

*Technical Memorandum:*

**PARKING AND GENERALIZED  
TRANSPORTATION ASSESSMENT -  
BOARD OF ZONING ADJUSTMENT  
APPLICATION FOR 3831 GEORGIA  
AVENUE, NW, WASHINGTON, D.C.  
(Case No: 19038)**

*Prepared for:*

**MURILLO/MALNATI GROUP, LLC**  
4725 Wisconsin Avenue NW, Suite 275,  
Washington, D.C. 20016  
➤ Mr. Don Malnati, Principal



*Land Use Counsel:*

**HOLLAND & KNIGHT, LLP**  
800 17th Street, N.W.,  
Washington, D.C. 20006  
➤ Christopher H. Collins, Esquire

*Prepared by:*

**O. R. GEORGE & ASSOCIATES, INC.**  
Transportation Planning & Engineering Consultants  
9320 Annapolis Road, Suite 320  
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Tel: (301) 794-7700

**June 26, 2015**

Board of Zoning Adjustment  
District of Columbia  
CASE NO.19038  
EXHIBIT NO.36D

**O. R. GEORGE & ASSOCIATES, INC.**  
*Traffic Engineers – Transportation Planners*

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**TECHNICAL MEMORANDUM**

**DATE:** June 26, 2015

**TO:** Murillo-Malnati Group, LLC  
Attn. Mr. Don Malnati, Principal

**FROM:** Osborne R. George, P.E., PTOE/  
Liuyiyi Emma Yang, M.A. (Data Analyst)

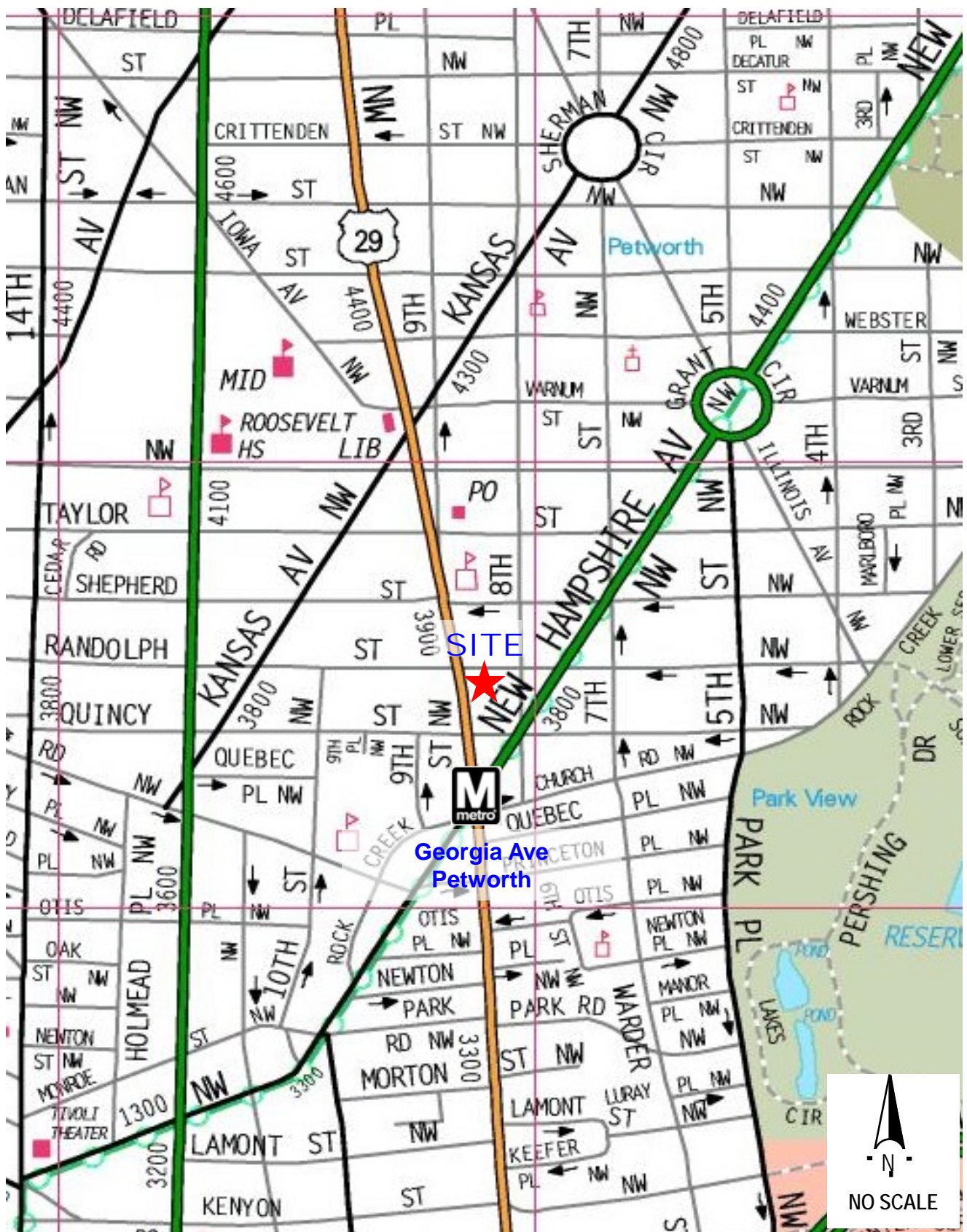
**RE:** Board of Zoning Adjustment Application for 3831 Georgia Avenue.,  
Northwest (Square 3028, Lot 809) Washington, D.C. (Case No: 19038)

**BACKGROUND AND PURPOSE**

The Applicant in the referenced case plans to develop twenty (20) apartment units and approximately 1,500 Sq Ft. of ground-floor retail on the subject property. The property is situated within the Georgia Avenue Overlay District, and is zoned C-3-A (*medium density developments, with a density incentive for residential development with a general pattern of mixed-use development*). Under the City's Zoning Regulations, ten (10) off-street parking spaces are required. However, as noted in the Statement of the Applicant, there are substantial practical difficulties with providing these spaces, and two (2) off-street spaces are proposed. The Applicant is therefore seeking an Area Variance from the Board of Zoning Adjustment (BZA) for eight (8) parking spaces; and the City's Zoning Regulations require the Applicant to demonstrate that, if granted, the relief sought would not cause substantial detriment to the public, nor substantially impair the intent, purpose and integrity of the Regulations.

This memorandum addresses the Applicant's requirements, primarily from the perspective of parking supply and demand within the likely area of impact. The assessment also addresses other elements of the City's transportation system related to trip generation and travel modes in order to provide context for the data and discussion presented herein. In keeping with the City's review process for technical analysis supporting development applications, the Consultant held discussions with the staff of the Policy, Planning and Sustainability Administration in the District Department of Transportation (DDOT). Copies of correspondence with the agency are included as Attachment A, along with the agency's Comprehensive Transportation Review (CTR) form. This assessment concludes that the relief, which the Applicant is seeking, will not adversely impact the local area; and the remaining sections of this memorandum present the basis for this conclusion.

Exhibit 1 shows the location of the property, which is situated approximately 500 Ft (One-tenth mile) from the Georgia Avenue-Petworth Metro Station. Other aspects of the local land use situation, which are pertinent to the Applicant's request, are discussed under Land Use and Local Area Setting beginning on page 3.



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*Traffic Engineers - Transportation Planners*

**Exhibit 1: Site Location Map**

3831 Georgia Ave. NW, Washington. D.C.  
 Board of Zoning Adjustment Application (Case No: 19038)

## **LAND USE AND LOCAL AREA SETTING**

Exhibit 2 shows the site location and the area agreed upon with the DDOT staff for this assessment. [It is important to note that the staff felt that the area south and east of New Hampshire Avenue, should not be included, considering the limited relief requested. However, this was included in order to be comprehensive and address potential citizen concerns.] Exhibit 2 highlights the principal land uses within the defined study area, and the following factors provide further background to the assessment.

- a) The property is situated approximately 500 Ft. from the Georgia Avenue-Petworth Metro Station, and has safe and convenient access to the station along the east side of Georgia Avenue. This represents an approximate 2-minute walk from the station.
- b) Square 3028, in which the property is situated, is improved with a mix of uses:
  - The eastern section of the Square is dominated by single-family row dwellings, many of which have off-street parking through the alley system serving the Square, and the abutting parking along roadways is regulated by the City's Residential Permit Parking (RPP) Program.
  - To the south of the property at the northeast corner of Georgia Avenue and Quincy Street, is the recently-developed Griffin Apartment building (at 3801 Georgia Avenue, NW), which has 49 apartment units supported by 25 off-street parking spaces, plus 3 ZipCar spaces.
- c) Within Square 2905, directly across Georgia Avenue from the subject property, development of the "Safeway" site was recently completed. This development consists of a grocery store supported by 85 parking spaces, as well as 220 apartment units, supported by 132 parking spaces, considerably in excess of the City's current requirements.
- d) Much of the properties within Square 2900 (located to the southwest), were recently developed with 161 residential apartment units and 17,000 Sq. Ft. of retail, supported by 188 parking spaces, well in excess of the City's requirements.
- e) Diagonally across Georgia Avenue to the northwest (within Square 2906), is the Three-Tree Flats. This is a 130-unit apartment residential building, which is supported by 120 off-street parking spaces, considerably in excess of the City's requirements.
- f) South of Square 3028 is the small triangular-shaped Square 3029, which is almost entirely improved with the facilities of the Georgia Avenue-Petworth Metro Station and local-serving retail.

The subject property is improved with the Latney's Funeral Home, which has occupied the site since the 1950's. The key physical and usage characteristics of this commercial business are as follows: (a) The administrative office is open 9:00 AM to 5:00 PM on weekdays, with three (3) full-time employees; (b) Latney's typically services 3 - 5 funerals per week, and these are scheduled between 10:00 AM and 3:00 PM, Monday through Saturday; (c) Latney's has an 85-seat chapel and reports that approximately 25% of funeral services are held in the there; (d) The site has no off-street parking and no special use permits for on-street parking are available to the business; (e) All-night wakes are held on rare occasions, but the chapel is often open during evening hours for family visits/inspections; and (f) Funeral service activities typically involve use of limousines and stretch-type vehicles, which increase the demand for on-street parking.



**Three-Tree Flats Apartments:**  
130-unit apartment building supported by 120 parking spaces

**Latney's Funeral Home:**  
Demand for parking varies



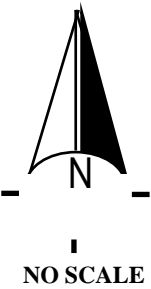
**Griffin Apartments:**  
49-unit boutique residential building supported by 25 parking spaces + 3 Zip Car spaces

**Safeway Site Development:**  
Grocery store supported by 85 parking spaces, 220 apartment units supported by 132 spaces

**Metro Station Access and Retail**

**Raymond Elementary School**

**Park Place Apartments**



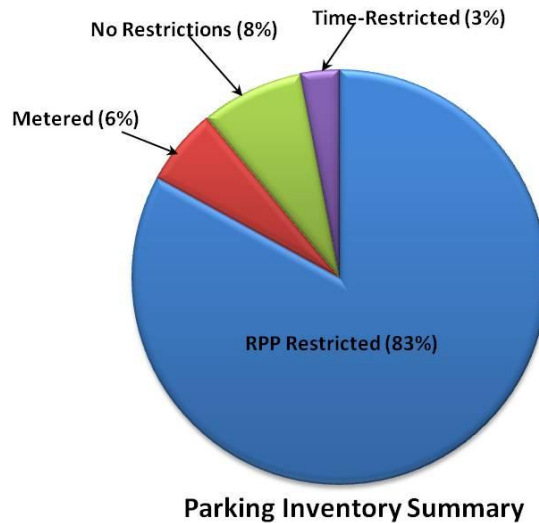
**LOCAL AREA PARKING SITUATION**

As agreed with the DDOT staff, the focus of this assessment was to provide an inventory of on-street parking spaces within a defined impact area of the subject property, and to determine current usage levels during late afternoon and evening periods of weekdays, and early mornings on weekends. These periods were selected because potential parking demand from the new building could impact the neighborhood. For residential uses, greatest demand typically occurs during late evenings to early mornings on weekdays and on weekends. Exhibit 3 presents the results of the parking inventory, and shows the study area broken down by zones/sub-areas, with the type of parking categorized for each street. The parking inventory data is also summarized in Table 1 below.

**Table 1: Parking Inventory Summary Data**

Parking Area/ Zone*	Predominant Land Use	Parking Use Designation/Control				Total
		RPP Restricted	Metered	No Restrictions	Time-Restricted	
<b>A</b>	Residential/ Mixed	49	15	9	0	<b>73</b>
<b>B</b>	Residential	82	8	21	5	<b>116</b>
<b>C</b>	Residential	78	10	0	0	<b>88</b>
<b>D</b>	Residential	72	0	12	12	<b>96</b>
<b>E</b>	Residential/ Mixed	83	0	0	0	<b>83</b>
<b>F</b>	Residential	211	6	16	2	<b>235</b>
<b>Total</b>		<b>575 (83%)</b>	<b>39 (6%)</b>	<b>58 (8%)</b>	<b>19 (3%)</b>	<b>691 (100%)</b>

*\*See Exhibit 3 (Page 6) (Note: Numbers of parking spaces shown are approximate, except for metered spaces.)*







- Legend**
- █ Residential Permit Parking
  - █ Unrestricted Parking
  - █ Metered Parking
  - █ Time Restricted (15 Minutes to 2 Hours)
  - █ Restricted (Police Use)
  - █ Loading zone
  - B Bike Share Locations
  - Z Car Share Locations



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As noted in the summarized descriptions shown in Exhibit 2 (and Table 1), the land uses within the study area consists mainly of mixed density residential, and community-serving retail. Based upon this factor and considering the focused purpose of the analysis, we selected the following time-frames for conducting the parking usage surveys:

**Time-Frame**

**Primary Consideration**

- |  |  |
|--|--|
| 1) Late afternoon Friday<br>(4:00 to 10:00 PM) | Reflects the period of high activity for both commercial/retail and residential uses |
| 2) Early morning Sunday<br>(4:00 to 8:00 AM)   | Represents the period of typical highest demand for residential uses                 |

The survey was performed during the above periods on two (2) Fridays, two (2) Saturday night/Sunday mornings during May and June, 2015. The usage survey data for the two (2) time periods are summarized in Table 2, and the field sheets are included as Attachment B.

***[This space left blank intentionally.]***



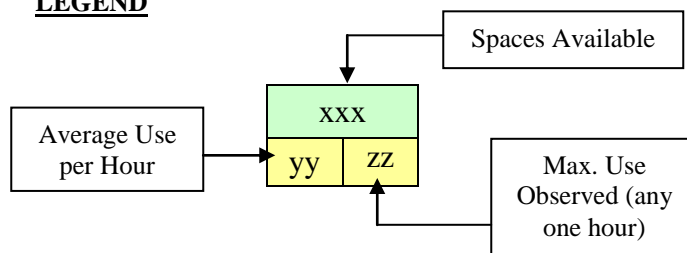
**Table 2: Parking Usage Summary Results**

Parking Area/ Zone	Predominant Land Use	Parking Controls								Total	
		RPP Restricted		Metered		Un-Restricted		Time Restricted			
A	Residential/ Mixed	49		15		9		-		73	
		42	47	9	15	7	9	-	-	58	71
B	Residential	82		8		21		5		116	
		67	76	4	8	14	21	3	4	88	109
C	Residential	78		10		-		-		88	
		57	67	5	8	-	-	-	-	62	75
D	Residential	72		-		12		12		96	
		55	63	-	-	9	12	9	12	73	87
E	Residential/ Mixed	83		-		-		-		83	
		62	68	-	-	-	-	-	-	62	68
F	Residential	211		6		16		2		235	
		155	174	2	6	12	14	2	2	171	196
Total		575		39		58		19		691	
		428	495	20	37	42	56	14	18	504	606

\* See Exhibit 3 (page 6)

Note: Above data based on surveys done on Fridays 5/15/15 and 6/12/15; and on Sundays 5/17/15 and 6/14/15.

**LEGEND**



The results of the survey indicate that overall parking utilization falls well below the available supply. For ease of presentation and analysis, the maximum observed usage for the various parking categories during the two (2) critical time periods that were evaluated are summarized in Table 3 below.

**Table 3: Parking Usage Summary - Critical Time Periods**

<b>Parking Category</b>	<b>Available Spaces</b>	<b>Peak Friday Afternoon/ Evening Usage*</b>	<b>Peak Saturday Night/Sunday Morning Usage**</b>
1) RPP Restricted	<b>575</b>	460 (80%) (8:00 - 9:00 PM)	492 (86%) (4:00 - 5:00 AM)
2) Metered	<b>39</b>	31 (79%) (7:00 - 8:00 PM)	24 (62%) (4:00 - 5:00 AM)
3) Time-Restricted	<b>19</b>	17 (89%) (6:00 - 7:00 PM)	16 (84%) (5:00 - 6:00 AM)
4) Unrestricted	<b>58</b>	50 (86%) (5:00 - 6:00 PM)	45 (78%) (6:00 - 7:00 AM)

\* Between 4:00 and 10:00 PM Friday \*\* Between 4:00 and 8:00 AM Sunday

The parking usage during the two (2) critical time periods shows the following key characteristics:

a) Friday Afternoon/Early Evening Usage

- Use of the RPP parking reaches a maximum of 80% between 8:00 and 9:00 PM, which appears to fit with the RPP program. Even then, approximately 20% (i.e., 115 spaces) remain available.
- Use of the Metered, Unrestricted and Time-Restricted parking spaces is at a maximum between 5:00 and 8:00 PM, indicating usage by the commercial and other businesses within the area, which appears to be in keeping with the City’s intent.
- It is important to note that the metered and time-restricted spaces are available to Zone 4 RPP permit holders.

b) Saturday Night/Sunday Morning Usage

- The highest usage of RPP Restricted spaces was recorded between 4:00 and 5:00 AM, which is to be expected. Even during this period, over eighty (80) RPP spaces were available.
- Use of the Metered, Time-Restricted and Unrestricted spaces were well below capacity, even though these categories are all available to area residents.

