GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

CASE NO. 04-24
EXHIBIT NO. 23
RECEIVED
D.C. OFFICE OF ZONING
2005 MAY 31 PM 2:41

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

From: Kenneth G. Laden
Associate Director for Transportation Planning

Date: May 20, 2005

Subject: **ZC No. 04-24 – First Stage Planned Unit Development (PUD)**
Rhode Island Avenue Metro Mixed-Use Town Center

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT supports approval of the First-Stage PUD, however DDOT has several concerns regarding the final site design, site grading and traffic circulation patterns that must be addressed prior to final project approval.

The applicants, Mid-City Urban LLC and A&R Development Corporation, requests approval of a first-stage PUD and a zoning amendment on the subject property, owned by the Washington Metropolitan Transit Authority (WMATA). The 7.33-acre site is located immediately east of the Rhode Island Avenue Metrorail Station at the intersection of Rhode Island Avenue and Reed Street, NW. The property is occupied by the Rhode Island Avenue Station commuter parking lot with 340 long-term parking spaces, 47 short-term kiss-and-ride parking spaces, and several Metrobus bays. The applicant seeks a zoning change from the current M to C-2-B zoning designation.

The project consists of removing the existing WMATA-owned facilities and constructing two apartment buildings totaling 271 units with ground-floor retail. An existing perimeter "loop" road will be retained to provide bus and commuter access to the proposed Metro Station facilities that will be retained. A Metrobus garage will be constructed immediately south of the site to accommodate the existing bus bays as the first stage of the construction. A taxi stand is proposed at the Metro Station entrance as well as the allotment of 15 Kiss-and-Ride parking spaces in one of the parking garages.

"Main Street" will be constructed providing a pedestrian linkage between the Metro Station entrance and the adjacent Brentwood shopping center with 41 curbside parking spaces available for the ground-floor retail stores. The proposed residential and retail uses are required to provide a total of 179 parking spaces, 90 for the residential and 89 for the retail based on zoning regulations. However, the applicant proposes a total of 492

ZONING COMMISSION
District of Columbia
CASE NO.04-24
EXHIBIT NO.23

parking spaces, 271 for the residential uses and 221 for retail in two garages. Developers are allowed to reduce the required number of parking spaces up to 25% of the zoning requirements when located on top of or near a Metro Rail Station, the proposed number of retail parking spaces and the design of the curbside parking is not consistent with the Transit Oriented Development principals adopted by the District. The curbside parking is designed with a median strip in the middle, a travel lane in each direction and two parking lanes on each side of the travel lane created potential traffic conflicts between vehicles and pedestrians.

As listed on page 41 in the report prepared by the DC Office of Planning titled, *Transformation: Recreating Transit-Oriented Neighborhood Centers in Washington, DC – A Design Handbook for Neighborhood Residents, (September 2002), "Parking should be – limited and conveniently located in transit-oriented areas; -provided on the street to serve as a pedestrian buffer to car traffic; - Off street parking should be appropriately located away from pedestrian zones, set behind buildings, and integrated with compact land use; - minimized and utilized through management and incentive programs..."*

The proposed parking allotment should be redistributed. The applicant should replace the number of existing kiss-and-ride parking spaces in-kind and provide several parking spaces for residential visitors. The applicant should also investigate providing several off street parking spaces for car-sharing services. Providing a parking space for one or more shared vehicles should prove to be an amenity for residents who will have an opportunity for convenient access to a car without having to incur the expenses and difficulties associated with owning one in a congested neighborhood. At the same time, this will benefit the public by reducing the demand for on-street parking and encouraging the utilization of the existing public transportation network. There are two car-sharing providers in the region, Zip-Car and Flexcar.

The applicant retained a traffic consultant to review the existing transportation network and a Technical Memorandum was submitted to DDOT dated May 11, 2005 supporting the First-Phase of the project. The report suggested areas for further investigation including signal warrant analysis at the intersection of "Main Street" and the Brentwood Shopping Center Entrance and noted "the reduced Metro parking would have some adverse vehicular and circulation and parking impacts within the immediate area of the station." Neither the applicant nor the traffic consultant provided information on the proposed replacement commuter parking lot, which is not part of this application, but does have an impact on the future traffic circulation patterns for the area.

DDOT staff will work with the applicant and the Office of Planning in refining the final design plan and encourage the applicant to conduct a comprehensive traffic impact analysis for the project including the impact the removal of the commuter parking lot will have on on-street parking in the immediate community. Accordingly, DDOT has no objection to the First-Stage PUD application provided the parking and other modifications described above are met.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

RECEIVED
D.C. OFFICE OF ZONING
2005 MAY 23 M 8:46

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

From: Kenneth G. Laden
Associate Director for Transportation Planning

Date: May 20, 2005

Subject: **ZC No. 04-24 – First Stage Planned Unit Development (PUD)**
Rhode Island Avenue Metro Mixed-Use Town Center

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT supports approval of the First-Stage PUD, however DDOT has several concerns regarding the final site design, site grading and traffic circulation patterns that must be addressed prior to final project approval.

