

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Meridith Moldenhauer
Chairperson
DC Office of Zoning

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

DATE: January 6, 2012

SUBJECT: BZA Case#18295(Application of Edward C. Mazique Parent Child Center, Inc.)
1719-21 13th Street, N.W.

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OFFICE OF ZONING

APPLICATION

Edward C. Mazique Parent Child Center, Inc. (the "Applicant"), pursuant to 11 DCMR § 3104.1, for a special exception to allow a child development center (205 children, ages 6 weeks to 5 years, and 85 staff) under section 205, in the R-4 District at premises 1719-21 13th Street, N.W. (Square 276, Lot 132).

RECOMMENDATION

The District Department of Transportation (DDOT) has no objection to the special exception being requested. DDOT's transportation impact review has revealed some concerns regarding vehicle trips that should be addressed without increasing further traffic congestion. The applicant is encouraged to offer alternate transportation options for staff and provide a transportation operations plan.

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18295
EXHIBIT NO. 26

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District Department of Transportation | 55 M Street, SE, Suite 400, Washington, DC 20003 | 202.673.6813 | ddot.dc.gov

DDOT ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation's capital through more sustainable travel practices, safer streets and outstanding access to goods and services.

The key areas that DDOT analyzes include: Roadway Capacity and Operations; Safety; Bicycle and Pedestrian Facilities; Transit Service; Site Access and Loading; Parking; Streetscape and Public Realm; and Transportation Demand Management.

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.

DDOT conducted an analysis to review transportation impacts the special exception would allow. During the investigation, DDOT discovered the increase in children potentially causes an increase in travel demand patterns.

To maintain negligible travel impacts to the neighborhood, DDOT would like to see a transportation Operations plan to display pick-up and drop-off configurations. Additionally, DDOT would like to see a commitment to the use of SmartBenefits® for staff. Implementing this program maximizes the use of mass transit and ultimately reduces single occupancy vehicle trips during peak periods.

SUMMARY

DDOT has determined that there will be minimal impacts to the transportation network, and has no objection to the application. However, the Applicant is encouraged to provide DDOT with a Pick-up Drop-off operations plan to ensure reduced congestion during peak hours, as well as, promoting the use of SmartBenefits® to satisfy DDOT concerns regarding the increased vehicle trips to the area.

SZ:tf