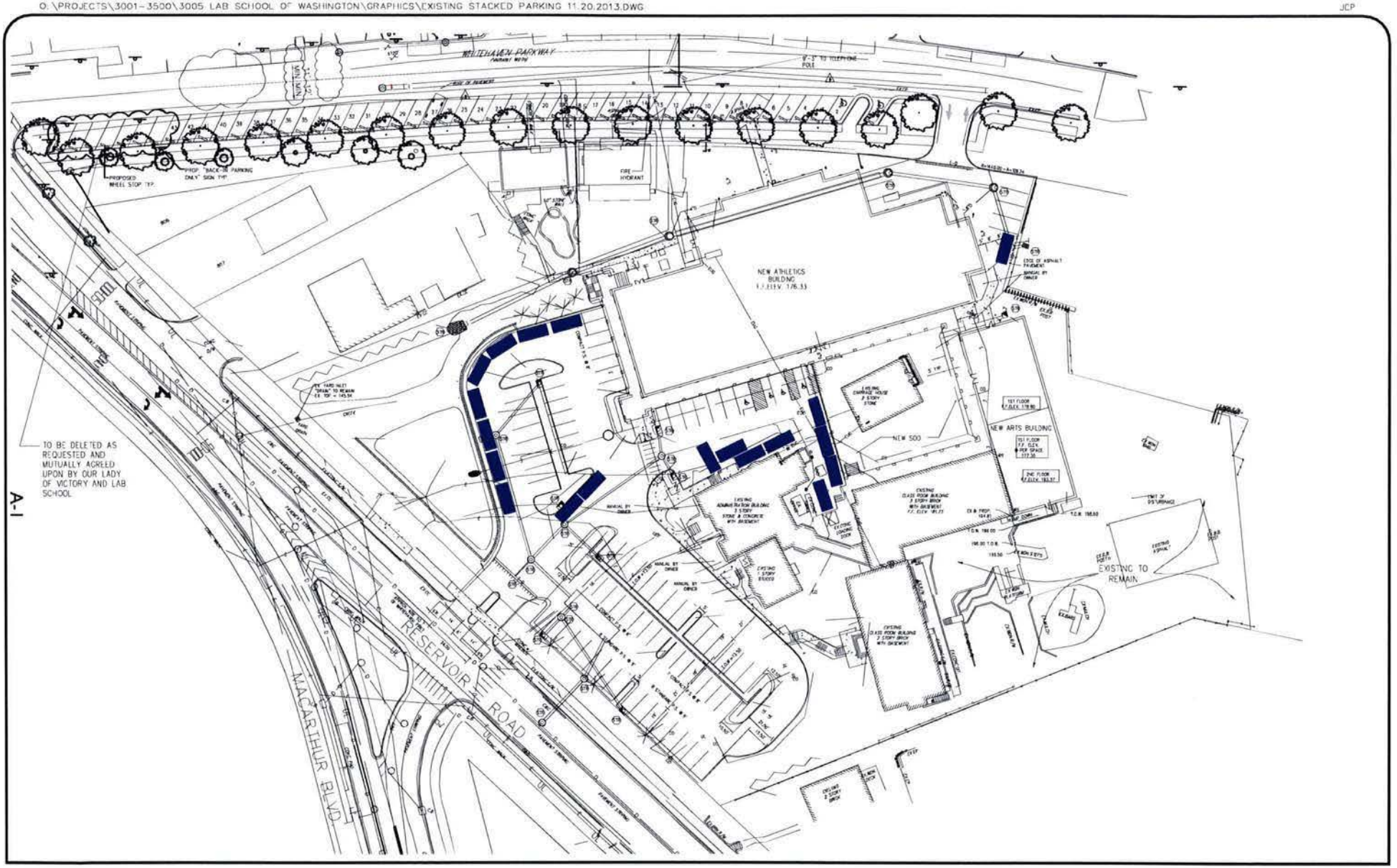


Figure A-1
Existing Stacked Parking

North

Lab School of Washington
Washington, D.C.

Wells + Associates, Inc.

