

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

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MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe *S-Z*  
Associate Director, PPSA  
District Department of Transportation

DATE: January, 4, 2013

SUBJECT: BZA 18486, Georgetown Park Mall

APPLICATION

AG Georgetown Park Holding I LLC, (the "Applicant"), pursuant to 11 DCMR § 3104 1, is seeking a special exception to allow a bowling alley under subsection 908.1, in the W-1 and W-2 Districts at premises 3222 M Street, N W (Square 1200, Lot 868)

RECOMMENDATION

DDOT has reviewed the Applicant's request for a special exception and determined that, based on the information provided, the proposed application will have no adverse impacts on the travel conditions of the District's transportation network. DDOT notes that, while the proposed project may lead to more vehicular, transit, pedestrian, and bicycle trips, a bowling alley would generate less total trips than the uses allowed by-right for the subject premises. Accordingly, DDOT has no objection to the requested special exception.

This review pertains only to zoning issues and does not consider potential impacts to public space in the District's right-of-way. DDOT's lack of objection to the zoning special exception should not be viewed as approval of any proposed public space elements. If any portion of the project has elements in the public space, the Applicant may be required to pursue a public space permit through DDOT's permitting process. Guidance on the treatment of public space can be found in DDOT's Public Realm Manual.

## TRANSPORTATION ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, constructing safer streets and providing 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 Applicant is requesting a special exception to allow for a bowling alley on a portion of their premises at Georgetown Park Mall, which is in the W-1 and W-2 Zoning Districts. This zoning allows for retail and restaurant uses, among others. At Georgetown Park Mall, retail and restaurant establishments comprise the large majority of establishments. The Applicant compared the expected trip generation for a bowling alley with that of both a retail use and restaurant use, in order to compare the impact of the special exception with the land uses allowed by-right.

As shown in the table below, on a square-foot basis, bowling alleys generate approximately  $\frac{1}{2}$  the peak hour trips that a retail use would generate and  $\frac{1}{4}$  the trips that a high-quality restaurant use would generate.

Table 1 Trip Generation Comparison

Land Use	Size	Trip Generation Rate (Per 1,000 SF)	Total Trips Generated
Retail		3.71	26
Restaurant	6,950 sq ft	7.49	52
Bowling Alley		1.71	12

Source: ITE Trip Generation Manual, 9th Ed.

While Table 1 shows that *total* trips would be much lower for a bowling alley than for the typical by-right land use, DDOT also requested from the Applicant the expected mode split for each use in order to compare the pedestrian, bike and vehicle trips generated. The Applicant provided documentation showing that a bowling alley generates a higher percentage of vehicle trips than a retail/restaurant use would. However, the overall trips for all modes - pedestrian, bike and vehicle - are still expected to be lower for a bowling alley than for either a restaurant or a retail use. DDOT agrees with the Applicant's assumptions and the overall conclusion that a Bowling Alley would generate less pedestrian, bike, and vehicle trips than that of a same-size retail space or restaurant.

In addition, no parking, loading or site-access changes are being proposed to the Georgetown Park Mall, as part of this application. If any changes to public space are desired by the Applicant, permits will have to be requested through DDOT.

Based on the above information, DDOT expects *less* total trips generated by a bowling alley than would be expected for a typical by-right use. Accordingly, DDOT has no objection to the special exception request.

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