The Consultant finds that the data presented above shows quite conclusively that parking within the area currently provides a good level of service, particularly considering the mixed-use character of the area, and the intent and purpose of the Georgia Avenue Overlay Zone. The data shows that eight (8) on-street parking spaces would be available in the unlikely event that the new building would create such a demand.



## **LOADING ARRANGEMENTS AND TRANSPORTATION DEMAND MANAGEMENT**

**Loading Arrangements:** The Applicant's submittal notes that no off-street loading facilities are required for the subject development. However, as part of the CTR process, DDOT has requested general information on the proposed loading arrangements for the building, and the Applicant proposes the following:

- a) It is expected that loading would be through the use of small commercial and rental vans, with typical total lengths between 18 to 24 feet. (*Attachment C shows industry standards as recommended by the major rental companies.*)
- b) Loading and unloading activities during move-ins and move-outs would be scheduled to occur during off-peak periods on weekdays, and daytime hours on weekends. (*Management envisions that no more than 2 move-ins/move-outs would be scheduled on any one day, and this would occur mainly during the initial lease-out of the units.*)
- c) Vehicles would generally park along the section of Randolph Street abutting the property and access to the building would be via the rear service entrance from the alley.
- d) Since the building houses only 20 units, potential conflicts would arise only during the initial occupation of the building since subsequent move-ins and move-outs would be quite infrequent.

Aspects of the loading arrangement are also included as part of the Applicant's Transportation Demand Management proffers addressed below.

**Transportation Demand Management:** The Comprehensive Transportation Review scoping form (included as Attachment A) shows that the proposed development is expected to generate no more than five (5) vehicle trips during weekday morning and afternoon peak hours. Therefore, this site is not projected to have any appreciable impact on traffic conditions within the local area, and a formal traffic analysis was not required. However, the Applicant recognized that the City's transportation policies emphasize the need to promote alternate modes of travel to the personal automobile, and therefore proffers the following measures:

- 1) Installation of a Transit Screen in the building lobby showing real-time schedules for Metrorail and Metrobus service to the local area. The screen will also show locations of car-share and bike-share stations within the area.
- 2) Provision of either one annual bike-share membership, or one annual car-share membership, or one \$50 Metro Smartcard with each initial lease upon tenant move-in.
- 3) Provision of secure storage for 20 bicycles accessible to residents by elevator 24-hours/day.
- 4) Provision of a clause in the tenant lease precluding residents from applying for Residential Permit Parking stickers.
- 5) The Applicant will work with tenants to schedule no more than two (2) move-ins/move-outs on a single day, and will schedule the major loading and off-loading activities during off-peak periods on weekdays and on weekends.

## **OTHER FACTORS AND CONSIDERATIONS**

As discussed earlier, the Applicant is seeking relief from BZA to provide 8 spaces less than what is required by the Zoning Regulations (i.e., 10 spaces required versus 2 spaces proposed). In addressing the adequacy of the proposed parking, the Consultants considered that Transportation Planning (and planning in general) takes the empirical approach, and relies on data from existing land uses in order to develop trends and set policies that establish parameters, such as parking ratios that are typically reflected in municipal ordinances and codes.

Discussions following in this section note that the City's current regulations are based on vehicle ownership and travel characteristics which date back to the 1950's. The Consultant therefore finds it quite relevant to discuss the following factors, which have a strong bearing on the potential parking demand for the subject development.

### ***1. Changes in City Policies for Off-street Parking Requirements:***

The most significant policy change is the "Zoning Regulations Review," which the City has been conducting<sup>1</sup> since 2010. The focus of the review was to identify changes that were needed to make the parking requirements compatible with the goals and objectives established in the City's 2006 Comprehensive Plan. The process culminated in the Zoning Commission's adoption of the recommendations of the review through a proposed rulemaking published in the District Register on May 29, 2015. Table C (of Section 701.5) shows the proposed requirement for Multi-Household Residential uses such as the subject development. The implication is that, when the proposed changes are approved, the City's Regulations would require a minimum of four (4) parking spaces for the proposed use instead of the ten (10) spaces required under the current Regulations. A copy of the relevant pages from the Register is included as Attachment D.

### ***2. Changing Urban Trends – Demographics and Travel Characteristics:***

With respect to the residential component of the site it is noted that the provision of 30 off-street parking spaces would be required to satisfy the criteria of the Zoning Regulations. The Applicant's Statement has identified practical difficulties and constraints to providing the required parking. In relation to this issue, the Consultant conducted considerable research pertaining to recent change in demographics, auto ownership and travel demand characteristics within the Nation's Capital, urban areas elsewhere in the country as well as internationally. The results of the research are summarized below, under two (2) key headings:

- a) Trends in Vehicle Ownership within Urban Areas - The United States Census Bureau reports that the urban population of the United States increased significantly from 79.0% to approximately 81.0% between 2000 and 2010<sup>2</sup>. While, this increase may seem relatively small, the remarkable statistics is that over 80% of the population of the United States lives in urban areas. During the same period, the population of Washington D.C. increased from 572,059 to 601,723 persons, an increase of over 5.0%. Most of this increase has been with the age group 21-35. The Federal Highway Administration reports that over the 10-year period, auto ownership in the District of Columbia fell by approximately 40,200 registrations; and vehicles per person fell from 0.42 to 0.35 a drop of approximately 17.0%<sup>3</sup>.

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<sup>1</sup> "Zoning Regulations Review" of General Parking Chapter, General Bicycle Parking Review Chapter, and General Loading Chapter. (Set-Down Hearing Report for Zoning Commission Case No. 08-06), September 3, 2010.

<sup>2</sup> U.S. Department of Commerce, Bureau of Census – "2010 Urban Area Facts"

<sup>3</sup> U.S. Department of Transportation, Federal Highway Administration – Public Data for Highway Statistics



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Along with these basic demographic changes, market surveys have shown that the purchase of new vehicles by adults within the age group of 21-34 has dropped to 27.0% (a 30.0% reduction from the corresponding figure from the peak year of 1985). Current trends dealing with demographic shifts and auto ownership can perhaps be capsulized by reference to a survey cited in the Wall Street Journal publication of January 2011, which sites surveys sighing that approximately 90.0% of younger population choosing to “live in an urban environment ... which feature plenty of walking-distance restaurants, retail and public transportation similar to Washington D.C.” This applies even when such residents may be forced to settle in outlying suburban communities such as Bethesda, Maryland or Arlington, Virginia<sup>4</sup>.

- b) Reduction in Vehicle Miles of Travel (VMT) - The transportation profession recognizes that the concept of Vehicle Miles of Travel (VMT) has a strong link with attitudes of significant segments of population towards ownership of personal vehicles, and travel mode choices. The National Household Travel Survey<sup>5</sup> database reports that the VMT for age group 16-34 has dropped from 10,300 to 7,900 miles per capita between 2001 and 2009, a decrease by 23%. While the level of reduction is less for the overall population, a similar downward trend is also evident for all age groups.

With respect to the District of Columbia, statistics published by Federal Highway Administration show that, while the City’s population increased by 5.0% between 2000 and 2010, per capita Vehicle Miles of Travel fell by estimated 8.0% to 10.0% over the same period. The impact and implication for transportation policy is perhaps best summarized in an April 2012 article titled “*Transportation and the New Generation... What it Means for Transportation Policy*”<sup>6</sup> which notes that: “As the demand for transportation overall stagnates, there is emerging consumer preference for walkable, less auto-dependent forms of developments.” and “Decline in Vehicle Miles of Travel improves the competitive positions of transportation alternatives on measures of quality, convenience and cost.”

As noted earlier, this study also gave significant consideration to the fact that the City is currently undergoing a review and update of regulations governing off-street parking provisions. As part of public hearing before the Zoning Commission, testimony was provided citing specific examples of residential developments implemented within TOD zones in the City, and which showed significant imbalance between parking supply and demand.

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<sup>4</sup> *The Wall Street Journal- Real Estate New and Analysis, January 13, 2011*

<sup>5</sup> *U.S. Department of Transportation, Federal Highway Administration - National Household Survey Historical Monthly VMT Report, 3 May 2011.*

<sup>6</sup> *Frontier Group – U.S. Public Interest Research Group – Education Fund: “Transportation and the New Generation, Why Young People are Driving Less and What it Means for Transportation Policy” April, 2012*

## **SUMMARY AND CONCLUSIONS**

The purpose of his assessment was to determine whether granting the variance that would allow the Applicant to develop the subject property with two (2) off-street parking spaces in lieu of ten (10) spaces required by the Zoning Regulations would be detrimental to the local area. The assessment was guided by the Comprehensive Transportation Review process through discussions with the staff of DDOT's Policy, Planning and Sustainability Administration; and the following are the key findings:

- a. The area that is likely to be impacted by the subject development falls within the Transit Oriented District of the Georgia Avenue-Petworth Metro Station; and well-served by a total of seven (7) bus routes along Georgia Avenue, New Hampshire Avenue, and other roadways within the area.
- b. Land uses within the area are dominated by mixed density residential, and do not include major employment activity. Retail/commercial uses are predominantly local and community serving.
- c. Several significant residential and retail developments were recently completed within the study area, some having parking supply in excess of the City's current parking requirements. There are also car-share and bike-share stations convenient to the proposed building and the area in general.
- d. Eighty-three percent (83%) of the 700± on-street parking spaces within the area are under the City's Residential Parking Permit program. The program limits use of these spaces to two (2) hours (between 7:00 AM - 8:30 PM Monday through Friday) except for permit holders. The remaining spaces are metered, or their use is time-restricted during periods of high demand; and ten percent 10%± are subject to no restrictions. *[Table 1 on page 5 provides details.]*
- e. Parking usage surveys were conducted in May and June, 2015 during periods of high demand agreed with DDOT (i.e., late weekday evenings and early mornings on weekends). The data shows that between 80 and 115 RPP spaces were unused/available. Metered, time-restricted and unrestricted spaces were also available. *[Tables 2 and 3 on pages 8 and 9 provide details.]*
- f. The report cited considerable research on trends in urban demographics, notably decreasing vehicle ownership, and increasing use of non-personal-vehicle travel modes. This research points to potentially very low parking demand by the proposed development.
- g. The City's review of the Regulations governing off-street parking culminated in a recommendation which, when enacted, would reduce the parking required for a 20-unit apartment as proposed by the Applicant from ten (10) spaces to four (4) spaces. *[Details are provided on page 11.]*
- h. The development plan eliminates an existing curb-cut off Randolph Street, thus increasing the available on-street parking within the immediate area.
- i. The Applicant has proffered to implement Transportation Demand Management measures that support the City's policies on alternative travel mode choices. These measures include subsidies for car-share, bike-share and transit use, provision of twenty (20) bicycle spaces on-site, as well as management of loading and unloading activities. *[Details are provided on page 10.]*

Based on the foregoing, it is our professional opinion that the variance requested will not result in appreciable detriment to the local area due to parking. The assessment also finds that the Applicant's proposal is consistent with the City's transportation policies, and we believe this memorandum responds fully to the issues raised through DDOT's Comprehensive Transportation Review process.

ORG/ly

Attachments: As noted



**ATTACHMENT**

**A**

**APPROVED COMPREHENSIVE TRANSPORTATION  
REVIEW LAW (APPROVED BY DDOT)**

**O. R. George & Assoc.**

---

**From:** Booker, Lewis (DDOT) [lewis.booker@dc.gov]  
**Sent:** Wednesday, May 27, 2015 2:04 PM  
**To:** O. R. George & Assoc.  
**Cc:** 'Liuyiyi Yang '  
**Subject:** RE: BZA Case 3831 Georgia Avenue  
**Importance:** High

Osborne,

I am sending you our comments on the scoping form.  
The study area may be too large given the small parking relief requested.  
We would recommend a smaller study area unless the community has concerns, but I am unsure if you already started the counts.

My apologies for the delay.

Feel free to contact me to discuss.

Lewis

**Lewis C. Booker**  
**Transportation Planner**  
**DC Department of Transportation**  
**Policy, Planning and Sustainability Administration**  
**55 M Street, SE**  
**5<sup>th</sup> Floor, Room 533**  
**Washington, DC 20003**  
**(202) 671-2238 p**  
**(202) 671-0617 f**

*d. Serving with Integrity and Excellence*

---

**From:** O. R. George & Assoc. [mailto:orgeorge@orgengineering.com]  
**Sent:** Thursday, May 14, 2015 12:21 PM  
**To:** Booker, Lewis (DDOT)  
**Cc:** 'Liuyiyi Yang '  
**Subject:** RE: BZA Case 3831 Georgia Avenue

Hello Lewis:

Our network was down yesterday, and we had a number of calls saying that messages were undeliverable. Just in case you responded in any way and received such a message, please send again. In any case, Please note the special request highlighted in the message below.  
Thanks

**Osborne**

Osborne R. George, P.E., PTOE

**From:** O. R. George & Assoc. [<mailto:ogearge@orgengineering.com>]

**Sent:** Tuesday, May 12, 2015 6:48 PM

**To:** 'Chamberlin, Anna (DDOT)'

**Cc:** 'Booker, Lewis (DDOT)'; 'Liuyiyi Yang '

**Subject:** RE: BZA Case 3831 Georgia Avenue

Greetings Lewis:

As per Anna Chamberlin's note below, please find attach the draft CTR scoping form for the subject matter. As noted in the form, the focus of the study will be to address the impacts on parking within the area. We are including a site location map and one showing the area which we considered in 2013 for BZA Case #18575. *In view of the time constraints I would greatly appreciate it if you could give us an OK to use the study area defined in the CTR form and shown on the inventory map. This would allow us to get started with the parking surveys perhaps as early as this week, in order avoid the coming Memorial Day Weekend.*

Thanks as always for your consideration.

**Osborne**

Osborne R. George, P.E., PTOE  
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[www.orgengineering.com](http://www.orgengineering.com).

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**From:** Chamberlin, Anna (DDOT) [<mailto:anna.chamberlin@dc.gov>]

**Sent:** Monday, May 11, 2015 3:36 PM

**To:** 'O. R. George & Assoc.'

**Cc:** Booker, Lewis (DDOT)

**Subject:** RE: BZA Case 3831 Georgia Avenue

Hi Osborne,

Lewis is the case manager for this project. Please complete a scoping form and submit it to us for review.

Thank you,  
Anna

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**From:** O. R. George & Assoc. [<mailto:ogearge@orgengineering.com>]

**Sent:** Monday, May 11, 2015 10:07 AM

**To:** Chamberlin, Anna (DDOT)

**Cc:** Rogers, Jonathan D. (DDOT)

**Subject:** FW: BZA Case 3831 Georgia Avenue



Good Morning, Anna:

I sent the note below to Jonathan Rogers last Friday in a hurry and in view of likely time constraints regarding the subject application matter. I should have directed it to you as per our recent communication, and I sincerely apologize. I would greatly appreciate hearing from you at your earliest convenience.

Many thanks for your kind consideration.

**Osborne**

Osborne R. George, P.E., PTOE  
O. R. GEORGE & ASSOCIATES, INC.  
*Transportation Planning & Engineering*  
9320 Annapolis Road, Suite 320  
Lanham, MD 20706-3156  
(301) 794-7700 (phone)  
(240) 467-2689 (fax)

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[www.orgengineering.com](http://www.orgengineering.com).

