GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

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Transportation Policy and Planning Administration

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

From: Kenneth G. Laden
Associate Director for Transportation Planning

Date: January 23, 2006

Subject: **PUD (ZC No. 05-17) – Atlantic Plumbing South**

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The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT has no objections to the project.

The applicant, Broadway Atlantic One, LLC, seeks approval of a Planned Unit Development (PUD) that will consist of the construction of three new residential buildings placed on three parcels identified as *Atlantic Plumbing South*, all located in proximity to the intersection of Ninth and V Street, NW. The applicant also plans to develop a fourth mixed use residential building, *Atlantic Plumbing North,* located at the intersection of Florida Avenue and Ninth Street, NW south of the W Street, NW alignment; the project is currently under review as a separate PUD in *Z.C. No. 05-32.*

The three parcels of *Atlantic Plumbing South* cover a total land area of 58,023 square feet and are currently improved with a mixture of commercial uses including parking lots, warehouses, storage facilities and abandoned buildings, all to be demolished. Parcel-A is located on the northwest corner of the intersection of Eight and V Street, NW with Parcel-B located across V Street, NW. Parcel-D is located mid-clock on the eastside of Ninth Street, NW just north of V Street, NW.

Parcel-A will contain the largest building with 300 residential units, approximately 6,245 square feet of ground-floor retail and a three level parking garage providing 318 parking spaces. A twenty-foot wide public alley located to the rear of the building provides access to the parking garage and loading facilities. Parcel-D is located across

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the alley from Parcel A and will contain the smallest building of the project with ten residential units and approximately 1,444 square feet of retail. Residents of Parcel-D will not have underground parking located within their building, but will have access to the parking garage located under the building constructed on Parcel A and will use the public alley for loading activities.

The building located on Parcel B will contain approximately 71 residential units, 4,306 square feet of ground floor retail and a three-level parking garage totaling 73 parking spaces. The driveway entrances for the parking garage and loading docks are located adjacent to each other on V Street, NW and does not provide the adequate clearance required by DDOT design standards. The maximum width of a driveway opening is twenty-five with a minimum six-foot wide pedestrian clearance between adjacent driveways.

The applicant retained a transportation consultant to prepare a transportation impact study analyzing the potential future traffic impact of this and other planned development projects in the area related to traffic generation, peak-hour trips and impacts on nearby signalized intersections. DDOT and the District Office of Planning are developing plans to establish a traffic circle at the intersection of Florida Avenue and Bryant Street, NW extended, as well as potentially extending W Street, NW from Georgia Avenue to Ninth Street, NW, and informed the applicant to include the proposed changes in their traffic analysis.

DDOT concurs with the findings of the traffic analysis; 1) additional trips generated by the project can be adequately accommodated by the transportation network, 2) with the exception of Barry Place and Sherman Avenue, NW, all signalized intersections under observation operate and will continue to operate in the future, at Level-of-Service D or better, and 3) the proposed construction of a traffic circle improves the overall future level-of-service.

In conclusion, DDOT has no objections to the project provided the applicant modifies the design of the proposed parking garage and loading entrances for the building to be constructed on Parcel B and continues to work with DDOT and OP in the development of design plans for proposed modifications to the roadway network of the immediate area and streetscape plans for improvements to the public space abutting all of the project sites. DDOT also recommends that the applicant consider reserving several underground parking spaces for car-vehicles as a means of reducing demand for car ownership within the project.

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