GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS

OFFICE OF TRANSPORTATION PLANNING

D.C. OFFICE OF ZONING
RECEIVED
2001 APR 16 PM 2:09

Memorandum

TO: Jerrily R. Kress
Director
Office of Zoning

FROM: Kenneth Laden
Associate Director for Transportation Planning

DATE: APR 10 2001

SUBJECT: BZA Application No. 16702 Variances from the height and the Floor Area Ratio (FAR) requirments.

The Department of Public Works (DPW), District Division of Transportation (DDOT), has reviewed the application and other material accompanying your memorandum of February 2, 2001. This report addresses the transportation aspect of the proposal.

The applicant, Millennium Georgetown Partner LLC, is seeking a variance from the height and the floor area limitation requirements to insert an additional floor into the two residential building to increase the Far by 2.9 and the height of the building by 10 feet six inches.

The additional space will provide six more residential units and 10 parking spaces. We note that the site was reviewed by the Department under the Large Tract Review procedure requirements on May 19, 1998. Attached is DPW's report on the case. Our review indicates that the additional space will not result in an adverse traffic impact in the area. Accordingly, from a transportation standpoint, DPW has no objection to the proposal.

Attachment

BZA
Case No. 16702
Exhibit No. 34

Board of Zoning Adjustment
District of Columbia
CASE NO.16702
EXHIBIT NO.34

D.C. - 44
APRIL 1980

Memorandum ● Government of the District of Columbia

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MAY 19 2 09 PM

TO: Jill Dennis
Director
Office of Planning

Department, Public Works
Agency, Office: Policy & Planning

FROM: Kenneth Laden
Administrator

Date: MAY 19 1998

SUBJECT: Large Tract Review Application for the Georgetown Incinerator Site (LTR 98-1)

The Department of Public Works (DPW) has reviewed the application with regard to the Large Tract Review procedure requirements. This report addresses the transportation elements of the proposal.

The proposal calls for the construction of a mixed use development containing approximately 43,000 square feet of retail space, a state of the art Multi-Screen Theater with 3,000 seats, an Inn with 100 to 125 rooms and a residential condominium and townhouse component with 30 to 45 units. The site is located on the block bound by 31st Street to the east, K Street to the south, Wisconsin Avenue to the west and South Street to the north. The project will provide 475 parking spaces for the commercial area and 58 spaces for the residential component in a underground garage. There will be a loading facility to accommodate two loading berths and two service/delivery areas.

To determine the impact of the proposal on the traffic circulation and the parking conditions in the Georgetown Waterfront area, we have considered and examined the peak activity of the business, the level of parking necessary to minimize parking spillover onto commercial and residential areas and the proposed access and circulation.

The peak activity of this proposal will occur in the late afternoon. Accordingly, from the standpoint of capacity and level of service, only the p.m. peak period will be of interest. We note that the p.m. peak period of the adjacent street intersections occurs between 2:30 and 4:30 p.m. During that period approximately 371 vehicle trips will enter the site and 324 will exit the site. This increase in trips can be managed within the existing adjacent intersections and level of service.

With regard to parking supply, the project would provide 623 parking spaces compared to 414 spaces required under the Zoning Regulations. In our opinion, the additional 209 parking spaces would be a net benefit in the Georgetown area where a shortage of parking spaces is perceived to exist. Contrary to the popular belief that peak demand for parking occurs during the evenings, especially on Fridays and Saturdays, a Georgetown parking study found that the largest number of cars were parked between 1:30 and 3:00 p.m. on weekdays. The typical low point

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for parking demand in off-street parking facilities occurred during the early evening hours, when the vacancy rate was between 40 and 60 percent. However, the planned closure of the parking lot on K Street and Wisconsin Avenue to make way for a National Park will eliminate approximately 400 parking spaces. The Georgetown Incinerator parking facility will significantly help alleviate any parking shortage caused by the elimination of the Harbour parking lot.

Access to the garage and the loading area will be off K Street, side by side. Truck delivery will use K Street to maneuver in and out of the loading area, thereby, creating some traffic delay for motorists as well as pedestrian movements passing the site. To minimize this conflict, DPW recommends that the applicant limit the loading activity to the off peak period. We note that the residential parking access will be from South Street, away from the commercial component. The Department supports the proposed circulation system.

We note that this project may impact or may be impacted by the supporting columns of the Whitehurst Freeway regarding the location of the entrance to the garage and the loading area. Therefore, it is recommended that the applicant coordinate with DPW all design work, curb cut and any other element in the public space and assumes their costs.

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