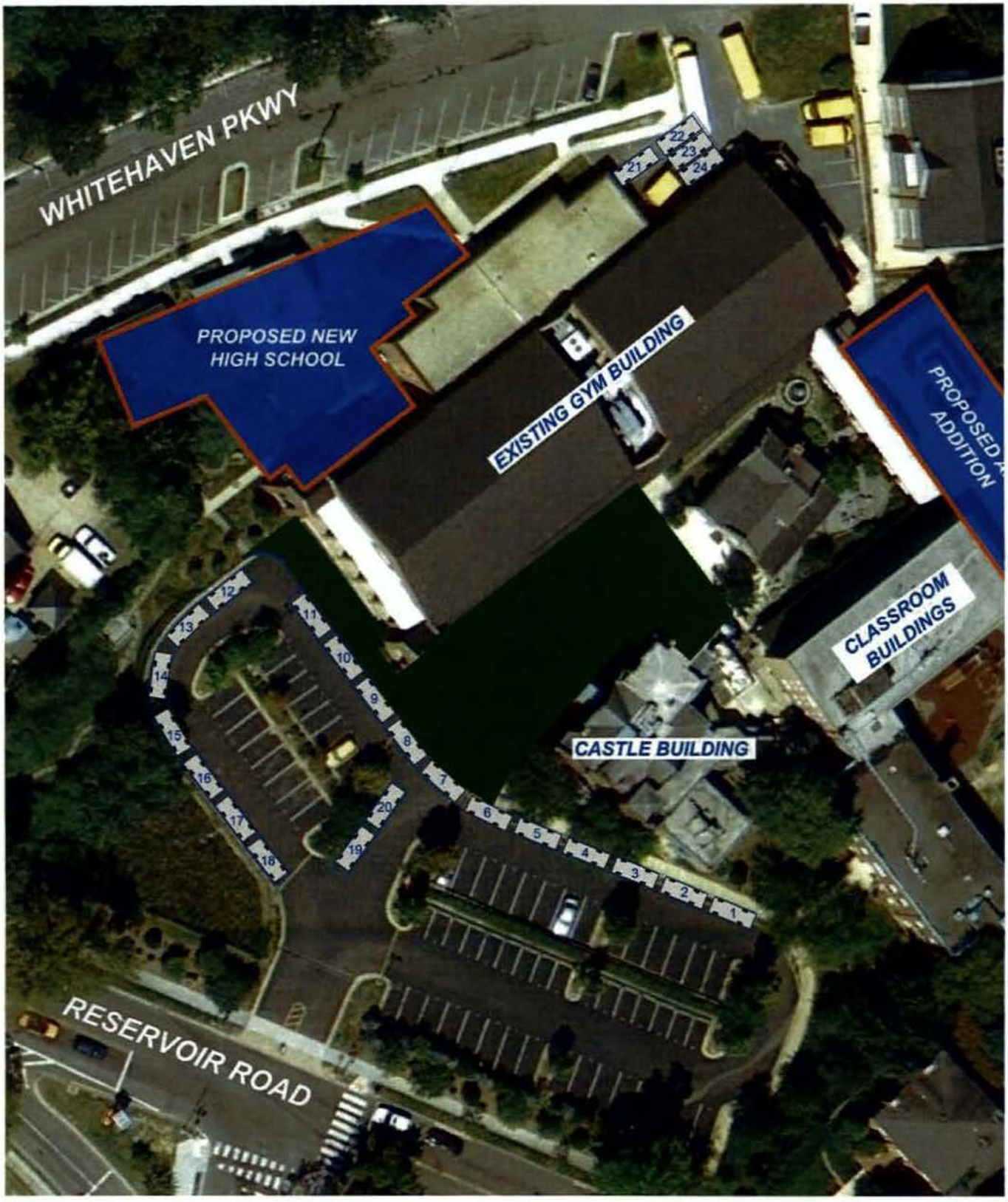


Figure A-2
Future Stacked Parking

North

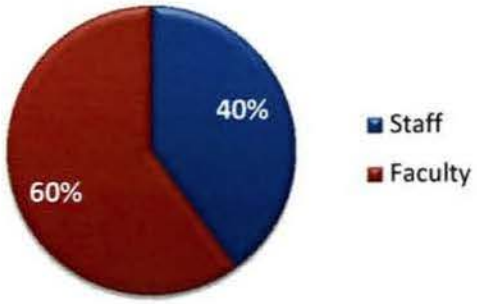
Appendix B
Employee Survey Results

During the month of May 2013, Wells & Associates surveyed faculty and staff of The Lab School of Washington DC. The survey was performed to determine the modes of transportation commuters were using to get to the campus, their knowledge of local transportation options, and interest in using alternative transportation modes. This report provides a summary of the process used to conduct the survey and the resulting survey data.

