

GOVERNMENT OF THE DISTRICT OF COLUMBIA

DEPARTMENT OF TRANSPORTATION

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d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Lloyd Jordan
Chairperson, District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe *js*
Associate Director

DATE: January 10, 2014

SUBJECT: BZA Case 18663, The Lab School of Washington, 4759 Reservoir Road, NW

APPLICATION

The Lab School of Washington (the "Applicant"), pursuant to 11 DCMR §2101.1, is seeking a variance from the vehicle parking requirements for a private school to reduce the number of zoning compliant on-site parking spaces by 20 standard spaces and from loading requirements (§2201.1) to provide one 30' loading berth and one 55' loading berth, and a special exception, pursuant to 11 DCMR §206, to allow an expansion of a private school in the R-1-B zone at premises 4759 Reservoir Road, NW (Square 1372, Lot 25). The Applicant is not proposing to change the existing cap on its student enrollment or faculty and staff numbers.

SUMMARY AND RECOMMENDATION

The purpose of DDOT's review is to assess the potential safety and capacity impacts of the proposed action on the District's transportation network. This memorandum focuses on potential impacts to the transportation network enabled by the proposed zoning action. The Applicant's plan to decrease on-site parking spaces and increase the number of off-site parking spaces, resulting in a net increase of seven spaces, may lead to a very minor increase in vehicular trips. Since the proposed expansion does not increase the cap on student enrollment and the number of faculty and staff, and therefore an increase in loading needs is not anticipated, DDOT does not object to relief.

The Applicant's commitment to a strong Transportation Demand Management (TDM) program and limit vehicle parking demand to 129 on- and off-site parking spaces as the school population grows to its zoning allowed capacity supports their trip generation cap and request for reduced zoning compliant vehicle parking. As such, DDOT has no objection to the requested variances for parking and loading with minor additional conditions:

- The Applicant should work with DDOT to determine an appropriate amount of and location for bicycle parking after the Applicant provides the Spring 2014 Transportation Management Plan (TMP) monitoring report with a mode split.

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BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18663

EXHIBIT NO. 30

1

Board of Zoning Adjustment
District of Columbia
CASE NO. 18663
EXHIBIT NO. 30

- The Applicant should construct the missing sidewalk gap on the south side of Whitehaven Parkway.

TRANSPORTATION ANALYSIS

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and supply of parking spaces. However in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, the demographic composition, and availability of practical TDM measures

The Applicant is seeking relief from providing the required minimum parking spaces 11 DCMR §2101.1 requires that schools provide two parking space for three teachers and faculty and, in addition, high schools provide one parking space for each 20 classroom seats or one parking space for each 10 seats in the largest auditorium, gymnasium, or area usable for public assembly, whichever is greater Based on these regulations, 130 vehicle parking spaces are required for the site. Through a previous BZA application (Order No. 17383), the Applicant was approved for a reduction in vehicle parking spaces to 87 zoning compliant spaces

In order to address the vehicle parking supply and demand for the school, the Applicant conducted a parking survey and needs assessment. Based on the Applicant's report, there are a total of 107 on-site parking spaces (87 zoning complaint and 20 stacked spaces) and an additional 15 off-site parking spaces for a supply totaling 122 parking spaces. Although the Applicant seeks relief from 20 zoning compliant on-site parking spaces for a total 67 zoning compliant spaces, the Applicant's proposed plan will increase the number of on-site stacked parking by four spaces for a net reduction of 16 on-site parking spaces An additional 23 off-site parking spaces are proposed (totaling 38 off-site parking spaces) Thus, there will be a net increase of seven parking spaces for the proposed plan for a total of 129 on- and off-site parking spaces

The Applicant is not proposing to change the existing capacity on its student enrollment or faculty and staff numbers. The peak parking demand for the Applicant's site is 118 parked vehicles based on existing student, faculty, and staff levels While the Applicant has not yet reached its zoning allowed capacity, the Applicant forecasts that demand is expected to increase by only 11 spaces to 129 vehicle parking spaces at full capacity DDOT finds this to be a reasonable expectation. Thus, at full capacity, the Applicant will meet the demand by providing a total of 129 on- and off-site vehicle parking spaces.

Additionally, the Applicant's zoning required trip generation cap further limits the likelihood of a significant increase in faculty, staff, parents, and students driving vehicles and impacting the demand for parking As part of a previous BZA application (Order No 18237), the Applicant committed to a Performance Monitoring Program, also known as a Transportation Management Plan (TMP), that includes a cap on trip generation of 165 peak inbound trips and includes a parking survey, as well as implemented and proposed TDM measures Previous TMP monitoring reports have shown a reduction in trip generation, with the cap imposed by the BZA order being met since Spring 2011, along with a reduction in parking occupancy.

