



symmetra design

Milton Gottesman Jewish Primary Day School of the Nation's Capital

Transportation Statement - Appendix

June 4, 2021

PREPARED FOR

Milton Gottesman Jewish Primary Day School of the Nation's Capital
6045 16th Street NW
Washington, DC 20011

PREPARED BY

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Transportation Planning Traffic Engineering
Board of Zoning Adjustment
District of Columbia
CASE NO.18400C
EXHIBIT NO.28A2

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District Department of Transportation (DDOT) Comprehensive Transportation Review (CTR) Scoping Form



The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

Directions: The CTR Scoping Form contains study elements that an Applicant is expected to complete in order to determine the scope of the analysis. An Applicant should fill out this *Scoping Form* with a proposed scope of analysis commensurate with the requested action and submit to DDOT for review and concurrence. Accordingly, not all elements and figures identified in the *Scoping Form* are required for every action, and there may be situations where additional analyses and figures may be necessary. Once a completed Scoping Form is submitted, DDOT will provide feedback on the initial parameters of an appropriate analysis scope. DDOT’s turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the *Scoping Form* has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this Form within the study.

Scoping Information

Date(s) Scoping Form Submitted to DDOT: 3/2/2021
DDOT Case Manager: Kim Vacca
Date(s) Scoping Form Comments Returned to Applicant: 3/19/2021
Date Scoping Form Finalized:

Project Overview		Proposed Development Program	
Project Name:	Milton Gottesman Jewish Primary Day School	Use(s)	
Case Type & No. (ZC, BZA, PSC, etc.):	BZA	Residential (dwelling units):	
ANC/SMD:	ANC 4A/SMD 4A07	Retail (square feet):	
Applicant/Developer Name:		Office (square feet):	
Transportation Consultant and Contact Info:	Symmetra Design Nicole White, P.E., PTOE Robert Howard	Hotel (rooms):	
Land Use Counsel and Contact Info:		Other:	School (75 add'l students; 15 add'l staff)
Site Street Address:	6045 16 th Street NW	# of Vehicle Parking Spaces:	60 (on-site, tandem, satellite parking)
Site Square & Block:	Square 2726	# of Carshare spaces:	0
Current Zoning and/or Overlay District:	R-1-B	# of Electric Vehicle Stations:	0

Estimated Date of Hearing:	~May/June 2021	# of Bicycle Parking Spaces (long- and short-term)	6 long-term spaces and 28 short-term (15 on-site and 13 in public space) per 2015 BZA Case
Small Area Plan (if applicable):	N/A	Long-term:	
Livability Study (if applicable):	Rock Creek East	Short-term:	
Within ½ Mile of Metrorail or ¼ mile of Streetcar/Circulator/Priority Bus?:	Yes	Loading Berths/Spaces:	

Documents to be Submitted to DDOT: Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.

- CTR Study** (100 or person total person trips, or 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)
- Transportation Statement** (limited scope based on specifics of project or if Low Impact Development Exemption from CTR and TIA is requested)
- Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)
- Other, specify:** _____
- Include one (1) hard copy of final report, PDF of report w/appendices, traffic analysis files, and traffic counts in DDOT-required spreadsheet format (total size of all digital files under 15 MB, if possible)

Existing Site and Description of Action: Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site.

The Milton Gottesman Jewish Day School of the Nation’s Capital is a school located at 6045 16th Street NW Washington, DC (North Campus). The school is proposing to increase its student enrollment cap by 75 students, from the current cap of 350 students to 425 students. Milton is also requesting to increase its staff population cap from 72 to 87 staff members. The school currently provides 47 total parking spaces, including 22 on-site and 25 off-site.

Prior Related Action(s), Conditions, and Commitments: *Note any prior approvals by ZC, BZA, or PSC (Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.*

BZA Application No. 18400-B of 2016 established a trip cap of 271 AM and 135 PM peak hour trips. A copy of the Zoning Order and the fall 2019 performance monitoring study is provided in the Appendix.

Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT’s standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT’s position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>Site Access Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or closures are proposed.</p> <p><i>Access must be located off an adjacent existing or “paper” alley, otherwise off the lower volume street. Note any deviations from curb cut policies (DEM 31.5) w/justification and if Conceptual Approval by the Public Space Committee (PSC) has/is being sought. Subtitle I § 600-603 of ZR16 further restricts where curb cuts can be located.</i></p>	<p>The vehicular site access point is located along Rock Creek Ford Rd NW near the intersection of Fort Stevens Dr NW via a curb cut that provides access to the school’s parking lot. Pedestrians and bike users also use this entrance to access the school. There are also two other doors, one located also located along Rock Creek Ford Rd NW and the other located along 16th Street NW.</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Scoping Graphic: Project Location Map <input checked="" type="checkbox"/> Scoping Graphic: Site Circulation Plan <input checked="" type="checkbox"/> Scoping Graphic: Plat for Site’s Square and Lot from Office of the Surveyor (if official plat not available, provide plans from SURDOCs) 	<p>DDOT 3/19/21: DDOT concurs.</p>

<p><i>DDOT will not support curb cut design relief unless there is a clear hardship preventing a project from meeting all DDOT standards and other alternatives have been explored.</i></p> <p><i>All proposed private streets connecting to a public street must be built to DDOT standards and have a public access easement. Design of driveways and drive aisles on private property must comply with Subtitle C § 711 of ZR16.</i></p>					
<p>Loading</p> <p>Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix.</p> <p><i>DDOT requires head-in and head-out truck movements through public space (DEM 31.5) and that direct internal pedestrian connections be provided between retail bays and loading facilities. Note any proposed deviations or requested relief from ZR16 or DDOT standards with justification. If any relief is being sought then a Loading Management Plan (LMP) is required. A template LMP is provided in Appendix E.</i></p>	<p>Symmetra 4/14/21: The school’s trash receptacles are kept inside the parking lot. Trash/recycling haulers enter the parking lot and do all trash removal on the school’s property, not on city streets. The school does not generate demand for delivery trucks. The school is not proposing any changes to trash/loading operations.</p> <p><input type="checkbox"/> Scoping Graphic: Location of loading area w/ internal building routing</p> <p><input type="checkbox"/> Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)</p>	<p>DDOT 3/19/21: Please note how loading and trash pick-up currently occur and are proposed to in the future.</p>			
<p>Vehicle Parking</p> <p>Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and any previous approvals. Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.).</p> <p><i>Review the DDOT Preferred Parking Rates (Table 2). If the total parking provision proposed exceeds the amount</i></p>	<p>The Milton Gottesman school currently provides 47 daily-use spaces as follows: 8 standard spaces, 14 daily-use tandem spaces (i.e. 28 effective spaces) and 25 spaces off-site at Ohr Kodesh Synagogue. The school provides buses that transport staff members to and from the satellite parking location and the school. Ohr Kodesh has agreed to allow the school to increase its number of satellite parking spaces from 25 to 38 bringing the total number of spaces provided up to 60 spaces.</p> <p>Table 1: Vehicle Parking</p> <table border="1" data-bbox="489 1365 1749 1425"> <tr> <td data-bbox="489 1365 711 1425"></td> <td data-bbox="711 1365 1264 1425">Existing (72 staff)</td> <td data-bbox="1264 1365 1749 1425">Proposed (87 staff)</td> </tr> </table>		Existing (72 staff)	Proposed (87 staff)	<p>DDOT 3/19/21: DDOT concurs.</p>
	Existing (72 staff)	Proposed (87 staff)			

<p><i>calculated using ratios in that table then the number of spaces should be reduced or substantial TDM / non-auto improvements be provided. If parking provision is significantly out of line with appropriate parking ratios, one way or the other, then mode split and trip generations estimates will be adjusted.</i></p> <p><i>Confirm whether ZR16 TDM Mitigations will be required, per Subtitle C § 707.3, for providing more than double the amount of required vehicle parking. Coordinate with the Zoning Administrator as early in the process as possible for an official determination.</i></p> <p><i>A TDM Plan is required for BZA parking reduction cases, per Subtitle C § 703.4. If relief is being requested from 5 or more spaces, then a Parking Occupancy Study is required (see Multi-Modal section).</i></p>	<p>Parking Requirement</p>	<p style="text-align: center;"><u>2015 BZA Case</u></p> <p style="text-align: center;">ZR58</p> <p style="text-align: center;">2 spaces for each 3 teachers and other employees</p> <p style="text-align: center;">47 spaces</p>	<p style="text-align: center;">ZR16</p> <p style="text-align: center;">2 spaces for each 3 teachers and other employees =</p> <p style="text-align: center;">58 spaces</p>	
<p>Bicycle Parking</p> <p>Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16.</p> <p><i>Long-term bicycle parking spaces must be easily accessible from building lobby or located in the parking garage level closest to the ground floor. Lockers and showers must be included with non-residential long-term bicycle storage rooms, per Subtitle C § 806. Provide calculations for required lockers and showers.</i></p> <p><i>Short-term bicycle parking must be accommodated by installing inverted U-racks along the perimeter of the site in the 'furniture zone' of public space, near the site entrance(s).</i></p>	<p>Parking Provided</p>	<p style="text-align: center;">Standard: 8</p> <p style="text-align: center;">Daily-use Tandem: 14</p> <p style="text-align: center;">Off-site (Ohr Kodesh): 25</p> <p style="text-align: center;">TOTAL: 47 Spaces</p>	<p style="text-align: center;">Standard: 8</p> <p style="text-align: center;">Daily-use Tandem: 14</p> <p style="text-align: center;">Off-site spaces (Ohr Kodesh): 38</p> <p style="text-align: center;">TOTAL: 60 Spaces</p>	<p><input checked="" type="checkbox"/> Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Vehicle Parking (Table 2)</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Off-Street Parking Locations (both on- and off-site)</p> <p>The school plans to maintain its current number of bicycle parking spaces: 28 short-term bicycle spaces (15 on-site and 13 in public space) and 6 long-term bicycle spaces.</p> <p><input type="checkbox"/> Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms</p> <p>DDOT 3/19/21: DDOT concurs.</p>
<p>Streetscape and Public Realm</p> <p>Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle</p>	<p>N/A</p>	<p><input type="checkbox"/> Scoping Graphic: Preliminary Public Space Concept</p>		<p>DDOT 3/19/21: We will continue to discuss public space design as we go through BZA review (if there are any</p>

<p>parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs.</p> <p><i>DDOT expects new developments to rehabilitate the streetscape between the curb and property line and meet all public space design standards. Streetscape must meet ADA requirements and ensure nothing impedes accessible curb access or pedestrian circulation.</i></p> <p><i>Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.</i></p> <p><i>A summary of public space best practices is provided in Section 1.5. DDOT standards are documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).</i></p>		<p>changes to public space).</p>
<p>Sustainable Transportation Elements</p> <p>Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later.</p> <p><i>DDOT recommends 1 per 50 vehicle spaces be served by an EV station. DDOT encourages providing car share spaces on-site to reduce the ZR16 parking requirement and support non-car ownership lifestyles.</i></p>	<p>N/A</p>	<p>DDOT 3/19/21: DDOT concurs.</p>
<p>Heritage, Special, and Street Trees</p> <p>Heritage Trees are defined as having a circumference of 100 inches or more and are typically located on private property. They are protected by the District’s Tree Canopy Protection Amendment Act of 2016 and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit.</p>	<p>N/A</p> <p><input type="checkbox"/> Scoping Graphic: Street Tree Inventory Study Area</p>	<p>DDOT 3/19/21: DDOT concurs.</p>

Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Work w/the UFD Ward Arborist to determine if there are Heritage or Special Trees on-site that must be preserved and if Tree Preservation or Relocation Plans are required.

Conduct an inventory of existing and missing street trees within a 3-block radius of the site (design standards are in DEM 37.5). Identify any opportunities for UFD or the Applicant (as part of the mitigations package) to install missing treeboxes and street trees.

Section 2: TRAVEL ASSUMPTIONS

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
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Mode Split
 Provide mode split assumptions with sources and justification. Sources of data could include the most recent *Census Transportation Planning Products (CTPP)* the *2005 WMATA Development-Related Ridership Survey*, or previous planning studies and CTRs. Note that the walking mode share will account for internal trip synergies for mixed use developments.

Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

The agreed upon mode split assumptions may not be revised between scoping and CTR submission without DDOT concurrence.

