

Traffic and Parking Considerations

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FEB 29

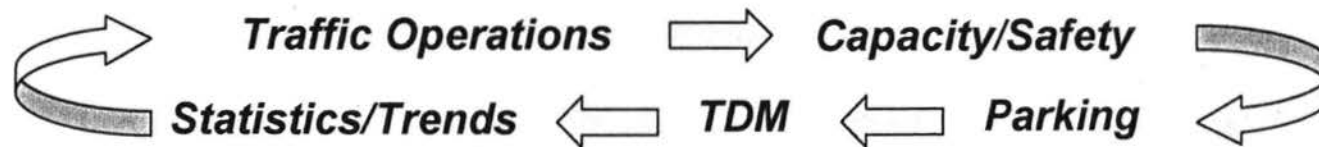
BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18503
EXHIBIT NO. 34

Metro Village Residential

BZA Cases No. 18503 & 18505

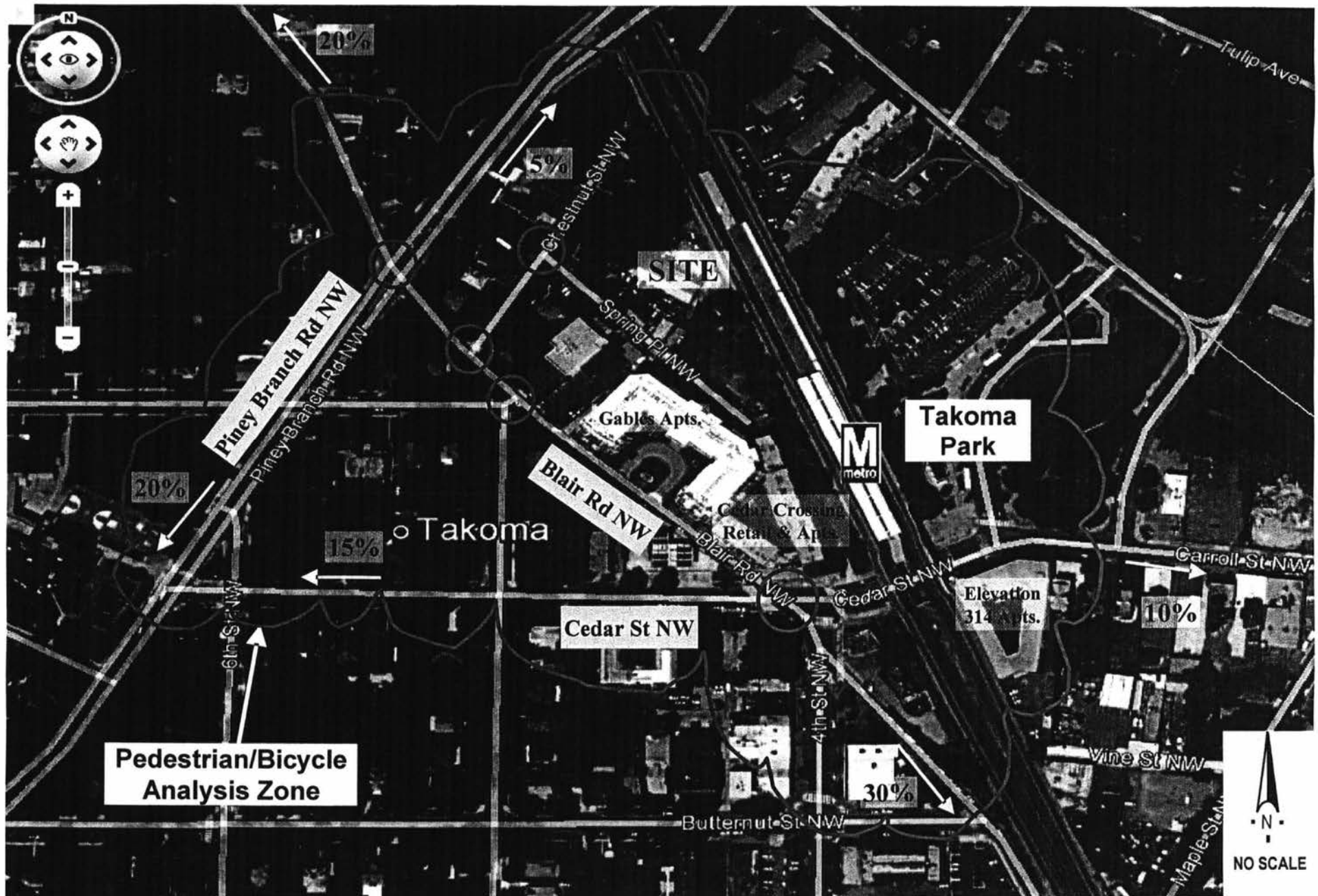
Board of Zoning Adjustment
District of Columbia
CASE NO. 18503
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Purpose and Scope:



