

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: *KB* Kelsey Bridges
Neighborhood Planning Branch Manager

DATE: June 18, 2026

SUBJECT: BZA Case No. 21450 – 6511 Piney Branch Road NW

APPLICATION

Francisco Correa and Rosilene Ribeiro (jointly the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, request a special exception under the daytime care uses of Subtitle U § 203.1(h) to permit the operation of a child development center for 20 children in the basement of an existing, detached, two-story plus basement principal dwelling unit. There is one (1) existing vehicle parking space provided and that amount is not proposed to change. The site is in the R-1B Zone at 6511 Piney Branch Road NW (Square 2973, Lot 101) and is served by a 15-foot public alley.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. 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 multi-modal 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 site is within (1) one mile from the Takoma Metrorail station and within ¼ mile of a Metrobus High Frequency Network route (Georgia Avenue);
- The property currently has public alley access;
- The Applicant is providing one (1) staff vehicle parking space on private property accessed via the rear public alley;
- DDOT requires the Applicant to develop and commit to a Pick-up/Drop-off (PUDO) Plan as the proposed daycare will have 20 or more total students;

Board of Zoning Adjustment
District of Columbia

- The Applicant and DDOT will collaborate on a PUDO Plan (see Recommendation section below) to support safe and coordinated travel to and from the site; and
- Given the site’s access to transit and bicycle facilities, and walkability of the neighborhood, DDOT expects the impacts on the transportation network will be moderate to minor.

RECOMMENDATION

DDOT has no objection to the approval of this application with the following condition:

- The Applicant shall develop a Pick-up/Drop-off (PUDO) plan with DDOT’s concurrence.

TRANSPORTATION ANALYSIS

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and 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, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, demographic composition, and other characteristics.

The Applicant is required by Zoning to provide one (1) off-street parking space. Per the Applicant’s Architectural Plans, the Applicant is providing one (1) off-street parking space. The parking space is accessed through a public alley to the rear of the property.

Bicycle Parking

The project is not required by Zoning to provide any long- or short-term bicycle parking spaces.

If desired, the Applicant should work with DDOT during public space permitting to determine locations for short-term bike spaces, ideally in the ‘furniture zone’ of public space near the edge of the street. The Applicant should refer to the most recent DDOT *Bike Parking Guide* for best practices on design of long- and short-term bicycle parking spaces.

Loading

DDOT’s practice is to accommodate loading operations safely and efficiently, while prioritizing pedestrian and bicycle safety and limiting negative impacts to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT’s standards for loading.

No loading access is required for this project. Trash must be stored entirely on private property, out of the view of the sidewalk, and collected at the rear of the property.

STREETScape AND PUBLIC REALM

DDOT’s lack of objection to this application should not be viewed as an approval of the public realm. If any portion of this or future projects at the property propose elements within District-owned right-of-way, the Applicant is required to pursue a public space construction permit.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), the most recent version of DDOT's [Design and Engineering Manual](#), and the [Public Realm Design Manual](#) for public space regulations and design guidance. A permit application can be filed through the DDOT [Transportation Online Permitting System](#) (TOPS) website.

HERITAGE AND SPECIAL TREES

According to the District's [Tree Size Estimator map](#), there are no Special nor Heritage Trees on the property. DDOT expects the Applicant to coordinate with the Ward 4 Arborist regarding the planting of any missing street trees.

KB;ms