

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: May 10, 2016

SUBJECT: BZA Case No.19261 – 3200 S Street, SE

APPLICATION

Ryland Memorial Church (the “Applicant”), requests a variance from the nonconforming use requirements under § 2002.3, to allow the expansion of a nonconforming child development center in the R-1-B District at premises 3200 S Street SE (Square 207, Lot 80). The child development center is increasing the number of children from 51 to 81 and increasing the number of staff from eight to 18.

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:

- The Applicant is providing seven off-street parking spaces which is two more than what is required by zoning, and;
- The north side of S Street adjacent to the property has unrestricted parking and is used to accommodate pick-up and drop-off activities.

DDOT has no objections to the requested variance.

TRANSPORTATION ANALYSIS

Board of Zoning Adjustment
District of Columbia
CASE NO.19261

Site Access

The Site is bounded by Branch Avenue to the west, S Street to the south, and commercial properties to the north and east. Primary pedestrian access and drop-off activities are from S Street and access to off-street vehicle parking is from Branch Avenue. Access to trash, which is located in the same lot for off-street parking, is also located off of Branch Avenue. DDOT has concerns regarding trash vehicles backing out of parking lot in to public space. Trash vehicles must be able to head-in and head-out of parking lot; requiring turn around maneuvers to take place in private space without impacts to zoning required parking spaces or backing across public space.

Off-Street Vehicle 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 Applicant is proposing to increase the number of staff to 18 and is required to provide five parking spaces by zoning. The Applicant intends to use the existing lot which has seven parking spaces to meet the zoning off-street parking requirements.

The north side of S Street adjacent to the property has unrestricted parking. The south side of S Street is zoned as Residential Permit Parking (RPP). There is no parking along on Branch Avenue. The Applicant informed DDOT that pick-up and drop-offs are staggered throughout the morning and evening and there are no current issues with parking availability along S Street. The Applicant proposes to continue to use the unrestricted side of S Street for pick-up and drop-off activities. No additional curbside signage is needed to accommodate pick-up and drop-off operations.

SZ:rj