Based on the above, DDOT finds that the Applicant's proposal of reducing the number of on-site vehicle parking spaces is reasonable due to the Applicant's parking occupancy survey results, availability of off-site vehicle parking spaces, availability of on-street public parking (in case of unforeseen need),

reasonable modal split assumptions that support minimal automobile use, commitment to implement a strong TDM program, zoning requirement to limit the number of the vehicle trips generated to 165 inbound peak trips, and commitment to a maximum parking demand of 129 vehicles that will be monitored as part of the TMP. In addition, the Applicant agrees to immediate implementation of additional TDM measures should parking demand exceed the 129 vehicle threshold and return to the BZA if the threshold is exceeded for two consecutive monitoring periods.

Bicycle and Pedestrian Facilities

As a result of additional off-site parking, DDOT expects a greater demand on pedestrian facilities. Presently, a variety of sidewalks are missing within the vicinity of the site. To support an increase in pedestrian and transit access to the school, DDOT recommends that the Applicant complete the missing sidewalk gap on the south side of Whitehaven Parkway. This missing gap will complete the south side sidewalk network on Whitehaven Parkway and complete the existing pedestrian path to Saint Patrick's Episcopal Day School, who the Applicant intends to coordinate with on an expanded bus shuttle service. Previously, as a condition of approval for BZA Order No. 17383, the Applicant was required to build the sidewalk and 43 angled public parking spaces along the south side of Whitehaven Parkway adjacent to the Applicant's site, which the Applicant already constructed. The missing gap referred to here was not a requirement of that BZA order, instead, this gap would connect the sidewalk required as part of the BZA Order No. 17383 with the sidewalk in front of Saint Patrick's Episcopal Day School.

Transportation Demand Management

As part of all major development review cases, DDOT requires applicants implement a comprehensive Transportation Demand Management (TDM) plan. 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 public transit, bicycle, and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods.

The Applicant proposes the following TDM strategies.

- Provide free daytime shuttle bus service between the school and nearby Metro stations in the District and Arlington and Alexandria, Virginia, as well as other key locations with large parking lots in the District, Virginia, and Maryland for faculty, staff, and students;
- Use transportation surveys of and consult with faculty, staff, parents, and transportation suppliers to evaluate shuttle service routes and adjust stops in order to expand service and make shuttles more efficient and convenient,
- Coordinate with neighboring schools and institutions to expand the Applicant's existing shuttle bus service;
- Provide the maximum allowable amount of Metro Smart Benefits to employees,
- Offer guaranteed rides home to transit users and those who carpool or bike in case of an emergency;
- Facilitate forming additional carpools by providing complete zip code lists of faculty and staff and reserved parking for registered carpools,
- Designate a full-time Transportation Director to coordinate the TDM measures, encourage transit ridership and carpooling, and provide information on transit options to faculty and staff;
- Provide commuters who bike \$40 per month towards repairs or purchase of a new bike;
- Provide a school bike for faculty and staff to run errands during the school day and commute to the Lab School's Foxhall Campus,
- Add new bicycle racks,

- Encourage visitors to campus to schedule meetings during off-peak parking demand (i.e., midday), and
- Determine mode split through the TMP monitoring report in order to readjust TDM measures.

DDOT finds the Applicant's TDM measures encourage use of alternative modes of transportation. Based on DDOT's evaluation of the proposed TDM program, the following is needed to strengthen the proposed program.

- The Applicant should work with DDOT to determine an appropriate amount of and location for bicycle parking after the Applicant provides the Spring 2014 Transportation Management Plan (TMP) monitoring report with a mode split

Loading Management

Zoning requires private schools with more than 100,000 square feet of development to provide one 30' loading berth and one 55' loading berth. Since the expansion does not increase the cap on student enrollment and the number of faculty and staff, and therefore an increase in loading needs is not anticipated, DDOT does not object to relief. DDOT recognizes that some of the loading currently exists off of the parking lot on Reservoir Road, while the proposed loading zone off of Whitehaven Parkway is in an area that currently accommodates the remaining loading. The reallocation of all loading to the Whitehaven Parkway loading area is not anticipated to be a problem, particularly since loading will no longer interfere with pedestrian activity on the school grounds. Should loading management need to be addressed, DDOT may employ policy tools to mitigate the impact. DDOT has no objection to the approval of the requested variance.