	2015		2019	
Mode Split	AM	PM	AM	PM
Driven Alone	28%	27%	21%	20%
Carpool	30%	25%	23%	18%
Metrobus	0%	0%	5%	5%
School Bus	39%	48%	43%	52%
Walk	3%	0%	3%	0%
Bike	0%	0%	5%	5%
Total	100%	100%	100%	100%

*2015 mode splits were taken from the 2015 JPDS-NC TIS. 2019 mode splits were obtained from the 2019 monitoring survey (i.e. number of students that use bicycle) and information obtained from the school (i.e. school bus program enrollment numbers, numbers of Kids Ride Free Metrobus applications).

Scoping Table: Mode Split Assumptions

DDOT 3/19/21: DDOT concurs.

Trip Generation
 Provide site-generated person trip generation estimates, utilizing the most recent version of *ITE Trip Generation Manual* or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode,

Below is a summary of the existing and projected trip generation associated with the school’s increase in student and staff population. See appendix for detailed calculations.

- Table 1: Existing (2019) Trip Generation
- 316 students
 - 72 staff members

DDOT 3/19/21: It appears the action is projected to meet the 25 vehicle trip threshold in the AM inbound (90 to 119 veh trips) which

type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Modes include transit, bicycle, walk, and automobile.

DDOT TripsDC tool will be used to determine trip generation estimates for residential-over-retail projects (see Section 2.2.4 for parameters).

Auto occupancy rates by travel purpose published in the 2017 National Household Travel Survey should be used when calculating person trips based on suburban vehicle trip data in Trip Generation Manual (see Table 3).

Adjustments to trip generation may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

Pass-by rates in the District are minimal and should only apply to major retail-dominant destinations, grocery stores, and gas stations. An adjusted pass-by/diverted trips methodology should be developed if development is not located on a road classified as arterial or higher.

The agreed upon trip generation methodology may not be revised between scoping and CTR submission without DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.

2019 Existing Trips	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Vehicles	90	54	144	36	59	95
Buses	8	7	15	5	5	10
Total	98	61	159	41	64	105

Table 2: Total Projected Trip Generation

- 425 students
- 87 staff members

Total Projected Trip Generation	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Automobiles	119	73	192	48	77	125
Buses	8	7	15	5	5	10
Total	127	80	207	53	82	135

Table 3: Projected Trip Generation (425 students) vs. 2015 Trip Generation Cap (350 students)

	AM Peak Hour	PM Peak Hour
Projected Total Trips (425 Students)	207	135
2015 Trip Cap (350 Students)	271	135
Net Increase	-64	0

Symmetra 4/14/21:

Table 3 compares the total projected trips to the established 2015 trip cap. Vehicle trips are projected to increase versus 2019 trip generation but not versus 2015 trip generation. Since 2015, Milton’s student bus enrollment has increased. Also, more students now take public transit. In other words, the shift in mode split accommodates an increase in student enrollment at the previously established trip cap. The applicant intends to keep its previously established trip cap.

would require a capacity analysis as part of this study. Applicant should confirm they intend to keep the same trip cap as before and memorialize it in the BZA order for this new application. If so, then the capacity analysis can be waived.

DDOT 3/19/21: please explain why vehicle trips are projected to stay the same or decrease as a result of the sizeable increase in staff and students, as shown in Table 3.

Scoping Table: Multi-Modal Trip Gen Summary (w/mode split and applicable reductions, as appropriate)

Section 3: MULTI-MODAL NETWORK EVALUATION

A CTR study is required if the project generates at least 100 peak hour person trips or 25 vehicle trips in the peak direction (highest of inbound or outbound) in any study period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, they may be taken in the TIA, as appropriate, if a study is triggered. Analyses in the Multi-Modal Network Evaluation section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

The requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, the total vehicle parking supply below level expected within ¼ mile of Metrorail Station (see Table 2), maximum 100 parking spaces, an Enhanced TDM Plan is implemented, site access and loading design are acceptable, there is a complete pedestrian network in the vicinity of the site, and meets all ZR16 bike parking and locker/shower requirements. Additional criteria may be found in the Low Impact Development Exemption section of *Guidance for CTR*.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>Strategic Planning Elements</p> <p>Identify relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in scoping form any recommendations from these documents relevant to the development proposal.</p> <p>The evaluation will consider at least the following high level/District-wide documents:</p> <ul style="list-style-type: none"> ● MoveDC and its relevant modal elements ● DDOT Livability Study (relevant to the project) ● OP Small Area Plans (relevant to the project) ● DC Highway Plan (shown on official plat) ● District of Columbia Comprehensive Plan ● Vision Zero Action Plan ● Capital Bikeshare Development Plan ● Washington Metropolitan Area Transit Authority's (WMATA) Metrorail and Metrobus Plans 	<p>16th Street NW Bus Lanes Project MoveDC Rock Creek East Livability Study DC Bike Master Plan DC Pedestrian master plan</p>	<p>DDOT 3/19/21: DDOT concurs.</p>

<ul style="list-style-type: none"> • DDOT Corridor studies (e.g., Transit Development Plan, Streetscape Design Plans and Guidelines) <p><i>Details on additional relevant plans and studies may be provided by the DDOT Case Manager.</i></p>		
<p>Pedestrian Network</p> <p>Evaluate the condition of the existing pedestrian network and forecast the project’s impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, whether facilities meet DDOT and ADA standards, and whether pedestrian signal timings are adequate (within vehicle study area).</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and major activity centers.</i></p>	<p>An assessment of pedestrian facilities such as sidewalks, crosswalks, and ADA will be documented in the transportation statement. The assessment will identify the following facilities:</p> <ol style="list-style-type: none"> i. Location of sidewalks (or missing portions), crosswalks and marking types ii. Identification of sub-standard sidewalk segments iii. ADA compliance at intersection ramps iv. Pedestrian access routes to/from school and transit stops v. Proposed on-site pedestrian accommodations <p><input checked="" type="checkbox"/> Scoping Graphic: Pedestrian Study Area w/Walking Routes to Transit, Schools, Activity Centers</p>	<p>DDOT 3/19/21: DDOT concurs. Please ensure all identified elements are shown within a quarter-mile of the site.</p>
<p>Bicycle Network</p> <p>Evaluate the condition of the existing bicycle network and forecast the project’s impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Bikeshare station demand data can be obtained from the CaBi Tracker website.</p> <p><i>Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities.</i></p> <p><i>Note where bike lanes conflict with access to the site or on-street loading movements associated with the project.</i></p> <p><i>If a CaBi station is currently located along the site frontage, the Applicant must assume the station will stay in place after the development has been constructed and must be designed in the public space plans. If it is not physically possible to stay in place, then DDOT</i></p>	<p>An assessment of existing and proposed bicycle facilities including trails, bike lanes and bikeshare within a half-mile radius of the site will be included.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Bicycle Study Area w/Bicycling Routes to Transit, Schools, Activity Centers</p>	<p>DDOT 3/19/21: DDOT concurs.</p>

<p><i>expects the Applicant to demonstrate this hardship, propose a viable alternative location, and fund the station relocation. The minimum size of a new CaBi station is 19 docks with 12 bikes.</i></p>		
<p>Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). For Metrorail stations, refer to the 2009 WMATA <i>Station Site and Access Planning Manual</i>, as well as various station capacity studies. <i>Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and WMATA buses.</i> <i>All existing bus stops and shelters must be accommodated during construction, assumed to be returned to the original location after construction, and designed into the public space plans. If a bus stop and/or shelter must be moved then the Applicant will fund the relocation and obtain approval from DDOT and WMATA for the new location. Applicant must fund the electrification of all new or relocated shelters.</i></p>	<p>The transportation statement will identify existing and proposed public transit facilities and services including routes and bus stops within proximity to the school. The description will also identify headways and span of service. We will examine ADA access to the stops immediately served by the project.</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Transit Study Area with Adjacent Routes and Stations <input checked="" type="checkbox"/> Scoping Graphic: Screenshots from DDOT transit maps showing where the site falls within buffers from Metrorail and Priority Transit</p>	<p>DDOT 3/19/21: DDOT concurs.</p>
<p>Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area. <i>Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. Depending on the results of the TIA, DDOT may require improvements to nearby intersections previously identified as having known safety issues.</i></p>	<p>The transportation statement will discuss any DDOT safety projects in the area or any other studies conducted by DDOT (if there are any). The transportation statement will provide a qualitative safety analysis of the following intersections/areas that focus on Vision Action Plan:</p> <ol style="list-style-type: none"> 1) 16th Street/Ft. Stevens Drive 2) 14th Street/Ft. Stevens Drive 3) 14th Street/Peabody Street 	<p>DDOT 3/19/21: DDOT concurs.</p>
<p>Curbside Management Propose a curbside management plan that is consistent with current DDOT policies and practices. The curbside management plan must delineate</p>	<p>The existing and proposed curbside restrictions will be documented in the transportation statement.</p>	<p>DDOT 3/19/21: DDOT concurs.</p>

<p>existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, commercial loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal.</p> <p><i>Note that the preliminary curbside management plan will not be approved by DDOT during the zoning process. Applicant must submit a more detailed signage and marking plan via TOPS for formal review and approval by DDOT-PGTD during public space permitting. DDOT expects the Applicant to fund the installation of multi-space meters on blocks where meters are required.</i></p>	<p><input checked="" type="checkbox"/> Scoping Graphic: Existing Curbside Designations (min. 2 block radius of site)</p>	
<p>Pick-Up and Drop-Off Plan</p> <p>This plan is required for all schools and daycares with 20 or more students. It may also be required for churches, hotels, or any other use expected to have significant pick-up and drop-off operations, as necessary. The plan will identify pick-up and drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles is not impeded and queuing does not occur through the pedestrian realm.</p> <p><i>DDOT will require this plan for schools and daycares currently in operation even if the relief requested from the BZA is not related to a student cap increase.</i></p>	<p>Below is a description of the pick-up and drop-off plan observed during the Fall 2019 performance monitoring study, which is attached in the appendix.</p> <p>In accordance with school policy, cars are required to approach the school driveway from westbound Fort Stevens Drive. Vehicles that attempt to enter the school driveway from Rock Creek Ford Road were redirected to approach the school from westbound Fort Stevens Drive. The plan to have vehicles approach the school from one direction simplifies traffic operations and improves efficiencies.</p> <p>During morning arrival, students were efficiently dropped off on-site in the rear parking lot. No vehicles were observed to queue off-site during morning arrival. During afternoon dismissal, cars make a U-Turn inside the school parking lot and queue in five adjacent lines to exit. Vehicles are served and dismissed one-by-one in chronological fashion. The circulation plan is similar to the plan developed in 2015. The stacked parking spaces near the school entrance are used for on-site circulation and queuing during afternoon dismissal. The spaces are vacated each afternoon prior to afternoon dismissal.</p>	<p>DDOT 3/19/21: DDOT concurs.</p>
<p>On-Street Parking Occupancy Study</p> <p>This analysis is required if BZA relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a ZC or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods.</p> <p><i>Vehicle parking occupancy counts will be collected hourly during periods of peak demand. These are typically the weekday evening period (6-10 PM) for residential developments, weekday morning period (7-9 AM) if within ¼ mile of Metrorail, and weekend peak periods</i></p>	<p>N/A</p> <p><input type="checkbox"/> Scoping Graphic: Study Area/Block Faces</p>	<p>DDOT 3/19/21: DDOT concurs.</p>

<p><i>if there is a commercial component. Parking availability must be assessed a maximum of 2 blocks in each direction from the site, unless otherwise agreed upon. Also include inventory of off-street parking garages in vicinity of site.</i></p>		
<p>Parking Garage Queueing Analysis If site contains 150 or more vehicle parking spaces <u>and</u> direct access to a public street, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance and ramps can properly process vehicles without queuing onto public streets. Provide proposed parking supply, queuing analysis, and physical controls to parking area, if applicable.</p>	N/A	DDOT 3/19/21: DDOT concurs.
<p>Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT-PGTD approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, etc.).</p>	N/A	DDOT 3/19/21: DDOT concurs.
<p>Section 4: TRAFFIC IMPACT ANALYSIS (TIA)</p>		
<p>The TIA component of a CTR is required when a development generates 25 or more peak hour vehicle trips in the peak direction (higher of either inbound or outbound vehicles in any study peak period), after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. Applicable reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.</p>		
<p>CATEGORY & GUIDELINES</p>	<p>CONSULTANT PROPOSAL</p>	<p>DDOT COMMENTS</p>
<p>TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized</p>	N/A	DDOT 3/19/21: DDOT concurs.

