

TECHNICAL MEMORANDUM

To: Board of Zoning Adjustment

From: Katie Wagner, PE, PTOE
Erwin Andres

Date: September 17, 2018

Subject: 2619-2623 Wisconsin Avenue NW – Response to Team Deliverables

Introduction

This memorandum addresses comments received from the ANC on September 4, 2018 regarding the planned memory care facility at 2619-2623 Wisconsin Avenue NW. Comments were also received from DDOT on September 13, 2018. The comments that require a response are shown below in *italics*, and responses are provided below in **bold from Gorove/Slade**.

1. *Highlight non-RPP spaces in parking study to address staff parking concerns.*

Response: Please see Figure 1 which identifies the number of non-RPP spaces (46) in the parking study area during the weekday peak hour with highest parking demand. These spaces consist of 22 spaces on the west side of Wisconsin Avenue and 24 spaces on both sides of Calvert Street between Wisconsin Avenue and 36th Street.

2. *Compare parking needs and requirements of our facility to similar staff-heavy type uses (i.e. hospitals, schools, office) in low-density zones. Based on the Zoning Regulations, our use clearly falls under the “residential” parking requirements; however, what is the comparison between demand for parking at a standard apartment building and other staff-heavy uses.*

Response: The parking required by zoning for the proposed memory care facility is determined based on the number of units of a multi-family residential building. However, the parking demand of a memory care facility is not the same as a multi-family residential building, especially since residents of the memory care facility will not have cars. The parking demand of the memory care facility is driven by the parking demand associated with the employees. As presented at the ANC meeting, there will be 18 employees on site during the first and second shifts from 7:00 AM to 3:00 PM and 3:00 PM to 11:00 PM. There will only be 3 employees on site from 11:00 PM to 7:00 AM. The shift changes will be staggered to allow for employees to gradually turn over between shifts so that all 18 employees are not making shift changes at the same time.

Table 1 presents the mode splits for employees the proposed facility. As shown, 45% of employees are anticipated to use non-auto modes of transportation to get to and from the site. Using the mode split assumptions, the parking demand for the memory care facility was calculated using Institute of Transportation Engineers’ (ITE) Parking Generation, 4th Edition Land Use 620, Nursing Home and was found to be 6 parking spaces, which is presented in Table 2. The parking demand was calculated using the number of beds provided. The 7 parking spaces that are required to serve the memory care facilities’ demand can be accommodated by the proposed 7 parking

spaces in the rear of the building. The remaining 2 spaces can be used to provide additional visitor parking for the proposed facility.

Additionally, we note the minimum parking requirements in Subtitle C of the Zoning Regulations for staff-heavy uses that are similar to the proposed memory care facility. The minimum parking requirement (without mode split reduction) is calculated based on the proposed square footage of the memory care facility, which is approximately 22,959 sq. ft.:

- Emergency shelter: 0.5 spaces per 1,000 sq. ft. (11 spaces required)
- Office: 0.5 spaces per 1,000 sq. ft. in excess of 3,000 sq. ft. (10 spaces required)
- Daytime Care: 0.5 spaces per 1,000 sq. ft. (11 spaces required)

Table 1: Mode Splits for Employees

Mode	Mode Split
Auto	55%
Transit	27%
Bike	3%
Walk	15%

Table 2: Parking Generation (ITE Land Use 620)

Land Use	Size	ITE Calculation	Calculated Parking Demand
Nursing Home (Parking Generation)	36 Beds	P= 0.35(X)	13
		45% reduction based on Non-Auto Mode Split	-6
		Parking Demand	7

3. Locate any paid garages within 6 blocks of the property and determine monthly parking costs.

Response: Please see Figure 2 below locating all paid garages within a six (6) block radius of the site. Monthly parking costs are also included. Employees who choose to drive would have the ability to contract with any of these three parking garages.

Loading Management Plan

Under Zoning Regulations, a residential development of less than 50 dwelling units is not required on site loading facilities. However, in order to minimize the impact to the surrounding neighbors of the proposed memory care facility, a 35-foot loading area is being provided with the proposed memory care facility. The loading area is parallel to the alley behind the proposed building. Both deliveries and trash removal will be accommodated within this loading area. Trash services will be accomplished with the utilization of rolling dumpsters to transfer waste from the trash room to the waste collection trucks.

A loading management plan was developed to minimize any impacts from loading activities related to the development, with the following elements:

- A loading manager will be designated by the building management. The manager will schedule deliveries and will be on duty during delivery hours.

