

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:** Sam Zimbabwe  
Associate Director

**DATE:** February 18, 2015

**SUBJECT:** BZA Case No. 18926 – 2201 P Street, N.W. (Square 2510, Lot 827)

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**APPLICATION**

Pursuant to 11 DCMR §§3104.1 Church of the Pilgrims, the Applicant, seeks a special exception from the child development center requirements under §205, to operate a child development center, the School for Friends (School) with 74 children aged 12 months to six years including 18 staff, in the R-3 District at premises 2201 P Street, N.W. (Square 2510, Lot 827)

The Applicant seeks approval to expand the operations of an existing child development center by increasing enrollment from 50 to 74 children and staff levels from 12 to 18. The existing facility is located within the church building and was first approved by the BZA for use as a pre-school for 50 children in 1964 and has received seven subsequent approvals with the most recent in BZA Order No. 18079 on July 20, 2010 for a period of 10 years. Existing space will be reallocated in the church to accommodate the expanded school operations. Structural changes are limited to utility improvements and construction of a new exterior building elevator with a 92 SF footprint.

## **SUMMARY AND RECOMMENDATION**

The District Department of Transportation (DDOT) has reviewed the Applicant's request and determined that based on the information provided, this proposed project will have no adverse impacts on the travel conditions of the District's transportation network. The proposed project may lead to a minor increase in vehicular, transit, pedestrian, and bicycle trips. Despite this minor potential impact, DDOT has no objection to the approval of the requested special exception.

## **TRANSPORTATION ANALYSIS**

The Applicant retained a transportation consultant to determine the projected impacts on the transportation network. DDOT agreed to a limited scoping analysis commensurate with the proposed change and the consultant submitted a transportation memorandum to DDOT on February 5, 2015. The projected changes to the operations of the child development center will not lead to a substantial increase of new vehicular trips during the peak periods and will have a negligible impact on the transportation network.

## **SCHOOL OPERATIONS**

The school operation hours would continue unchanged from 8:00 am to 6:00 pm. Parents arriving by vehicle use the surface parking lot at the rear of the property for student loading at the rear entrance of the building.

Student loading procedures are included in the parent's handbook and in a handout provided to each parent at the start of the school year. Parents are directed not to park on the western side of 22<sup>nd</sup> Street adjacent to the school entrance or block other vehicles during drop-off/pick-up unless a driver is present. Parents temporarily park in the lot and escort children into the facility during drop-off and pick-up periods. The School designates one staff member as a traffic monitoring coordinator during the morning drop-off and afternoon pick-up periods to provide oversight.

## **ACCESSORY PARKING**

The church has a surface parking lot in the rear accessed by a driveway curb-cut on 22<sup>nd</sup> Street. The School is required to provide a minimum of five accessory parking spaces or one parking space for every four staff. The parking lot contains 24 striped spaces of which six are reserved for School use satisfying the minimum accessory parking requirement.

## **PUBLIC SPACE IMPACTS**

Public space improvements are limited to new utility connections on 22<sup>nd</sup> Street as part of building upgrades. DDOT's lack of objection to the zoning special exception should not be viewed as an approval of public space elements. For the portions of the project with 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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