<p>intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. Additional guidance on selecting study intersections is provided in DEM 38.3.2.</p> <p><i>Turning Movement Counts (TMC) will be collected in 15-minute increments during the weekday morning (6:30 AM to 9:30 AM) and evening (4:00 PM to 7:00 PM) peak periods on Tuesdays through Thursdays during non-holiday weeks, while schools and Congress are in session, the Fed govt is not in a shutdown, and weather is not an issue, unless otherwise agreed upon. Saturday mid-day peak period (generally 11:00 AM to 1:00 PM) will be studied if development program is retail-heavy. TMCs will include vehicles, pedestrians, bicyclists, and % truck traffic. TMCs will be collected at all existing site driveways and reported as existing conditions in trip generation summary.</i></p> <p><i>Previously collected TMCs may be used if they are less than 2 years old at the time of study submission. DDOT may require counts be refreshed once TMCs reach 3 years old or if a major transportation or land use change occurs. A growth rate will be applied to TMCs older than 12 months to create present year Existing Conditions.</i></p>	<p><input type="checkbox"/> Scoping Graphic: Study Intersections</p> <p><input type="checkbox"/> Provide hard copies of TMCs in CTR appendix and electronic copies in DDOT-required spreadsheet format at time of submission.</p>	
<p>TIA Study Scenarios</p> <p>Propose an appropriate set of scenarios to analyze. Note the anticipated build-out year and project phasing. Analysis scenarios to be considered:</p> <ul style="list-style-type: none"> ● Existing Conditions (Current Year) ● Background Conditions (No-Build) ● Total Future Conditions (With Development) ● Total Future Conditions (With Development and Mitigation) ● Additional Scenarios For Each Phase, as necessary ● Total Future Conditions (+5 Years), as required ● Long Range +20 Years Planning Scenario, as required 	<p>N/A</p>	<p>DDOT 3/19/21: DDOT concurs.</p>

<p>TIA Methodology</p> <p>Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. SimTraffic (10 simulations averaged) should be used to further evaluate an observed queueing issue and determine a solution, as necessary.</p> <p><i>DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.</i></p> <p><i>Merge/weave/diverge analysis is required if any of the study intersections include a highway, freeway, or Interstate ramp (DEM 38.3.5.3). HCS software should be used for this analysis.</i></p>	<p>N/A</p> <p><input type="checkbox"/> Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.</p>	<p>DDOT 3/19/21: DDOT concurs.</p>
<p>Transportation Network Improvements</p> <p>List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments.</p>	<p>N/A; 16th Street bus lane project will be noted in the transit section</p> <p><input type="checkbox"/> Scoping Graphic: Locations of background transportation network improvements</p>	<p>DDOT 3/19/21: DDOT concurs.</p>
<p>Local Traffic Growth</p> <p>List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year.</p>	<p>N/A</p> <p><input type="checkbox"/> Scoping Graphic: Background development projects near study area</p> <p><input type="checkbox"/> Scoping Table: Completion amounts/portions occupied of background developments</p>	<p>DDOT 3/19/21: DDOT concurs.</p>

<p>Regional Traffic Growth</p> <p>Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide.</p> <p><i>Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Growth rates based should be based on DDOT historical data from 10+ years, if available. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network.</i></p>	<p>N/A</p> <p><input type="checkbox"/> <i>Scoping Table: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day</i></p> <p><input type="checkbox"/> <i>Scoping Graphic: Projected regional growth assumptions (dependent on methodology), show growth rates by facility, direction, and time of day</i></p>	<p>DDOT 3/19/21: DDOT concurs.</p>
<p>Trip Distribution</p> <p>Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network.</p> <p><i>Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions.</i></p> <p><i>The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without concurrence by DDOT Case Manager.</i></p> <p><i>Given the District’s urban context and grid network, a small portion of trips (up to 5% of trips through an intersection) may be re-routed from their original routes to an alternate route due to traffic congestion.</i></p>	<p>N/A</p> <p><input type="checkbox"/> <i>Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day</i></p>	<p>DDOT 3/19/21: DDOT concurs.</p>

Section 5: MITIGATION

The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT’s Significant Impact Policy, DDOT’s approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that may ultimately be proposed. Any mitigation strategies discussed and included in the *Scoping Form* are considered non-binding until formally evaluated in the study and committed to as part of a related action.

CATEGORY & GUIDELINES	CONSULTANT PROPOSAL	DDOT COMMENTS
<p>DDOT Significant Impact Policy</p> <p><u>Vehicle Parking Supply</u> DDOT considers a high parking provision as an ‘impact’ that needs to be mitigated since it is a permanent site feature that encourages additional driving and yield vehicle trips in the future that were not contemplated in the study. Appropriate mitigations include reducing vehicle parking, implementing substantive TDM strategies, off-site non-automotive network upgrades, and making monetary contributions to DDOT for non-auto improvements. See Table 2 to determine if a site is over-parked based on land use and distance to transit.</p> <p><u>Capacity Impacts at Intersections</u> All site-generated vehicular impacts to the transportation network during study peak hours must be mitigated, per DEM 38.3.5, if any of the following occur:</p> <ul style="list-style-type: none"> ● Degradation of an approach or intersection to LOS E or F or intersection v/c ratio increases to 1.0 or greater from Background to Total Future Conditions. ● If an approach or intersection exceeds LOS E or F or movement/lane group exceeds 1.0 v/c ratio under Background Conditions then an increase in delay or v/c ratio by 5% or more under Total Future Conditions. ● If 95th percentile vehicle queuing length exceeds available capacity of approach or turn lane under Total Future Conditions. ● If 95th percentile queue length of an approach or turn lane increases by 150 feet or more from Background to Total Future Conditions. 	<p><input checked="" type="checkbox"/> <i>The Applicant acknowledges DDOT’s Significant Impact Policy.</i></p> <p><input checked="" type="checkbox"/> <i>The study will comply with all other policies in the Guidance for Comprehensive Transportation Review and the Category & Guidelines column of this Scoping Form not explicitly documented in the Consultant Proposal or DDOT Comments columns.</i></p> <p><input checked="" type="checkbox"/> <i>The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Table 1 of Guidance for Comprehensive Transportation Review.</i></p>	<p>DDOT 3/19/21: DDOT concurs.</p>

<p>DDOT Approach to Mitigation</p> <p>DDOT’s approach to mitigation is to first establish optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action’s impact, reducing on-site vehicle parking, implementing TDM measures, making upgrades to the pedestrian, bicycle, and transit networks to encourage use of non-automotive modes, or monetary contribution to DDOT for non-auto improvements must be proposed. Only when these options are exhausted will DDOT consider capacity-increasing changes to the roadway network because such changes often have detrimental impacts on non-automotive travel and are often contrary to the District’s multi-modal transportation goals.</p>	<p><input checked="" type="checkbox"/> <i>The Applicant acknowledges DDOT’s approach to mitigation that prioritizes (in order of DDOT preference) optimal site design, reducing vehicle parking, implementing more TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT for non-auto improvements before considering options that increase roadway capacity or alter roadway operations.</i></p>	<p>DDOT 3/19/21: DDOT concurs.</p>
<p>Transportation Demand Management (TDM)</p> <p>A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. TDM strategies are also an integral part of the District’s transportation options. As such, a Baseline TDM plan is required in all CTRs regardless of impacts to the network. An Enhanced Plan or greater is required if the site is over-parked per Table 2 or there are roadway impact identified. Sample TDM plans by land use and tier can be found in Appendix C.</p> <p><i>Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user (i.e., employee, faculty, resident, visitor, etc.).</i></p>	<p><input checked="" type="checkbox"/> <i>The Applicant will include at least a Baseline TDM Plan. The TDM plan will increase to Enhanced Plan or beyond depending on the parking ratio and other impacts identified in the study.</i></p> <p>The school has an active TDM program. Existing TDM measures employed by the school include the following:</p> <ul style="list-style-type: none"> • Subsidized School Bus Program – JPDS-NC has a successful bus program with 75% (154 students of the 204 students) of the total North Campus population enrolled in the program. The JPDS-NC subsidizes ridership cost to incentive use of ridership. • Carpool Program– A zip-code roster is available to all parents to facilitate carpool arrangements. Parents can view this information online and choose zip-codes from the drop-down menu. Zip-code rosters are also available from the school office. The school maintains and updates the online carpool registry throughout the school year. • Intercampus School Bus Connection (Free of charge to parents) – JPDS-NC school buses transport children to/from the North Campus and South Campus. Families who drive to school with siblings in both campuses have a single drop off point at one campus and the sibling(s) that attends the other campus are shuttled via the school bus. 	<p>DDOT 3/19/21: DDOT concurs, please include this information in the Transportation Statement.</p>

	<ul style="list-style-type: none"> • Annual Parent Transportation Surveys – The school issues transportation surveys to parents annually. • School TDM Coordinator- The school has a designated TDM Coordinator whom is charged with management of the school’s TDM and awareness initiatives. • Public Transportation Subsidy for Staff- JPDS-NC offers staff members a 50% reimbursement (up to \$50) for monthly transit costs. There are 13 staff members actively participating in this program. 	
<p>Performance Monitoring Plan (PMP)</p> <p>DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for schools expected to have a significant amount of single occupancy vehicle trips or very large developments.</p> <p>The monitoring plan will establish thresholds for new trips a project can generate, define post-completion evaluation criteria and methodology, determine the frequency of reporting, and establish potential remediating measures (e.g., adjust trip caps or implement additional TDM strategies).</p> <p><i>Document any existing performance monitoring Plans in effect and any proposed changes.</i></p>	<p>The requirements outlined in the current traffic monitoring agreement are as follows:</p> <p><i>The [Applicant] shall conduct counts and provide a monitoring report to DDOT’s Policy, Planning, and Sustainability Administration twice per year (fall and spring semesters, not to coincide within a week before or after any extended school breaks) for two years beginning when the school reaches 275 enrolled students and again when the school reaches the proposed cap of 350 students.</i></p> <ul style="list-style-type: none"> • <i>Trip generation counts and queuing shall be observed a minimum of 7:00AM – 9:30AM and 2:30PM – 6:00PM.</i> • <i>Vehicle trip generation shall include all vehicle trips to the site, including vehicles traveling to the site but not entering the driveway.</i> • <i>The number of trips in the AM peak hour must not exceed 271 trips, and the number of trips in the PM peak hour must not exceed 135 total trips.</i> • <i>If vehicle queuing does not meet the above-mentioned criteria or the site exceeds the vehicle trip generation count, the Applicant shall employ additional Transportation Demand Management (“TDM”) measures and continue monitoring twice per year for two years for a total of four successful monitoring reports.</i> 	<p>DDOT 3/19/21: DDOT concurs, please include this information in the Transportation Statement. Also, ensure that this condition is carried forward into the BZA Order for this new application.</p>

	<p><i>Milton proposes extending the conditions of the previous monitoring plan for an additional two years beginning in the fall 2021 semester.</i></p>	
<p>Roadway Operational and Geometric Changes</p> <p>Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. All proposed changes in traffic control must be conducted following the procedures outlined in the <i>Manual of Uniform Traffic Control Devices</i> (MUTCD).</p> <p><i>Note any preliminary ideas being considered.</i></p>	<p>N/A</p>	<p>DDOT 3/19/21: DDOT concurs.</p>
<p>Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING</p>		
<p>CATEGORY & GUIDELINES</p>	<p>CONSULTANT PROPOSAL</p>	<p>DDOT COMMENTS</p>
<p>ANC Discussions and Feedback</p> <p>Provide an update on the status of Community Benefits Agreement, any ANC concerns, or other concerns expressed by the community.</p>	<p>Milton School presented to ANC 4A on Tuesday, February 2, 2021. Milton was commended by its Single Member ANC Commissioner for its school bus program.</p> <p>Following the ANC meeting, Milton received an e-mail from a resident of the Rittenhouse Apartments regarding school pick-up/drop-off operations during COVID. The school has temporarily suspended the use of its school bus program during COVID. The school has used hybrid learning and staggered start times to manage traffic impacts. The school has reached out to DDOT to discuss an alternative pick-up/drop-off plan and temporary parking restrictions to further reduce impacts.</p>	<p>DDOT 3/19/21: DDOT concurs.</p>
<p>Miscellaneous Items for Discussion</p> <p>These items could include relevant on-going discussions with other agencies and stakeholders or seeking direction other types of analyses to be included (i.e., traffic calming proposal, TOPP, TMP).</p>		<p>DDOT 3/19/21: N/A</p>

