

Government of the District of Columbia


Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin, AICP 
Associate Director

DATE: July 2, 2021

SUBJECT: BZA Case No. 18400C – 6045 16th Street NW (Milton Gottesman Jewish Day School)

APPLICATION

The Milton Gottesman Jewish Primary Day School of the Nation’s Capital (the “Applicant”), pursuant to Title 11 (2016 Zoning Regulations) of the District of Columbia Municipal Regulations (DCMR), Subtitle X, Chapter 9, requests a modification of significance to BZA 18400B for special exceptions from the use provisions of Subtitle U §203.1(m) and the minimum vehicle parking requirements of Subtitle C §701.5, to increase the student and staff caps. The site is in the R-1-B and RA-1 Zones at 6045 16th Street NW (Square 2776, Lots 825 and 831) and is not served by a public alley.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. As a means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multi-modal transportation network.

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 and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The site was previously approved in BZA 18400A/18400B for 350 students and 72 staff. In this application, the Applicant proposes to increase these caps to 425 students and 87 staff;
- The site does not currently meet the minimum vehicle parking requirement. It is required to provide 58 spaces but has eight (8) zoning compliant spaces and 47 non-compliant spaces. With

Board of Zoning Adjustment
District of Columbia
CASE NO. 18400C
EXHIBIT NO. 31

this application the Applicant is seeking parking relief for the non-compliant spaces and will increase the overall total number spaces to 60 (compliant and non-compliant);

- 38 of the future 60 parking spaces are located off-site 3.4 miles away at the Ohr Kodesh Synagogue. A shuttle service is provided for staff between the School and satellite parking;
- The Applicant submitted a Transportation Statement (Exhibits 28A1 and 28A2), dated June 4, 2021. It was scope of the analysis was coordinated with DDOT;
- For all school projects with 20 or more students, DDOT requires a pick-up/drop-off plan. The Applicant has a pick-up/drop-off plan on file from previous applications that DDOT finds acceptable;
- The proposed increase in number of students and staff will increase the number of vehicles queuing for pick-up/drop-off from nine (9) to 12 vehicles, however all queuing activity can be accommodated on-site;
- The proposed increase in the number of students and staff will not exceed the 2015 trip caps approved as part of BZA 18400A/18400B (271 AM vehicle trips, 135 PM vehicle trips). However, the staff and student increases are projected to generate an increase of 48 AM peak hour vehicle trips, 30 PM peak hour trips, and 22 evening commuter peak hour trips;
- Condition 6 of BZA 18400B required the Applicant to install three (3) ADA-compliant curb ramps at the intersection of Fort Stevens Drive NW and Rock Creek Ford Road. DDOT has confirmed that these have been installed and the condition does not need to be carried forward in the Order for this application;
- DDOT is supportive of the requested parking relief and staff/student cap increases so long as the Applicant implements the Transportation Demand Management (TDM) plan and Performance Monitoring Plan (PMP) outlined at the end of this report, which includes the originally approved plans with the amended plans from BZA 18400B.

RECOMMENDATION

DDOT has reviewed the application materials and has determined that the proposed action will not have adverse impacts on the District's transportation network. DDOT has no objection to the approval of this application with the following condition:

- The Applicant shall implement the Transportation Demand Management (TDM) Plan and Performance Monitoring Plan (PMP), including the trip generation caps, outlined at the end of this report.