**Project Name & Applicant Team:**

**Applicant: Murillo/Malnati Group, LLC, 4725 Wisconsin Avenue NW, Suite 275, Washington, DC 20016**

(Attn: Mr. Don Malnati, Principal )

**Land Use Counsel: Holland & Knight, LLP, 800 17<sup>th</sup> Street, N.W., Washington, D.C. 20006**

(Attn: Christopher H. Collins, Esquire)

**Transportation Consultants: O. R. George & Assoc. Inc., 9320 Annapolis Road, Suite 320, Lanham, MD. 20706**

(Attn: Osborne R. George, P. E., PTOE)

**Case Type & No. (PUD, LTR, etc.): Board of Zoning Adjustments Application**

**Street Address: 3831 Georgia Avenue N.W., Washington, DC 20011**

**Current Zoning and/or Overlay District: C-3-A-District**

**Date of Filing: May, 2015**

**Estimated Date of Hearing: July 14, 2015**

**Description of Project: The application is seeking an Area Variance from the on-site parking requirements. As an overview, the subject property (Latney Funeral Home) is situated at 3831 Georgia Ave, bounded by Randolph Street to the north and Georgia Ave on the west, by an alley way on the east side and other residential properties to the south. The Applicant plans to develop 20 residential apartment units on the property and under the City's Zoning Regulations, ten (10) on-site parking spaces are required. The variance request is for relief to provide two (2) parking spaces. The Applicant is required to demonstrate that, if granted, the relief will not tend to adversely impact the health, welfare and safety of owners and users of abutting properties and others within the immediate vicinity of the property.**

**1. Strategic Planning Elements (Planning Documents)**

**DDOT Comments/Action Items**

**Planning Guidelines:** The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information.

OK

**Proposed Documents:**

- **The City's Comprehensive Plan;**
- **DDOT Comprehensive Transportation Review Process (September, 2012) and TIS Study Guidelines;**
- **District of Columbia Pedestrian Master Plan;**
- **District of Columbia Bicycle Master Plan;**
- **DCMR Title 11 - Zoning Regulations; and**
- **DDOT Design & Engineering Manual**





2. Roadway Network, Capacity & Operations	DDOT Comments/Action Items															
<p><u>Vehicle Trip Generation Assumptions</u></p> <p><b>Guidelines:</b> Provide <i>preliminary</i> site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guidelines for further information.</p> <p><b>Proposed preliminary mode split and supporting documentation: Based on the applicant's proposal to develop 20 units, and assuming a conservative combined non-vehicle travel mode split of a 0.60 percent. The trip rate and estimated trip production per ITE Land Use Code No 221 (low-rise apartment), the morning and afternoon trip generation is presented below.</b></p> <table border="1" data-bbox="113 415 827 506"> <thead> <tr> <th></th> <th><u>Trip Rate</u></th> <th><u>In</u></th> <th><u>Out</u></th> <th><u>Total</u></th> </tr> </thead> <tbody> <tr> <td>AM Peak</td> <td>0.46</td> <td>1</td> <td>3</td> <td>4</td> </tr> <tr> <td>PM Peak</td> <td>0.58</td> <td>4</td> <td>1</td> <td>5</td> </tr> </tbody> </table> <p>Extracts from the ITE Trip Generation Manual are attached.</p>		<u>Trip Rate</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	AM Peak	0.46	1	3	4	PM Peak	0.58	4	1	5	<p>Provide mode split for each non-auto travel mode including bicycling, walking and transit.</p>
	<u>Trip Rate</u>	<u>In</u>	<u>Out</u>	<u>Total</u>												
AM Peak	0.46	1	3	4												
PM Peak	0.58	4	1	5												
<p><u>Vehicle Site Access</u></p> <p><b>Guidelines:</b> If vehicle access is needed, at a minimum the CTR will provide locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements.</p> <p><b>Access Location(s): Access to two parking spaces off alley (See ground floor plan.)</b></p> <p><b>Access Control: Not Applicable</b></p> <p><b>Existing Curb cuts utilized: No</b></p> <p><b>Existing curb cuts abandoned: Yes (One curb cut off Randolph Street to be closed.)</b></p> <p><b>Proposed curb cuts: None Proposed</b></p> <p><b>Curb cut width and radii: Not Applicable</b></p>	<p>OK</p>															
<p><u>CTR Triggers for further vehicle analysis (for sections below)</u></p> <p><b>Guidelines:</b> See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the <i>Roadway Network, Capacity &amp; Operation</i> section of the scoping form is required.</p>	<p>OK</p>															
<p><u>Development Scenarios</u></p> <p><b>Guidelines:</b> See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios.</p> <p><b>Proposed Development Scenario: The applicant plans to initiate construction within 2 years of the approval.</b></p>	<p>OK</p>															



<p><u>Vehicle Study Area</u>  <b>Guidelines:</b> See Section 3.2.5 of the CTR guidelines for discussion of the study area.</p> <p><b>Proposed Study Area intersections, including access points (attach Figure at end of Scoping Form as needed):  Not external intersections will be evaluated.</b></p>	<p>The study area should be reduced unless the community has concerns and requested a more comprehensive analysis.</p>
<p><u>Data Collection and Hours of Analysis</u>  <b>Guidelines:</b> See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis.</p> <p><b>Proposed turning movement count intersections: (Not Applicable.)</b></p>	<p>N/A</p>
<p><u>Roadway Improvements</u>  <b>Guidelines:</b> The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.7 of the CTR guidelines.</p> <p><b>Proposed roadway improvements: (See Proposed Study Area Intersections Above.)</b></p>	<p>N/A</p>
<p><u>Background Developments</u>  <b>Guidelines:</b> The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines.</p> <p><b>Proposed background development: (See Proposed Study Area Intersections Above.)</b></p>	<p>N/A</p>



<p><u>Background Growth</u>  <b>Guidelines:</b> The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines.</p> <p><b>Proposed annual background growth: (See Proposed Study Area Intersections Above.)</b></p>	<p>N/A</p>
<p><u>Site Trip Distribution &amp; Assignment</u>  <b>Guidelines:</b> Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment.</p> <p><b>Proposed site distribution and assignment (attach Figures, as needed, at end of Scoping Form): (Not Applicable.)</b></p>	<p>Provide mode split for each travel mode.</p>
<p><u>Analysis Methodology</u>  <b>Guidelines:</b> Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines.</p> <p><b>Proposed analysis methodology: (Not Applicable.)</b></p>	<p>N/A</p>
<p><u>Vehicle Trip Mitigation</u>  <b>Guidelines:</b> Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines.</p> <p><b>For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.</b></p>	<p>OK</p>



3. Bicycle & Pedestrian Facilities	DDOT Comments/Action Items
<p><u>CTR Triggers for bike and pedestrian mode share</u>  <b>Guidelines:</b> A CTR is required to include some level analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle &amp; Pedestrian Facilities</i> section of this scoping form.</p> <p><u>CTR Bike and Pedestrian Study area</u>  <b>Guidelines:</b> See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas.</p> <p><b>Proposed bike and pedestrian study areas: We propose to focus our evaluation and document pedestrian and bicycle facilities within the area bounded by Shepherd Street to the north, 7<sup>th</sup> St to the east, Rock Creek Church Road to the south and 10<sup>th</sup> Street to the west. The broader context of connectivity to the Georgia Avenue-Petworth Metro station and the city's Pedestrian and bicycle network will be documented.</b></p>	OK
<p><u>Data Collection and Analysis of Bike Network and Facilities</u>  <b>Guidelines:</b> See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes.</p> <p><b>Proposed Bike network and facilities analysis: We propose to delineate existing and planned bicycle facilities per the City's Bicycle Master Plan; to perform a field reconnaissance and identify any deficiencies in terms of signage and markings; and to identify bicycle parking/rack locations within the site.</b></p>	OK
<p><u>Mitigation for Bike network</u>  <b>Guidelines:</b> If deficiencies have been documented in the study area's pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike network.</p> <p><b>For Informational purposes only. Mitigation will be documented in the final CTR. No information required in scoping form.</b></p>	OK



4. Transit Service	DDOT Comments/Action Items
<p><u>CTR Triggers for transit mode share:</u></p> <p><b>Guidelines:</b> A CTR is typically required to include some level analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i> section of this scoping form is required. See Section 3.4.1 of the CTR guidelines</p>	
<p><u>CTR Transit study area</u></p> <p><b>Guidelines:</b> If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area.</p> <p><b>Proposed transit study area: Based on the scope of the project described on page one, we propose to consider connections to the Georgia Avenue-Petworth Metro station and bus routes along Georgia Avenue and New Hampshire Avenue.</b></p>	OK
<p><u>Analysis of Transit Network</u></p> <p><b>Guidelines:</b> Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information.</p> <p><b>Proposed transit analysis: Our study will document Metrobus services within the area of site in terms of the schedules, stop locations, and available seating capacities, in the context of potential for increased ridership.</b></p>	OK
<p><u>Transit Trip Mitigation</u></p> <p><b>Guidelines:</b> Proposed mitigation of transit impacts may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information.</p> <p><b>For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in scoping form.</b></p>	OK

<p><b>5. Site Access and Loading</b></p> <p><b>Guidelines:</b> At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies.</p> <p><b>Freight\Delivery</b> The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines.</p> <p><b>Motorcoach</b> For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines.</p> <p><b>Proposed Loading Analysis: The proposal for loading will be shown on the site plan, and discussed in the context of the requirements per the Zoning Regulations.</b></p>	<p><b>DDOT Comments/Action Items</b></p> <p>Provide details on loading operations for retail and residential deliveries including any proposed curb-side loading needs.</p> <p>Will the trash/recycling room serve both retail and restaurant tenants?</p>
<p><b>6. Parking</b></p> <p><b>Guidelines:</b> Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6</p> <p><b>Proposed Parking Analysis: This will be the focus of the analysis. Parking inventory and usage surveys will be performed within the area identified on the attached location map. (The inventory shown is based on a 2013 survey, which will be updated as part of the current study. The area identified as Zone E will be excluded.)</b></p>	<p><b>DDOT Comments/Action Items</b></p> <p>The study area should be reduced unless the community is seeking a comprehensive analysis. The study area should include the following street segments;</p> <p>Georgia Avenue – NH Avenue to Shepherd St</p> <p>New Hampshire Avenue – Georgia Ave to Shepherd St</p> <p>Quincy Street – NH Avenue to 10<sup>th</sup> St</p> <p>Randolph Road – NH Ave to 10<sup>th</sup> St</p> <p>9<sup>th</sup> Street – Rock Creek Church Rd to Quincy St</p> <p>8<sup>th</sup> Street – NH Avenue to Shepherd St</p> <p>Shepherd Street – NH Avenue to Kansas Ave</p>
<p><b>7. Transportation Demand Management</b></p>	<p><b>DDOT Comments/Action Items</b></p>





<p><u>Triggers for a TDM Plan</u></p> <p><b>Guidelines:</b> All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7</p> <p><b>Proposed TDM Plan: The study will document the applicant's proposed TDM plan.</b></p>	OK
<p><b>8. Performance Monitoring &amp; Measurement</b></p> <p><b>Guidelines:</b> Developments of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information.</p> <p><b>For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.</b></p>	<p>DDOT Comments/Action Items</p> <p>N/A</p>

<p><b>9. Safety</b></p> <p><b>Guidelines:</b> The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information.</p> <p><b>Proposed Safety Analysis: Not applicable.</b></p>	<p>DDOT Comments/Action Items</p> <p>N/A</p>
<p><b>10. Streetscape/Public Realm</b></p> <p><b>Guidelines:</b> DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation.</p> <p><b>These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space. [This will be addressed on the applicant's architecture drawing.]</b></p>	<p>DDOT Comments/Action Items</p> <p>Provide details on building projections and any proposed streetscape improvements.</p> <p>Discuss surface parking spaces adjacent to the sidewalk on Randolph Street.</p>

**Information/Data Requests (List requested data from DDOT after each field below):**

- District planning documents: **Plans will be accessed from DDOT's website as needed.**
- Local planning documents, including small area plans: **(DITTO)**
- Information on programmed and/or funded roadway improvements in study area: **NOT APPLICABLE.**
- Studies for background developments in study area: **NOT APPLICABLE.**
- Signal Timings: **NOT APPLICABLE.**
- Crash Data: **NOT APPLICABLE.**

**Proposed Schedule:**

- DDOT comments on Scoping Document: **May 27, 2015**
- Transportation Consultant/Applicant responses to comments: **Within two weeks from receipt.**
- Phase I Completion: **Early July (Estimated)**
- Phase II Completion: **NOT APPLICABLE**
- Submission of Report to DDOT: **Approximately 20 days prior to the hearing.**
- Zoning Commission or BZA Hearing Date: **July 14, 2015.**

**Attach any Figures, Tables, and Appendices here:**

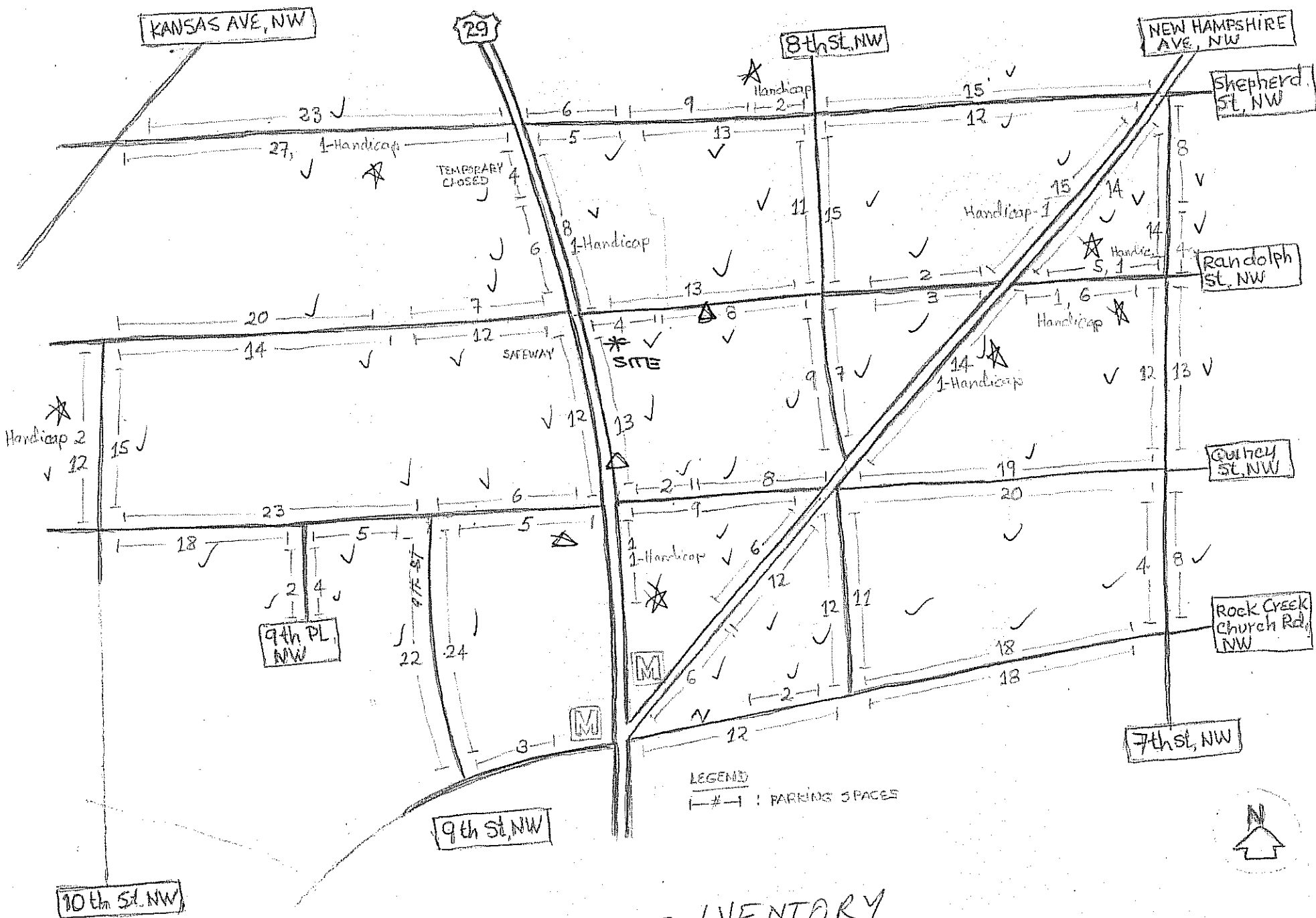
- 1) Site Location Map**
- 2) Architecture Drawing**



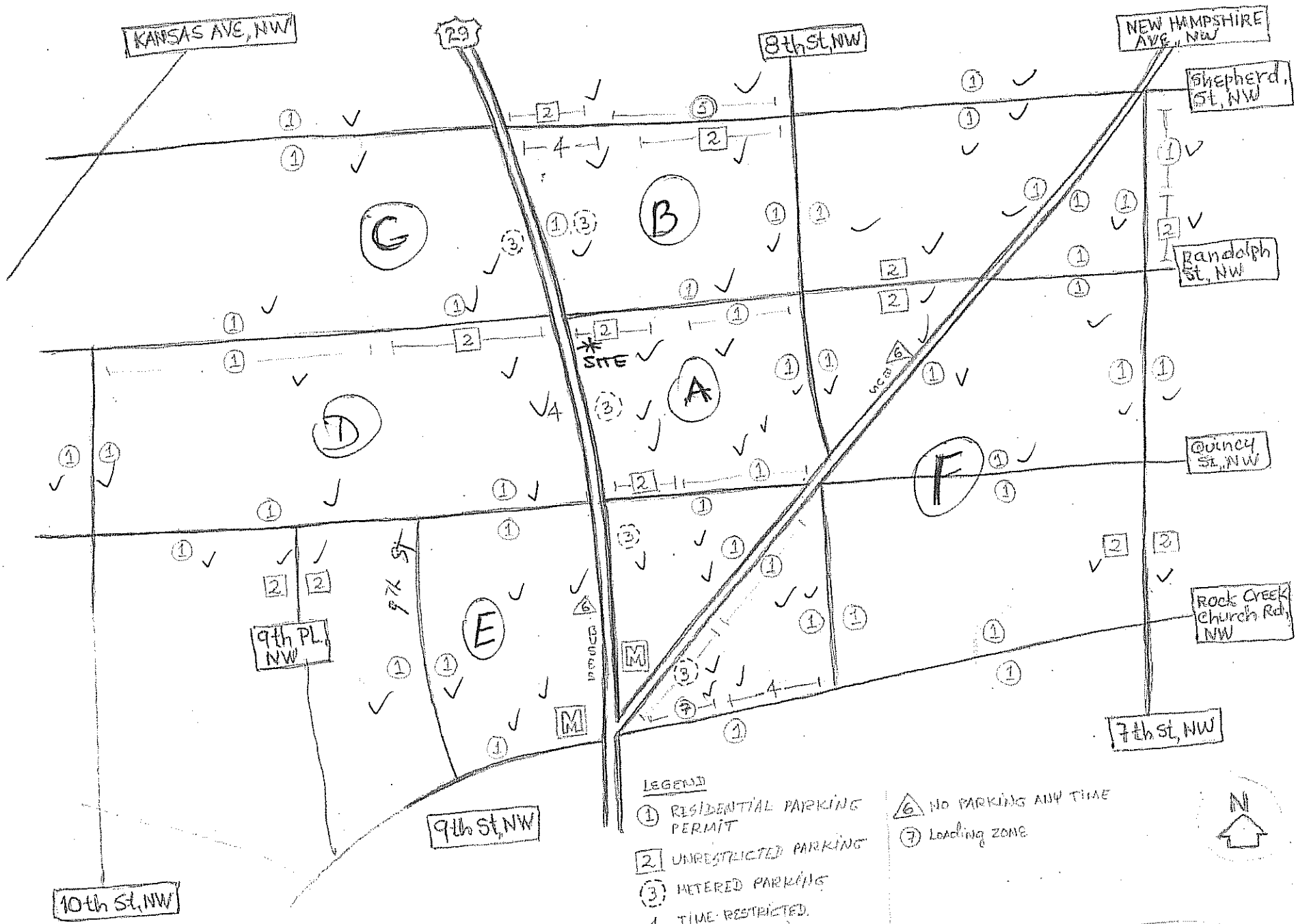
ATTACHMENT

**B**

PARKING INVENTORY AND USAGE  
SURVEY FIELD SHEETS



# INVENTORY



**LEGEND**

- ① RESIDENTIAL PARKING PERMIT
- ② UNRESTRICTED PARKING
- ③ METERED PARKING
- ④ TIME RESTRICTED (15' to 2 HOURS)
- ⑤ RESTRICTED - POLICE USE
- △ NO PARKING ANY TIME
- ⑦ LOADING ZONE



