

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



d. Policy, Planning and Sustainability Administration

**BOARD OF ZONING ADJUSTMENT
District of Columbia**

CASE NO. 18291
EXHIBIT NO. 28

MEMORANDUM

TO: Meridith Moldenhauer
Chairperson
DC Office of Zoning

FROM: Samuel Zimbabwe *SZ*
Associate Director, PPSA
District Department of Transportation

DATE: December 12, 2011

SUBJECT: BZA Case#18291 (Application of Mt. Olive Baptist Church)
1140 6th Street, N.E.

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D.C. OFFICE OF ZONING

APPLICATION

Mt. Olive Baptist Church (the "Applicant"), pursuant to 11 DCMR §§ 3104.1 and 3103.2, for a special exception for a child development center (50 children ages 6 years and under and 12 staff) under section 205, a variance from the lot occupancy requirements under section 403, a variance from the nonconforming structure provisions under subsection 2001.3, and a variance from the off-street parking requirements under subsection 2101.1, to construct an addition to an existing church structure in the R-4 District at premises 1140 6th Street, N.E. (Square 829, Lot 65).

RECOMMENDATION

The District Department of Transportation (DDOT) has no objection to the parking variance being requested. DDOT's transportation impact review has revealed that the drop-off and pick-up location will operate without causing traffic congestion in the community. The proposed use of the property doesn't permit space for parking. Consequently, the

applicant should offer alternate transportation options for staff and has agreed to consider making parking arrangements with nearby Gallaudet University.

DDOT ANALYSIS

Transportation Demand Management (TDM)

TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities.

To maintain negligible parking impacts to the neighborhood, DDOT would like to see a commitment to the use of SmartBenefits® for faculty and staff usage. Implementing this program maximizes the use of mass transit and reduces single occupancy vehicle trips during peak periods.

SUMMARY

The documentation provided by the Applicant does not indicate any adverse parking impacts, change in travel demand patterns, or public safety concerns. DDOT has determined that there will be minimal impacts to the transportation network, and has no objection to the application. The Applicant has satisfied DDOT concerns regarding the child drop-off and pick-up operation; however, recommends the applicant supply alternative staff parking arrangements or TDM measures encouraging Child Development Center staff use.

SZ:tf