Milton Gottesman Jewish Day School of the Nation's Capital

Scoping Form Appendix

March 2021



Legend



Milton
Gottesman Site



806 24232221 30 50 71 61 51 41 31 21 09 8 7 6 5 4 3 2 1
807 **Sq. 2727N**

77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
30 348332 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
35 **Sq. 2739**

801 **Sq. 2727**
PAR 88 / 195
PAR 88 / 328

Ritter **Sq. 2790**
75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
808 83 84 85 86 87 80 1 3 11 7 11 9 10 10 2 10 4 10 7 10 9 11 11
811 80 9 11 4 1 6 10 10 8 10 5 10 8 11 10 11 2
72 814 137
71 128
70 127
69 127
68 127
67 812 812
66 812
65 812
64 PAR 88 / 159
63
62
61

RES 0339

Joyce Rd NW

Sq. 2742
824 825
12
13
14
17th St NW

Sq. 2743
1 PAR 87 / 498 PAR 87 / 388
Sq. 2744
818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835
35 18 19

R-1-B

9
Sq. 2726
PAR 87 / 702
PAR 87 / 555
PAR 87 / 568

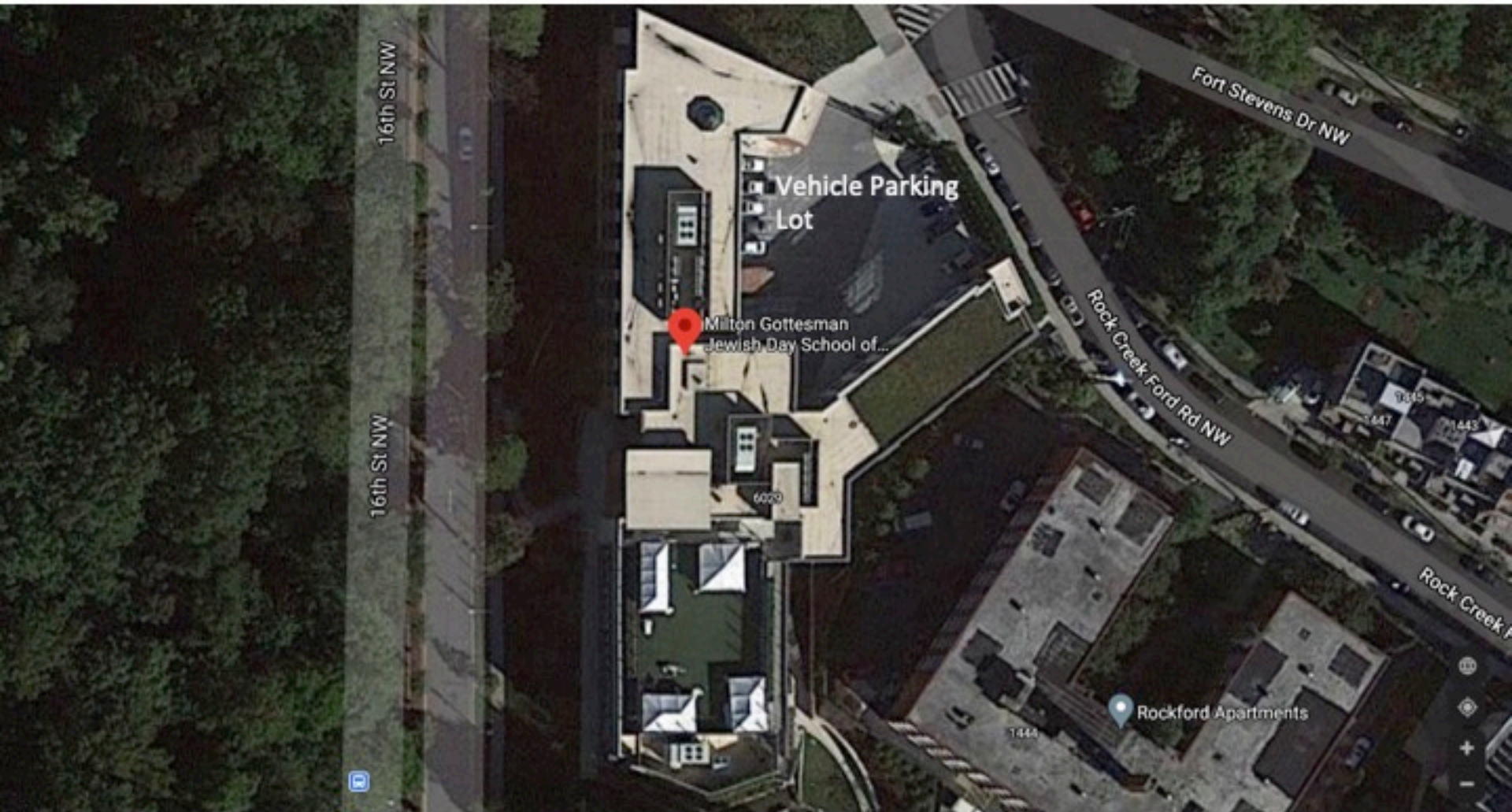
RES 0499 PAR 87 / 392
PAR 87 / 90 PAR 87 / 88
PAR 87 / 388
RES 0499
PAR 87 / 502 RES 0499
Sq. 2725
17 16 13 12 11
804 808
27 28 29 30 31 32 33 34 35
19 18 17 16 15 14 13 12 11

Fort Stevens Dr NW

Military Rd NW

Sq. 2791
RA-1
808
PAR 87 / 404
PAR 87 / 105 8
PAR 87 / 370
PAR 87 / 234 8
PAR 88 / 3

Peabody St NW
Sq. 2792
800 801
12 11
PAR 87 / 530
RES 0499
PAR 87 / 537
PAR 87 / 421



16th St NW

16th St NW

Fort Stevens Dr NW

Vehicle Parking Lot

Milton Gottesman Jewish Day School of...