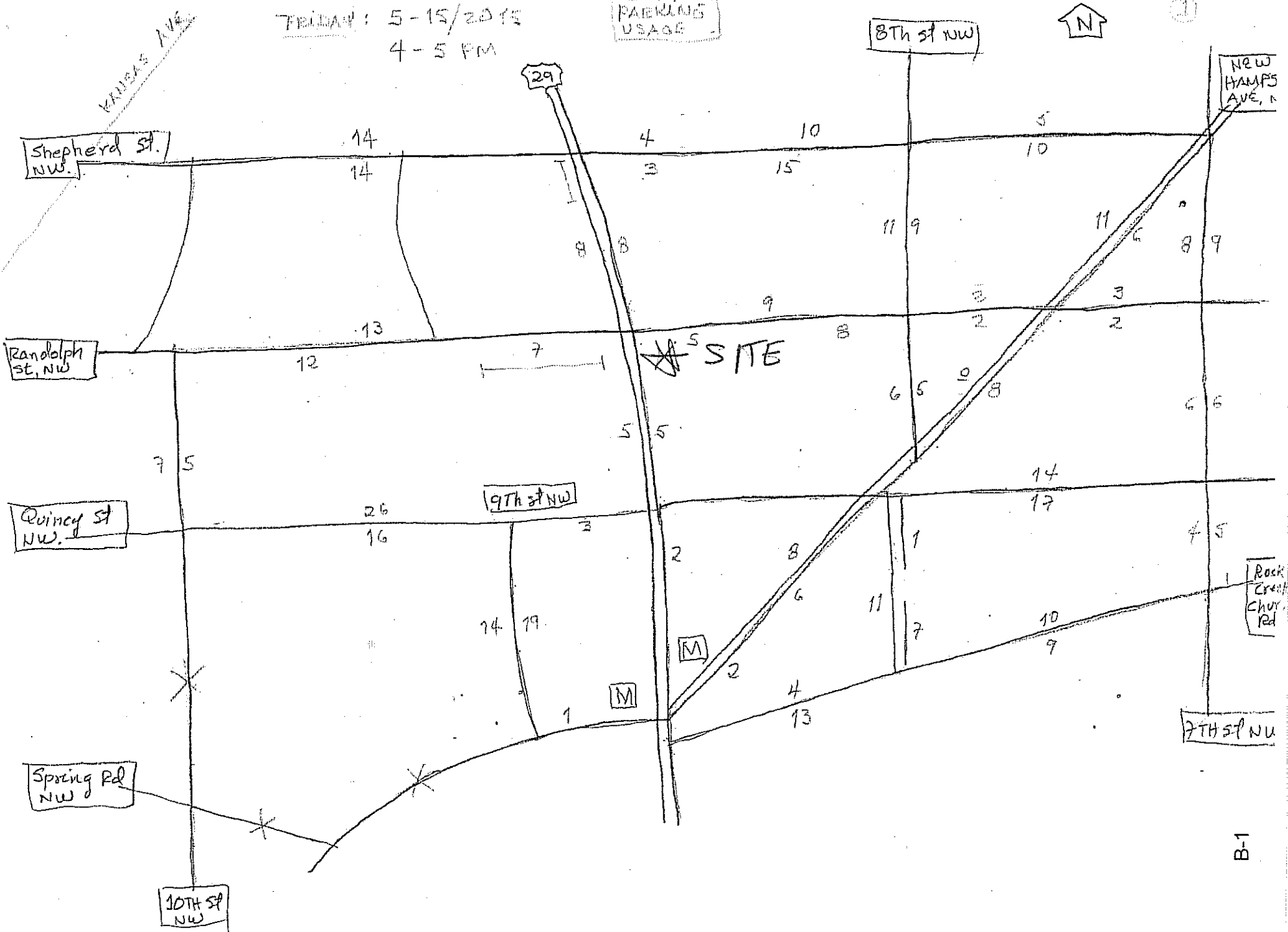
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PAVERING  
USAGE



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B1

B-1

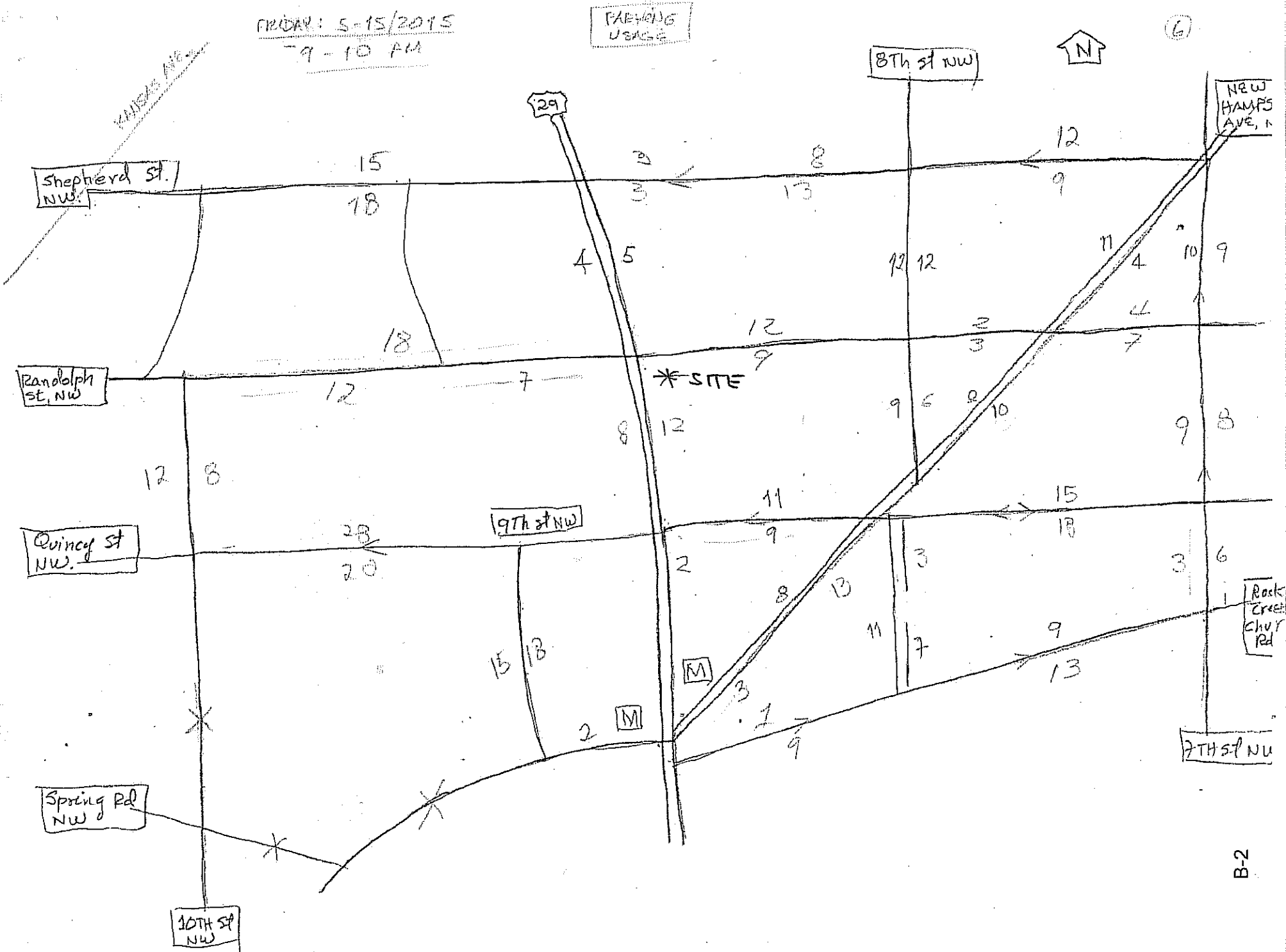


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USAGE

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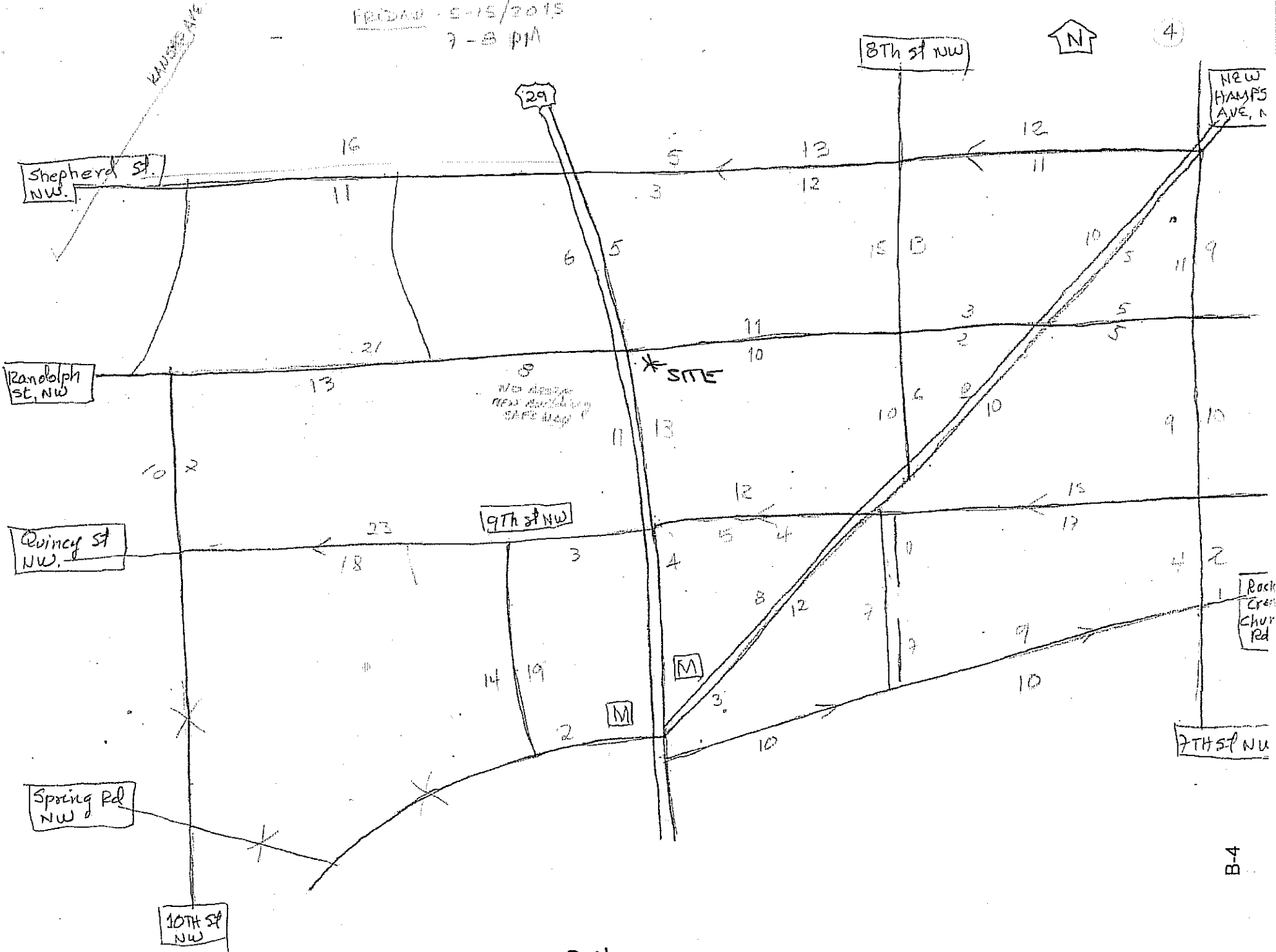
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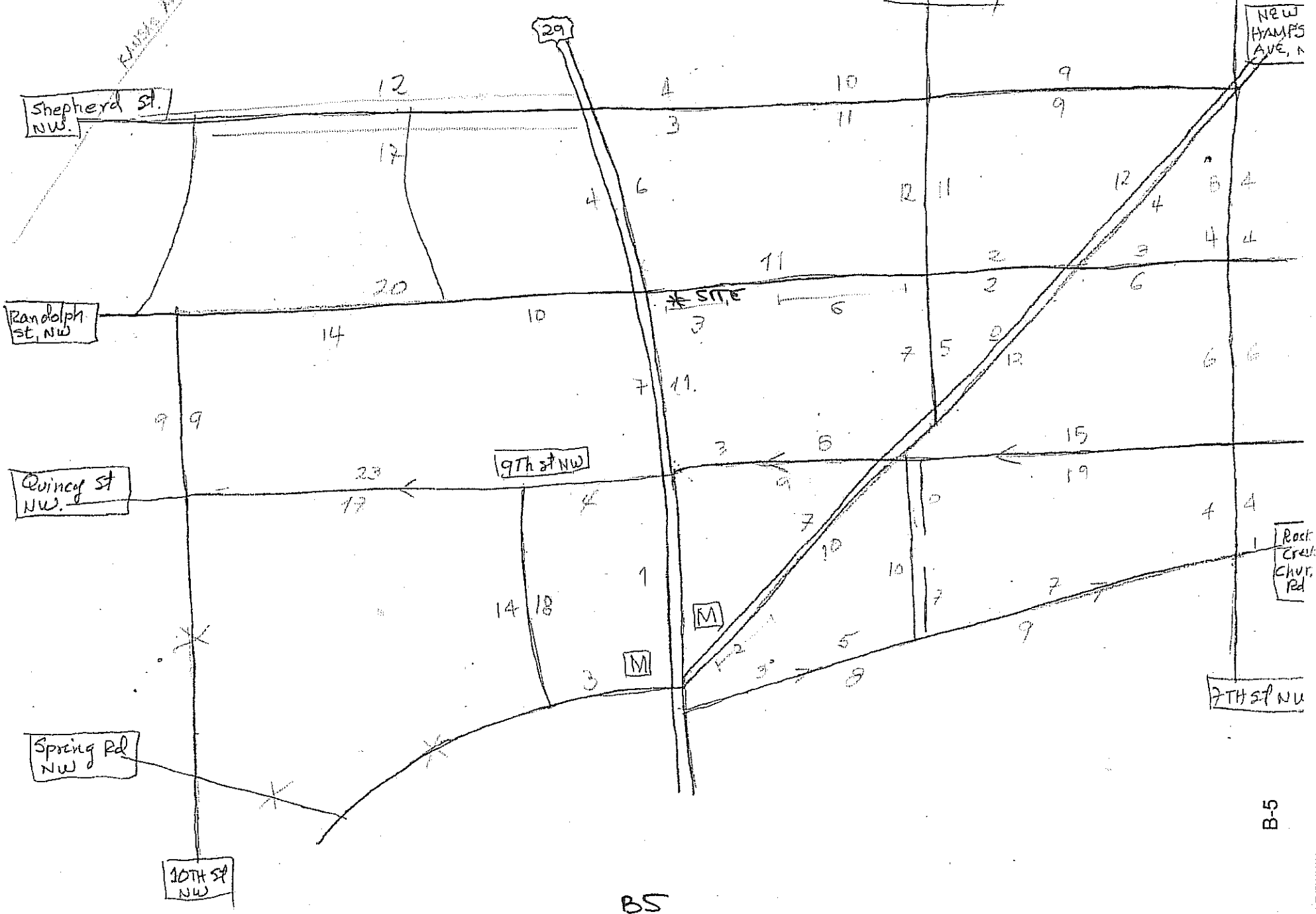