- **Purpose:** Demonstrate that Applicant's proposal is not likely to cause adverse or objectionable impacts on the local area.
- **Scope:** Broad-based analysis, consistent with DDOT's guidelines ("Worst Case Scenario")

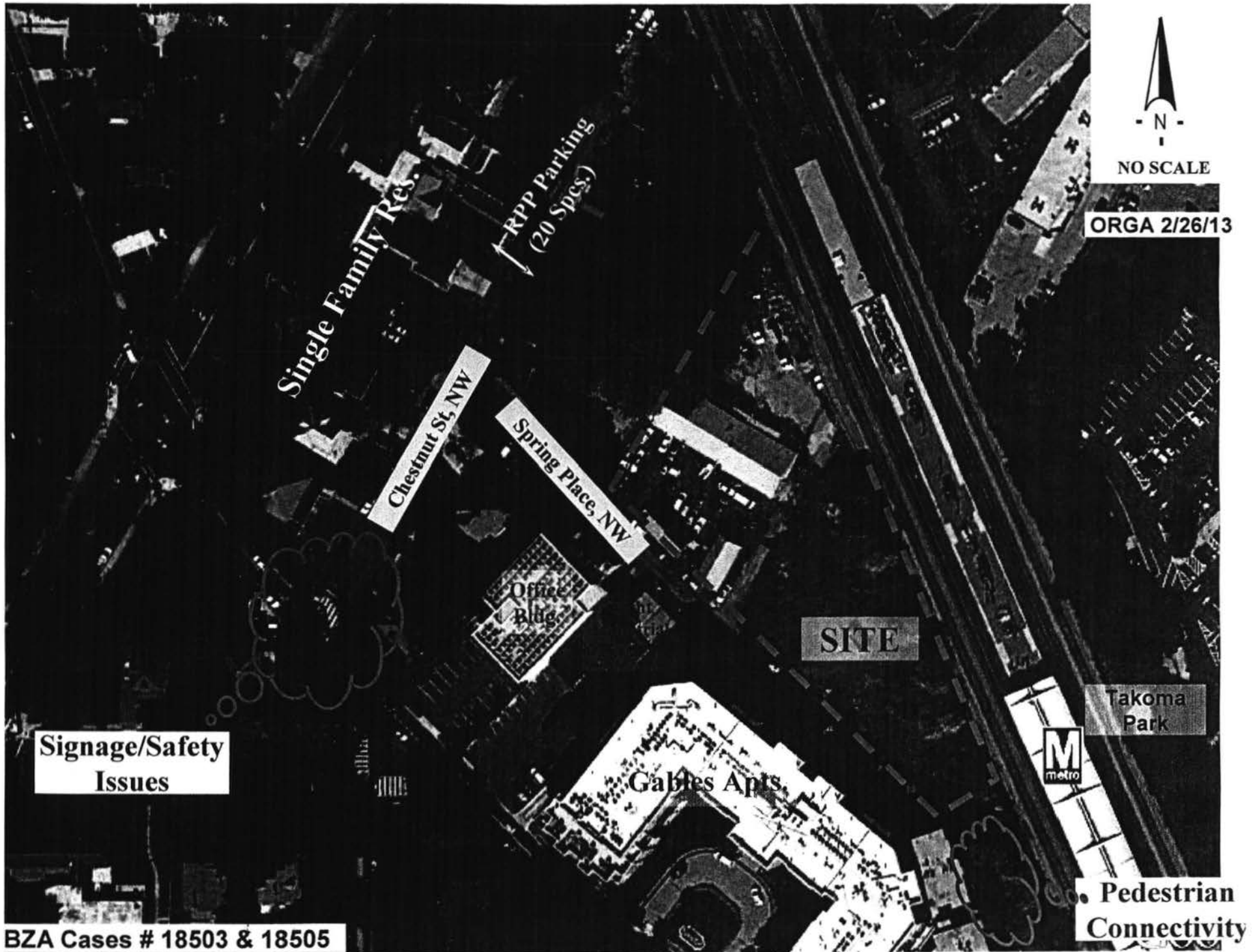
Study Area Roadway Network Map



Purpose and Scope:

Major considerations.....

