



WELLS + ASSOCIATES

MEMORANDUM

TO: Jeffery Jennings
District Department of Transportation

CC: Robert Agus
Allison Prince, Esq.
Cary Kadlecek, Esq.

FROM: Martin Wells, P.E.
Christopher Kabatt, P.E.

DATE: February 25, 2011

SUBJECT: Parking and Off-Street Loading Variance Statement
1718-1734 7th Street, NW
Washington, D.C.

This memorandum is written in support of a parking variance for 1718-1734 7th Street, NW, Washington, D.C.

The subject site is located in Square 419 on Lots 846 & 847 on the west side of 7th Street and north of R Street in the northwest section of Washington, D.C. A portal to the Shaw-Howard University Metrorail station is located immediately to the west of the site. The subject site, which is zoned Arts/C-2-B, presently contains a 108 unit residential building, 48 surface parking spaces and an unimproved lot. A car-sharing space is currently located in the surface parking lot, closest to R Street, NW.

Lincoln-Westmoreland Housing plans to build a 50-60 unit apartment building with 13 parking spaces on the at-grade parking lot and unimproved lot. The D.C. Municipal Regulations require one (1) parking space for each three (3) units in the Arts/C-2-B zone (or 20 spaces in this case). Upon construction of the new building, some of the off-street parking spaces for the existing building to the north of the site will be depleted. The existing building will provide only 25 of

the required 36 parking spaces. Accordingly, Lincoln-Westmoreland Housing requires a variance from this parking requirement from the D.C. Board of Zoning Adjustment (BZA).

Loading for the new building will be provided by a 20-foot loading space. The Zoning Regulations requires a 55-foot loading dock with a 200 square foot berth and one (1) 20-foot loading space. Therefore, Lincoln-Westmoreland Housing requires a variance from this loading requirement from the D.C. BZA.

The variances are justified by the following facts:

Off-Street Parking Variance

1. ***A portal to the Shaw-Howard University Metrorail station is located adjacent to the site on the west.*** Residents of the proposed apartment building will have direct access to the Metrorail station across the public alley.
2. ***Metrobus operates along 7th Street NW and Rhode Island Avenue.*** A bus stop for the Metro Extra 79 along with the 70 and 71 lines is located on 7th Street NW in front of the site. The G8 line operates east-west along Rhode Island Avenue.
3. ***Most residents will use transit.*** Approximately 62.1 percent of all residents in the neighborhood surrounding 1718-1734 7th Street NW (in census tracts 44-2, 48.01-2, 49.01-1 & 2) travel to work by Metro or some other non-auto mode, according to the 2000 U.S. Census, as shown in Table 1. Only 30.1 percent travel to work as an auto driver; 7.8 percent travel as auto passengers.

The Washington Metropolitan Area Transit Authority (WMATA), found that 55 percent of all trips generated by residents within one-quarter of a mile of Metro stations were made by Metro or some other non-auto mode.

4. ***Many residents will not own a car.*** Only 27 residents in the 108 existing dwelling units (or 25 percent of the units) have registered a car with the property management, as required. Approximately 58.2 percent of all renters and 27.4 percent of all owners in the immediate neighborhood own no private automobile, according to the 2000 U.S. Census data, as shown in Table 2.
5. ***Zip Car is available to those who only occasionally need a private vehicle.*** A Zip Car parking space is located on-site, and will continue to be located on-site, across the alley from the Shaw-Howard University Metrorail station portal.

6. **Capital Bikeshare.** A Capital Bikeshare station is located on T Street NW between 7th and 8th Streets NW only two blocks north of the proposed residential building.
7. **Residential permit parking (RPP) spaces are available in the site vicinity.** There is residential permit parking to the west and north of the site, on 8th Street NW and S Street NW. On 7th Street NW, 1-hour metered parking is provided between R and S Streets.

For these reasons, we believe that the amount of parking that Lincoln Westmoreland Housing proposes to provide will be adequate and will not adversely affect neighborhood parking. Therefore, we recommend that the District Department of Transportation (DDOT) support, and the BZA approve, a variance to provide 13 off-street parking for proposed 50 to 60 residential apartments at 1718-1734 7th Street NW and to provide 25 of the 36 required parking spaces for the existing residential building to the north of the site.

Off-Street Loading Variance

1. The size of the subject site and the proposed size of the residential building make it impractical to accommodate a 55-foot loading dock.
2. The existing residential building to the north, 108 affordable dwelling units, does not provide for a 55-foot loading dock.
3. It has been our experience that in urban residential apartment or condo situation, moving companies typically do not use 55-foot trucks for apartment moves. Rather, they use small trucks and vans.

For these reasons, we believe that the proposed loading space will be sufficient for the loading needs of the new building and will not cause any adverse impacts. Therefore, we recommend that the District Department of Transportation (DDOT) support, and the BZA approve, a variance to grant relief from the 55-foot loading dock requirement.

Please contact Marty Wells or Chris Kabatt if you have any comments or questions regarding this memorandum or any other related matter.

Table 1
7th Street and R Street NW
Journey to Work
U.S. Census Bureau

		Percent
Total of Block Groups		
44-2, 48.01-2, 49.01-1 & 2	2,159	100%
<u>Car, Truck or Van</u>	818	38%
Drove Alone	650	30.1%
Carpooled	168	7.8%
<u>Public Transportation</u>	961	45%
Bus	244	11.3%
Streetcar	0	0.0%
Subway	679	31.4%
Railroad	0	0.0%
Ferryboat	0	0.0%
Taxicab	38	1.8%
<u>Other</u>	380	18%
Motorcycle	3	0.1%
Bicycle	14	0.6%
Walked	256	11.9%
Othermeans	41	1.9%
Stayed Home	66	3.1%

Note: Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data
P30. Means of Transportation to Work for Workers 16 years an
Over [16] - Universe: Workers 16 years and over

Table 2
7th Street and R Street NW
Auto Availability
U.S. Census Bureau

	Percent		
Total of Block Groups			
44-2, 48.01-2, 49.01-1 & 2	2,122	1,845	
Owner occupied:	<u>842</u>	952	
No vehicle available	231	0	27.4%
1 vehicle available	353	353	41.9%
2 vehicles available	210	420	24.9%
3 vehicles available	23	69	2.7%
4 vehicles available	15	60	1.8%
5 or more vehicles available	<u>10</u>	50	<u>1.2%</u>
Average Auto Ownership	1.13		100.0%
Renter occupied:	<u>1,280</u>	893	
No vehicle available	745	0	58.2%
1 vehicle available	379	379	29.6%
2 vehicles available	82	164	6.4%
3 vehicles available	10	30	0.8%
4 vehicles available	0	0	0.0%
5 or more vehicles available	<u>64</u>	320	5.0%
Average Auto Ownership	0.70		100.0%
Total Average Auto Ownership	0.87	0.87	

Note: Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data
H44. TENURE BY VEHICLES AVAILABLE [15]
- Universe: Occupied housing units