GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DIVISION OF TRANSPORTATION

Transportation Policy and Planning Administration

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MEMORANDUM

TO: Jerrily R. Kress
Director, FAIA

FROM: Kenneth Laden
Associate Director, Division of Transportation

DATE: January 30, 2002

SUBJECT: BZA Application No. 16826—City Gate

The Department of Public Works, District Division of Transportation (DDOT) has reviewed the application and other material accompanying your memorandum about BZA case No. 16826. The application was filed by City Gate, a not-for-profit ministry sponsored by the Calvary Baptist Church. This memorandum addresses the transportation elements of the application.

The property, located at 5917 16th Street NW, is zoned for residential use, but the applicant wishes to use the property for community-based worship and instructional services, meetings and programs. The applicant has requested a special exception under the provisions of DCMR Title 11, Section 216.

The property was formerly owned and used by the St. Luke's Serbian Orthodox Church for worship services and religious programs. According to the applicant's statement, City Gate would use the property for meetings and instructional sessions (including homework assistance, mentoring and English as a Second Language (ESL)) with attendance of 75 or less persons, with most programs involving small groups of 8 to 15 persons. Up to 8 volunteers or staff will live at the property.

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The site has two parking spaces for residents of the property, plus an additional parallel space between the garage and alley. There are also five street spaces along the lot on Olglethorpe Street. Non-rush hour parking is available on 16th Street. Public transportation is available on 16th Street. City Gate anticipates that many of those utilizing its services, including children and youth and ESL students, will utilize public

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transportation . It also expects that groups and volunteers will generally use vans, not individual vehicles.

The applicant has stated verbally that the proposed use of the site will not draw more visitors than its past use as a church. In addition, the written application states that most meetings and instructional sessions will be small in scale and many visitors will use public transit. Therefore, public transportation and non-rush hour street parking appears to be adequate for those attending meetings and giving and receiving instruction.

In our judgment, traffic impacts for the proposed use appear to be minimal and DDOT has no objection to the proposal.