Government of the District of Columbia

Department of Transportation

d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Meredith Soniat
Acting Associate Director

DATE: February 21, 2025

SUBJECT: BZA Case No. 18431A – 2301 Foxhall Road NW (The Field School)

APPLICATION

The Field School (the "Applicant"), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests the Board of Zoning Adjustment (BZA) grant a Special Exception and Modification to construct a 15,377-square-foot addition and modify existing construction to increase the number of students from 400 to 425, and the number of faculty and staff from 110 to 120. The site is in the R1-A/WH Zones at 2301 Foxhall Road NW (Square 1341, Lots 856, 861, 878, and 879) and is served by two curb cuts on Foxhall Road NW.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. In addition, the project may result in increased pick-up and drop-off activity and slightly reduced availability of on-street parking within the immediate area. Despite these minor impacts, 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 annual monitoring study, which will be submitted to DDOT and ANC 3D, as outlined in the Applicant's Transportation Statement and attached below.

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, demographic composition, and other characteristics.

The Applicant is required by Zoning to provide a minimum of 116 off-street parking spaces. Per the Applicant's Transportation Statement (Exhibit 26C), the Applicant is providing 129 off-street parking spaces. The parking spaces are accessed from two existing curb cuts on Foxhall Road NW.

Bicycle Parking

The proposed expansion will increase the gross floor area by less than 25 percent. As a result, additional bicycle parking is not required, but the school proposes to replace the existing wave-style bike rack currently located near the northern driveway with inverted-U style back racks. The new inverted-U racks will be located at two new locations. Seven racks (14 spaces) will be located near the western corner of the realigned athletic field, adjacent to the parking lot, and three racks (six spaces) will be located east of the field, adjacent to the trail leading to 44th Street. The total bicycle parking on campus will be increased from 15 spaces to 24 spaces.

The Applicant should refer to the most recent DDOT *Bike Parking Guide* for best practices on design of long- and short-term bicycle parking spaces.

Loading

DDOT's practice is to accommodate loading operations safely and efficiently, while prioritizing pedestrian and bicycle safety and limiting negative impacts 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.

Per Title 11 of the *DCMR*, Subtitle C § 901.6, the proposed expansion will increase the gross floor area by less than 25 percent; therefore, additional loading is not required. The current loading area will be reconfigured in conjunction with the reconfiguration of the parking lot on the north end of campus to accommodate the practice field. A 12-foot by 30-foot loading berth and a 10-foot by 20-foot service/deliver space will be provided.

STREETSCAPE AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as an approval of the public realm. If any portion of this or future projects at the property propose elements within District-owned right-of-way or the building restriction area, the Applicant is required to pursue a public space construction permit. It is noted that the site has a 15-foot Building Restriction Line (BRL) along the Foxhall Road, NW and Foxboro Place, NW frontages. The area between the property line and BRL is the building restriction area, which is regulated like DDOT public space and should remain "park-like" with landscaping.

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*, 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.

HERITAGE AND SPECIAL TREES

According to the District's Tree Size Estimator map, the property has six (6) Heritage and 44 Special Trees. DDOT expects that the Applicant coordinate with the Ward 3 Arborist regarding the preservation and protection of existing Heritage and Special Trees, as well as the planting of new street trees, in bioretention facilities.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. Special Trees are between 44 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan (TPP) will be required.

ATTACHMENTS

1) Proposed Transportation Demand Management (TDM) Plan and annual monitoring study, Wells + Associates 12/20/24 (excerpted from Exhibit 26C)

MS:cp

Transportation Demand Management

Overview

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained urban conditions and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by Transportation Demand Management (TDM) plans. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

Proposed Components of TDM Plan

The TDM Plan is intended to be flexible in order to respond to changes in School demographics, technology, transportation services, and various mitigation options available. Accordingly, it is envisioned that over time, new approaches in addition to those listed below will be identified and programs developed to respond to these changes. The Field School proposes the following strategies as part of their TDM "toolbox":

<u>General Strategies</u>

1. Designate a TDM coordinator who will be responsible for organizing, marketing, and accomplishing the tasks in the TDM plan and who will act as a liaison with DDOT and the community. The TDM coordinator position may be part of other duties assigned to the individual.

2. Create a transportation section on the School's website with up-to-date information regarding all transportation options available to students, parents/guardians, and employees, including but not limited to the school's busing program, public transportation, biking facilities and amenities (including campus bicycle parking), and carpooling.

3. Hold bi-annual community meetings to garner feedback on traffic and parking related issues for the length of the performance monitoring program.

4. The updated TDM plan will be incorporated into the student and family handbook, which is signed by both parents and students.

5. The short-term bicycle parking on campus will be increased from 15 spaces to 24 spaces and the wave-style bike racks will be replaced with inverted-U bike racks.
6. The TDM Coordinators will demonstrate to goDCgo that the school is in compliance with the DC Commuter Benefits Law and participates in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), and the Parking Cash-Out Law.

Strategies for Students

Shuttle:

1. Provide a minimum of three shuttle routes with one serving DC, one serving Maryland, and one serving Virginia during both the morning drop-off period and afternoon pick-up period. Off-site bus stops will be determined each year based on addresses of students enrolled at the time.