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USAGE



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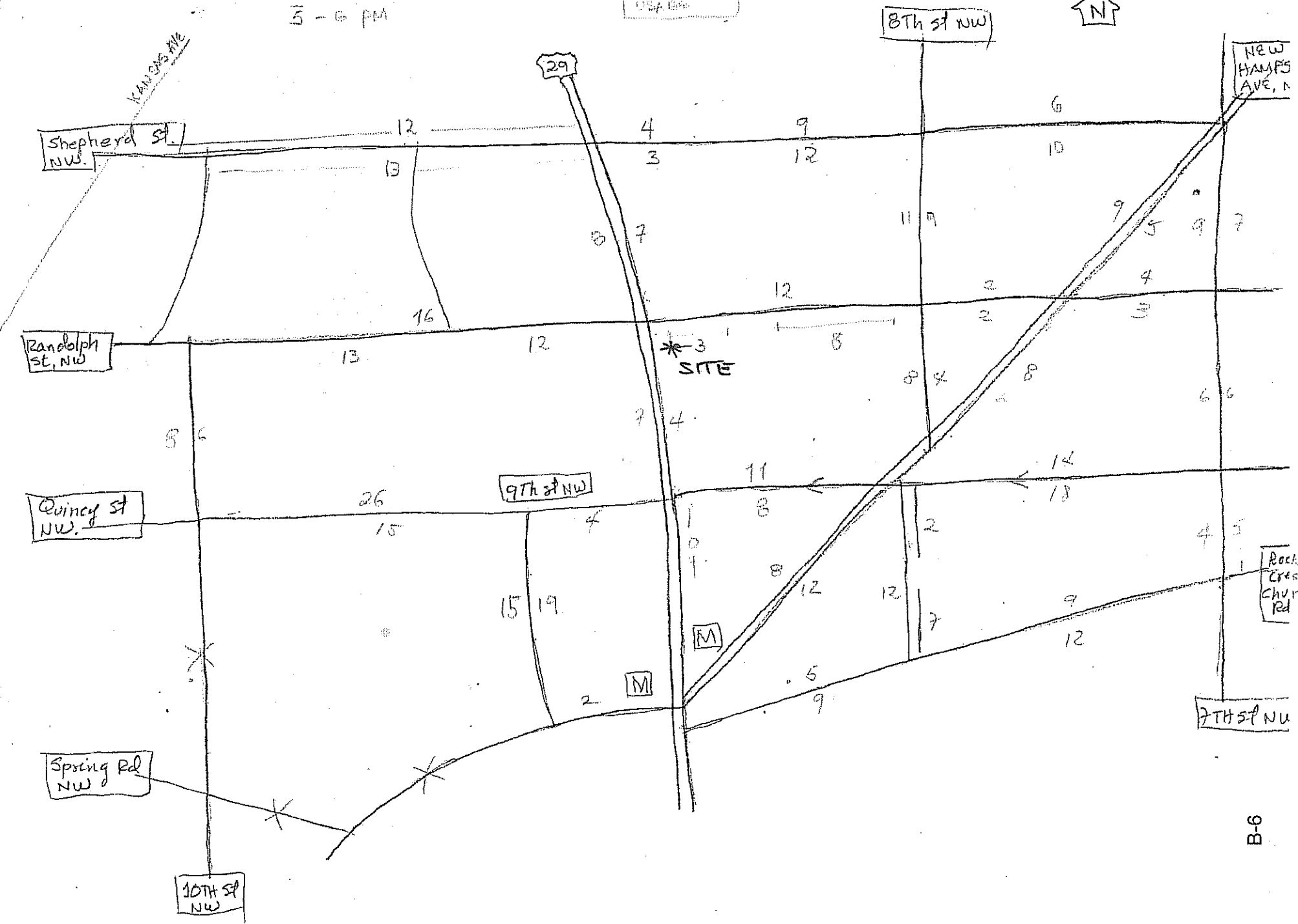


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5 - 6 PM

PARENTS  
USA 104

(2)



B6

B-6

SUNDAY: 5-17/2015

9-8 AM

KANSAS AVE



#4-

8Th st nw

NEW HAMPS AVE, N

29

Shepherd St. NW

22

2

6

12

24

2

10

15

7

5

13

13

13

9

10

7

10

1

9

Randolph St, NW

21

8

\* SITE

2

8

15

9

6

10

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12

11

12

11

9

9Th st NW

3

5

17

Quincy St NW

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Roc Cre Chu Red

Spring Rd NW

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2

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11

7Th st NW

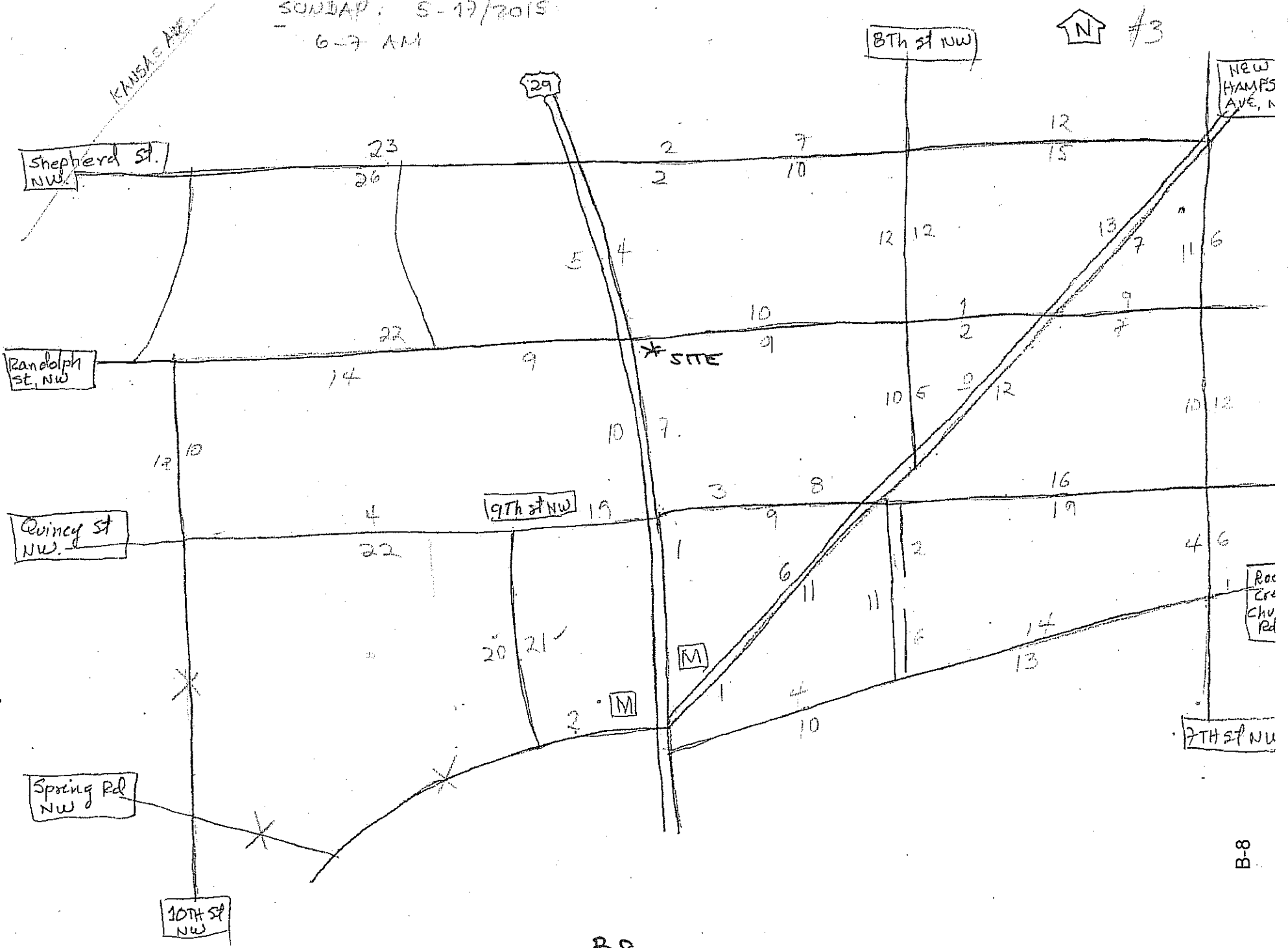
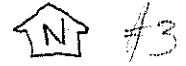
10Th st NW

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SUNDAY: 5-17/2015

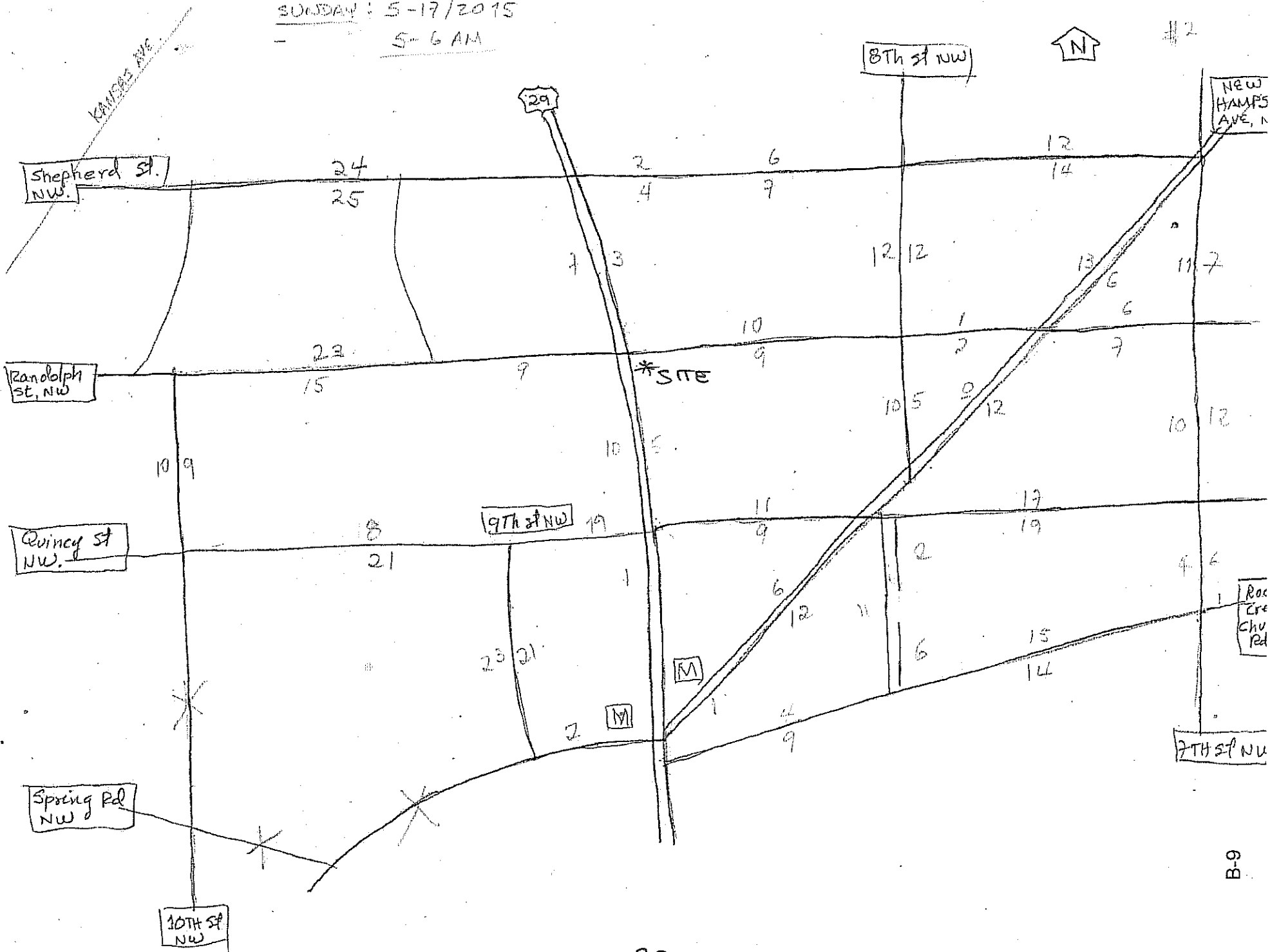
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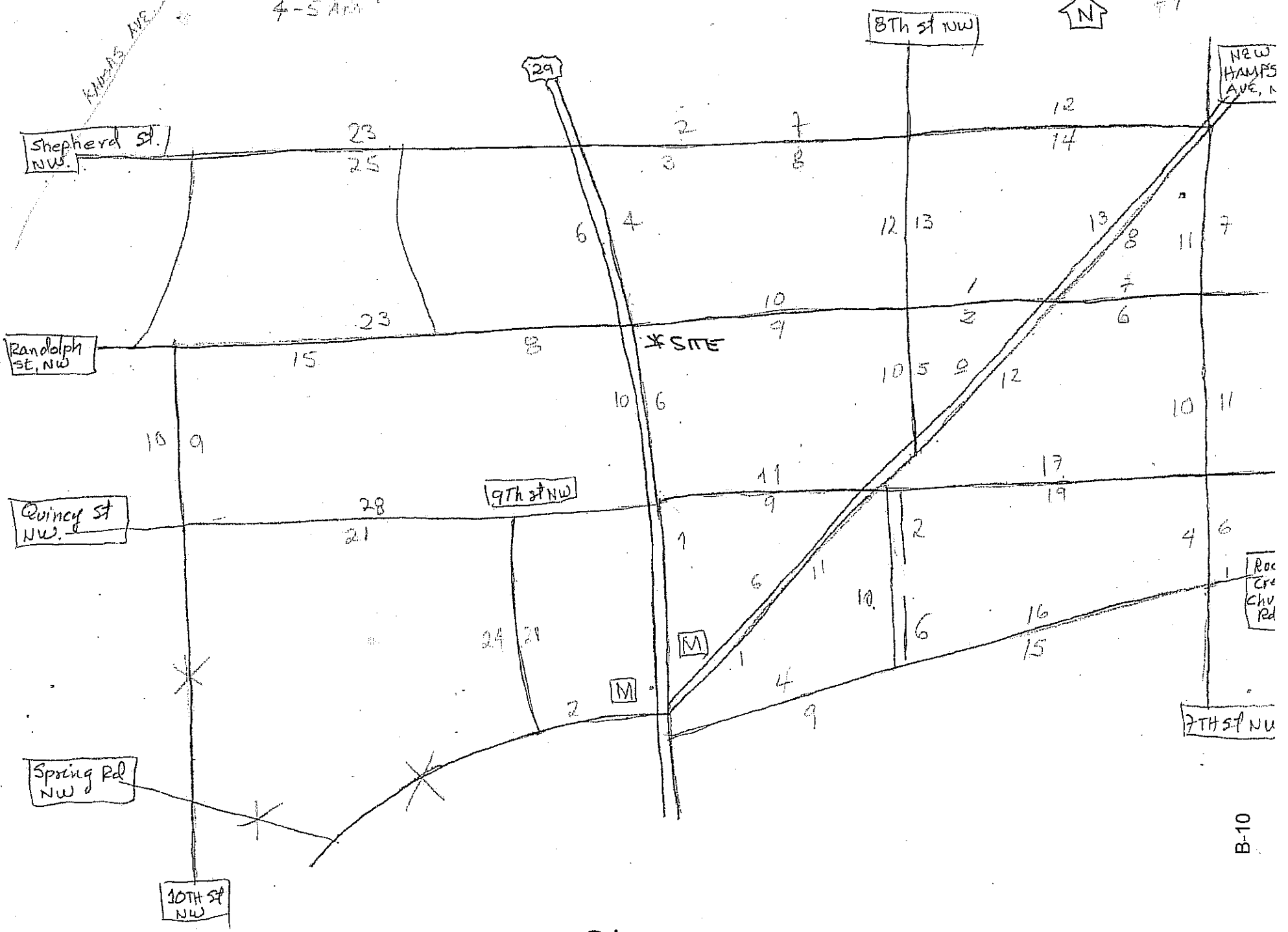
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SUNDAY: 5-17/2015  
4-5 AM



B10

B-10

KAUSAS AVE

FRIDAY: 6-12/15  
9 - 10 PM



6/6

Shepherd St NW

8th St NW

NEW HAMPSHIRE AVE, NW

Randolph St, NW

Quincy St NW

Spring Rd NW

10th St NW

9th St NW

7th St NW

PARKING CLOSED X BUILDINGS UNDER CONSTRUCTION

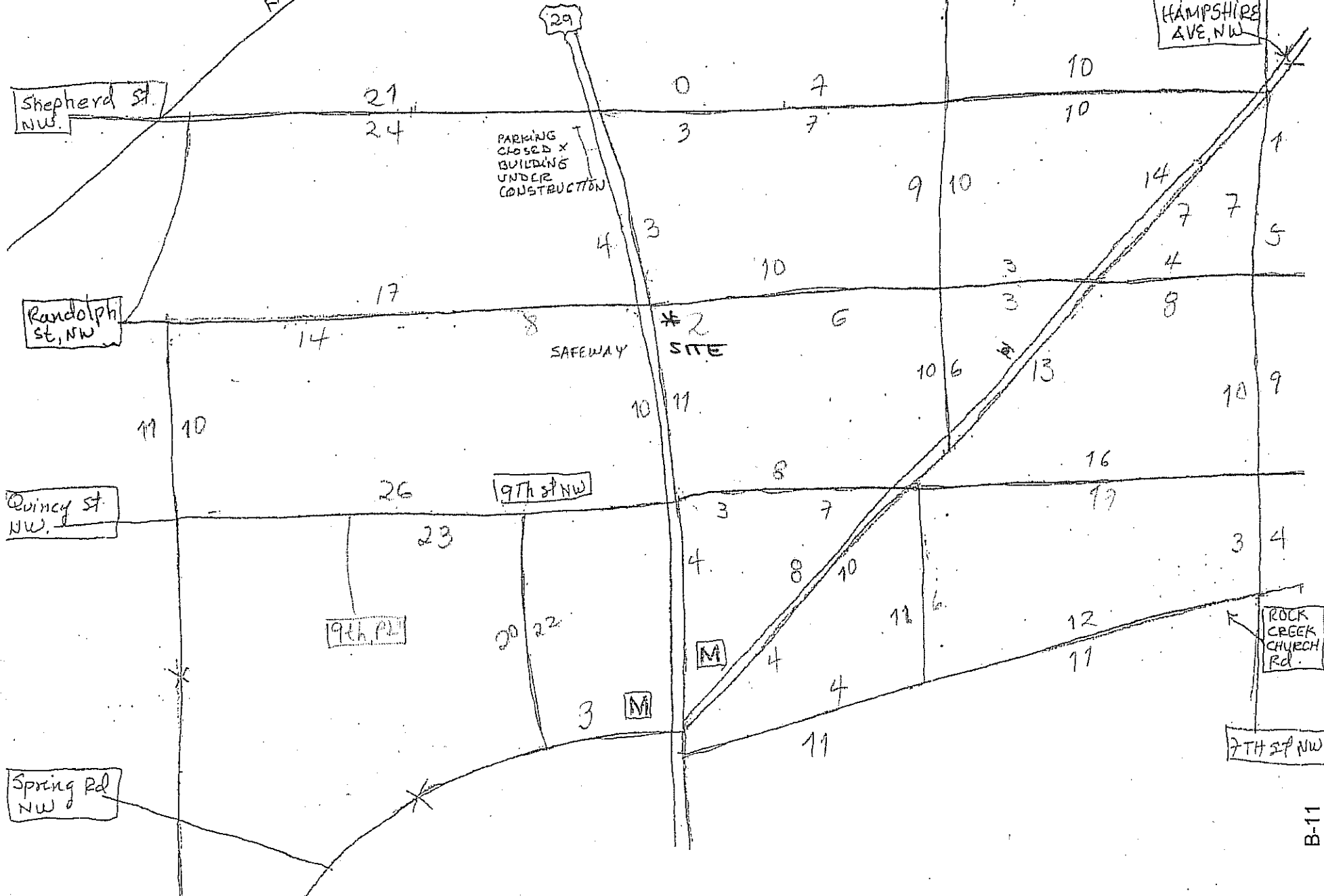
SAFEWAY

\* 2 SITE

ROCK CREEK CHURCH Rd.

