

Government of the District of Columbia

Department of Transportation



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Sam Zimbabwe 
Associate Director

DATE: April 7, 2015

SUBJECT: BZA Case No. 18978 – 4326 Georgia Avenue, N.W. (Square 2945, Lot 852)

APPLICATION

Pursuant to 11 DCMR §§3103.2 4326 Georgia LLC (the “Applicant”) seeks variances from the off-street parking requirements under §§2201.1 and the compact parking space requirements under §§2115.2 to allow the construction of a new nine-unit apartment building in the C-2-A District at premises 4326 Georgia Avenue, N.W. (Square 2945, Lot 852)

RECOMMENDATIONS IN BRIEF

The purpose of DDOT’s review is to assess the impact of the proposed action on the District’s transportation network and, as necessary, propose appropriate mitigations. After an extensive, review of the case materials submitted by the Applicant, DDOT finds:

- A robust network of pedestrian, bicycle and transit infrastructure exists in close proximity to the proposed development;
- Residents are likely to heavily utilize non-automobile modes of travel, reducing the need for auto ownership;
- A Transportation Demand Management (TDM) plan is missing from the proposal; and
- The project will contain four long-term bicycle parking spaces on the ground floor accessed by the public alley at the rear.

The site's proximity to the Georgia Avenue Petworth Metro Station, extensive bus service, bicycle facilities, and quality pedestrian and bicycle infrastructure, along with the establishment of an adequate TDM program will lead to low levels of auto ownership and use. DDOT recommends the Applicant commit to the following TDM measures;

- For condominium units, provide an annual bikeshare membership or car-sharing subscription at the initial sale of each unit. For rental apartments, provide one complimentary annual bikeshare or one complimentary annual car-share membership subscription for each unit for the first five years; and
- Provide a package of transportation related informational and promotional brochures to tenants upon move-in including information on Metro Bus, Metro Rail, Capital Bikeshare, Car-sharing programs, Commuter Connections and the Go-DC-Go program.

DDOT has no objection to the approval of the requested variances with the condition the Applicant provides the TDM measures listed above.

Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, and price/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, and the demographic composition and other characteristics of the potential residents. The apartment use is required to provide one vehicular parking space for every two dwelling units for a minimum of five parking spaces; the Applicant proposes four compact vehicular parking spaces for resident accessible by the alley.

The proposed project may lead to a minor increase in vehicular, transit, pedestrian, and bicycle trips. In addition, the project has the potential to generate minor impacts to on-street parking conditions in the area. Vehicle parking demand may increase slightly as a result of the project, inducing a higher level of parking utilization in the immediate area. Should the parking utilization need to be addressed, DDOT may employ policy tools to mitigate the impact.

Mass Transit

The site is well served by transit facilities and alternative commuting options. The site is located 0.50 miles (10-minute walk) from the Georgia Avenue Metro Station on the Green and Yellow Metrorail lines. The area is served by numerous Metrobus routes in the vicinity of the site including the 60, 62, 63, 64, 70 and 79 Metrobus lines.

Pedestrian and Bicycle Facilities

The main building entrance and site has frontage is on Georgia Avenue. The area has a good sidewalk network with striped crosswalks at all intersections. Signalized intersections in the vicinity of the site have countdown signals to facilitate safe pedestrian crossings.

The area has adequate bicycle facilities including dedicated bicycle lanes on Kansas Avenue and Upshur Street East of Georgia Avenue. There is one existing Capital Bikeshare station located at the southwest corner of 9th Street and Upshur Street with a total of 15 bicycle docks. The project is required to provide a minimum of three long-term bicycle parking spaces at a ratio of one parking space for every three dwelling units. The project will contain four long-term bicycle parking spaces on the ground floor accessed by the public alley at the rear.

Public Space

DDOT's lack of objection to the zoning variances should not be viewed as an approval of public space elements. For the portions of the project with elements in the public space requiring approval, including the proposed new planter boxes on Georgia Avenue, the Applicant is required to pursue a public space permit through DDOT's permitting process. As shown, the planters reduce the pedestrian clear zone and might not be permitted. The Applicant may refer to the District of Columbia Municipal Regulations and DDOT's Design and Engineering Manual for specific controls of public space. A summary can be found in DDOT's Public Realm Design Manual.

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