TRANSPORTATION ANALYSIS

Vehicle Parking

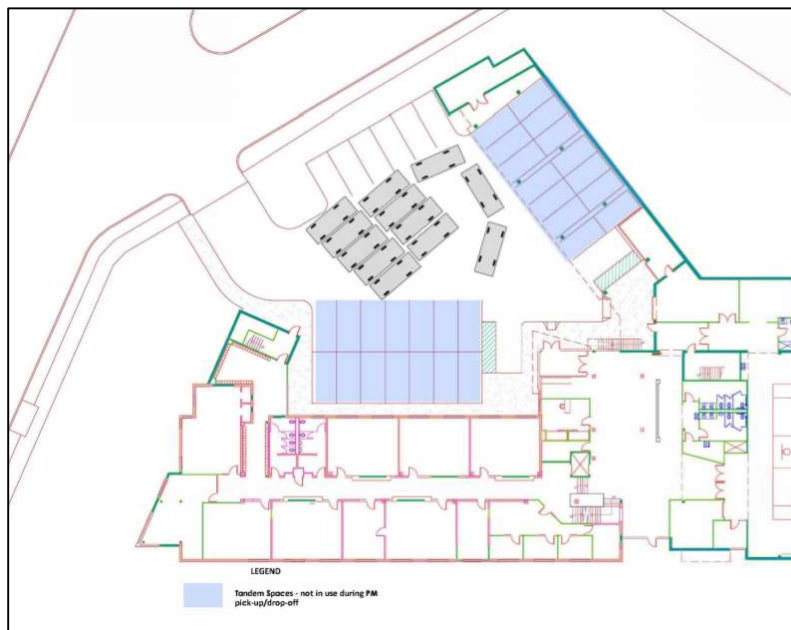
The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit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

Per §701.5 of the 2016 Zoning Regulations (ZR16), the Applicant is required to provide 58 off-street parking spaces. The Applicant is proposing to provide 60 vehicle parking spaces, including 22 on-site spaces (eight (8) standard spaces and 14 tandem spaces) and 38 off-site spaces located 3.4 miles north of the site at Ohr Kodesh Synagogue. A shuttle service is provided between the School and satellite off-site vehicle parking. The Applicant is seeking parking relief for all the non-compliant parking spaces. DDOT is supportive of this request so long as the Applicant continues to implement the Transportation Demand Management (TDM) plan and Performance Monitoring plan approved in 2015, which is further outlined in the Mitigations section below.

Pick-Up/Drop-Off, Circulation, and Queuing

The Applicant proposes to continue the pick-up and drop-off plan observed as part of the 2019 performance monitoring study. Vehicles must approach the site in one direction from Fort Stevens Drive, drop off students on-site in the rear of the parking lot, and then exit via the driveway on Rock Creek Ford Road NW. The Applicant also plans to maintain the existing circulation plan where vacated, stacked parking spaces are used for on-site circulation and queuing. The proposed increase in the number of students is expected to increase the number of vehicles queuing for pick-up/drop-off from nine (9) to 12 vehicles. As shown by Figure 1 below, the proposed increase in vehicles can continue to be accommodated on the site.

Figure 1 | Projected On-Site Queuing



(Source: Symmetra Design Transportation Statement, Figure 9, 6/4/2021)

Bicycle Parking

The Applicant proposes to use the existing 32 short-term and six (6) long-term bicycle parking spaces, which is consistent with the requirements from BZA 18400B. The short-term bicycle parking spaces (13 inverted U-racks) are in public space on Rock Creek Ford Road NW next to the vehicular entrance to the site and at the corner of 16th Street NW and Fort Stevens Drive NW, with three (3) inverted U-racks in private space.

Loading

DDOT’s practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle mode areas and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT’s standards for loading.

The proposed increase the number of students and employees does not trigger the need for additional loading facilities. The school’s trash receptables are located on private property in the parking lot where trucks conduct trash removal outside of public space.

Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a ‘mode’ of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, and availability and cost of vehicle parking, among many others.

The study assumed a 44% automobile and 56% non-automobile AM mode split and a 38% automobile and 62% non-automobile PM mode split for the project, based on a 2019 performance monitoring study of the existing school. Trip generation estimates were also developed using the vehicle counts for the 2019 study and then increasing the trips relative to the increase in students and staff. The trip generation was then compared to the trip cap from the 2015 Traffic Impact Study conducted a part of BZA 18400A/18400B. DDOT finds these methods appropriate. Figure 2 shows the predicted number of weekday peak hour trips generated by the proposed increase.

Figure 2 | Trip Generation Analysis

	AM Peak Generation			PM Peak Generation			Commuter PM Peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Future School Trips (425 students & 87 staff)	127	80	207	53	82	135	36	52	88
2015 Trip Cap (350 students & 72 staff)			271			135			
Net Change			-64			0			

(Source: Symmetra Design Transportation Statement, Table 3, 6/4/2021)

As shown above, the amount of vehicle trips generated are expected to be below the trip cap permitted under the 2015 Traffic Impact Study. Because the proposed increase in students and staff did not surpass the trip cap, DDOT did not require further traffic analysis. However, as shown below in Figure 3, the increase in staff and students will result in an increase in the amount of vehicle trips generated by the site. It is projected that the cap increases could result in an increase of 48 AM peak hour vehicle trips, 30 PM peak hour trips, and 22 evening commuter peak hour trips.