B11

B-11



FRIDAY: 6-12/15

8-9 PM



5/6

KAUSAS AVE

8th St NW

NEW HAMPSHIRE AVE, NW

Shepherd St NW

PARKING CLOSED X BUILDING UNDER CONSTRUCTION

\* 3 SITE

Randolph St, NW

Quincy St NW

9th St NW

9th Pl

ROCK CREEK CHURCH Rd.

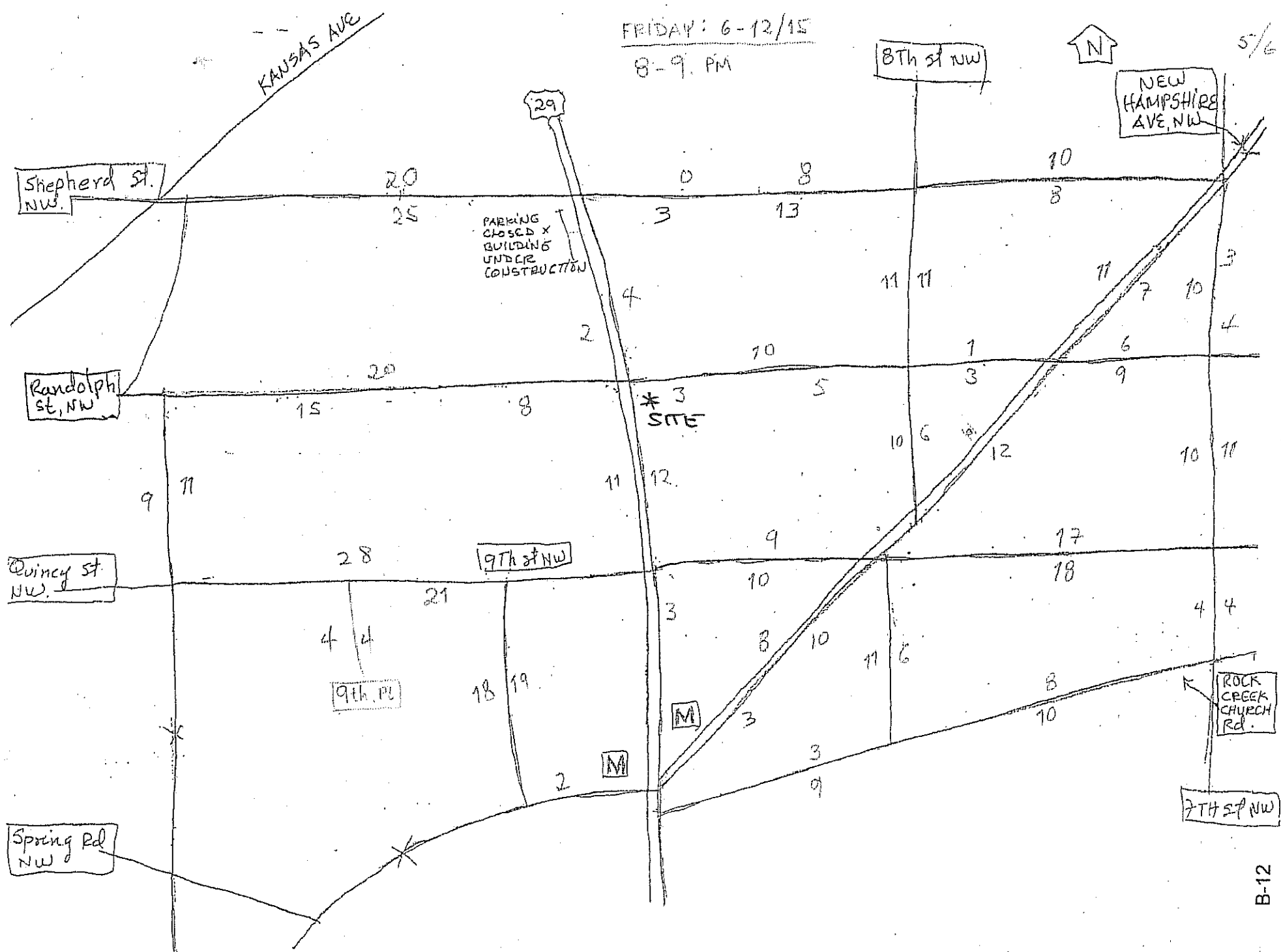
Spring Rd NW

7th St NW

10th St NW

B12

B-12



FRIDAY: 6-12/15

7-8 PM



4/6

KAUSAS AVE

8TH ST NW

NEW HAMPSHIRE AVE, NW

Shepherd St. NW.

PARKING CLOSED X BUILDINGS UNDER CONSTRUCTION

Randolph St, NW

\* 0 SITE

Quincy St NW.

9TH ST NW

9th, P1

ROCK CREEK CHURCH Rd.

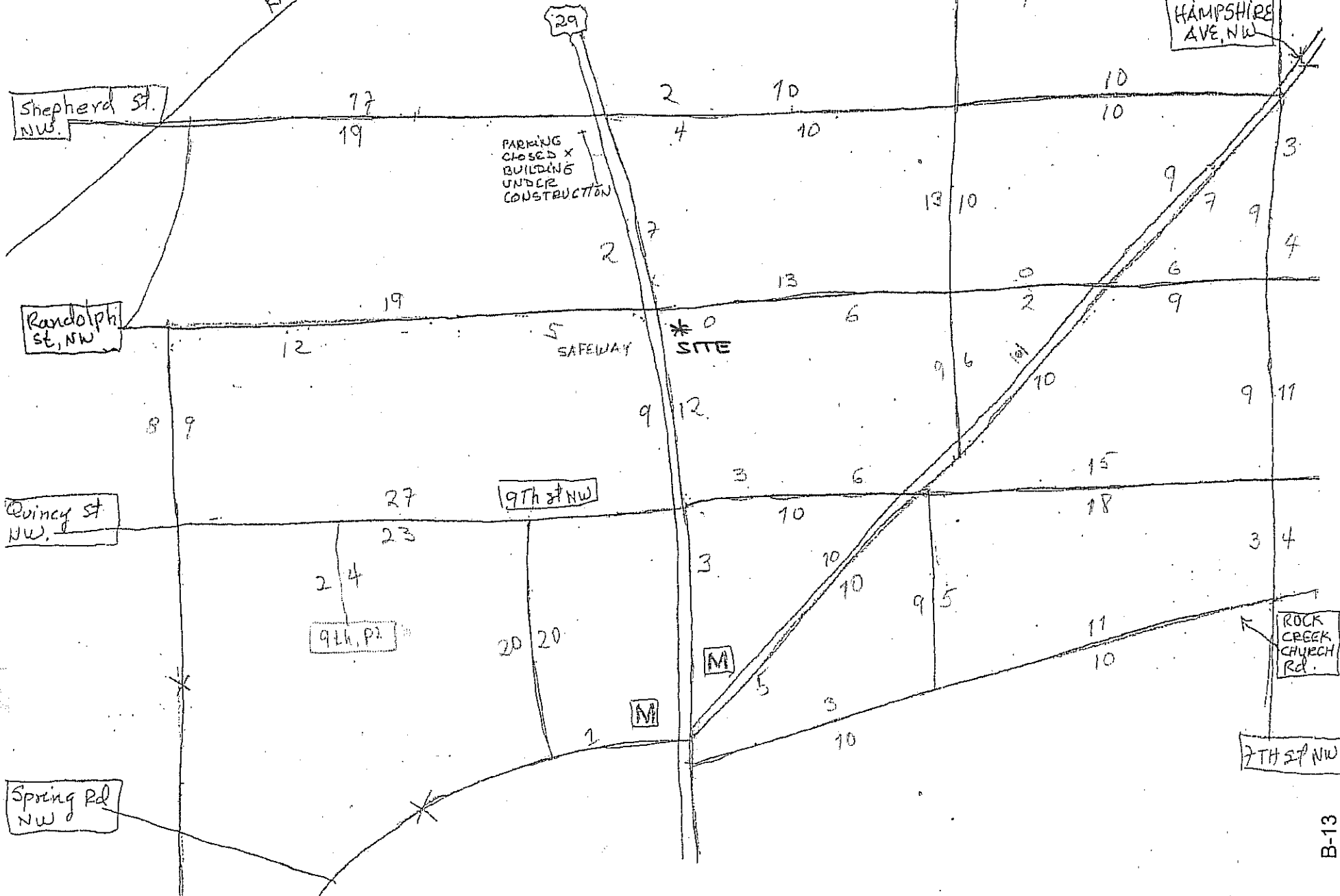
Spring Rd NW

7TH ST NW

10TH ST NW

B13

B-13





FRIDAY: 6-12/15

6-7 PM



3/6

KAUSAS AVE

8th St NW

NEW HAMPSHIRE AVE, NW

Shepherd St. NW.

Randolph St, NW

Quincy St. NW.

Spring Rd NW

10th St NW

9th St NW

9th PL

7th St NW

PARKING CLOSED X BUILDING UNDER CONSTRUCTION

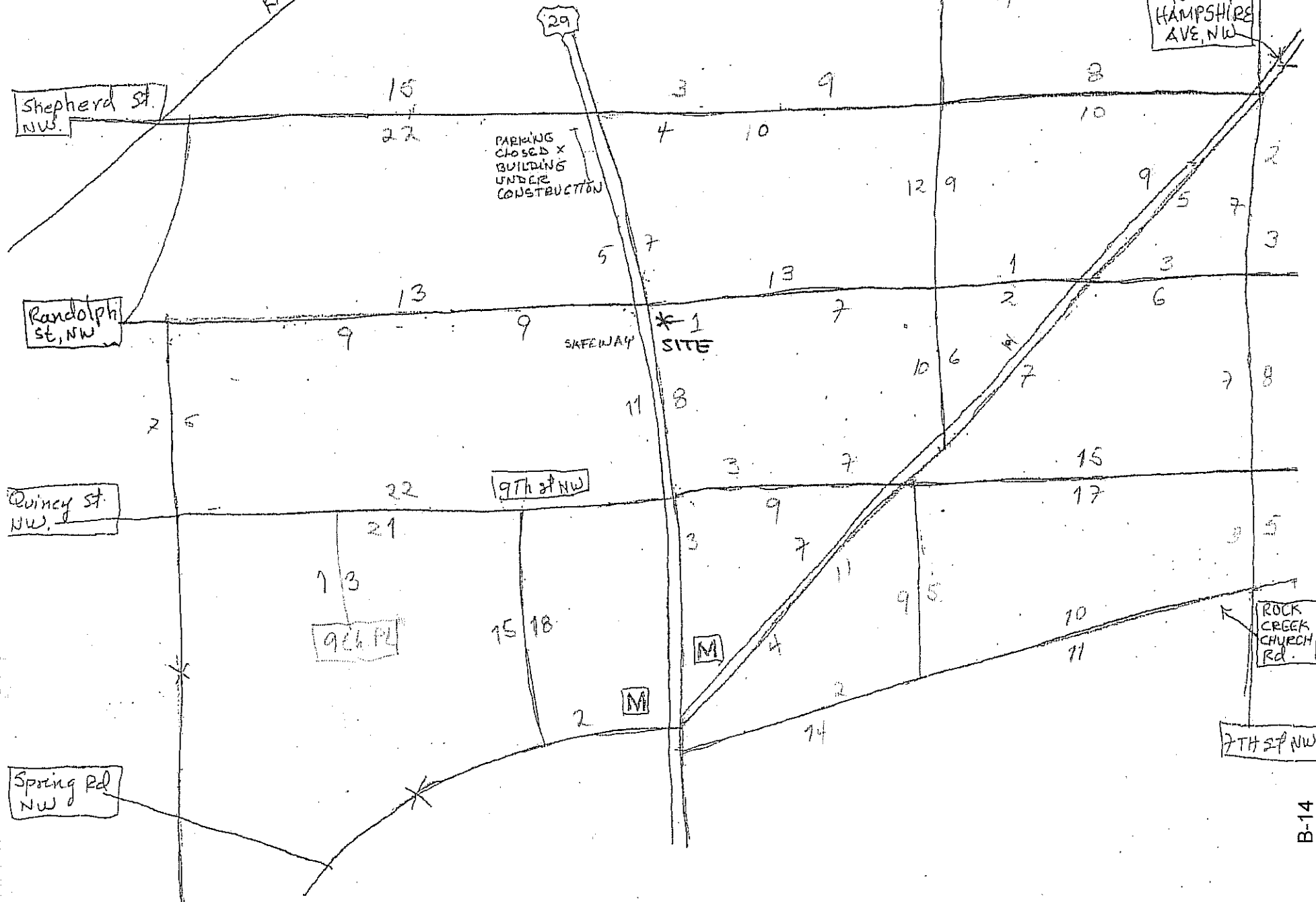
SKENWAY

\* 1 SITE

ROCK CREEK CHURCH Rd.