A total of 112 responses were received out of a potential 166 surveyed, representing a response rate of 67%.

Survey Results – Main Campus

Are you Faculty or Staff?

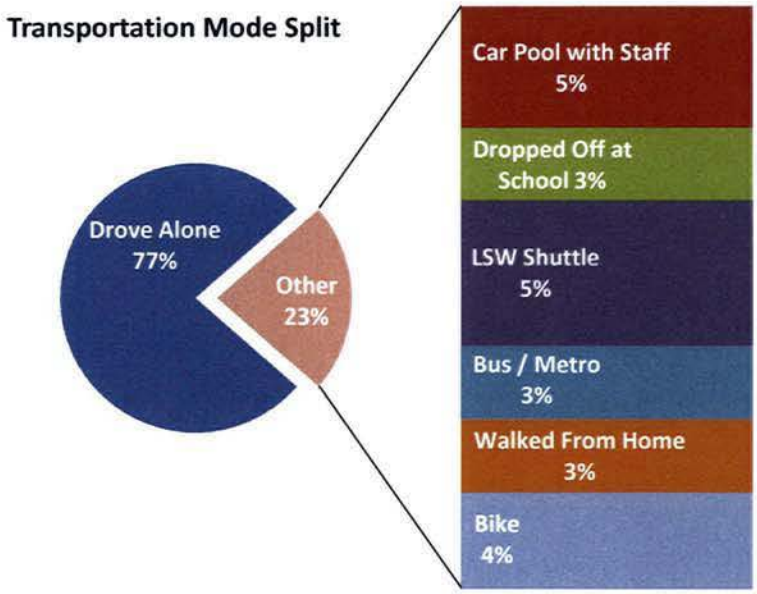


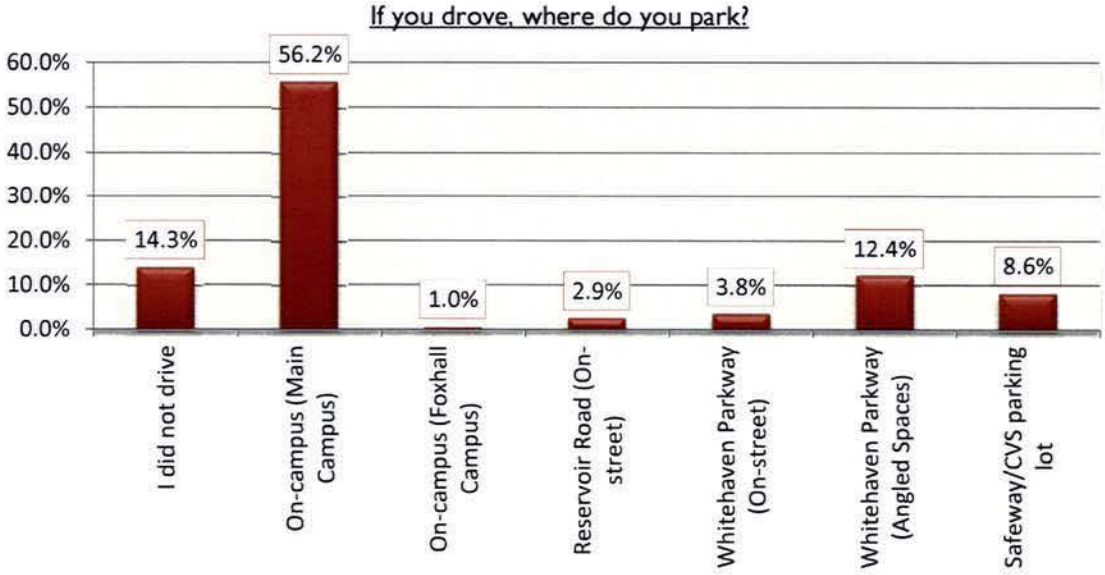
What is your home zip code?

