

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

**TO:** Lloyd Jordan  
Chairperson  
DC Board of Zoning Adjustment

**FROM:** Sam Zimbabwe *SZ*  
Associate Director, PPSA  
District Department of Transportation

BOARD OF ZONING ADJUSTMENT  
District of Columbia

CASE NO. 18489  
EXHIBIT NO. 27

**DATE:** January 8, 2013

**SUBJECT:** BZA Case No. 18489 – 3557 Georgia Avenue, NW (Square 193)

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D.C. OFFICE OF ZONING  
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APPLICATION

Pursuant to *Title 11 DCMR §3104.1*, the *Applicant* seeks a variance from the rear yard requirements under §777 and §411, and a variance from the off-street parking requirements under §§2101.1 to allow the development of a mixed-use project with ground-floor retail and residential units above in the GA/C-3-A District at premises 3557-3559 Georgia Avenue, N.W. (Square 3033, Lot 89).

OVERVIEW

The *Applicant* seeks to construct a five-story, mixed-use project containing approximately 2,138 sq. ft. of ground floor retail and 20 dwelling units on the subject vacant lot located on the southeast corner of the intersection of Georgia Avenue, NW. The *Applicant* is required to provide a minimum of 10 accessory vehicle parking spaces for the residential portion of the project, one (1) parking space per every two (2) dwelling units, and seeks relief to provide none of the required parking spaces.

The *Applicant* has committed to implementing a *Transportation Demand Management (TDM)* program to encourage the use of non-auto modes for tenants that will include the following measures; selecting a member of the property management team as a *Transportation Management Coordinator (TMC)*. The *TMC* will prepare a package of information for retail and residential tenants on programs and incentives to encourage tenants to use alternative transportation modes.

The packages will include information on the *Capital Bikeshare Program*, *ZipCar*, *Commuter Connections Rideshare Program*, *Commuter Connections Guaranteed Ride Home*, and *Commuter Connection Pool Programs*. *Links to CommuterConnections.com and goDCgo.com will be provided on property management websites.* A secure bicycle parking area is located on the ground floor with 10 bicycle spaces.

The proposed TDM measures will reduce the automobile demand for the site, however DDOT believes the Applicant should provide a more robust TDM program. The *Applicant* should provide each new resident, upon move-in, a car sharing membership at a value of not less than \$50.00; or a *Capital Bikeshare* membership at a value of not less than \$75.00; or a *Smart Trip Card* at a value of not less than \$100.00. Additionally the bicycle storage room should be expanded to provide a minimum of 20 bicycle parking spaces, one (1) bicycle parking space for each dwelling unit.

The project is not required to provide loading or service facilities however the *Applicant* has designed a service delivery space at the rear of the project that will serve for refuse collection, building maintenance and service deliveries. The existing 10 ft. wide public alley will provide access to the service delivery area and no additional curb-cuts are proposed. DDOT credits the *Applicant* for providing the service space that will improve overall building operations.

## **ACTION**

DDOT has reviewed the application and determined that based on the information provided, there is a negligible impact to the transportation system. The parking variance requested by the *Applicant* has the potential to generate minor impacts to on-street parking conditions in the vicinity. The area has a high demand for on-street parking spaces and vehicle parking demand may increase slightly as a result of the project. Future tenants may be eligible for the Residential Parking Permit (RPP) program and the additional site generated parking demand may increase on-street parking demand.

Despite this minor potential impact, DDOT has no objection to the requested variances provided the *Applicant* installs a minimum of 20 secure bicycle parking spaces within the building and implements the following TDM measures; provide each new resident, upon move-in, a car sharing membership at a value of not less than \$50.00; or a *Capital Bikeshare* membership at a value of not less than \$75.00; or a *Smart Trip Card* at a value of not less than \$100.00.

This review pertains only to zoning issues and does not consider potential impacts to District owned public space. DDOT's lack of objection to the variances should not be viewed as approval of public space elements. For the portions of the project with 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.