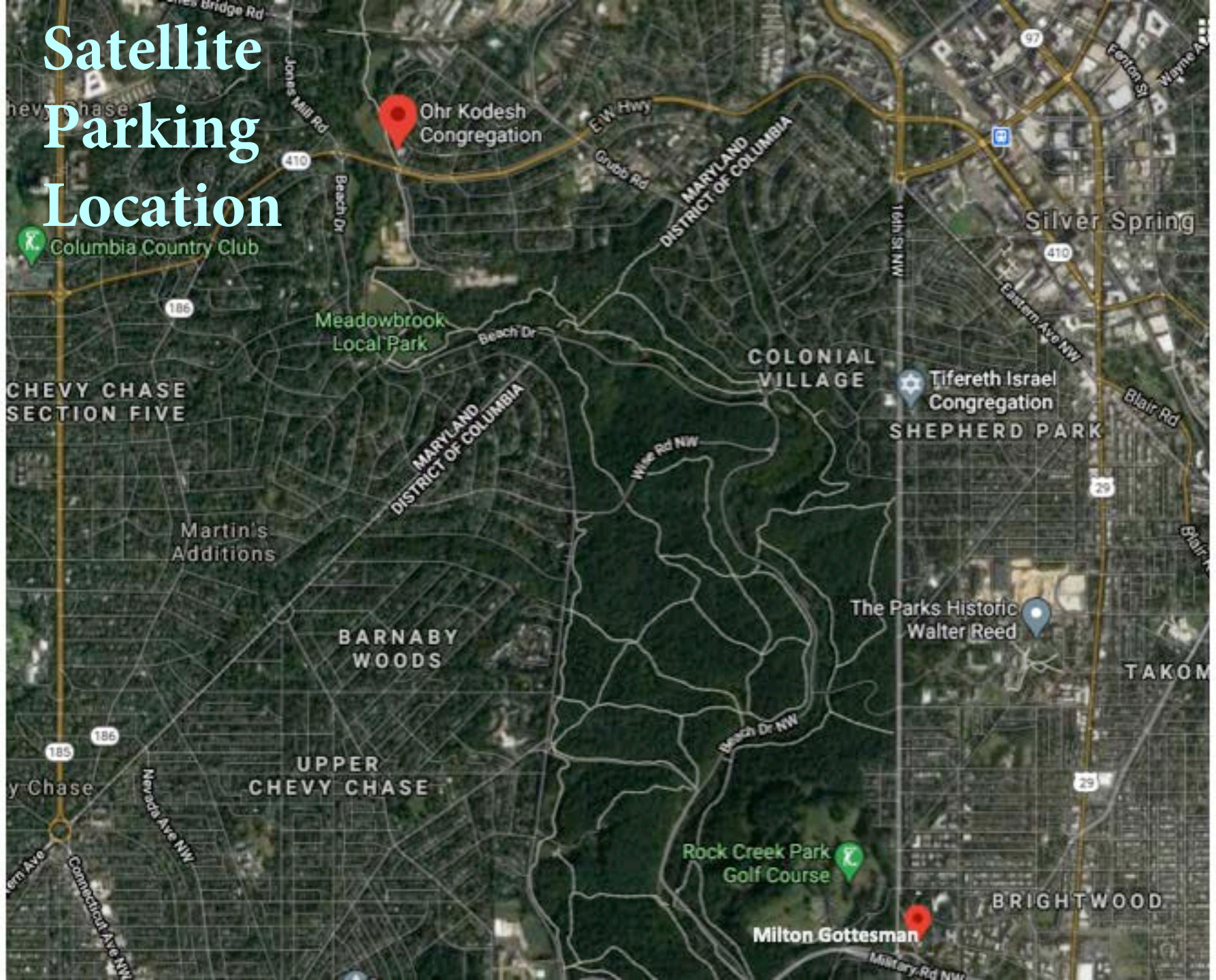
Rock Creek Ford Rd NW

Rockford Apartments

1444

6023

Satellite Parking Location



Ohr Kodesh
Congregation

Columbia Country Club

Meadowbrook
Local Park

COLONIAL
VILLAGE

Tifereth Israel
Congregation

BARNABY
WOODS

The Parks Historic
Walter Reed

UPPER
CHEVY CHASE

Rock Creek Park
Golf Course

Milton Gottesman

BRIGHTWOOD

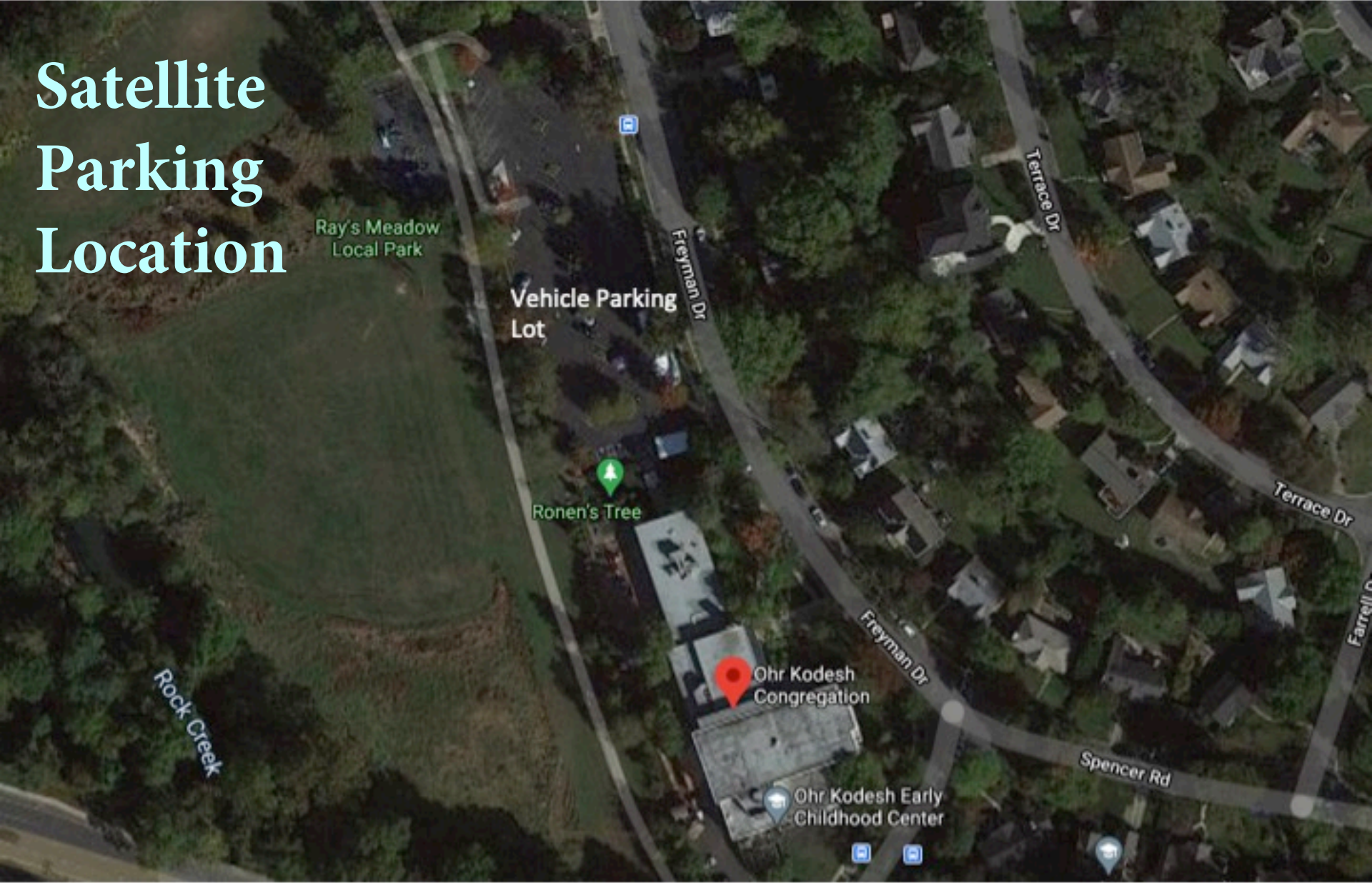
Silver Spring

CHEVY CHASE
SECTION FIVE

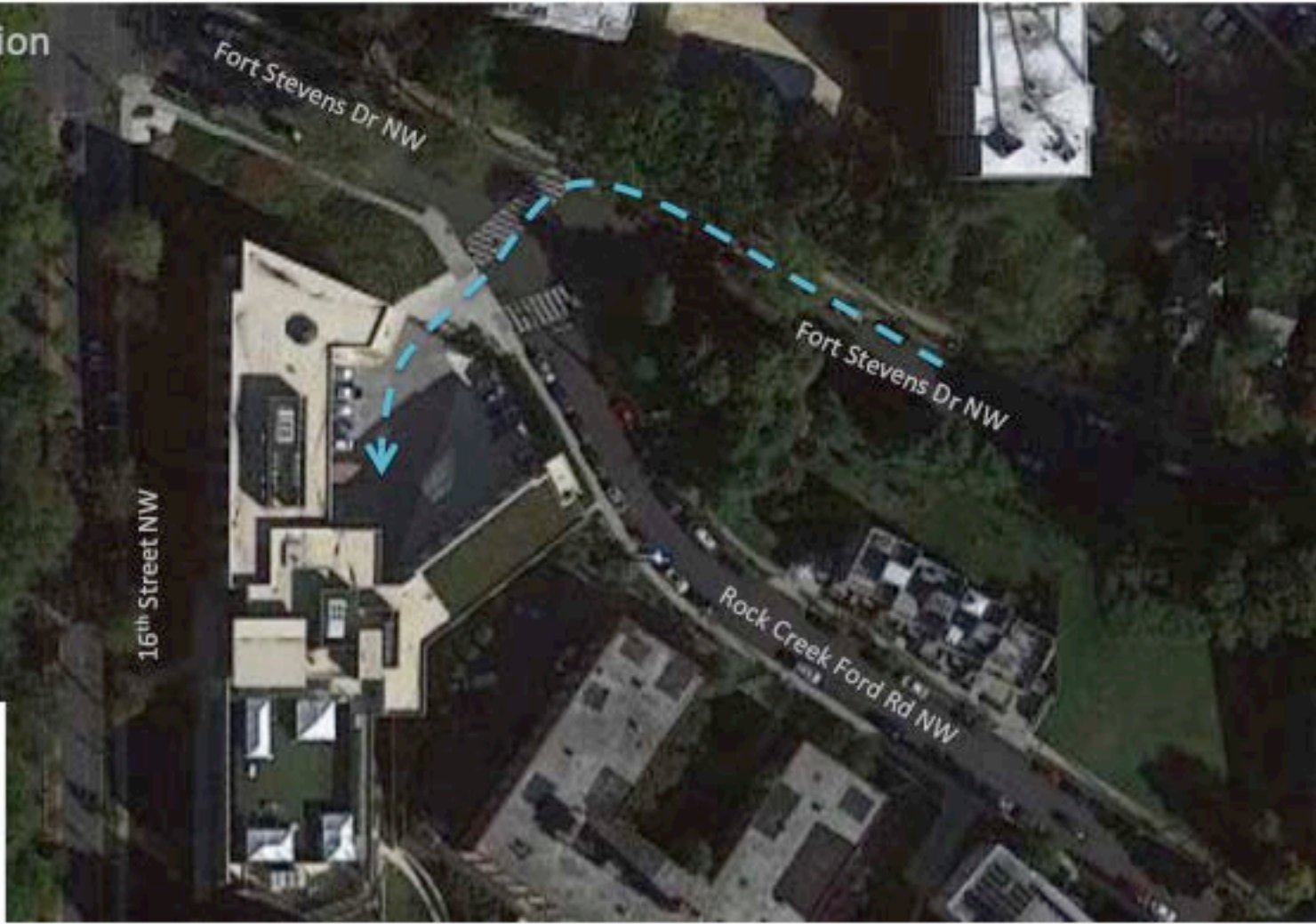
Martin's
Additions

TAKOMA


Satellite Parking Location



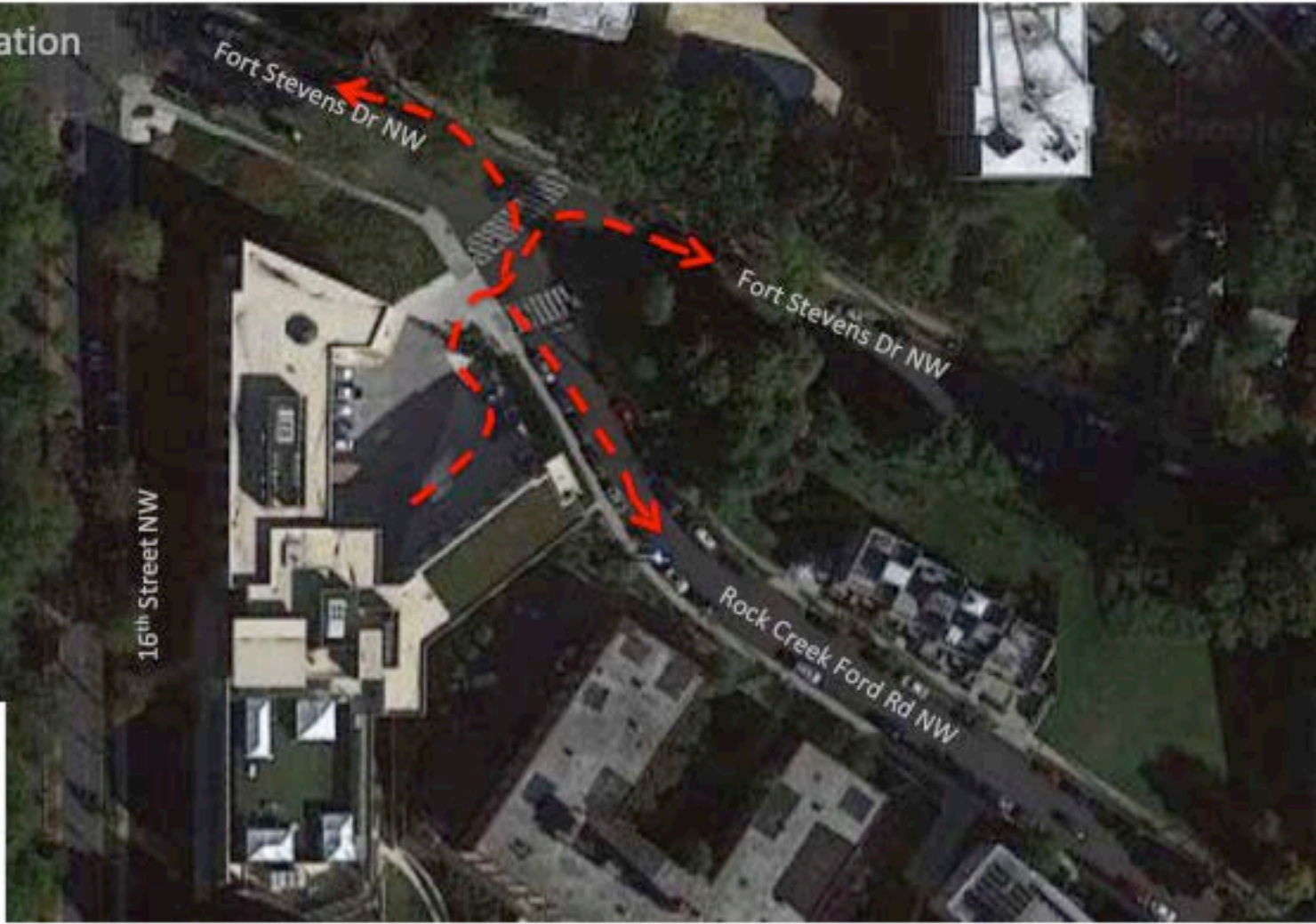
Inbound Site Circulation




Legend

 Inbound Vehicle movements

Outbound Site Circulation



Legend

 Outbound Vehicle movements

2019 Trip Generation (316 students)

AM Peak Hour Vehicle Trips	IN	OUT	TOTAL
<i>On-Site Vehicles (Students/parents)</i>	62	41	103
<i>Off-Site/Street Parking (Staff)</i>	15	0	15
<i>Off-Site/Street Parking (Students/parents)</i>	13	13	26
<i>Buses</i>	8	7	15
Total Observed October 30, 2019	98	61	159

PM Peak Hour Vehicle Trips	IN	OUT	TOTAL
<i>On-Site Vehicles (Students/parents)</i>	27	32	59
<i>Off-Site/Street Parking (Staff)</i>	0	18	18
<i>Off-Site/Street Parking (Students/parents)</i>	9	9	18
<i>Buses</i>	5	5	10
Total Observed October 30, 2019	36	64	105

2019 Student Population 316
 Proposed Student Cap 425
 Increase in Students 109
Student population Growth Rate 34%

2019 Staff Population 72
 Increase in Staff 15
Staff population Growth Rate 21%

Future Trip Generation (425 students)

AM Peak Hour Vehicle Trips	IN	OUT	TOTAL	
<i>On-Site Vehicles (Students/parents)</i>	83	55	139	34%
<i>Off-Site/Street Parking (Staff)</i>	18	0	18	21%
<i>Off-Site/Street Parking (Students/parents)</i>	17	17	35	34%
<i>Buses</i>	8	7	15	0%
Total	127	80	207	

PM Peak Hour Vehicle Trips	IN	OUT	TOTAL	
<i>On-Site Vehicles (Students/parents)</i>	36	43	79	34%
<i>Off-Site/Street Parking (Staff)</i>	0	22	22	21%
<i>Off-Site/Street Parking (Students/parents)</i>	12	12	24	34%
<i>Buses</i>	5	5	10	0%
Total	53	82	135	

Note: The student population growth rate was applied to the 2019 On-Site vehicles and the student/parent Off-Site/Street parking. The staff population growth rate was applied to the 2019 staff Off-Site/Street parking.