Top Zip Codes

Zip Code	Respondents	Percentage
20007	8	7.3%
20016	6	5.5%
20910	5	4.5%
20011	5	4.5%
20009	5	4.5%
20817	4	3.6%
20015	4	3.6%
20002	4	3.6%
22043	3	2.7%
20852	3	2.7%

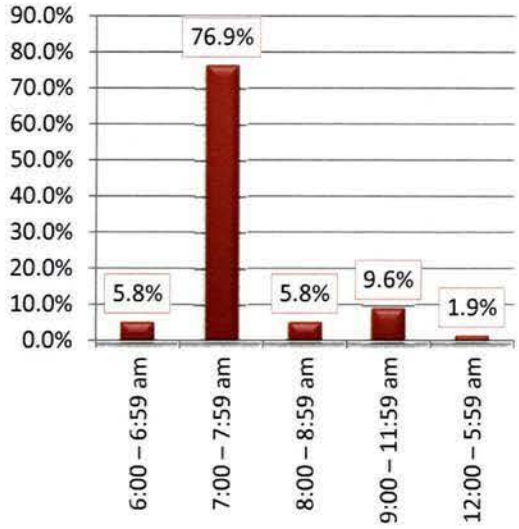
During the last three days that you worked or attended school, what mode of transportation did you use to get to work each day? If you used more than one travel option for your commute, please mark the one you used for the longest distance of your trip.



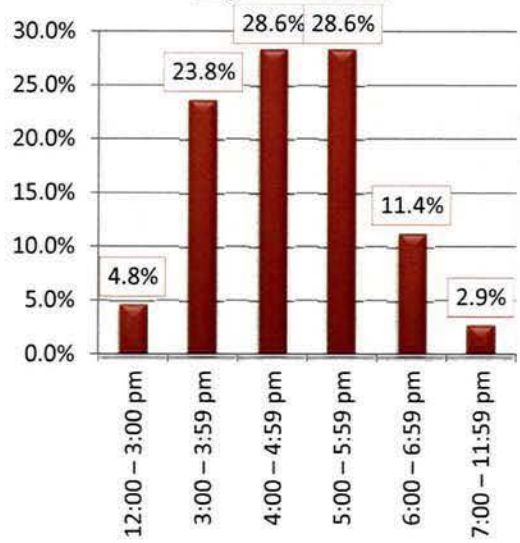


At what time do you typically arrive at/leave your main office or class location?