Rideshare:

1. Encourage carpooling by providing carpool matching assistance for parents and students. Assistance programs could include:
    - Instruct students and families on how to use the zip code search feature of the school's student information system to enable parents and students to identify other Field School families who live near them and are interested in carpooling, as well as provide contact information.
    - Register with and promote Commuter Connections School Pool Program to assist parents in finding other parents in their neighborhood to form carpools, walking groups, or biking groups.
2. Actively promote carpooling by providing links to find carpools in the student information system and by providing fliers, emails, and/or other informational pieces at least once per semester.

Incentives:

1. Provide transit/alternate commute incentives to encourage students to use non-auto modes of transportation to travel to school. Incentives would include:
    - Encourage District of Columbia students/families to take advantage of the WMATA's Kids Ride Free program, which allows students who live in DC to ride free on Metrorail and Metrobus;
    - Encourage Montgomery County students/families to get a Youth Cruiser SmarTrip Card, which allows students who live in Montgomery County to ride free on all MCDOT buses and most Metrobuses within Montgomery County. Value can be added to the card for use on Metrorail, Metrobuses outside Montgomery County, and other transit systems in the area.

- Encourage Arlington County students/families to get an iRide SmarTrip Card, which allows students who live in Arlington County to ride the ART bus and select Metrobus routes for free. Value can be added to the card for use on Metrorail and other Metrobus routes.
- Encourage students/families who live near Virginia Railway Express (VRE) stations to take advantage of their new program that allows children 18 years and younger to ride free.

Outreach and Education:

1. Provide outreach and education events to stress the importance of using non-auto modes of transportation and make information more readily available. Outreach and educational events could include:
   - Hold a "Transportation to School" event at the beginning of each school year, stressing the importance of public transportation, carpooling, biking, etc.
   - Utilize resources available through goDCgo's School Services to encourage students and their parents to use sustainable transportation.
   - Promote walking/biking in communications with parents.
2. Add bicycle safety education into the general physical education curriculum.

<u>Strategies for Faculty/Staff</u>

Shuttle:

1. Allow faculty/staff to ride the shuttle for free.

Rideshare:

1. Encourage carpooling by providing carpool matching assistance for faculty and staff. Assistance programs could include:
   - Support faculty/staff in identifying other faculty/staff members that live in the same area or along their commute to aid in carpooling.
   - Register with Commuter Connections and promote Commuter Connections' Ride-matching Service.

Incentives:

1. Provide transit/alternate commute incentives to encourage faculty/staff to use non-auto modes of transportation to travel to school. Incentives would include:
   a. Allow employees to set aside $315/month in pre-tax funds (or current amount allowed under federal law) through their paycheck for transit or vanpool expenses;

b. Enroll in Guaranteed Ride Home, which provides employees who regularly take transit, vanpool, carpool, walk, or bike to work with a reliable ride home when an unexpected emergency arises; and

c. For faculty/staff who regularly bike to work, provide $20 in monthly subsidies to those who regularly bike to work OR provide an annual Capital Bikeshare membership for employees who regularly bike to work.

d. Make showers and lockers available to students and faculty/staff who walk, jog, or bike to school.

Outreach and Education:

1. Provide training for the faculty/staff at the beginning of each academic year to implement and enforce the TDM Plan.

Monitoring Plan

To ensure that the TDM plan functions as intended, the Field School will conduct annual monitoring studies, which will be submitted to DDOT and ANC 3D.

Elements of the Monitoring Study

1. The number of students and faculty/staff at the time traffic counts are conducted will be reported.
2. The number of trips entering the School during the AM peak hour will be determined as follows:
    a. Counts shall include the number of vehicle trips, pedestrian trips, and bicycle/scooter trips.
    b. Traffic counts shall be conducted annually during a typical school day (a Tuesday, Wednesday, or Thursday when typical school hours are in effect and during a week without any holidays) from 7:00 to 9:30 AM. Counts shall be conducted on days when no adverse weather impacts travel conditions.
    c. The peak hour shall be determined by selecting the single highest hourly inbound volume (for all modes combined) between 7:00 and 9:30 AM.
3. Vehicle occupancy counts (number of students per vehicle) will be conducted as follows:
    a. Vehicle occupancy counts will be conducted at the drop-off location and in the student parking lot to determine the average vehicle occupancy (AVO).
    b. The vehicle occupancy counts will be conducted during the same timeframe as the trip generation counts indicated above.

4. A list of TDM measures in effect at the time the study was conducted will be provided. Any changes to the TDM plan from the previous year, including new or innovative programs will be documented.
5. A queue study will be conducted documenting the queue lengths at the drop-off location, as follows:
    a. The queue study will be conducted during the same timeframe as the trip generation counts indicated above.
    b. The maximum and 95th percentile queue length at the drop-off location to ensure that the queues do not spill onto Foxhall Road.
6. A mode split survey will be conducted for students and faculty/staff. The results will be compared to the traffic counts to help determine the mode splits by students and faculty/staff.

Trip Generation Threshold

1. The Field School will generate no more than 217 inbound vehicle trips during the AM peak hour (as defined herein).

Sequencing of Monitoring Studies

1. Monitoring studies will be conducted annually during the Spring Semester.
2. Annual monitoring studies will be conducted yearly until such time as the trip generation threshold is met for three consecutive years. If the number of vehicle trips generated by the school is at or below the established threshold for three consecutive years, the school will no longer be obligated to continue the annual monitoring.
3. If the number of vehicle trips generated by the school exceeds the established threshold, the school shall meet with DDOT to discuss remedies for reducing vehicle trips. Monitoring shall continue until such time as the vehicle trips generated by the school fall at or below the established trip threshold for three consecutive years.