- **Transit Oriented Development zone location.**
- **Proposal replaces a number of auto-repair uses, eliminating a disorganized/ “untidy” situation.**
- **Project has favorable mix of units (80% studios and 1-bedrooms)**
- **Minimum 50% of units are allocated as “affordable”**
- **Insignificant net vehicle trip generation.**



Summary of Findings

[Checking the Boxes]

1) No appreciable change in existing Levels of Service.



2) Some existing Levels of Service deficiency continuing.



3) No significant change in vehicle trips (a “Wash”).



4) DDOT’s crash/accident statistics show no safety deficiencies.



5) Strong package of TDM measures, including...

site transportation coordination; transit subsidies (on continuing basis); monitoring/feedback; and reporting/coordination w/DDOT and ANC.





***...focus on parking &
loading variance
requests.***

Variance Request: Parking

➤ **Required: 75 Spaces Proposed: 39 Spaces = 36 Spaces**

➤ **Acceptable because of...**

- **Transit Oriented Development Location;**
- **Consistent with the City's policies on mobility and sustainability;**
- **Consistent with the City's on-going Zoning Regulations Review;**
- **Report submitted include extensive research on emerging trends in auto ownership and other demographic changes;**
- **Demographics in this case $\approx$ lower auto ownership;**
- **DOCUMENTATION SUPPORTED CITY'S APPROVAL OF 60-UNIT RESIDENTIAL DEVELOPMENT WITH NO PARKING (CASE #10 -23)**

Variance Request: Loading

- **Required: Two 12-ft. x 55-ft. Berths (with platform)**
- **Proposed: One 12-ft. x 55-ft. Berth**
One 10-ft. x 20-ft. Loading Space

Justification/Considerations

- **55-ft. Berths simply not needed.**
- **Local Area comparables (Gables, Cedar Crossing, Elevation 314)**
- **Favorable mix of units: 80% studios and 1-bedroom.**
- **Ample precedent (by Zoning Commission and BZA cases).**
- **Tracking diagrams show that 30-ft. trucks will work.**
[DDOT concern.....]

Summary/Conclusion

- **Parking reduction should work without adverse impacts**
- **Loading arrangement should work without adverse impacts.**
- **Pedestrian connection to Cedar Street/Metro Station should be upgraded.**
- **While not caused by the proposal, Blair Road/Chestnut Street operations can be improved (with signage and marking changes)**
- **Robust TDM measures include parking contingencies, monitoring, feedback, reporting/coordination w/DDOT**

Variance Request: Loading



***Industry standards and
other considerations.....***

U-Haul Int'l, Inc.: Households Moving Vehicles/Recommendations



Pickups/cargo vans

Small jobs

10' truck

Studio/Apartment

14' truck

Apartment up to 2 bedrooms

17' truck

Home up to 2 bedrooms

20' truck

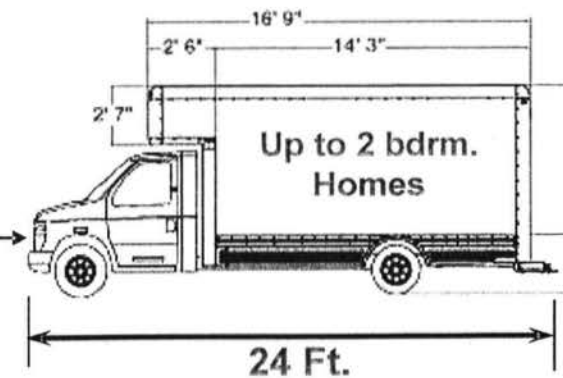
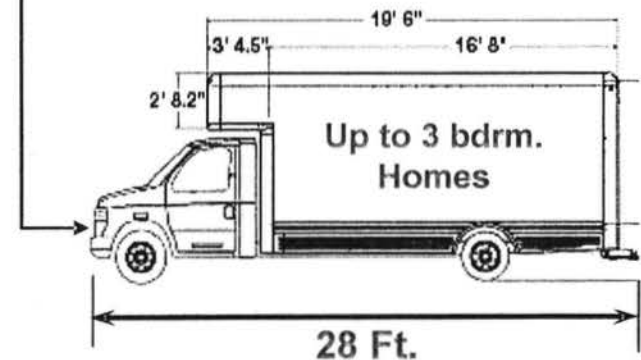
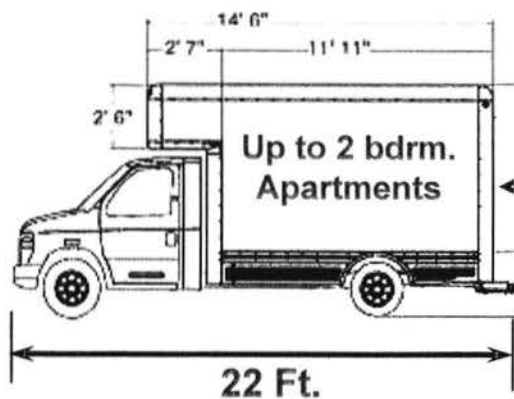
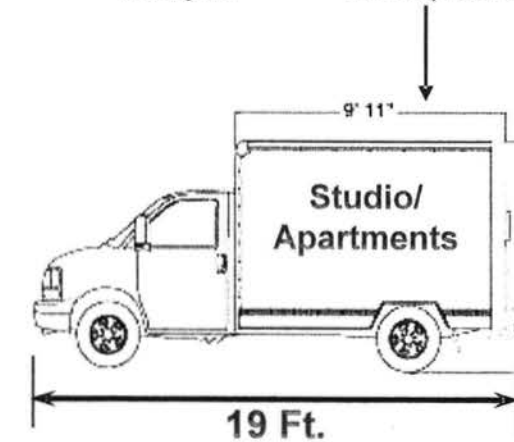
Home up to 3 bedrooms