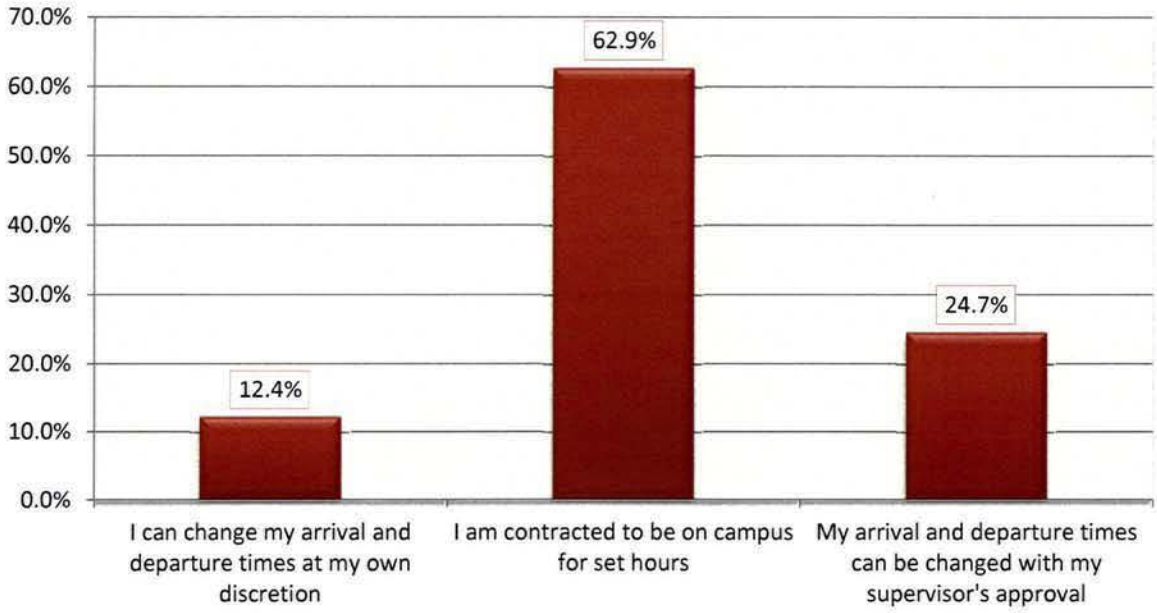
Arrival Times



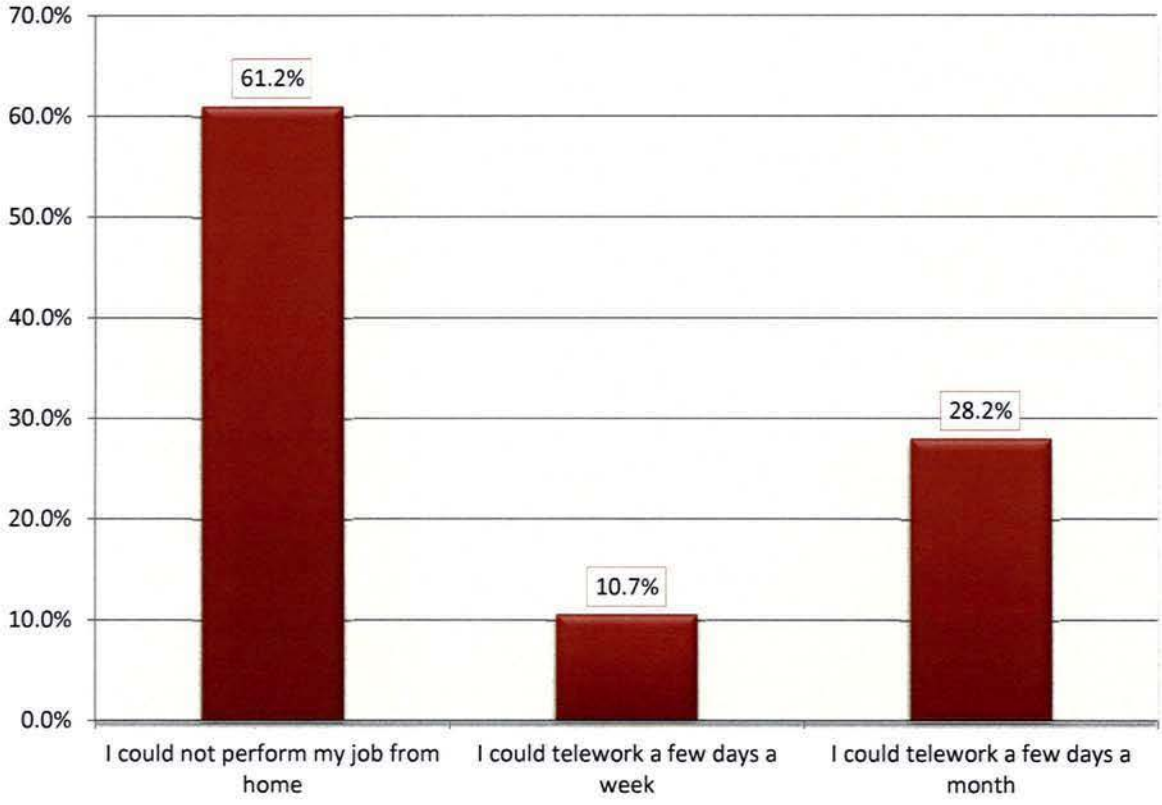
