

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

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

DATE: March 12, 2012

SUBJECT: BZA Case#18327
4720 Mead St. N.E.

RECEIVED
U.C. OFFICE OF ZONING
2012 MAR 13 AM 8:18

APPLICATION

Leo Givs, Executive Director, The Fishing School (the "Applicant"), pursuant to 11 DCMR § 205 and 3129.7, is seeking a modification and special exception approval of an expansion of an approved child development center (per BZA order 18043) to introduce a new two-story building in the R-2 District at premises 4720 Mead Street, N.E. (Square 5160, Lot 0817).

RECOMMENDATION

The District Department of Transportation (DDOT) has no objection to the special exception being requested. Based on the size and the stated use of the proposed building, DDOT sees no potential adverse impacts on the transportation network or on the availability of on-street parking as a result of this special exception.

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18327
EXHIBIT NO. 31

TRANSPORTATION ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, constructing safer streets and providing outstanding access to goods and services. Central to this vision is improving energy efficiency and modern mobility by providing next generation alternatives to single occupancy driving in the city.

The Applicant is proposing to replace a single story detached residential with a two story building with multi-purpose rooms for activities and workshops, as well as for administration offices. The Applicant has stated that the primary user of the new building will be staff and parents. Given that the proposed structure has less than 2,000 enclosed SF and replaces an existing single family house in a residential neighborhood, DDOT anticipates negligible demand on the local transportation network.

Site Access

DDOT strives to accommodate vehicle loading in a reasonable and safe manner while at the same time preserving traffic flow and safety. DDOT's preference is to locate site access to the site frontage with the lowest potential conflict with pedestrians. The completed filing shows site access and loading via a public east-west alley on the north side of the site. DDOT believes the proposed site access location from the public alley is appropriate.

Parking

The overall parking demand created by a development is primarily a function of land use, development square footage and price/supply of parking spaces. The Applicant is proposing three on-site parking spaces, accessible from the rear public alley. DDOT believes that this is sufficient, given the stated use of the building and its proposed size. As noted by the Applicant, most students and parents walk to the Fishing School, and an informal parking survey from the Applicant showed ample extra on-street parking capacity. DDOT does not anticipate a significant increase in on-street parking demand based on the Applicant's stated use of the property.

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. The Applicant noted that, because the existing Fishing School is neighborhood-based, most students and parents walk. Further, the Applicant noted in the completed filing that visitors are encouraged to use of nearby public transportation options – particularly the Deanwood Metro Station located one block from the property. Even though this property will not generate many new trips, DDOT encourages the Applicant to remind all new visitors of the availability of local public transit adjacent to the site.

SUMMARY AND RECOMMENDATIONS

Based on the size and the stated use of the proposed building, DDOT sees no potential adverse impacts on the transportation network or on the availability of on-street parking as a result of this special exception.

SZ|say