The applicants, Mid-City Urban LLC and A&R Development Corporation, requests approval of a first-stage PUD and a zoning amendment on the subject property, owned by the Washington Metropolitan Transit Authority (WMATA). The 7.33-acre site is located immediately east of the Rhode Island Avenue Metrorail Station at the intersection of Rhode Island Avenue and Reed Street, NW. The property is occupied by the Rhode Island Avenue Station commuter parking lot with 340 long-term parking spaces, 47 short-term kiss-and-ride parking spaces, and several Metrobus bays. The applicant seeks a zoning change from the current M to C-2-B zoning designation.

The project consists of removing the existing WMATA-owned facilities and constructing two apartment buildings totaling 271 units with ground-floor retail. An existing perimeter "loop" road will be retained to provide bus and commuter access to the proposed Metro Station facilities that will be retained. A Metrobus garage will be constructed immediately south of the site to accommodate the existing bus bays as the first stage of the construction. A taxi stand is proposed at the Metro Station entrance as well as the allotment of 15 Kiss-and-Ride parking spaces in one of the parking garages.

"Main Street" will be constructed providing a pedestrian linkage between the Metro Station entrance and the adjacent Brentwood shopping center with 41 curbside parking spaces available for the ground-floor retail stores. The proposed residential and retail uses are required to provide a total of 179 parking spaces, 90 for the residential and 89 for the retail based on zoning regulations. However, the applicant proposes a total of 492

CASE NO. 04-24
EXHIBIT NO. 23

parking spaces, 271 for the residential uses and 221 for retail in two garages. Developers are allowed to reduce the required number of parking spaces up to 25% of the zoning requirements when located on top of or near a Metro Rail Station, the proposed number of retail parking spaces and the design of the curbside parking is not consistent with the Transit Oriented Development principals adopted by the District. The curbside parking is designed with a median strip in the middle, a travel lane in each direction and two parking lanes on each side of the travel lane created potential traffic conflicts between vehicles and pedestrians.

As listed on page 41 in the report prepared by the DC Office of Planning titled, *Transformation: Recreating Transit-Oriented Neighborhood Centers in Washington, DC – A Design Handbook for Neighborhood Residents, (September 2002), "Parking should be – limited and conveniently located in transit-oriented areas; -provided on the street to serve as a pedestrian buffer to car traffic; - Off street parking should be appropriately located away from pedestrian zones, set behind buildings, and integrated with compact land use; - minimized and utilized through management and incentive programs..."*

The proposed parking allotment should be redistributed. The applicant should replace the number of existing kiss-and-ride parking spaces in-kind and provide several parking spaces for residential visitors. The applicant should also investigate providing several off street parking spaces for car-sharing services. Providing a parking space for one or more shared vehicles should prove to be an amenity for residents who will have an opportunity for convenient access to a car without having to incur the expenses and difficulties associated with owning one in a congested neighborhood. At the same time, this will benefit the public by reducing the demand for on-street parking and encouraging the utilization of the existing public transportation network. There are two car-sharing providers in the region, Zip-Car and Flexcar.

The applicant retained a traffic consultant to review the existing transportation network and a Technical Memorandum was submitted to DDOT dated May 11, 2005 supporting the First-Phase of the project. The report suggested areas for further investigation including signal warrant analysis at the intersection of "Main Street" and the Brentwood Shopping Center Entrance and noted "the reduced Metro parking would have some adverse vehicular and circulation and parking impacts within the immediate area of the station." Neither the applicant nor the traffic consultant provided information on the proposed replacement commuter parking lot, which is not part of this application, but does have an impact on the future traffic circulation patterns for the area.

DDOT staff will work with the applicant and the Office of Planning in refining the final design plan and encourage the applicant to conduct a comprehensive traffic impact analysis for the project including the impact the removal of the commuter parking lot will have on on-street parking in the immediate community. Accordingly, DDOT has no objection to the First-Stage PUD application provided the parking and other modifications described above are met.

DISTRICT DEPARTMENT OF TRANSPORTATION

★ ★ ★

FAX TRANSMITTAL

TO:	FROM:
Jerrily R. Kress	Lewis C. Booker
COMPANY:	DATE:
Zoning Commission	May 20, 2005
FAX NUMBER:	TOTAL NO. OF PAGES INCLUDING COVER:
(202) 727-6072	3
PHONE NUMBER:	SENDER'S FAX NUMBER:
(202) 727-6311	(202) 671-0617
RE:	YOUR PHONE NUMBER:
ZC No. 04-24 RI Avenue Station PUD	(202) 671-2238

☐ URGENT ☐ FOR REVIEW AND COMMENT ☑ FOR YOUR INFORMATION ☐ PLEASE RETURN

NOTES/COMMENTS:

RECEIVED
D.C. OFFICE OF ZONING
2005 MAY 23 AM 8:46