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M



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B-14

FRIDAY: 6-12/15  
5-6 PM



2/6

KANSAS AVE

8th St NW

NEW HAMPSHIRE AVE, NW

Shepherd St. NW

Randolph St, NW

Quincy St. NW

Spring Rd NW

10th St NW

9th St NW

7th St NW

PARKING CLOSED X BUILDING UNDER CONSTRUCTION

SAFELWAY

\* 1 SITE

926 PA

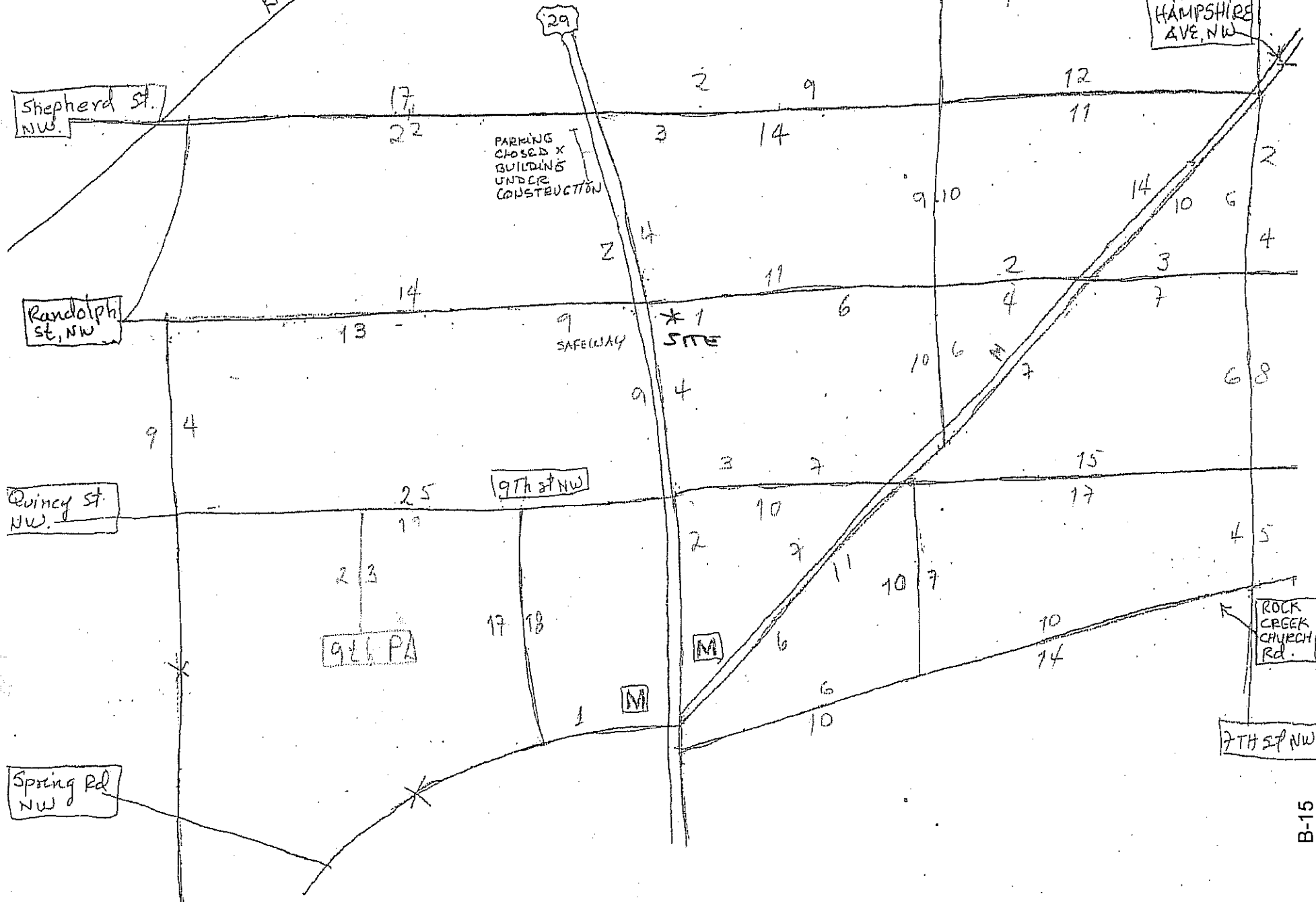
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ROCK CREEK CHURCH Rd.

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FRIDAY 6-12/2015

4-5 PM



1/6

KAUSAS AVE

8th St NW

NEW HAMPSHIRE AVE, NW

Shepherd St. NW.

PARKING CLOSED X BUILDING UNDER CONSTRUCTION

Randolph St, NW

\* O SITE

Quincy St NW.

9th St NW

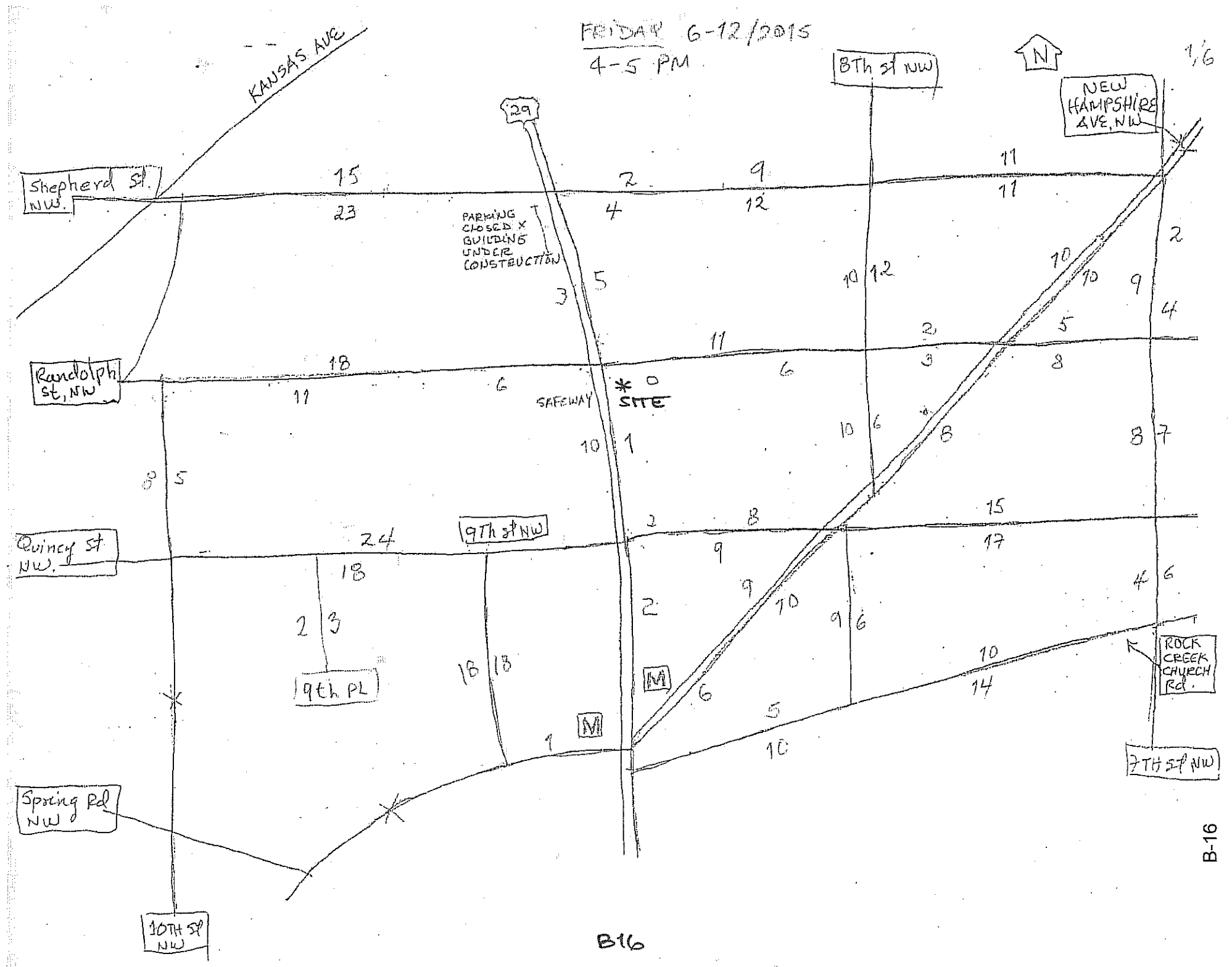
9th PL

ROCK CREEK CHURCH Rd.

Spring Rd NW

10th St NW

7th St NW



B16

B-16

SUNDAY 6-14/2015

7-8 AM

4/4

KANSAS AVE



Shepherd St. NW

8th St NW

NEW HAMPSHIRE AVE. NW

29

PARKING CLOSED X BUILDINGS UNDER CONSTRUCTION

\* 2 SITE

Randolph St, NW

Quincy St. NW

9th St NW

9th PL

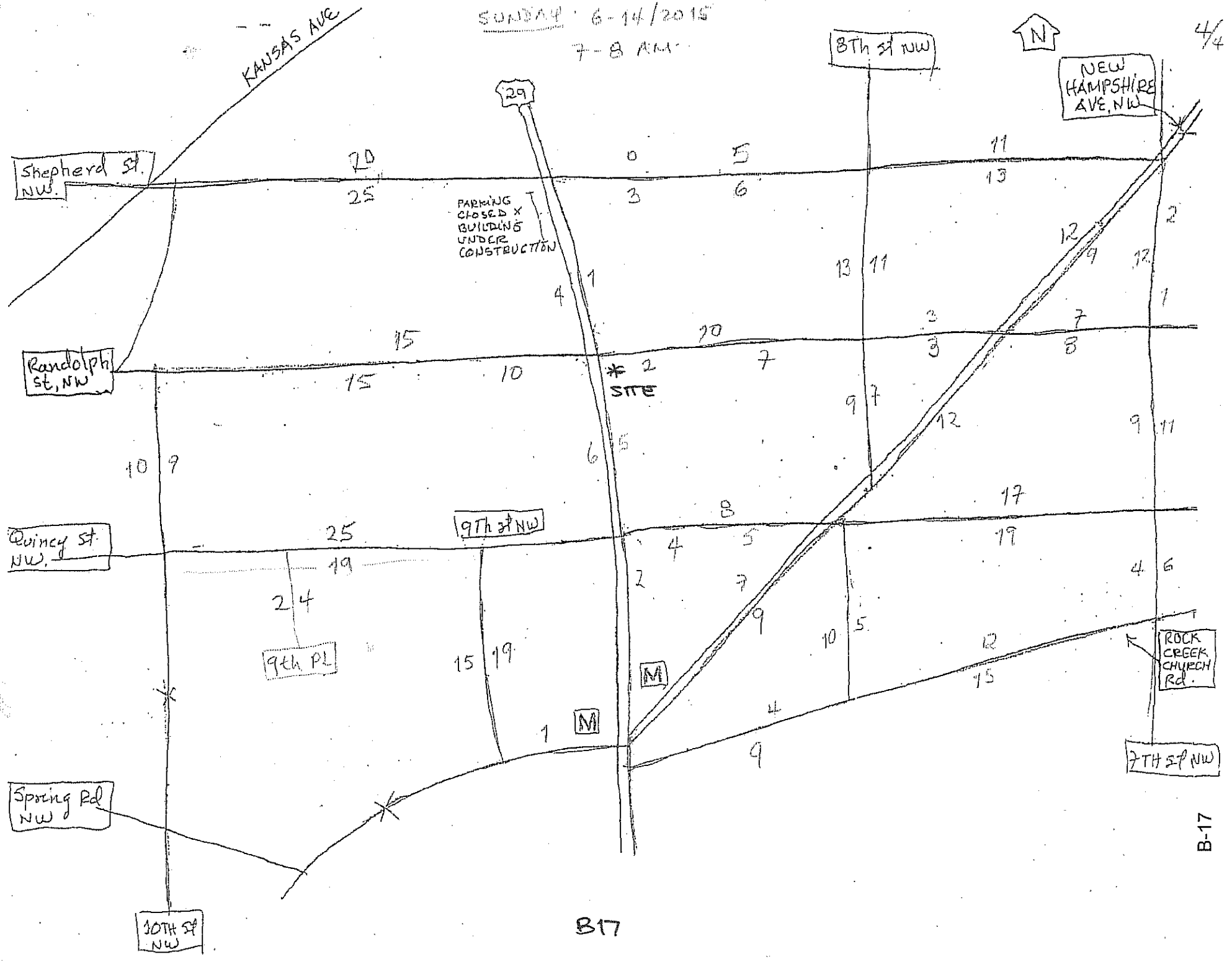
ROCK CREEK CHURCH Rd.

Spring Rd NW

10th St NW

B17

B-17



SUNDAY 6-12/2018  
6-7 AM.

3/4

KANSAS AVE



8th St NW

NEW HAMPSHIRE AVE, NW

Shepherd St NW

PARKING CLOSED X BUILDING UNDER CONSTRUCTION

Randolph St, NW

\* 2 site

Quincy St NW

9th St NW

ROCK CREEK CHURCH Rd.

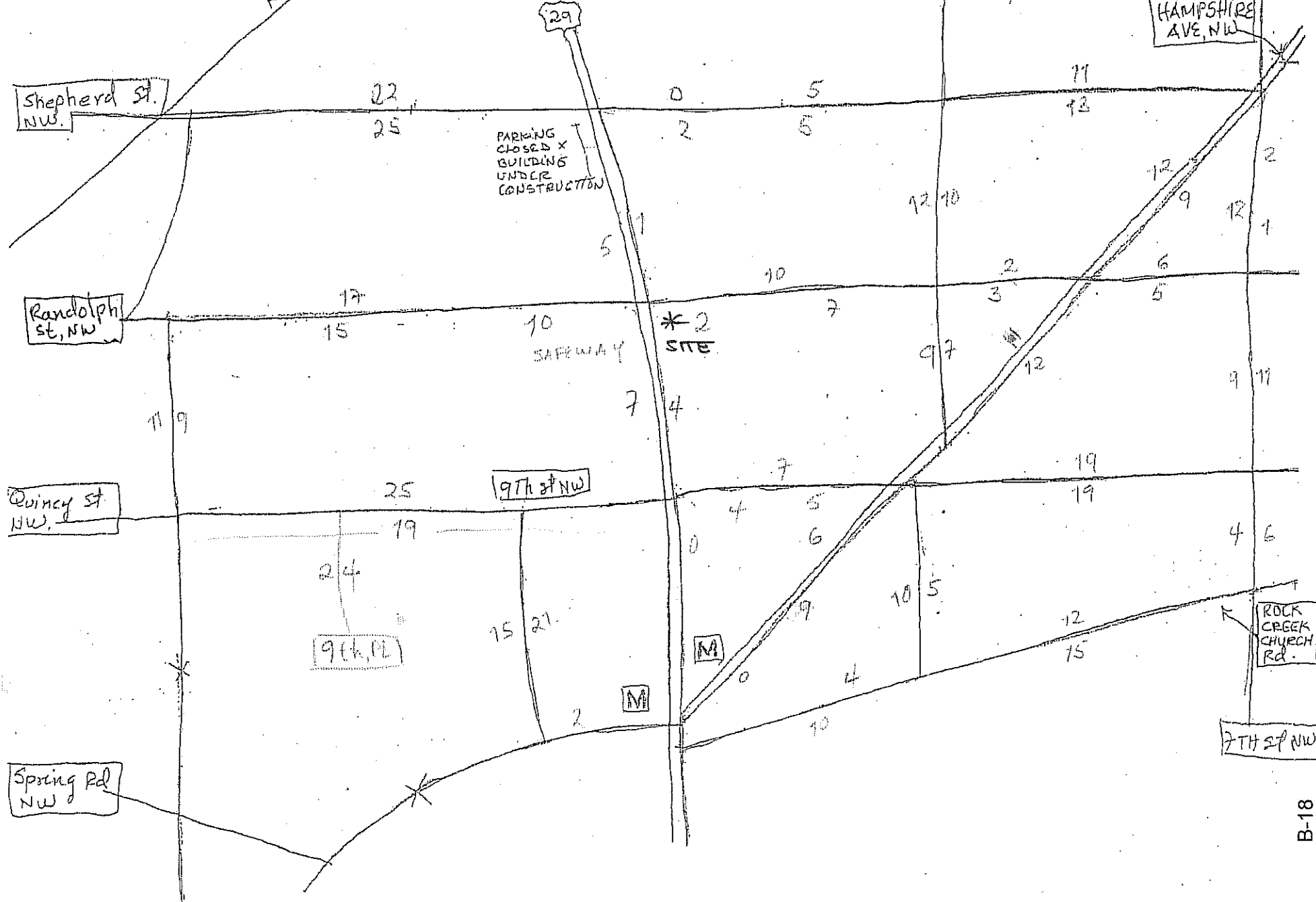
Spring Rd NW

7th St NW

10th St NW

B18

B-18







SUNDAY 6-14/2015  
4-5 AM



KAUSAS AVE

8th St NW

NEW HAMPSHIRE AVE, NW

1/4

Shepherd St. NW

PARKING CLOSED X BUILDINGS UNDER CONSTRUCTION

Randolph St, NW

\*2 SITE

Quincy St. NW

9th St NW

9th PL

ROCK CREEK CHURCH Rd.