Departure Times



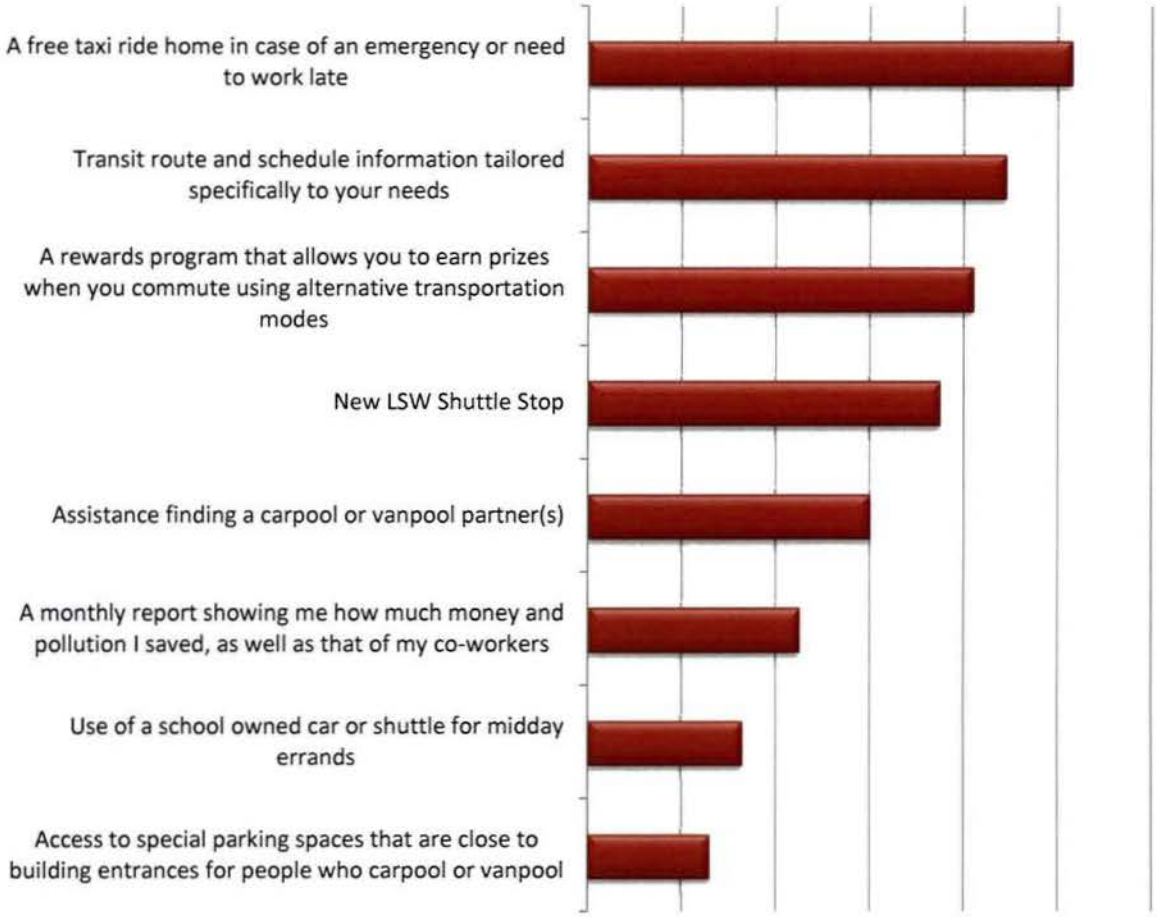
Who determines your work schedule?



