

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: December 15, 2015

SUBJECT: **BZA Case No. 19142** – 2503 Good Hope Road, SE

APPLICATION

First FSK Limited Partnership (the “Applicant”), requests a variance relief from the parking requirements of § 2101, requiring 2 spaces of on-site parking for a proposed child development center for a maximum of 120 children and 6 staff at the premises 2503 Good Hope Road S.E. (PAR 214, Lot 138). The Applicant proposes to have the staff park at an off-site parking location within the immediate vicinity of the site.

DDOT FINDINGS IN BRIEF

The purpose of DDOT’s review is to assess the impact of the proposed action on the District’s transportation network and, as necessary, propose appropriate mitigations. After review of the case materials submitted by the Applicant, DDOT finds:

- The requested variance relief does not meet the requirements of a parking occupancy study.

RECOMMENDATIONS

Despite the minor potential impact in vehicle parking demand, DDOT does have an objection to the approval of the requested variance. However, DDOT has concerns regarding the lack of an adequate pick-up/drop-off plan for a child development center which could serve up to 120 children. DDOT recommends the following:

- A pick-up/drop-off plan that demonstrates the ability to safely accommodate the potential maximum number of children within the center.

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CONTINUED COORDINATION

Given the proposed development and action and these recommendations, the Applicant is expected to continue to work with DDOT on the following matters:

- The design of a pick-up/drop-off plan located at the child development center.

The Applicant must work closely with DDOT and the Office of Planning to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with the District of Columbia Municipal Regulations, DDOT's *Design and Engineering Manual* will serve as the main public realm references for the Applicant. As such, all public space shall be designed and constructed to DDOT standards.

DDOT's lack of objection or discussion of other public space elements as part of the zoning variance should not be viewed as an approval of public space elements. Final design of the public space will be determined during DDOT's public space permitting process.

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