Legend

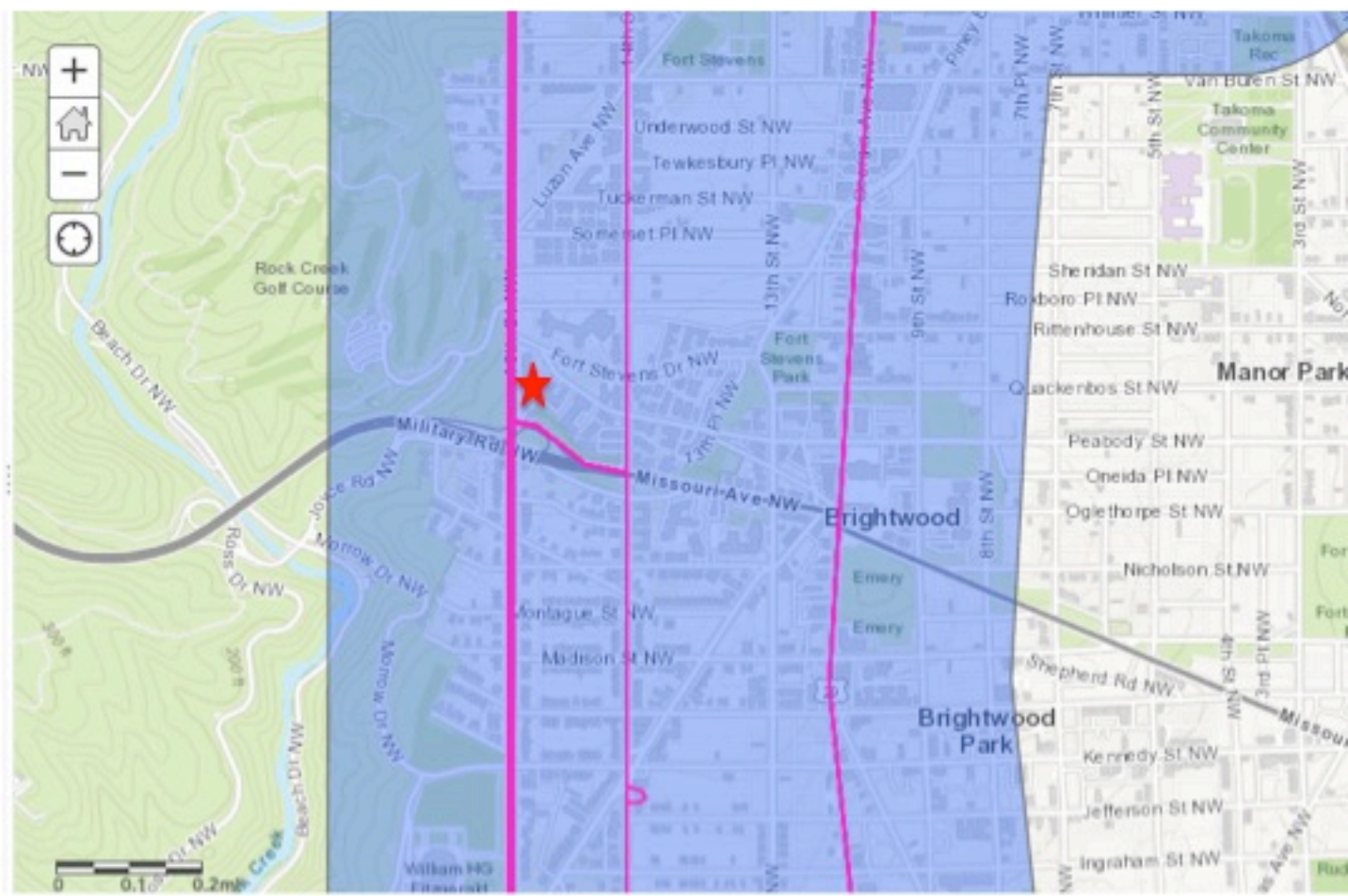
Priority Network Bus Routes

Buffer of Streetcar Route

Buffer of DC Circulator Routes

Buffer of Priority Network Bus Routes

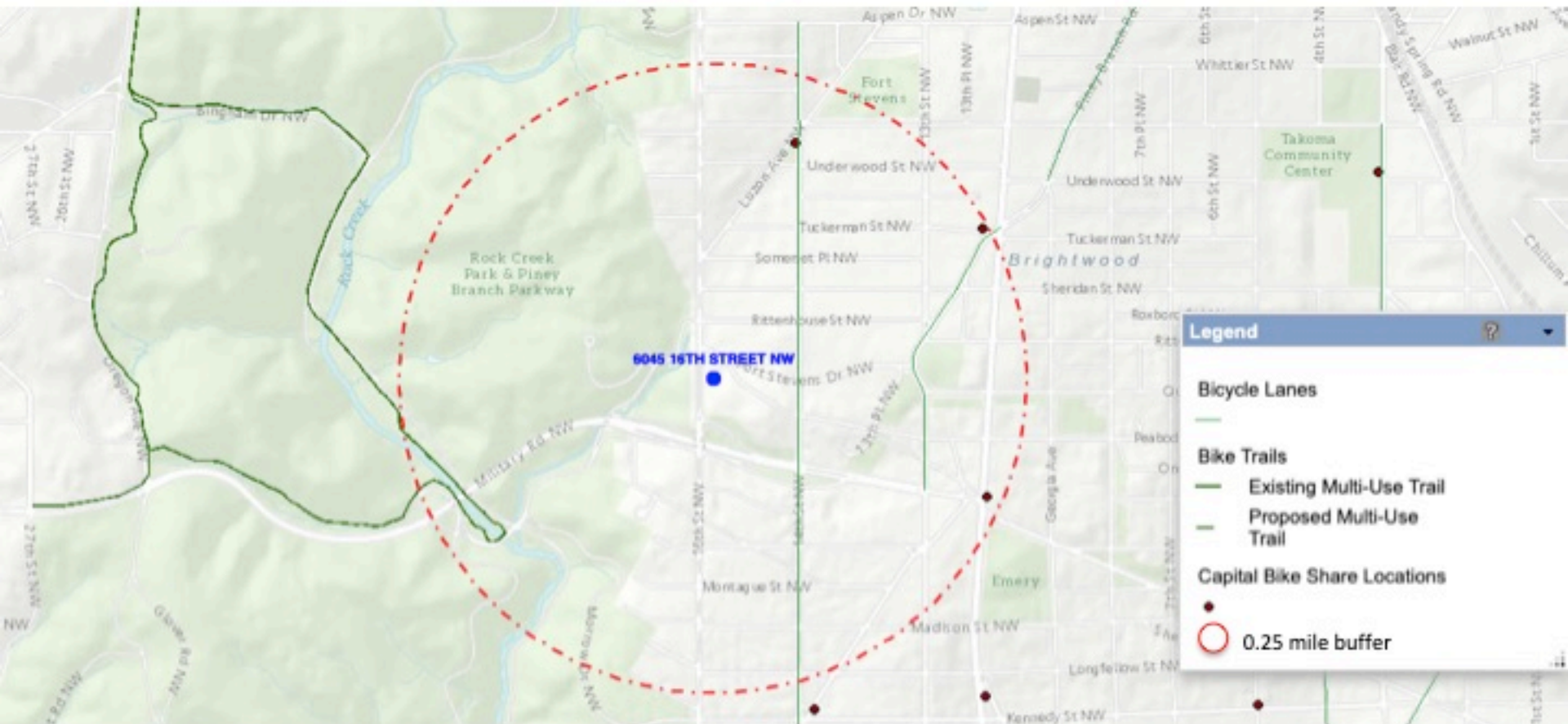
Washington DC Boundary - DC Boundary



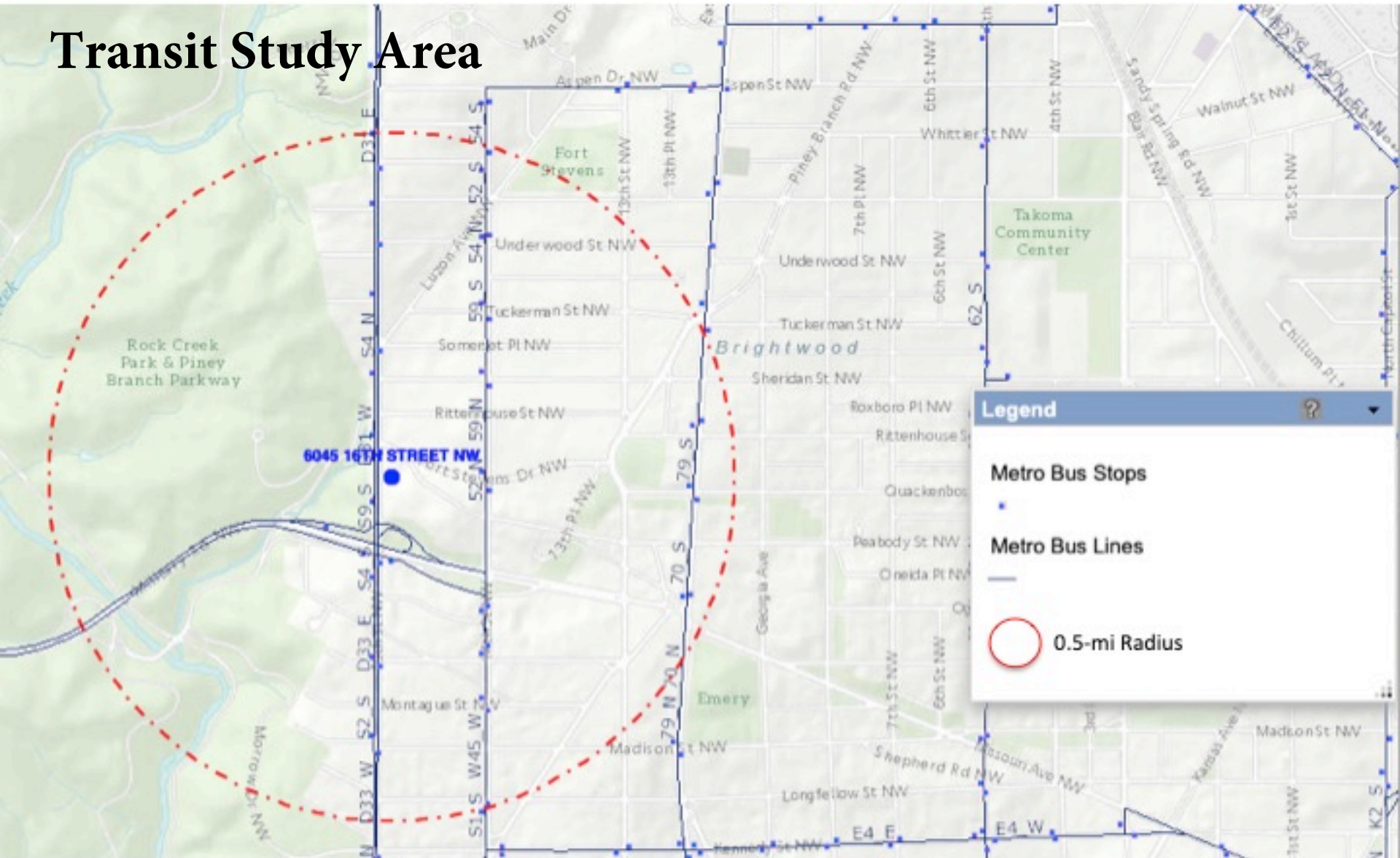
Pedestrian Study Area



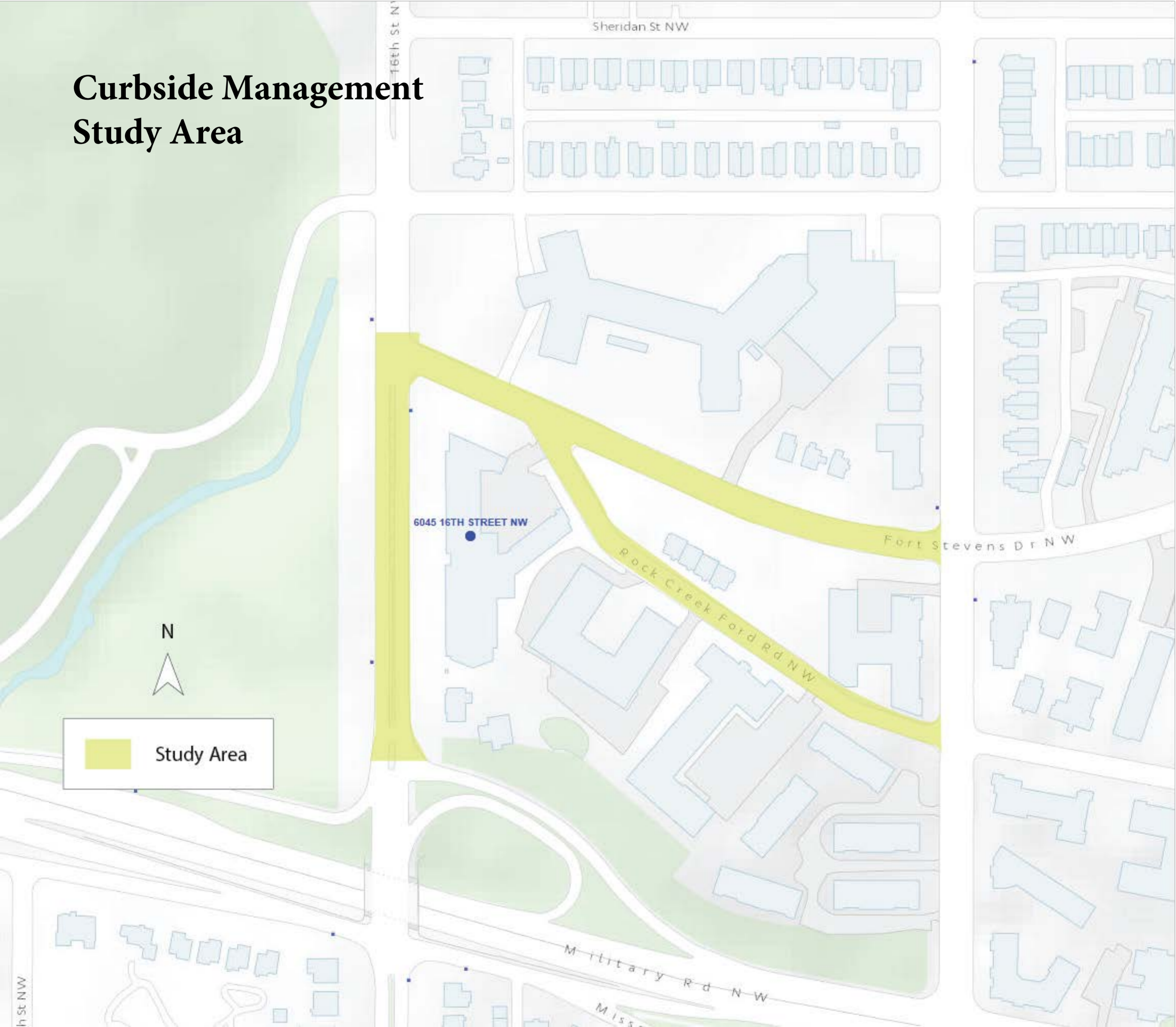
Bicycle Study Area



Transit Study Area



Curbside Management Study Area



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Board of Zoning Adjustment



Application No. 18400-B¹ of Jewish Primary Day School, as amended,² pursuant to 11 DCMR §§ 3103.2 and 3104.1, for variances from the lot occupancy requirements under § 403, the off-street parking requirements under § 2101.1, and the loading requirements under § 2201.1, and a special exception from the private school requirements under § 206, and from the roof structure requirements under § 411.11, to increase the enrollment cap to 350 students and 72 staff and construct an addition to the existing school building in the R-1-B and R-5-A Districts at premises 6045 16th Street N.W. (Square 2726, Lots 825 and 831).

HEARING DATES: December 22, 2015³ and January 12, 2016
DECISION DATE: January 12, 2016

SUMMARY ORDER

SELF-CERTIFIED

The zoning relief requested in this case was self-certified, pursuant to 11 DCMR § 3113.2. (Exhibit 5.) The zoning relief requested was subsequently amended when the Applicant submitted a revised self-certification form to request additional special exception relief from the roof structure requirements of § 411.11. (Exhibit 26.) The Applicant's Prehearing Statement further clarified that it seeks relief pursuant to § 411.11 from the requirements of § 411.3 to allow two separate equipment penthouse enclosures. (Exhibit 27.)

The Board of Zoning Adjustment ("Board") provided proper and timely notice of the public hearing on this application by publication in the *D.C. Register* and by mail to Advisory Neighborhood Commission ("ANC") 4A, and to owners of property within 200 feet of the site.

¹ This application was processed and noticed as Application No. 18400-A; however, an order denying reconsideration to Application No. 18400 was previously issued as Order No. 18400-A, therefore this order has been re-numbered as Application No. 18400-B.

² The Applicant submitted a revised self-certification form to amend the application and add a request for special exception relief for roof structures under § 411.11 to its originally requested relief. (Exhibit 26.) The caption has been revised accordingly.

³ This case was scheduled for December 22, 2015 and postponed to January 12, 2016 at the Applicant's request. (Exhibit 22.)

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The site of this application is located within the jurisdiction of ANC 4A, which is automatically a party to this application. The ANC submitted a resolution indicating that, at its regularly scheduled and properly noticed public meeting of January 5, 2016, at which a quorum was in attendance, ANC 4A voted 6-0 in support of the application. (Exhibit 33.) The Single Member District Commissioner for ANC 4A07, Dave Wilson, also testified in support at the public hearing and noted that the ANC was particularly impressed with the Applicant's efforts to secure off-site parking and to subsidize bus transportation for students.

The Office of Planning ("OP") submitted a timely report on January 5, 2016, recommending approval of the application with five conditions (Exhibit 29), and testified in support of the application at the hearing. The Applicant testified that it accepted OP's proposed conditions, but noted that one condition, requiring the Applicant to provide 16 bicycle racks, should be modified based on prior discussions between the Applicant and the District Department of Transportation ("DDOT") regarding bicycle parking. OP concurred with the Applicant's comment, and accordingly, the Board adopted the proposed conditions, with the suggested modification.

DDOT submitted a timely report on January 5, 2016, indicating that it had no objection to the Applicant's requests for variance and special exception relief and recommending several conditions related to the Applicant's Performance Monitoring Plan, curb ramps, and bicycle parking spaces. (Exhibit 32.) The Applicant testified that it accepted these conditions, but that the final condition regarding ten long-term, indoor bicycle parking spaces had been reduced to require six long-term, indoor bicycle spaces, based on conversations with DDOT prior to the hearing. OP also testified that it was part of the Applicant's discussions with DDOT and confirmed that DDOT was satisfied with the Applicant's agreement to provide six bicycle spaces. The Board adopted DDOT's proposed conditions with the modified requirement for long-term bicycle parking spaces.

Letters in support were submitted to the record from Sixteenth Street Heights Civic Association (Exhibit 30) and from Shepard Park Citizens Association (Exhibit 31.)

Variance Relief

As directed by 11 DCMR § 3119.2, the Board has required the Applicant to satisfy the burden of proving the elements that are necessary to establish the case, pursuant to § 3103.2, from the lot occupancy requirements under § 403, the off-street parking requirements under § 2101.1, and the loading requirements under § 2201.1. No parties appeared at the public hearing in opposition to this application. Accordingly, a decision by the Board to grant this application would not be adverse to any party.

Based upon the record before the Board and having given great weight to the OP and ANC reports filed in this case, the Board concludes that in seeking a variance from 11 DCMR § 403, 2101.1, and 2201.1, the Applicant has met the burden of proving under § 3103.2, that there exists an exceptional or extraordinary situation or condition related to the property that creates a

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practical difficulty for the owner in complying with the Zoning Regulations, and that the relief can be granted without substantial detriment to the public good and without substantially impairing the intent, purpose, and integrity of the zone plan as embodied in the Zoning Regulations and Map.

