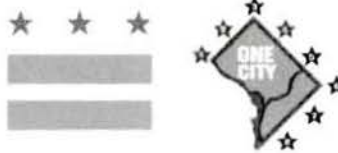


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy Planning and Sustainability Administration

MEMORANDUM

TO: Lloyd Jordan, Chairperson
DC Board of Zoning Adjustment

FROM: Samuel Zimbabwe *JS*
District Department of Transportation

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18348
EXHIBIT NO. 34

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DATE: May 15, 2012

SUBJECT: BZA case 18348
(Application of Jubilee Housing Inc, 2525 Ontario Road, N.W., Washington, D.C. 20009)

APPLICATION

Pursuant to 11 DCMR §§ 3103.2 and 3104.1, Jubilee Housing (the 'Applicant') is seeking a variance from the off-street parking requirements under subsection 2101.1, and a special exception to allow a Child Development Center (150 Children and 21 Staff) under section 205, in the R-5-B District at premises 2525 Ontario Road, N.W.

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) recommends approval of the Applicant's request for a variance from the off-street parking requirements and a special exception to allow a Child Development Center. The Applicant has met with DDOT to discuss the application and we believe the Applicant has responded affirmatively to transportation operations

recommendations. The Applicant is aware that DDOT prefers to see children picked-up and dropped-off at the curbside as opposed to guardians parking temporarily on Ontario Road to walk children into the facility. Parking temporarily on Ontario Road can lead to unsafe traffic operations for all users.

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. As one means to achieve the agency mission, DDOT works through the zoning process to ensure that new land development is compatible with a multi-modal urban transportation system.

Strategic Elements

The Comprehensive Plan, established by the Home Rule Act, is a general policy document that provides guidance for the development of Washington, DC. The Plan contains both general practices and action plans for the implementation of District policies. The Transportation Element of the Plan provides policies and actions to maintain and improve the District's transportation system. The Land Use Chapter provides the general policy guidance on land uses across the District. In conducting its review of an applicant's proposal, DDOT adheres closely to practices shaped by the Comprehensive Plan. A summary of the relevant policies and actions with regard to the Applicant's proposal can be found in the Addendum to this report. The following analysis evaluates the Applicant's proposal to determine its accuracy and consistency with District policy goals.

Roadway Capacity and Operations

The Applicant's proposal does not result in any noticeable increase in intersection delays at the area intersections. In lieu of a transportation impact study, the Applicant provided the following information related to its transportation mode split:

# enrolled families	Zip Code
24	20009
13	20011
5	20010
3	20001
1	20007

Arrive to Jubilee Jumpstart Center via...	Children	Staff
Walking	24	7
Public Transport	9	6
Driving	15	6

It is apparent that the location serves a number of children living in the local vicinity. Because of the existing demonstrated transportation mode share, the requested increase to enroll up to 150 children at one time should not pose exacerbated conditions. However, the Applicant should remain vigilant about the childcare transportation choices by rewarding those who walk and bike to the Ontario Road location. For example, offering a small monetary credit will demonstrate to those transportation users that driving to the facility should be avoided.

Safety

The Applicant's proposal does not result in any noticeable increase in safety concerns. However, as previously noted, the Applicant currently operates its pick-up and drop-off with some vehicle drivers illegally double parking on Ontario Road, near the front of the childcare facility.

Bicycle and Pedestrian Facilities

DDOT anticipates the Applicant to continue to offer guest bicycle parking to those parents and guardians dropping off their children. By encouraging bicycling to the childcare, the Applicant's development will support those using sustainable transportation in accordance with District policy. *Policy T-2.3: Bicycle Access, Facilities, and Safety*. Some employees will not consider biking to work without the assurance that they can shower when they arrive.

Transit Services

There is ample transit access to this location, including access to the 42 bus route traveling east and west along Columbia Road in Adams Morgan. The MacPherson-Woodley Park Circulator also serves as a convenient transit option. The H series bus routes travel nearby in the adjacent Mt. Pleasant neighborhood. The Columbia Heights Metrorail station (3100 14th Street, N.W.) is located 4/5 (.8) of a mile from the Applicant's address. The Woodley Park Metro station (2700 Connecticut Avenue, N.W.) is located less than a mile from the site location.

Site Access and Loading

The Applicant operates an existing childcare facility at the noted address in the Adams Morgan neighborhood. DDOT has been made aware that the drop-off and pick-up operation has not been enforced as well as it should. The Applicant has informed DDOT that it will improve the performance of the children being dropped off

Parking

DDOT supports the Applicant's request for a variance from the off-street parking requirement under subsection 2101.1. The Applicant has informed DDOT that there is some parking available for childcare employees and that the parking is provided on a shared basis.

Streetscape/Public Realm

The Applicant is aware that *all* building associated utilities will need to be located inside of the building property line. There will be no utility grates located in the pedestrian path, adjacent to the subject address. Utility grates in public space, especially along pedestrian paths, lead to an uninviting and hazardous pedestrian environment. Additionally, the Applicant will be responsible to restore the 14th Street and Wallach Place streetscape to DDOT standards.

Transportation Demand Management (TDM)

The Applicant has been made aware that offering TDM measures will continue to inform the employees about the number of transportation options in the neighborhood. For example, Jubilee Housing could offer its employees SmartTrip benefits and routinely inform the employees of the transit benefit. Additionally, the Applicant should consider a low cost electronic information display to inform the childcare workers and guardians dropping off children of the real time information related to local transportation alternatives (e.g. Metro bus arrival, transportation legend showing area transit stops, Capital Bikeshare locations, etc). The electronic information display will have internet access via wired or wireless means in the building lobby.

Performance Monitoring and Measuring

DDOT would like to see the Applicant employ some form of a performance monitoring and management plan with regard to its transportation impact mitigation measures. The plan should consist of the establishment of benchmark goals with regard to TDM measures, along with a commitment to increase TDM efforts should the Applicant fail to reach these goals. The monitoring methodology should at least include quantifiable site performance measures and suggest regular testing intervals. Consistent monitoring of transportation impacts will ensure that the Applicant adequately follows its proposed TDM plan, and that any new development progresses with as few negative effects on the transportation network as possible.

SUMMARY AND RECCOMENDATION

DDOT recommends approval of the Applicant's request for the variance and special exception at 2525 Ontario Road N.W. The Applicant should employ an improved child drop-off and pick-up operation to ensure the vehicle impacts are minimized on Ontario Road. Finally, DDOT suggests that the Applicant follow the provided TDM options and employ some form of performance monitoring to ensure a continuous and appropriate response to traffic management.

SZ:jj

ADDENDUM

Transportation Element

Policy T-2.3: Bicycle Access, Facilities, and Safety

...Continued increases in bicycling as a percent of work trips is desired.

Policy: T-2.4.3: Pedestrian Safety

Improve safety and security and key pedestrian nodes across the city. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, and pedestrian count-down signals.

Action T-2.3.B: Bicycle Master Plan

a. Improve and expand the bike route system and provide functional and distinctive signs for the system.