- The dock manager will coordinate with trash pick-up to help move loading expeditiously between their storage area inside the building and the curb beside the loading area to minimize the time trash trucks need to use the loading area.
- Trucks using the loading area will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the regulations set forth in DDOT’s Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.
- The loading manager will be responsible for disseminating DDOT’s Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT’s truck routes. The dock manager will also post these documents in a prominent location within the service area.

The proposed development is expected to generate approximately two (2) loading trips per week. This includes general deliveries consisting of trash removal, mail, parcel delivery, and food deliveries.

Based on the expected truck deliveries and the loading facilities provided, this report concludes that the loading plan for the Site is adequate.

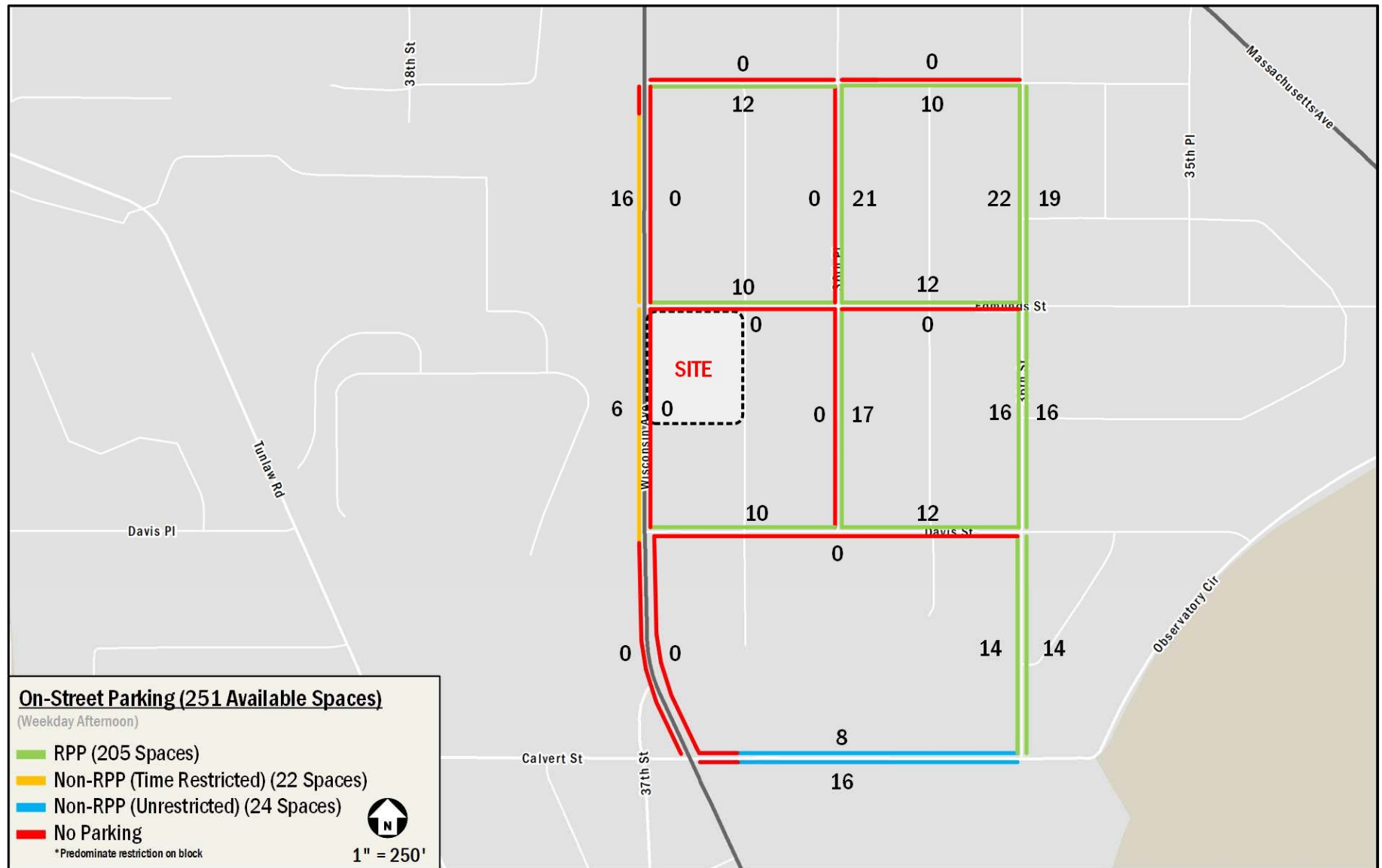


Figure 1: On-Street Parking Spaces Available – Weekday Afternoon (in response to Comment #1)



Figure 2: Nearby Parking Facilities Within a Six (6)-Block Radius of Site (in response to Comment #3)