Special Exception Relief

As directed by 11 DCMR § 3119.2, the Board has required the Applicant to satisfy the burden of proving the elements that are necessary to establish the case pursuant to § 3104.1, from the private school requirements under § 206, and from the roof structure requirements under § 411.11. No parties appeared at the public hearing in opposition to this application. Accordingly, a decision by the Board to grant this application would not be adverse to any party.

Based upon the record before the Board and having given great weight to the OP and ANC reports filed in this case, the Board concludes that the Applicant has met the burden of proof, pursuant to 11 DCMR §§ 3104.1, 206, and 411.11, that the requested relief can be granted as being in harmony with the general purpose and intent of the Zoning Regulations and Map. The Board further concludes that granting the requested relief will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Map.

Pursuant to 11 DCMR § 3100.5, the Board has determined to waive the requirement of 11 DCMR § 3125.5, that the order of the Board be accompanied by findings of fact and conclusions of law. It is therefore **ORDERED** that this application is hereby **GRANTED, SUBJECT TO THE APPROVED PLANS AT EXHIBIT 25, AND THE FOLLOWING CONDITIONS:**

1. Enrollment shall not exceed 350 students.
2. Faculty and staff combined shall not exceed 72.
3. The Applicant shall implement the recommendations contained within the Transportation Impact Study under Exhibit 24 of the record.
4. A minimum of 25 off-site parking spaces shall be provided to faculty and staff, enabling those employees to carpool to the school, with reserved or preferential parking provided onsite.
5. The Applicant shall amend the Performance Monitoring Plan and establish a trip cap to include the following:
 - a. The Applicant shall conduct counts and provide a monitoring report to DDOT's Policy, Planning, and Sustainability Administration twice per year (fall and spring semesters, not to coincide within a week before or after any extended school

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breaks) for two years beginning when the school reaches 275 enrolled students and again when the school reaches the proposed cap of 350 students.

- b. Trip generation counts and queuing shall be observed a minimum of 7:00 a.m. to 9:30 a.m. and 2:30 p.m. to 6:00 p.m.
 - c. Vehicle trip generation shall include all vehicle trips to the site, inclusive of vehicles traveling to the site but not entering the driveway.
 - d. The Applicant shall establish a vehicle trip generation cap of 271 total trips (ins and outs) during the a.m. peak hour and 135 total trips during the school p.m. peak hour (not commuter p.m. peak hour).
 - e. Vehicle queueing for pick-up and drop-off shall be within the property line. Vehicle queueing shall not extend to block the sidewalk across the driveway or onto any public streets.
 - f. If vehicle queueing does not meet the above-mentioned criteria or the site exceeds the vehicle trip generation count, the Applicant shall employ additional Transportation Demand Management (“TDM”) measures and continue monitoring twice per year for two years for a total of four successful monitoring reports.
 - g. The Applicant shall document all current TDM measures.
 - h. The Applicant shall include any proposed updates to the TDM plans.
 - i. The Applicant shall return to the BZA to seek relief, lower their student and staff enrollment, or provide additional and more aggressive TDM measures should vehicle queue length not meet the criteria established above or should trips generated exceed the 271 total trips during the a.m. peak hour and 135 total trips during the school p.m. peak hour threshold for two consecutive monitoring periods.
6. The Applicant shall construct three ADA-compliant curb ramps at the intersection of Fort Stevens Drive and Rock Creek Ford Road
 7. The Applicant shall provide six long-term bicycle parking spaces.

Vote: 4-0-1 (Peter G. May, Frederick L. Hill, Marnique Y. Heath, and Jeffrey L. Hinkle to APPROVE; one Board seat vacant.)

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BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

A majority of the Board members approved the issuance of this order.

ATTESTED BY: _____


SARA A. BARDIN
Director, Office of Zoning

FINAL DATE OF ORDER: January 15, 2016

PURSUANT TO 11 DCMR § 3125.9, NO ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN (10) DAYS AFTER IT BECOMES FINAL PURSUANT TO § 3125.6.

PURSUANT TO 11 DCMR § 3130, THIS ORDER SHALL NOT BE VALID FOR MORE THAN TWO YEARS AFTER IT BECOMES EFFECTIVE UNLESS, WITHIN SUCH TWO-YEAR PERIOD, THE APPLICANT FILES PLANS FOR THE PROPOSED STRUCTURE WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS FOR THE PURPOSE OF SECURING A BUILDING PERMIT, OR THE APPLICANT FILES A REQUEST FOR A TIME EXTENSION PURSUANT TO § 3130.6 AT LEAST 30 DAYS PRIOR TO THE EXPIRATION OF THE TWO-YEAR PERIOD AND THAT SUCH REQUEST IS GRANTED. NO OTHER ACTION, INCLUDING THE FILING OR GRANTING OF AN APPLICATION FOR A MODIFICATION PURSUANT TO §§ 3129.2 OR 3129.7, SHALL EXTEND THE TIME PERIOD.

PURSUANT TO 11 DCMR § 3125, APPROVAL OF AN APPLICATION SHALL INCLUDE APPROVAL OF THE PLANS SUBMITTED WITH THE APPLICATION FOR THE CONSTRUCTION OF A BUILDING OR STRUCTURE (OR ADDITION THERETO) OR THE RENOVATION OR ALTERATION OF AN EXISTING BUILDING OR STRUCTURE. AN APPLICANT SHALL CARRY OUT THE CONSTRUCTION, RENOVATION, OR ALTERATION ONLY IN ACCORDANCE WITH THE PLANS APPROVED BY THE BOARD AS THE SAME MAY BE AMENDED AND/OR MODIFIED FROM TIME TO TIME BY THE BOARD OF ZONING ADJUSTMENT.

PURSUANT TO 11 DCMR § 3205, THE PERSON WHO OWNS, CONTROLS, OCCUPIES, MAINTAINS, OR USES THE SUBJECT PROPERTY, OR ANY PART THERETO, SHALL COMPLY WITH THE CONDITIONS IN THIS ORDER, AS THE SAME MAY BE AMENDED AND/OR MODIFIED FROM TIME TO TIME BY THE BOARD OF ZONING ADJUSTMENT. FAILURE TO ABIDE BY THE CONDITIONS IN THIS ORDER, IN WHOLE OR IN PART SHALL BE GROUNDS FOR THE REVOCATION OF ANY BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY ISSUED PURSUANT TO THIS ORDER.

