GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

BZA
2003 JUL 31 PM 2:32

MEMORANDUM

TO: Jerrily R. Kress, FAIA
Director
Office of Zoning

FROM: Kenneth Laden Rich Rybeck for KL
Associate Director for Transportation Planning

DATE: July 31, 2003

SUBJECT: BZA Application No. 16974 – Tudor Place Foundation, Inc. Traffic and Management Plan

The District of Columbia Department of Transportation (DDOT) has reviewed the subject Traffic and Management Plan for the above site. Staff has also reviewed two opponent's responses and the applicant's rebuttel documents in response to the above mentioned document. DDOT generally supports the Traffic and Parking Management Plan (TPMP).

DDOT understands the issues of concern to be both the traffic and parking impacts caused by evening events held at Tudor Place. And that of lesser concern are the daytime uses of smaller size.

Site Description

The site is bounded by 31st Street, 32nd Streets, Q Street and R Streets, NW. These are local, collector and minor arterials respectively. Traffic volumes on both 31st and 32nd Streets are very low. The site is situated in the Georgetown Historic district within northwest Washington. Narrow streets, limited transit access, and dependency on walking to nearby locations – and driving to farther locations -- characterize the transportation system. Land use development is mainly residential in the immediate area surrounding the property consisting mainly of small homes with minimal off-street parking. As indicated in the TPMP the adjacent commercial corridor and the Georgetown University are also significant draws for the area adding to parking demands.

There are also a number of other historic and cultural facilities that attract visitors to the area. These include Dumbarton House, Dumbarton Oaks, Evermay, the Jackson Art Center, the Ralls Collection, the Oak Hill Cemetery as well as other facilities. In addition, there are many churches that sometimes host weddings in the area.

BZA
Case No. 16974
Exhibit No. 124
Board of Zoning Adjustment
District of Columbia
CASE NO. 16974
EXHIBIT No. 124

Data Collection and Study Area

Surveys conducted by O.R. George indicate that parking is available during weekdays with blocks having between 63% to 66% occupancy. Regarding parking data collection DDOT appreciates that given the tight timeline demanded for this study to meet BZA requirements, Tudor Place has had to have parking surveys completed this summer. However, DDOT notes that the dates of collection (July 7, 8 and 9) are not the ideal time of year because residents may be on vacation. That said the analysis from 1999 indicates that parking demand was less (ranging from 30% to 52% occupancy) during the months of September and October when those surveys were completed. A growth factor of 5% per year since 1999 would bring up the occupancy rate to 72%. This may still be a low estimate as DDOT recognizes that parking demands must be at least 70% occupancy to meet Residential Parking Permit (RPP) program requirements (Title 18, 2412.2), which these blocks have at some time met in order to be enrolled in the RPP program. We note this for future comparison to be more accurate.

Data regarding weekday evening parking demand shows higher occupancy, which reflects when residents are returning from work. DDOT agrees with opponents that state that surveys should have been conducted later into the evening due to the time periods that tours and small evening events commonly occur in the Tudor House. By surveying until 8:30 pm, O.R.George would have been better able to describe the parking situation during the hours of highest need. Saturday day and evening occupancy rates are also higher than daytime occupancy (and again can be expected to be higher during other times of the calendar year.)

The TPMP map erroneously does not include Dent Place, the 2800 through 3000 plus blocks of R Street and one block of Q Street within the study area. It is not clear whether O.R. George considered these areas. DDOT indicated to the applicant and the consultant that they should make the study area include an area of a ten-minute walk from the site. This area is shown on the map on Exhibit 3 of the TPMP. DDOT recommends that the applicant consider the entire area on the east side of Wisconsin zone to be the impact area.

Plan Steps

DDOT supports the action measures outlined in the document aimed at reducing the impact of large events to the community. They contain active efforts to minimize the impacts to the neighborhood especially for those events having over 100 persons.

For events between 50 and 100 persons the applicant has stated that cars will be parked on the Tudor Place property as well as along public streets. For events 100 to 200, cars will be parked at Tudor Place and satellite parking lots using valet service. Satellite parking lots include Chevy Chase Bank, Jellef Boys and Girls Club and an Office Building located at 2233 Wisconsin Avenue.

Specific actions for large events (that are likely to have the largest impact) include a shuttle bus for all events larger than 200 people excluding the annual Garden Party where there a majority of attendees are from the Georgetown neighborhood. DDOT supports the applicant providing as much advance information regarding parking policies and availability as possible. This includes their website, and coordinating with nearby facilities regarding schedules of large events.

Regarding a point made by the opponents, -- The applicant has suggested driving through the property to accommodate a reduction in traffic impacts to the neighborhood. However, this specific measure is not included in the TPMP. DDOT notes that this would allow a minimization of traffic circulation.

In Table 4 of the TPMP, #3 indicates that Tudor Place will work with DDOT to obtain emergency parking restrictions. This action cannot be included as a measure as DDOT is not the correct authority to provide these signs (DDOT only provides no parking signs for block parties and moving). Blocking off of any public space for private use will need to be closely considered based on a case-by-case basis. EMA is the appropriate agency for aiding in event management.

In summary, DDOT supports the TPMP. It will minimize impacts to the neighborhood of Tudor House operations given the environment of many cultural and historical facilities in the area.

KL:hb