

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: April 12, 2016

SUBJECT: BZA Case No. 19246 – 2112 Varnum Street, NE

APPLICATION

Stoddard Baptist Global Care at Washington Center (the “Applicant”), requests a special exception from the elderly development center requirements under §205, to operate an elderly development center in an existing church in the R-1-B District at premises 2112 Varnum Street, NE (Square 4233, Lot 0011). The elderly development center is proposed to include 55 adults and 10 staff.

RECOMMENDATION

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multimodal transportation network.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- Pick-up and drop-off will occur on private property within the parking lot; and
- The Applicant is providing eight parking spaces, which is five more than what is required by zoning.

DDOT has no objection to the requested special exception.

Board of Zoning Adjustment
District of Columbia

TRANSPORTATION ANALYSIS

Site Access

The existing church consist of an east and west building and is bounded by Eastern Avenue to the northeast, Varnum Street to the south, and 20th Street to the west. The Applicant proposes using the west building for the elderly development center. Access to the parking lot is located north of the site via an existing curb cut from Eastern Avenue. Primary pedestrian access for the elderly development center is located at the west side of the west building.

The Applicant proposes to provide shuttle service that will have pick-up and drop-off activities occur within parking lot, which is a condition that DDOT supports provided that no back out maneuvers occur across a side walk and that the parking lot is used for turn around.

Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price/supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, and proximity to transit.

The existing facility has 54 parking spaces. The Applicant is proposing to provide eight parking spaces, which is five more than what is required by zoning.

SZ:rj