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IN ACCORDANCE WITH THE D.C. HUMAN RIGHTS ACT OF 1977, AS AMENDED, D.C. OFFICIAL CODE § 2-1401.01 ET SEQ. (ACT), THE DISTRICT OF COLUMBIA DOES NOT DISCRIMINATE ON THE BASIS OF ACTUAL OR PERCEIVED: RACE, COLOR, RELIGION, NATIONAL ORIGIN, SEX, AGE, MARITAL STATUS, PERSONAL APPEARANCE, SEXUAL ORIENTATION, GENDER IDENTITY OR EXPRESSION, FAMILIAL STATUS, FAMILY RESPONSIBILITIES, MATRICULATION, POLITICAL AFFILIATION, GENETIC INFORMATION, DISABILITY, SOURCE OF INCOME, OR PLACE OF RESIDENCE OR BUSINESS. SEXUAL HARASSMENT IS A FORM OF SEX DISCRIMINATION WHICH IS PROHIBITED BY THE ACT. IN ADDITION, HARASSMENT BASED ON ANY OF THE ABOVE PROTECTED CATEGORIES IS PROHIBITED BY THE ACT. DISCRIMINATION IN VIOLATION OF THE ACT WILL NOT BE TOLERATED. VIOLATORS WILL BE SUBJECT TO DISCIPLINARY ACTION.



symmetra design

MEMORANDUM

TO: Marina Budimir District Department of Transportation

CC: Naomi Reem Milton Gottesman Jewish Day School
Steven Wernick Milton Gottesman Jewish Day School

FROM: Nicole White, P.E., PTOE Symmetra Design
Jessica Lin Symmetra Design

DATE: December 1, 2019

RE: Milton Gottesman Jewish Day School: Traffic Monitoring Study #1

INTRODUCTION

Symmetra Design prepared a Traffic Impact Study (TIS) for the Milton Gottesman Jewish Day School of the Nation's Capital¹ expansion project at 6045 16th St NW, Washington, DC, 20011, in advance of the 2015 renovation plans. A performance monitoring plan was requested by the District Department of Transportation (DDOT) as a mitigation strategy for potential off-site queuing impacts associated with the proposed renovation and expansion. The purpose of the requested monitoring study was to gather data that would ensure vehicle queuing associated with the school's drop-off and pick-up operations proceed without an adverse impact on traffic operations on the existing roadway network. Should a significant impact be identified, additional transportation demand management programs would be implemented accordingly.

The 2015 JPDS-NC expansion included the following changes:

- 32,000 square feet of new construction,
- an increase of student enrollment cap from 275 students to 350 students,
- increase of maximum cap of staff from 56 to 72

In adherence to the decision and conditions determined by the Board of Zoning Adjustment (BZA) in 2016 (see Appendix), the monitoring studies are to be conducted semiannually for a period of two years beginning when the school reaches 275 enrolled students – with one study in the Fall Semester and one during the Spring Semester. The following memorandum summarizes the findings of the first Traffic Monitoring Study (Fall 2019).

¹ Formerly known as the Jewish Primary Day School of the Nation's Capital (JPDS-NC) during zoning action.

MONITORING STUDY REQUIREMENTS

The requirements outlined in the traffic monitoring agreement are as follows:

The [Applicant] shall conduct counts and provide a monitoring report to DDOT's Policy, Planning, and Sustainability Administration twice per year (fall and spring semesters, not to coincide within a week before or after any extended school breaks) for two years beginning when the school reaches 275 enrolled students and again when the school reaches the proposed cap of 350 students.

- *Trip generation counts and queueing shall be observed a minimum of 7:00AM – 9:30AM and 2:30PM – 6:00PM.*
- *Vehicle trip generation shall include all vehicle trips to the site, including vehicles traveling to the site but not entering the driveway.*
- *The number of trips in the AM peak hour must not exceed 271 trips, and the number of trips in the PM peak hour must not exceed 135 total trips.*
- *If vehicle queuing does not meet the above-mentioned criteria or the site exceeds the vehicle trip generation count, the Applicant shall employ additional Transportation Demand Management ("TDM") measures and continue monitoring twice per year for two years for a total of four successful monitoring reports.*

MONITORING STUDY FINDINGS

In order to monitor traffic impacts associated with the Milton Gottesman expansion, traffic counts were collected at the School Driveway. Counts were conducted on Wednesday, October 30, 2019, from 7:00AM – 9:30AM, and 2:30PM – 6:00PM. School buses that did not enter the site driveway, as well as parents and faculty drivers that parked on adjacent streets were also counted and identified as vehicle trips, in compliance with established stipulations. General queueing conditions and effectiveness were also noted in this report.

The site entrance for drop-off and pick-up operations, and bus loading are along Rock Creek Ford Road, NW north and south of the school driveway, in accordance with the proposed 2015 plan (see Appendix). Actual operations were observed to use fewer curb spaces than the amount proposed in the plan. Spaces along the east side of Rock Creek Ford Road were not used nor needed for bus staging operations.

Arrival & Dismissal Operations

The school gates were opened at 8:15AM for arrival and were subsequently closed at 8:30AM. The school gates were opened for dismissal pick-up at 3:18PM and closed at 3:48PM. Staff were located

on-site and at the school driveway to facilitate efficient operations during the morning arrival and afternoon dismissal periods.

Circulation & Queueing

In accordance with school policy, cars are required to approach the school driveway from westbound Fort Stevens Drive. Vehicles that attempt to enter the school driveway from Rock Creek Ford Road were redirected to approach the school from westbound Fort Stevens Drive. The plan to have vehicles approach the school from one direction simplifies traffic operations and improves efficiencies.

During morning arrival, students were efficiently dropped off on-site in the rear parking lot. No vehicles were observed to queue off-site during morning arrival.

During afternoon dismissal, cars make a U-Turn inside the school parking lot and queue in five adjacent lines to exit, as shown in **Figure 1** below. Vehicles are served and dismissed one-by-one in chronological fashion. The circulation plan is similar to the plan developed in 2015, as shown in **Figure 2** below. The stacked parking spaces near the school entrance are used for on-site circulation and queuing during afternoon dismissal. The spaces are vacated each afternoon prior to afternoon dismissal.



Figure 1: On-Site Queueing Conditions during PM Dismissal

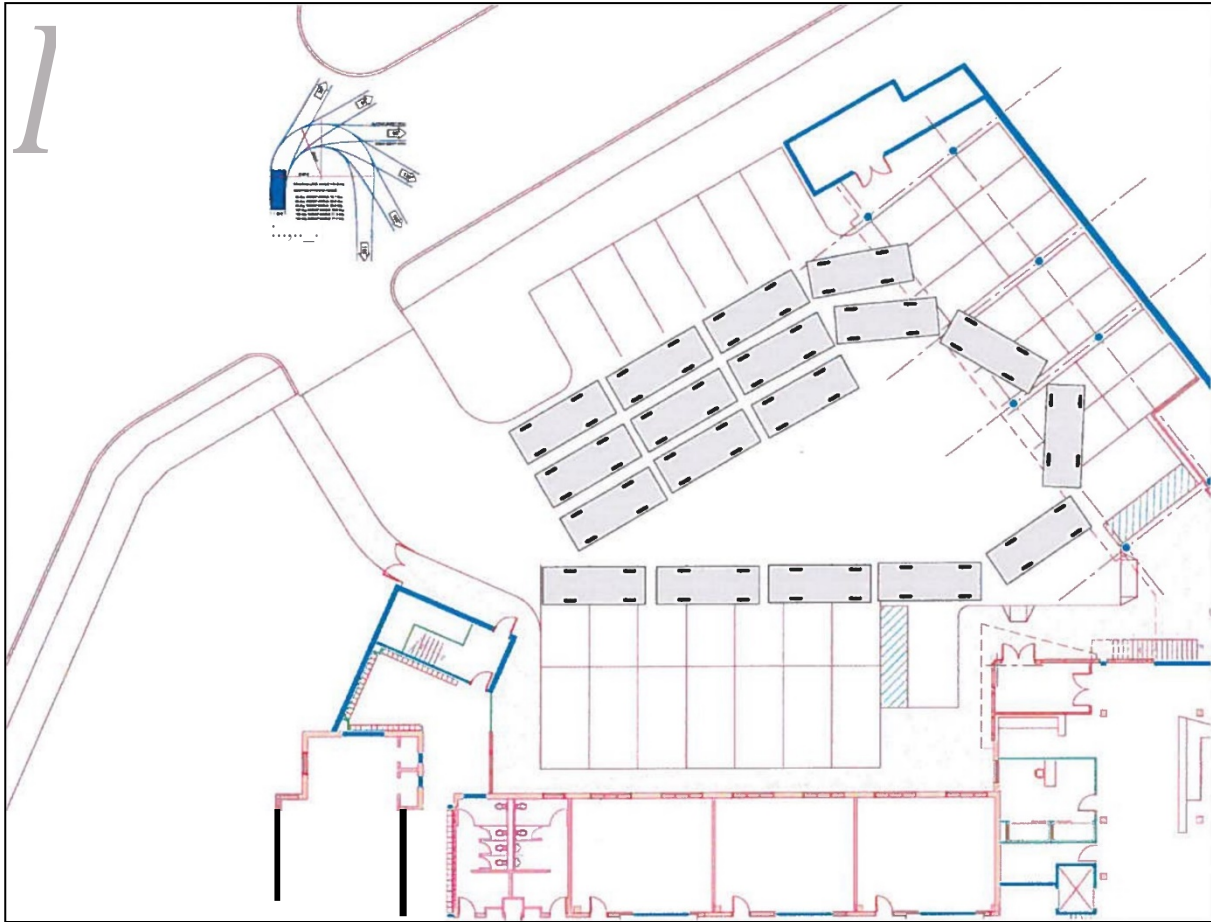


Figure 2: On-Site Circulation & Queuing during PM Dismissal (2015 TIS)

Approximately five minutes before the gate opened at 3:18PM, vehicles started to arrive for afternoon dismissal. A maximum queue of five vehicles was observed on Fort Stevens Drive at 3:18PM, as shown in **Figure 3** below. Once the gate was opened, the queue was completely maintained on-site throughout the duration of dismissal.



Figure 3: Queueing Conditions on Fort Stevens Drive

Cars continued to arrive after the gates were closed in the morning and afternoon, using the push button on the east side of the driveway to request entry. During one occurrence, the wait for the push button sequence to activate was observed to create a maximum queue of 2 along westbound Rock Creek Ford Road. The queue was instantly alleviated when the gate opened.

Trip Generation

Tables 1 and 2 below show the total number of trips during AM and PM peak hours compared to the 2015 trip cap. Vehicle trip generation includes vehicles that entered and exited the school driveway, as well as vehicles associated with the school that parked on adjacent streets. The presence of afterschool programs resulted in a wider distribution of the number of site trips outside the peak hour.

Table 1: Trip Generation at Milton School in AM Peak Hour

Peak Hour Vehicle Trips	IN	OUT	TOTAL
<i>On-Site Vehicles</i>	62	41	103
<i>Off-Site/Street Parking</i>	28	13	41
<i>Buses</i>	8	7	15
Total Observed October 30, 2019	98	61	159
Established Trip Generation Cap (2015)	–	–	271

Table 2: Existing Trip Generation at Milton School in PM Peak Hour

Peak Hour Vehicle Trips	IN	OUT	TOTAL
<i>On-Site Vehicles</i>	27	32	59
<i>Off-Site/Street Parking</i>	9	27	36
<i>Buses</i>	5	5	10
Total Observed October 30th, 2019	36	64	105
Established Trip Generation Cap (2015)	–	–	135

In the morning peak hour (7:45AM – 8:45AM), a total of 159 trips were observed. In the afternoon peak hour (3:15PM – 4:15PM), a total of 105 trips were observed

CONCLUSIONS

The number of AM and PM peak hour trips (159, 105) are below the prescribed cap in the AM and PM peak hours (271, 135). Vehicle queueing was managed entirely on-site during AM arrival. During PM dismissal, the queue along Fort Stevens Drive was only observed to occur approximately five minutes prior to the gates opening at 3:18PM. Once the gate opened, the queue was completely maintained on-site. Thus, an updated Transportation Demand Management and Mitigation Plan are not required.