


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 
Associate Director

DATE: October 29, 2014

SUBJECT: **BZA Case No. 18850** – 4842 16th Street, NW – Parkmont School

APPLICATION

The Parkmont School, Inc. (the “Applicant”) requests a variance and special exception to continue operating a private secondary school with a capacity of 65 students and 12 staff member and fewer parking spaces in the R-1-B District, located at 4842 16th Street, NW (Square 2654, Lot 34). The school will have three parking spaces, while zoning requires a minimum of 11 parking spaces.

RECOMMENDATIONS IN BRIEF

DDOT has no objection to the approval of the requested variance and special exception, which is a renewal of a previously approved variance and special exception for the continued operation of the Parkmont School. The Applicant does not propose any changes. DDOT recommends the following Transportation Demand Management (TDM) measures be adopted to further facilitate non-auto travel to and from the school:

- Install four long-term bicycle racks; and
- Participate in the Metro Smart Benefits program for all staff.

Analysis

No changes to the parking or travel conditions are proposed. According to the Applicant, approximately 51% of all students arrive to school by car, 34% arrive by bus, 6% arrive by bicycle, and 9% walk. While the Applicant reports that they are not aware of any complaints of overflow parking from the school into the neighborhood and students and staff are well served by the three on-site parking spaces and off-site

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parking at the Carter Barron parking lot, DDOT wants to ensure that parking does not become a problem in the future. The Carter Barron parking lot is free and open to anyone to use for the day; however, access could be restricted in the future. The Applicant reports that only six students and staff use the Carter Barron parking lot. However, with free parking at the Carter Barron parking lot, more students and staff could choose to drive to the site in the future instead of using public transportation, biking, or walking, which could impact the road network. Therefore, DDOT recommends creating an environment where students and staff are actively encouraged to use alternative methods to driving to and from school. As such, DDOT recommends that the Applicant adopt the following TDM measures:

- Install four long-term bicycle racks in a secure location protected from the weather.
- Participate in the Metro Smart Benefits program for all staff. Metro Smart Benefits allow employees to contribute their salary pre-tax to the purchase of a monthly Metro SmarTrip card.

These TDM efforts will further support the existing non-auto mode split. Any future increase to student and faculty capacity will require the Applicant to complete a Comprehensive Transportation Review and additional TDM measures could be required.

Public Space

This review pertains only to zoning issues and does not consider potential impacts to District owned public space. DDOT's lack of objection to the zoning variance and special exception should not be viewed as an approval of public space elements. If any portion of the project has elements in the public space requiring approval, the Applicant is required to pursue a public space permit through DDOT's permitting process. The Applicant may refer to the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space. A summary can be found in DDOT's Public Realm Design Manual.

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