

GOVERNMENT OF THE DISTRICT OF COLUMBIA

OFFICE OF PLANNING

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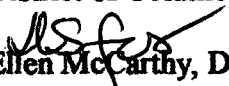
D.C. OFFICE OF ZONING

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Office of the Director

Memorandum

TO: District of Columbia Zoning Commission

FROM: 
Ellen McCarthy, Director
Office of Planning

DATE: February 7, 2006

SUBJECT: ZC #05-19 - The Residences at Georgia Avenue
4100 Georgia Avenue, N.W.
Consolidated Planned Unit Development and Related Map Amendment

As per your request, attached is the District Department of Transportation (DDOT) Report for Zoning Commission Case 05-19.

Attachment:

1. DDOT Report

ZONING COMMISSION
District of Columbia

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Memorandum

TO: Ellen McCarthy
Interim Director
Office of Planning

FROM: Kenneth Laden 
Associate Director

DATE: January 31, 2006

SUBJECT: Zoning Commission Case No. 05-19 Request for Consolidated Approval of a Planned Unit Development (PUD) and related Map Amendment from C-2-A to C-3-A-5-C at 4100 Georgia Avenue, NW.

The District Department of Transportation (DDOT) has reviewed the application and other material submitted by the applicant. This memorandum addresses the transportation elements of the proposal.

The applicant requests a consolidated review and approval of a Planned Unit Development (PUD) to construct an apartment building containing approximately 72 new affordable residential units and a ground floor retail space comprising approximately 11,020 square feet. The property is currently zoned C-2-A. The applicant seeks a Zoning Map Amendment to rezone the site to C-3-A. The proposed development will provide 37 parking spaces consisting of 24 spaces for the residential units and 13 spaces for the retail space compared to 62 spaces required by the Zoning Regulations.

The property is located in the Georgia Avenue-Petworth Metro Station Area Corridor Plan. The project fronts on Georgia Avenue, a principal arterial street and Taylor Street a local street. Other streets in the vicinity of the site are Kansas Avenue, a minor arterial street and Upshur Street, a collector street.

To determine the potential impact of the site development, we have examined the proposal with regard to trip generation level, parking, circulation and the availability of public transportation to service the development.

With regard to trip generation, the applicant estimates that the residential development will generate approximately 21 vehicle trips during the a.m. peak hour and 29 vehicle trips during the p.m. peak hour. The retail component will generate approximately 18 vehicle trips during the a.m. and 18 during p.m. peak hours based on a 60 percent transit uses. Capacity analysis and level of service computation indicate that the additional traffic generated by this project will have no significant impact in terms of capacity and level of service on the surrounding intersections.

With regard to parking, the applicant will provide 24 parking spaces for residential development and 13 spaces for the retail component for a total of 37 spaces. DDOT has concerns about the potential parking impact this project will have on the neighborhood residential streets. In response to these concerns, the developer revised the parking plan increasing the parking supply to 57 or 66 spaces by adding either a space elevator or build a second deck. DDOT would support either method the applicant chooses to implement in order increase the project parking supply. DDOT would encourage the developer to set aside one or two parking spaces for car sharing vehicles.

Access to and from the loading and parking facilities is from Kansas Avenue. DDOT has no objection to the proposed access and circulation. However, the site plan does not indicate the size of the loading dock nor the dimension of the driveway opening. DDOT recommends that the applicant submit a site plan for DDOT review and approval to clarify these matters.

With regard to mass transit, we note that several Metrobus routes operate along Georgia Avenue adjacent to the site. In addition, the Georgia Avenue/Petworth Metro Station is located four blocks from the development. We conclude that the site is well served by public transportation.

From a transportation standpoint, the Department supports the proposed development with the recommendation that the developer increase parking supply to a minimum of 57 spaces, provide DDOT with a revised site plan showing loading dock and coordinates all construction, streetscape and design elements within the public space with the Department and assumes their costs.

Cc: Jerrily R. Kress, FAIA, ZO