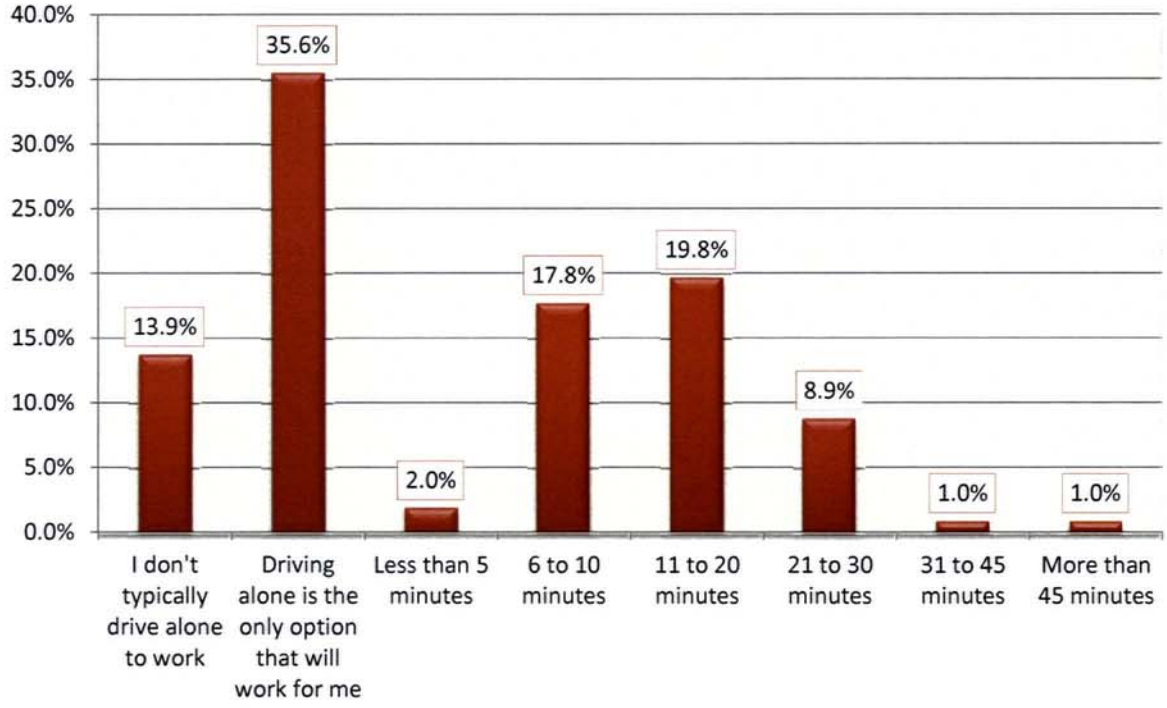
Do you feel teleworking would be a viable option for you during one or more days of the week?



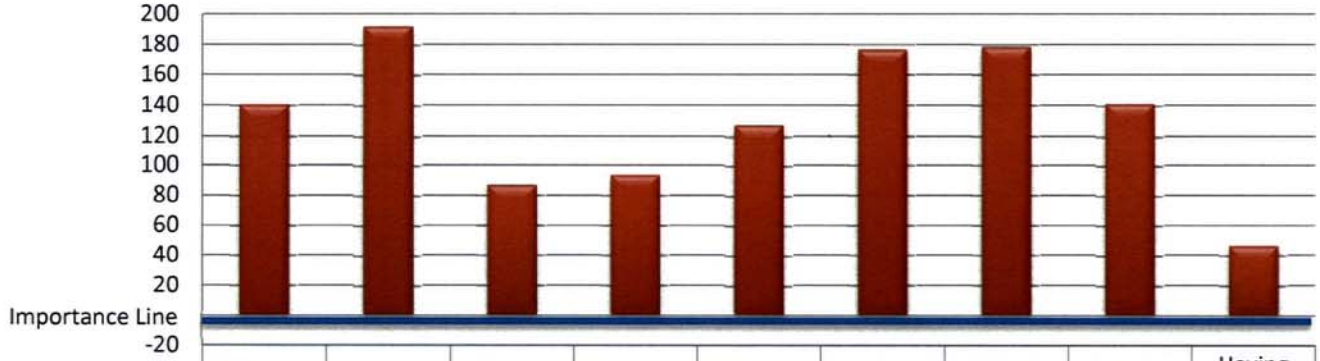
Which of the following services would motivate you to use another travel choice?



If you typically drive to work, how much EXTRA time would you be willing to spend to get from home to work if it meant you could walk, bike, carpool or take a bus or rail?



How important are the following factors to you when deciding what travel mode (car, bike, bus, walk, etc.) you will use to get to work?



	Being able to make stops between work and home	Convenience	Improving your health/ opportunity to exercise	Reducing your impact on the environment	Saving money	Saving time	Work/Life Balance	Being able to get to other locations for meetings and personal services	Having access to local services during the work day (e.g. lunch delivery, banking, pharmacy)
Importance Score	141	193	87	94	128	177	179	142	47

If an alternate form of transportation (other than driving alone) were subsidized or made more convenient, please list your preferred mode from 1 (most likely) to 6 (least likely):