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

**Transportation Policy and Planning Administration**

Memorandum

TO: Jerrily R. Kress, FAIA
Director, Office of Zoning

FROM: Kenneth G. Laden
Associate Director

DATE: August 12, 2005

SUBJECT: BZA Application No. 17320 – St. Albans School
3101 Wisconsin Avenue, NW – Request for Special Exception

In addition to the District of Columbia Department of Transportation (DDOT) report on the subject BZA case dated June 8, 2004 and at the request of the Office of Planning, DDOT has reviewed the material entitled St. Albans Proffer of Proposed Conditions for BZA Order August 2, 2005 submitted by the applicant. The major problems generated by the Saint Alban School and other institutions on the Cathedral Ground include:

- The parking supply deficit caused by the combined impacts of performing arts sport activities and other activities at the Cathedral;
- The lack of Transportation Management Program;
- The number of performances; and
- The use of the athletic field by outside organizations.

According to the applicant survey, currently there are approximately 294 cars parking in the neighborhood streets adjacent to the Close on a typical day. Presently, there are 532 parking spaces on the Cathedral ground compared to an average daily demand of 826 parking spaces. To solve the current parking problem on neighborhood streets around the Close, the applicant will construct 427 spaces in a parking garage to bring the future parking supply to 854 parking spaces. DDOT supports the construction of the parking garage on the Close. The additional parking spaces will reduce the impact on on-street parking supply on neighborhood streets.

DDOT recommends that the applicant develop a strong Transportation Management Plan (TMP) to encourage the use of carpools and vanpools and discourage the use of single occupancy vehicles. DDOT also strongly encourages Saint Alban to increase the use of

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mass transit and institute a shuttle bus to reduce vehicle travel to and from the school. With the Cathedral in close proximity to Metro bus and Metro rail, the school should be able to achieve a higher transit and carpool mode split during the a.m. and p.m. peak hours. In addition the Saint Alban should encourage use of bicycles and walking by providing conveniently located bicycle parking for both employees and students.

With respect to the number of performances, the applicant states that the additional 53 events listed in its Proffer of Conditions to the BZA are currently taking place elsewhere on the Close by Protestant Episcopal Cathedral Foundation institutions and will not generate significant additional traffic during the rush hours. However, a "limitation" of the number of performing arts events to 100 per year, and the times of events from 8 AM to 11 PM, Sunday through Thursday, and 8 AM to midnight Friday and Saturday, does not seem like much of a limitation. DDOT believes that to the extent the parking facility will be available for these events, the parking impact of additional events on the neighboring community could be minimized. However, we strongly urge that St. Albans significantly reduce the number of performances at the Performing Art Center and provide for reduced hours that performances would be scheduled. In addition, we strongly recommend that the school coordinate the schedule of performing arts and athletic events so as to minimize the combined transportation and parking demand generated by performing arts and athletic activities on the grounds.

With regard to the use of performing arts and athletic facilities, the school should limit the use of its facility by outside users. The school should be required to coordinate all such activities with the ANC and the surrounding neighborhood community regarding dates and the schedule of these events. With the construction the new parking garage, the school should establish a policy to use the garage and forbid any parking on the neighborhood streets.

In summary, the construction of the parking facility should improve traffic circulation and safety and reduce on-street parking demand on the surrounding neighborhood streets. However, DDOT recommends that the applicant implement a strong Transportation Demand Management to reduce on site parking demand, establish a parking policy to use the garage and forbid any parking on the surrounding neighborhood streets, establish a community liaison with the ANC and the surrounding neighborhood to resolve traffic and parking issues and reduce the number of performances and coordinate them with athletic activities to minimize traffic and parking congestion in the surrounding neighborhood.

DDOT recommends denial of this application until St. Albans School prepares a Transportation Management Plan and obtains approval of this plan by DDOT and the Advisory Neighborhood Commission 3-C.