

Exhibit "D"

DDOT Report for BZA Application

ZONING COMMISSION

District of Columbia

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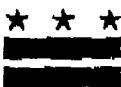
CASE NO. 08-08

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EXHIBIT NO. 8

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GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



*Transportation Policy and Planning Administration*

**MEMORANDUM**

**TO:** Harriet Tregoning, Director  
Office of Planning

**FROM:** Kenneth G. Laden *KG Laden*  
Associate Director for Transportation Planning

**DATE:** July 6, 2007

**RE:** BZA Case No. 17636 – Application for Variances from Parking Requirements, Floor Area Ratio, Lot Occupancy Requirements, Parking Requirements and Loading Requirements to Allow for the Development of A Mixed-Use Residential Project Located at 3910-3912 Georgia Avenue, NW, Square 2906, Lot 848 & 849, Zoned C-3-A

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D.C. OFFICE OF PLANNING

The District Department of Transportation (DDOT) has reviewed the application and material submitted for the subject site. This memorandum addresses the transportation aspects of the proposal. DDOT has no objections to the proposal if the applicant provides an additional 30 ft. – deep loading berth.

The 31,000 ft<sup>2</sup> project site is located on the western side of Georgia Avenue, NW between Randolph Street, NW and Shepherd Street, NW and is bordered by a 15 ft. wide public alley to the north and east and a Wendy's fast-food restaurant to the south. The lot is improved with a vacant commercial building with a surface parking area, which will be demolished and removed prior to construction. The proposed new mixed-use apartment building will include 130 dwelling units, 25,000 ft<sup>2</sup> of retail and a two-level parking garage with 118 spaces. The site is well served by mass transit and is located less than three blocks from the Georgia Avenue-Petworth Metrorail Station. The building frontage and pedestrian entrances will be placed along Georgia Avenue, NW while vehicular access to the loading facilities and parking garage will be provided by the public alley system.

The applicant retained a traffic consultant to conduct a traffic impact analysis of the project. The consultant compared vehicular traffic generated from the existing uses with traffic to be generated from the proposed development. The analysis determined the proposed new development would add twenty-nine net additional AM peak-hour trips

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and forty-four net trips in the PM peak-hour, a negligible increase to the existing traffic volume. DDOT agrees with the study assessment that the signalized intersections in the study area currently operate at Level of Service-C or better during the both peak-hours and would continue after project completion.

The traffic consultant also analyzed the impact of reducing the parking and loading requirements and concluded that there is no substantial adverse impact if the waivers are granted. The applicant is seeking approval of a parking variance of 17 spaces, providing 118 parking spaces compared to the required 135 parking spaces, 65 for the residential use and 70 for the retail uses. Most of the parking spaces are located in the parking garage however nine compact parking spaces are located on a surface parking area adjacent to the loading facility. The reduction in the parking allotment can be granted without substantial adverse impact if the 17 spaces are removed from the retail portion. The applicant has also committed to provide several car-sharing spaces and this will help reduce overall demand for car ownership within the project and these spaces should be located on the surface parking area so they are accessible for the general public.

The residential portion of the project is required to have one 55 ft. loading berth, one 200 ft<sup>2</sup> loading platform and one 20 ft. deep loading space. The retail portion is required to provide two 30 ft. deep loading berths, two 100 ft<sup>2</sup> loading platforms and one 20 ft. loading space. The consultant anticipates that the 55 ft. truck would not be used to make deliveries at the site and the 55 ft. berth was eliminated from the project proposal. In addition the existing alley system does not provide enough room for the large tractor trailer to maneuver into the loading berth. The consultant submitted truck tracking diagrams for the type of vehicles expected to access the loading docks including single-unit trucks (under 30 ft. in length) and box-vans, the type of vehicles expected to serve the residential units.

While DDOT agrees that a 55 ft. long berth would be impractical, DDOT recommends the applicant reduce the required 55 ft. deep loading berth length to a 30 ft. deep loading berth instead, still maintaining three required loading berths. This change would require the applicant to eliminate one surface parking space located adjacent to the loading facilities. DDOT also notes that the applicant does not identify the location of trash facilities on the submitted site plans; a development of this size typically has either a trash compactor or trash dumpster that is serviced by a trash truck. The additional berth can be used to accommodate this need or to simply separate retail and residential loading activities.

Accordingly, DDOT has no objections to the project provided the applicant modifies the design of the loading facilities by providing an additional 30 ft. deep loading berth.

KL:lb