Figure 3 | Existing Trip Generation

	AM Peak Generation			PM Peak Generation			Commuter PM Peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Students (316)	83	61	144	41	46	87	27	37	64
Staff (72)	15	0	15	0	18	18	0	2	2
Total	98	61	159	41	64	105	27	39	66

(Source: Symmetra Design Transportation Statement, Table 2, 6/4/2021)

STREETScape AND PUBLIC REALM

DDOT’s lack of objection to this application should not be viewed as an approval of the public realm design. If any portion of this or future projects at the property propose elements within District owned right-of-way, the Applicant is required to pursue a public space permit through DDOT’s permitting process. DDOT notes that the ADA-compliant curb ramps required as Condition 6 of BZA 18400B have already been completed and do not need to be carried forward as a condition of 18400C.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), the most recent version of DDOT’s [Design and Engineering Manual \(DEM\)](#), and the [Public Realm Design Manual](#) for public space regulations and design guidance. A permit application can be filed through the DDOT [Transportation Online Permitting System \(TOPS\)](#) website.

MITIGATIONS

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District’s transportation network. The mitigations must sufficiently diminish the action’s vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM) plans, physical improvements, operations, and performance monitoring.

The following analysis is a review of the Applicant’s proposed mitigations and a description of DDOT’s conditions for inclusion in the BZA Order.

Transportation Demand Management (TDM) Plan

The Applicant is not proposing to modify the existing TDM plan approved in BZA 18400B as part of this proposal. DDOT supports continuing the existing TDM Plan, which states the following:

- Subsidized School Bus Program – Milton school will subsidize the school bus program to maintain 75% enrollment in the program.
- 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. Zipcode 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) – Milton 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.

- Annual Parent Transportation Surveys – The school issues transportation surveys to parents annually.
- School TDM Coordinator- The school has a designated TDM Coordinator who is charged with management of the school's TDM and awareness initiatives.
- Public Transportation Subsidy for Staff- Milton offers staff members a 50% reimbursement (up to \$50) for monthly transit costs.
- Provide Outdoor Bike Racks – The bike racks would be conveniently located at the entrances to the school along 16th Street at Rock Creek Ford Road. The bike racks would support students and staff bikers.
- Satellite Parking- Milton will utilize parking at the Ohr Kodesh synagogue located at 8300 Meadowbrook Lane in Chevy Chase, Maryland.
- Shower Facilities- Milton will provide shower facilities as an incentive for staff members who choose to bike to the school.
- Increase School Bus Ridership- Milton plans to promote the benefit of using the school bus program on a daily basis to parents and continue to coordinate with parents on the efficiency of the school's routes and stops. The middle school component also presents the opportunity for increase ridership as older children would likely take the school bus to school.
- Implement a Walk to School Program- Milton plans to develop a Walk to School Program and target students living within a 0.25- to 0.5-mile radius of the school. The school will also coordinate with DDOT's Safe Routes to School Coordinator on this effort.
- Provide bikes and bike helmets for staff members who have expressed interest in traveling by bike between North and South Campuses.
- Enroll the school in the Commuter Connections program.
- Encourage participation in carpool and other transportation programs by distributing literature and publications.

Performance Monitoring Plan and Trip Generation Caps

The Applicant is not proposing to modify the existing Performance Monitoring Plan (PMP) or trip generation cap approved in BZA 18400B as part of this proposal. DDOT supports continuing the existing PMP, which states the following:

- 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 to 9:30AM and 2:30PM to 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 Applicant shall establish a vehicle trip generation cap of 271 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).
- 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.
- The Applicant shall document all current TDM measures.
- The Applicant shall include any proposed updates to the TDM plans.
- 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.

The Applicant has committed to continuing the monitoring report twice per year beginning in the fall 2021 semester and again when the school reaches the proposed cap of 425 students.

AC:kv