

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION**



Transportation Policy and Planning Administration

MEMORANDUM

TO: Sherry Shelling
Acting Executive Secretary
Office of Zoning

FROM: Kenneth Laden
Associate Director

DATE: March 21, 2006

SUBJECT: Zoning Commission Case No. 04-36C Request for Consolidated Approval of
Planned Unit Development (PUD) and related Map Amendment from R-5-B
to R-5-D

The District Department of Transportation (DDOT) has reviewed the application and other material submitted by the applicant. This report addresses the transportation aspects of the proposal.

The applicant, Dorchester House Associates, LLC and Kalorama West, LLC, requests a consolidated review and approval of a Planned Unit Development (PUD) to include a map amendment from R-5-B to R-5-D. The PUD calls for the construction of an apartment building that will contain approximately between 145 to 151 residential units. The proposed building will be an addition to the existing Dorchester House Apartment Building containing 394 apartment units.

With the proposed planned addition, the applicant will provide 307 below grade parking spaces replacing the surface parking lot containing 120 parking spaces. One loading berth is provided to service the new project. Access to both the loading and parking facilities will be from 17th Street. Adjacent to the Dorchester Apartments is the Citadel project, an existing structure located at 17th Street and Kalorama Road, directly south of the proposed Dorchester expansion. The Citadel will include a grocery store, office and retail space.

The project is located in the Reed-Cook/Adams Morgan neighborhood of Ward 1, but not in the Reed-Cook Overlay District. The subject property consists of approximately 158,150 square feet of land area and is bounded by Euclid Street, a collector street to the north, Kalorama Road, a local street to the south, 17th Street, a local street to the west and 16th

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Street, a principal arterial street to the east. Other streets in the immediate area include Columbia Road and 18th Street. They are all classified as minor arterial streets.

To evaluate the potential impact of the proposed development, we have examined the proposal in terms of trip generation and level of service of the surrounding intersections leading to and from the site, parking and loading, a traffic improvement program aimed at improving access, safety and circulation in the area and the availability of public transportation to service the development.

With regard to trip generation, the applicant transportation assessment indicate that the expanded PUD would generate approximately 46 vehicle trips inbound and 58 outbound for a total of 104 vehicle trips during a typical morning peak hour. During the typical evening peak hour, there would be 69 inbound and 48 outbound for a total of 117 vehicle trips. The calculation was based on the Institute of Transportation Engineer (ITE) Trip Generation Manual. The estimated trip generation was adjusted to reflect the use of other modes of transportation such as transit, bicycle and walking.

We concur with the applicant's calculation. In addition, we agree that to properly analyze the area impact on the transportation system, it is necessary to include in this analysis trips generated by known future developments such as the Citadel project, 1700 Kalorama Lofts, Adams Alley, Jamal's Wheel, Meridian Crescent, IL Palazzo, 1654 Euclid Street Adams Row and annual traffic growth due to other, unspecified local and regional developments. The applicant has done so in his traffic impact study.

We agree with the applicant's capacity analysis and level of service calculation at the critical intersections in the vicinity of the site. The results of the analysis indicates that most of the intersections leading to and from the site which are currently operating at an acceptable level of service will continue to operate at an adequate level of service with the addition of this development and other planned developments in the area, provided that some traffic improvement plans are implemented to mitigate the increase in traffic volume in the area. This report will address that issue in another section.

With regard to parking and loading facilities, the project will provide 307 parking spaces compared to 119 spaces required under the Zoning Regulations. In our judgment, the amount of parking spaces being provided will be more than adequate to accommodate the Dorchester apartment parking demand and to minimize any parking spill-over on the neighborhood parking supply. The District of Columbia Zoning Regulations governing parking facilities specify that bicycle parking spaces be provided, at a number equal to five percent of the number required for automobile parking spaces. In this PUD case, six (6) bicycle spaces are required for the tenants of the apartment. The applicant has committed to reserve at least two to three parking spaces for "Flex Car or Zip Car", area car-sharing firms. The applicant will provide a 45-foot loading dock to accommodate the expansion. As previously stated, the dock will be accessed from 17th Street, NW and will be adjacent to the proposed upper level garage entrance.

To reduce congestion and facilitate truck access and circulation to the Citadel site, the Department proposes implementing several one-way street designations, listed as Option 1-B from the HNTB report titled "one-way street system - Citadel Site". The proposed changes include converting Kalorama Road, NW to one-way westbound from 16th Street, NW to 17th Street, NW and 17th Street, NW to one-way northbound from Kalorama Road to Columbia Road, NW. Euclid Street and Columbia Road would remain two-way.

Previous discussions with the applicant for the Dorchester project, and the developer of the Citadel site pointed out the potential need for a traffic control signal at 16th Street, NW and Kalorama Road, NW to assist northbound truck and other traffic on 16th Street, NW to turn left onto Kalorama Road, NW. DDOT's analysis of current traffic indicates that a signal is not warranted at this location at this time. DDOT will need to monitor turning traffic movements to determine if a signal is warranted in the future.

With regard to mass transit, we note that several bus routes operate on 16th Street adjacent to the site, along Columbia Road, and 18th Street, all situated at walking distance from the PUD. These bus routes connect the site to the Columbia Heights Metrorail Station. We conclude that the site is well served by public transportation.

From a transportation standpoint, the Department supports the proposed development but remains concerned that further traffic control modifications may be required in the future.

CC: Ellen McCarthy, OP

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