GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

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

From: Kenneth G. Laden
Associate Director for Transportation Planning

Date: November 29, 2005

Subject: **ZC 05-22 – Planned Unit Development (PUD) Located at 2301-2315 14th Street, NW, Square 2868, Lots 119 and 122, in a C-2-B District**

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

The applicant, