


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: July 7, 2015

SUBJECT: BZA Case No. 19038 - 3831 Georgia Avenue, N.W. (Square 3028, Lot 809)

APPLICATION

Pursuant to 11 DCMR §§3103.2 4326 Murillo Malnati Group LLC (the "Applicant") seeks variances from the off-street parking requirements under §§2201.1 to allow the construction of a new six-story, mixed-use building containing 20 dwelling units in the GA/C-3-A District at premises 3831 Georgia Avenue, N.W. (Square 3028, Lot 809)

RECOMMENDATION

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;
- The Applicant proposes Residential Parking Permit (RPP) restrictions for residents which is not a strictly enforceable condition by the District and therefore the restriction may not realize its intended outcome;

- The project will contain 20 long-term bicycle parking spaces; and
- The Applicant’s proposed Transportation Demand Management (TDM) plan is not sufficiently robust to ensure low vehicle usage.

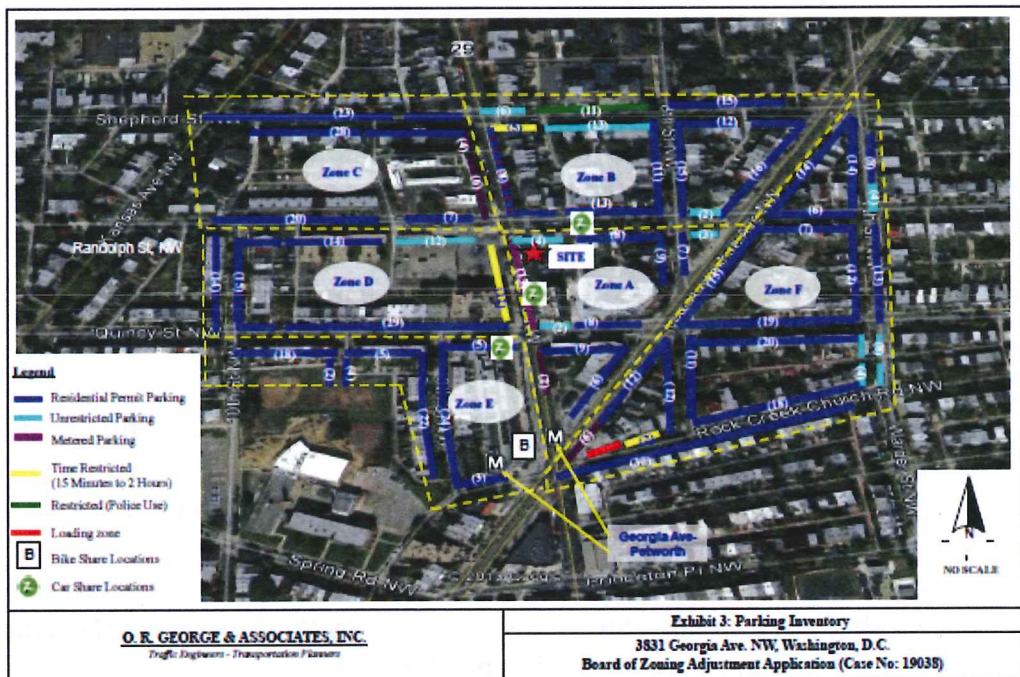
The site’s proximity to the Georgia Avenue Petworth Metro Station, extensive bus service, bicycle facilities, and quality pedestrian and bicycle infrastructure, along with the establishment of a robust TDM program will lead to low levels of auto ownership and use. As such, DDOT has no objection to the requested variances with the following change to the TDM measures;

- For condominium units provide complimentary annual bikeshare membership, annual car-sharing subscription and \$50 Metro Smartcard at the initial sale of each unit. For rental apartments provide complimentary annual bikeshare, complimentary annual car-share membership subscription or \$50 Metro Smartcard for the tenants of each unit for the first ten years.

TRANSPORTATION ANALYSIS

Depending on the scale of the development project and requested zoning relief, DDOT requires applicants to complete a Comprehensive Transportation Review (CTR) in order to determine the project’s impact on the overall transportation network. Accordingly, an applicant is expected to show the existing conditions for each transportation zone mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A CTR should be performed according to DDOT direction.

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The Applicant retained a transportation consultant to determine the projected impacts on the transportation network. DDOT agreed to the scoping analysis and the consultant submitted a Parking and Generalized Parking Assessment memorandum to DDOT on June 26, 2015.

Pedestrian and Bicycle Facilities

The main building entrance and site frontage is on Georgia Avenue. DDOT recently completed a streetscape project in the area. The vicinity has an excellent sidewalk network with striped crosswalks at all intersections and curb-bump outs to reduce pedestrian crossing distances. 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 seven long-term bicycle parking spaces at a ratio of one parking space for every three dwelling units. The project will contain 20 long-term bicycle parking spaces on the ground floor accessed by the public alley at the rear.

On-Site 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 10 parking spaces; the Applicant proposes two vehicular parking spaces for residential tenant use including one handicapped reserved space.

On-Street Parking Availability

The Applicant conducted a curbside parking utilization study in an area surrounding the site to determine the availability of parking. The study showed a large supply, approximately 691 parking spaces, within the vicinity. Five different types of parking spaces were noted: RPP, metered, unrestricted and time-restricted. Approximately 83% of the on-street parking spaces are designated as RPP and about 8% are designated as unrestricted parking.

The consultant surveyed parking utilization during two Friday afternoon/evening periods (4:00pm to 10:00pm) and two early Sunday morning periods (4:00am to 7:00am) in May and June. These two periods are typically when demand for on-street parking is highest. Within the overall study area, parking utilization across all types of parking spaces was observed with an

average of approximately 73% spaces occupied during both the Friday afternoon/evening period and the Saturday early morning period. Therefore, approximately 187 parking spaces were observed to be unutilized during both observation periods. Of those available spaces, only about 9% (16 spaces) of the available spaces were designated as unrestricted.

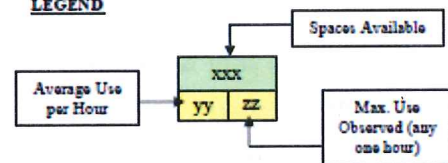
Table 2: Parking Usage Summary Results

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



Residential Permit Parking

The 3800 block of Georgia Avenue is not currently eligible for Residential Permit Parking (RPP). Residents must petition DDOT in order to make their block RPP eligible. DDOT considers the overall character of the block to determine eligibility for RPP and commercial streets are not typically eligible for RPP. The block is currently comprised of a mix of residences and businesses. Recent developments along the block, including the recently completed Safeway project across the street from the subject site, signal a shift in the character of the block toward being more mixed-use in nature. Accordingly, DDOT is not likely to grant RPP to the block if requested.

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.

Car-Sharing Services

The District is served by three car sharing companies; Zipcar, Enterprise CarShare and Car-2-Go. Zipcar and Enterprise CarShare use reserved parking spaces to manage vehicle fleets. Car-2-Go is an alternative car-sharing service that allows on-demand access to vehicles with cars available to be picked up and returned to any authorized parking space in the service area. Zipcar provides two vehicles near the project site at Cubesmart Storage at 1200 Upshur Street and one vehicle at the rear of 3812 13th Street. Enterprise Car-Share has two reserved on-street spaces located on the northwest corner of 9th and Upshur Street.

Loading

The site is not required to provide loading facilities and will use the alley and curbside space on Randolph Street to serve the site. The Applicant will work with tenants to schedule no more than two move-ins/move-outs on a single day, and will schedule the major loading and off-loading activities during off-peak parking periods on weekdays and weekends. DDOT recommends trash and recycling collection and commercial deliveries load/unload via the public alley whenever possible. Residential move-in/move-outs should be done on-street with a moving truck permit.

TDM Program

The Applicant has committed to the following TDM measures;

- A TransitScreen will be installed in the building lobby;
- Provision of either one annual bike-share membership, annual car-share membership or one \$50 Metro Smartcard for each initial lease upon tenant move-in;
- The project will contain 20 long-term bicycle parking spaces;
- Provision of a clause in the tenant lease precluding residents from applying for RPP stickers; and

- The Applicant will work with tenants to schedule no more than two move-ins/move-outs on a single day, and will schedule the major loading and off-loading activities during off-peak parking periods on weekdays and weekends.

The TDM program is not sufficiently robust to encourage alternative travel modes. Furthermore, the proposed RPP restriction is not enforceable and may not meet the expected goals. DDOT recommends the Applicant cater the TDM proffers to the type of residential use and enhance the program. For condominium units provide complimentary annual bikeshare membership, annual car-sharing subscription and \$50 Metro Smartcard at the initial sale of each unit. For rental apartments provide complimentary annual bikeshare, complimentary annual car-share membership subscription or \$50 Metro Smartcard for the tenants of each unit for the first ten years.

Public Space

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutter, street trees and landscaping, street lights, sidewalks, alley lights, paving, and other appropriate features within the public right-of-way bordering the site including the public alley to the rear.

DDOT's lack of objection to the zoning variances should not be viewed as an approval of public space elements. An existing curb-cut on Randolph Street will be closed and the Applicant is expected to install the standard streetscape for the location. If proposed new electrical utility vaults are required to service the building, they are expected to be located on private property or within the public alley at the rear. 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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