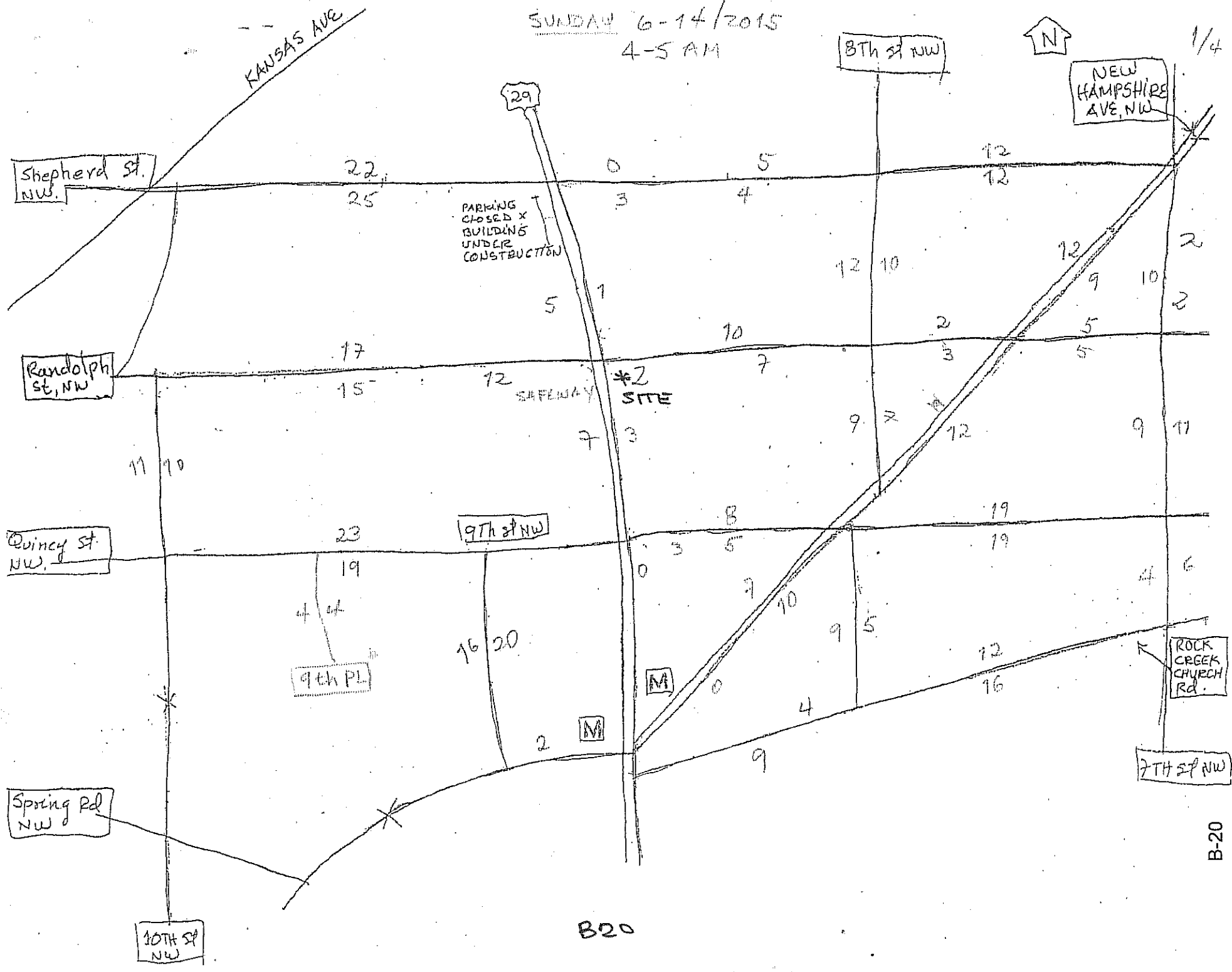
Spring Rd NW

7th St NW

10th St NW

B20

B-20



ATTACHMENT

C

HOUSEHOLD MOVING –  
INDUSTRY RECOMMENDED  
TRUCK SIZES

# 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

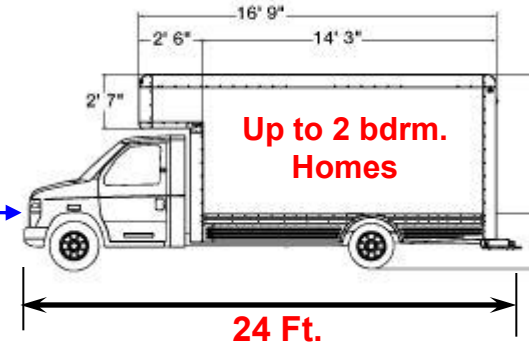
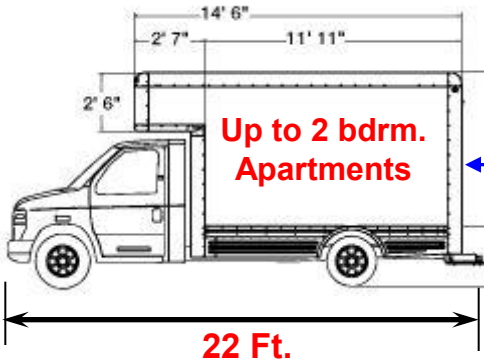
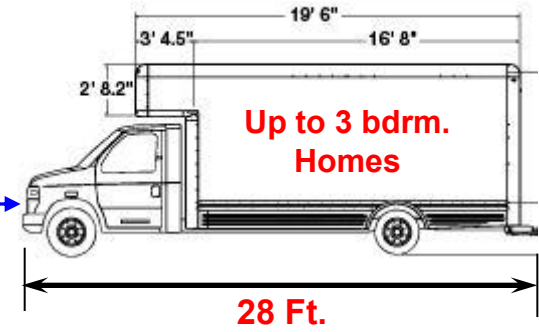
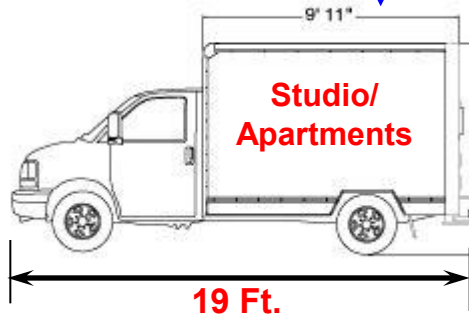
Home up to 3 bedrooms

24' truck

3 - 4 bedroom home

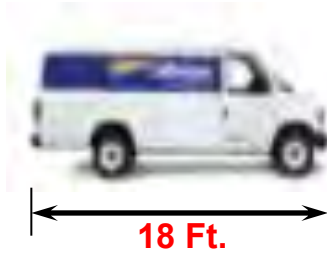
26' truck

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

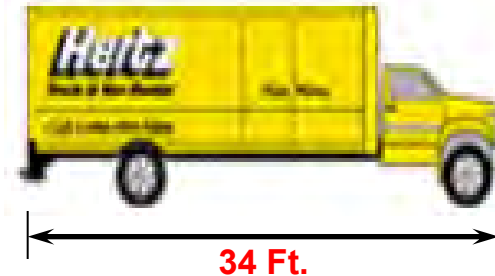
**No Cargo Van**



**15-Ft. Truck:** Accommodates up to three rooms



**20-Ft. Truck:** Accommodates up to five rooms



**24-Ft. Truck:** Accommodates up to eight rooms

# ATTACHMENT

# D

EXCERPTS FROM THE DISTRICT OF COLUMBIA  
REGISTER (VOL. 62 – NO. 23; MAY 29, 2015 – PART 2)

***District of Columbia***

**REGISTER**

**HIGHLIGHTS**

- Office of Zoning publishes proposed rulemaking for Title 11 (Zoning) of the District of Columbia Municipal Regulations
- Office of Zoning publishes proposed rulemaking to amend the Zoning Map, to implement the comprehensive revisions to the Zoning Regulations, including new zone names

The May 29, 2015 DC Register has two parts. Refer to Volume 62 - No. 22 - Part 1 for notices related to the actions of the Council of the District of Columbia, the Executive Branch, and Independent Agencies.

## CHAPTER 7 VEHICLE PARKING

### 700 INTRODUCTION

700.1 This chapter provides parking regulations intended to:

- (a) Ensure that vehicular parking areas are located, accessed, and designed to minimize negative impacts on adjacent property, urban design, the pedestrian environment, and public spaces;
- (b) Ensure that vehicle parking areas are safe and accessible; and
- (c) Ensure that surface parking areas are planted and landscaped to be compatible with their surroundings, and to reduce environmental impacts.

700.2 Any building permit application for new construction or an addition to an existing building shall be accompanied by a detailed parking plan demonstrating full compliance with this chapter.

700.3 The Zoning Administrator may, at his or her discretion, request that the District Department of Transportation review and make a recommendation regarding any item on the vehicle parking plan prior to approving the building permit application.

700.4 No certificate of occupancy shall be issued unless the vehicle parking spaces have been constructed in accordance with the approved parking plans.

### 701 MINIMUM VEHICLE PARKING REQUIREMENTS

701.1 The minimum parking requirements set forth in this section shall apply to the R, RF, RA, MU, NC, and PDR zones; and only as specified in zones within Subtitle K.

701.2 Where required, the minimum parking requirements set forth in Subtitle C § 701.5, in addition to any specific parking requirements of this title, shall be met when a new building is constructed.

701.3 Parking standards for uses in the residential use categories are calculated in the number of parking spaces per dwelling unit.

701.4 Parking standards for uses based on gross floor area are calculated in the number of parking spaces per one thousand square feet (1,000 sq. ft.) of gross floor area, which, for the purposes of the parking calculation, shall not include:

- (a) Space devoted exclusively to automobile parking including access aisles;  
or



(b) Space devoted exclusively to bicycle storage or support (lockers and showers) facilities.

701.5 Except as provided for in Subtitle C § 702, parking requirements for all use categories are as follows:

**TABLE C § 701.5: PARKING REQUIREMENTS**

Use Category	Minimum number of vehicle parking spaces
Agriculture, Large	1.67 per 1,000 sq. ft.
Agriculture, Residential	None
Animal Sales, Care and Boarding	1 per 1,000 sq. ft. in excess of 3,000 sq. ft.
Antennas	None
Arts Design and Creation	1 per 1,000 sq. ft. in excess of 3,000 sq. ft.
Basic Utilities	0.33 per 1,000 sq. ft. in excess of 3,000 sq. ft.
Chancery	0.5 per 1,000 sq. ft. in excess of 3,000 sq. ft., or as determined by the Foreign Mission Board of Zoning Adjustment.
Community-Based Institutional Facility	1 per 1,000 sq. ft.
Daytime Care	0.5 per 1,000 sq. ft. with a minimum of 1 space required.
Eating and Drinking Establishments	1.33 per 1,000 sq. ft. in excess of 3,000 sq. ft. A minimum of 1 parking space shall be required for a food delivery service.
Education, College/University	As per approved campus plan
Education, Private	Elementary and Middle School: 2 for each 3 teachers and other employees; High School and Accessory Uses: 2 for each 3 teachers and other employees, plus either 1 for each 20 classroom seats or 1 for each 10 seats in the largest auditorium, gymnasium or area usable for public assembly, whichever is greater.
Education, Public	0.25 per 1,000 sq. ft.
Emergency Shelter	0.5 per 1,000 sq. ft.
Entertainment, Assembly, and Performing Arts	2 per 1,000 sq. ft.
Firearm Sales	1.33 per 1,000 sq. ft. in excess of 5,000 sq. ft.
Government, Large-Scale	None
Government, Local	0.5 space per 1,000 sq. ft. in excess of 2,000 sq. ft. with a minimum of 1 space required; except: Public Recreation and Community Center: 0.25 space per 1,000 sq. ft. in excess of 2,000 sq. ft. with a minimum of 1 space required; and Kiosk Public Library – no requirement.

Use Category	Minimum number of vehicle parking spaces
Medical Care	1 per 1,000 sq. ft. in excess of 3,000 sq. ft., with a minimum of 1 space required.
Institutional, General	1.67 per 1,000 sq. ft. in excess of 5,000 sq. ft.
Institutional, Religious	1 for each 10 seats of occupancy capacity in the main sanctuary; provided, that where the seats are not fixed, each 7 sq. ft. usable for seating or each 18 in. of bench if benches are provided shall be considered 1 seat.
Lodging	0.5 per 1,000 sq. ft. in excess of 3,000 sq. ft.
Marine	0.5 per 1,000 sq. ft.
Motor Vehicle-related	2 per 1,000 sq. ft.
Office	0.5 per 1,000 sq. ft. in excess of 3,000 sq. ft., except: A medical or dental office, clinic, or veterinary hospital: 1 per 1,000 sq. in excess of 3,000 sq. ft.
Parking	None
Parks and Recreation	0.5 per 1,000 sq. ft.
Production, Distribution, Repair	1 per 1,000 sq. ft. in excess of 3,000 sq. ft., except Warehouse or Storage Facility – 1 per 3,000 sq. ft.
Residential, Single Household	1 per principal dwelling.
Residential, Flat	1 per 2 dwelling units.
Residential, Multi-Household	1 per 3 dwelling units in excess of 4 units, except: 1 per 2 dwelling units for any zone within Subtitles D or E; 1 per 6 units of publicly assisted housing, reserved for the elderly and/or handicapped.
Retail	1.33 per 1,000 sq. ft. in excess of 3,000 sq. ft.
Service, General	1.33 per 1,000 sq. ft. in excess of 3,000 sq. ft.
Service, Financial	1.33 per 1,000 sq. ft. in excess of 3,000 sq. ft.
Sexually-based Business Establishment	1.67 per 1,000 sq. ft. in excess of 5,000 sq. ft.
Transportation Infrastructure	None
Waste-related Services	1 per 1,000 sq. ft.

701.6 If two or more uses are located on a single lot or in a single building and the applicable parking standard for such uses exempts an initial floor area (for example, the first 3,000 sq. ft. of gross floor area), only one exempt floor area may be deducted from the total combined parking requirements for the uses and the exempt floor area shall be pro-rated among uses.

701.7 If two (2) or more uses are located on a single lot or in a single building, the number of parking spaces provided on-site, or off-site in accordance with Subtitle C § 701.8 (b), must equal the total number of parking spaces required for all uses, except when parking is shared among uses as provided in Subtitle C § 701.9. If a

single use falls into more than one (1) use category for which different parking minimums apply, the greater number of parking spaces shall apply.

701.8 Required parking spaces shall be located either:

- (a) On the same lot as the use or structure they are meant to serve; or
- (b) On another lot, subject to the following provisions:
  - (1) The off-site location shall be a maximum of six hundred feet (600 ft.) from the use or structure that the parking spaces serve, as measured from the nearest lot line;
  - (2) The off-site location may be located within a different zone, except that the off-site parking location for a use within any zone other than an R or RF zone may not be located within an R or RF zone, except in accordance with the provisions of Subtitle D § 1602.2(o) and Subtitle E § 1102.2(j); and
  - (3) Spaces provided off-site in accordance with Subtitle C § 701.8 (b) shall not serve as required parking for any other use, unless they are shared parking spaces in accordance with Subtitle C § 701.9.
- (c) Unless under common ownership, a written agreement shall remain in effect between the owner of the parking area and the owner of the use for which the parking spaces are required (the use);
- (d) A draft of the written agreement shall be provided as part of any building permit application associated with either the site of the parking area or the site for which the parking spaces are required. The final, original written agreement shall be filed with the Zoning Administrator prior to the issuance of the first certificate of occupancy for the use and any amendment or successor agreement must be filed no later than ten (10) days following execution by the parties;
- (e) The Zoning Administrator shall maintain a file of all written agreements and amendments for the lot where the use is located and the lot providing the required parking spaces; and
- (f) The Board may allow off-site parking spaces to be located elsewhere than as permitted pursuant to Subtitle C § 701.8(b)(1) in accordance with the general special exception requirements of Subtitle X, subject to:
  - (1) The applicant's demonstration that the accessory parking spaces shall be located so as to furnish reasonable and convenient parking facilities for the occupants or guests of the building or structures that they are designed to serve; and

- (2) The Board may impose conditions as to screening, coping, setbacks, fences, the location of entrances and exits, or any other requirement it deems necessary to protect adjacent or nearby property. It may also impose other conditions it deems necessary to assure the continued provision and maintenance of the spaces.

701.9 Parking spaces, whether required or not, may be shared among more than one use, whether the uses are on the same lot or on separate lots. Parking spaces that are shared among more than one use shall be subject to the following conditions:

- (a) The spaces shall not serve as required parking for any other use during the days and times each use they serve is in operation;
- (b) Parking may be shared:
  - (1) Between uses and a parking site within the same zone; or
  - (2) Between uses and a parking site within an R and RF zone; or
  - (3) Between a use in an R or RF zone and a parking site in any other zone; but
  - (4) May not be shared between a parking site within an R or RF zone and a use located in any other zone.
- (c) Unless under common ownership, a written agreement shall remain in effect between the owner of the parking area and the owner of the use for which the parking spaces are required (the use), and shall include the obligation set forth in Subtitle C § 701.9;
- (d) A draft of the written agreement shall be provided as part of any building permit application associated with either the site of the parking area or the site for which the parking spaces are required. The final, original written agreement shall be filed with the Zoning Administrator prior to the issuance of the first certificate of occupancy for the use and any amendment or successor agreement must be filed no later than ten (10) days following execution by the parties; and
- (e) The Zoning Administrator shall maintain a file of all written agreements and amendments for the lot where the use is located and the lot providing the required parking spaces.

701.10 The number of required parking spaces shall not be reduced below the minimum required as long as the use that generated that requirement remains in existence.

701.11 Dedicated car-share parking spaces may be counted toward fulfillment of a minimum parking requirement.

- 701.12 Uses governed by a campus plan are subject to the minimum parking requirement approved by the Zoning Commission and are not subject to the parking requirements otherwise applicable.
- 701.13 Parking spaces provided in an amount which exceeds that required by this section shall be subject to the provisions of Subtitle C § 707.
- 701.14 Required parking spaces shall be provided and maintained so long as the structure that the parking spaces are designed to serve exists.

## 702 EXEMPTIONS FROM MINIMUM PARKING REQUIREMENTS

702.1 Within any zone other than an R or RF zone, the minimum vehicle parking requirement identified in the table of Subtitle C § 701.5 shall be reduced by fifty percent (50%) for any site which is located:

- (a) Within one-half mile (0.5 mi.) of a Metrorail station that is currently in operation or is one for which a construction contract has been awarded; or
- (b) Within one-quarter mile (0.25 mi.) of streetcar line that is currently in operation or for which a construction contract has been awarded; or
- (c) Within one-quarter mile (.25 mi.) of one (1) of the following Priority Corridor Network Metrobus Routes located entirely or partially within the District of Columbia, provided that the property is on a street on which participation in a District Residential Parking Permit program is not permitted, or is otherwise exempted from a District Residential Parking Permit program:
  - (1) Georgia Avenue/7<sup>th</sup> Street (Routes 70, 79);
  - (2) Wisconsin Avenue/Pennsylvania Avenue (Routes 31, 32, 34, 36, 37, 39);
  - (3) Sixteenth Street (Routes S1, S2, S4, S9);
  - (4) H Street/Benning Road (Routes X1, X2, X3, X9);
  - (5) U Street/Garfield (Routes 90, 92, 93);
  - (6) Anacostia/Congress Heights (Routes A2, A4, A5, A6, A7, A8, A9, A 42, A46, A48);
  - (7) Fourteenth Street (Routes 52, 53, 54);
  - (8) North Capitol Street (Route 80); and
  - (9) Rhode Island Avenue (Route G8).