24' truck

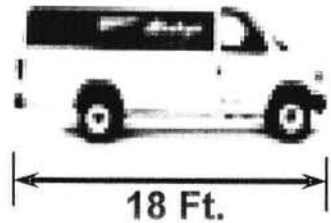
3 - 4 bedroom home

26' truck

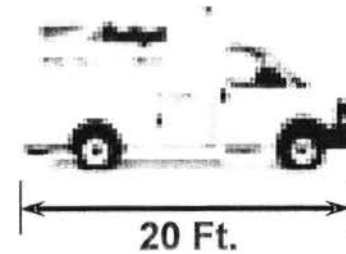
4+ bedrooms



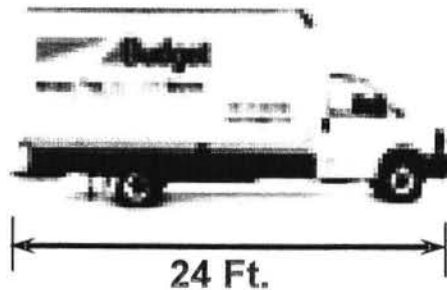
Budget: Household Moving Trucks



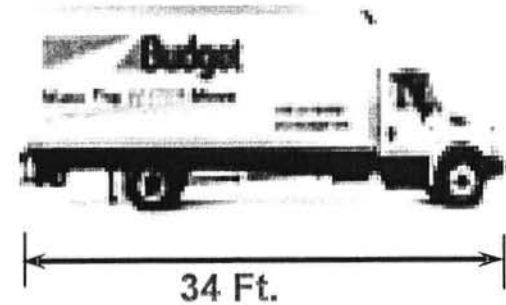
Cargo Van: Recommended for one or two rooms



10-Ft. Truck: Recommended for one or two rooms



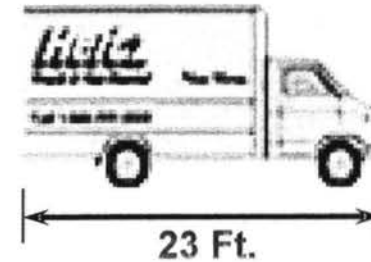
16-Ft. Truck: Recommended for three to four rooms



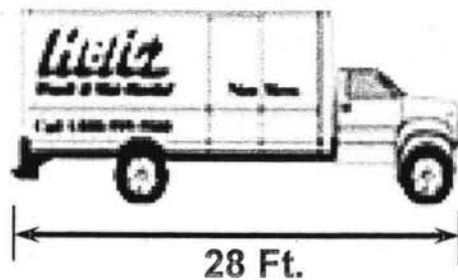
24-Ft. Truck: Recommended for five to eight rooms

Hertz: Household Moving Trucks

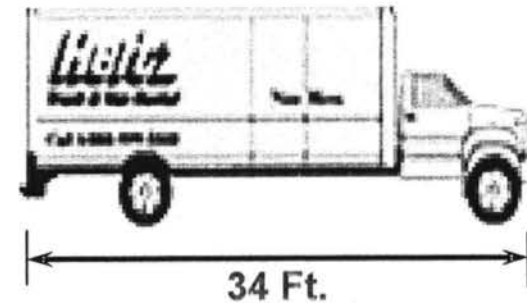
No Cargo Van



15-Ft. Truck: Accommodates up to three rooms



20-Ft. Truck: Accommodates up to five rooms



24-Ft. Truck: Accommodates up to eight rooms

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THANK YOU!

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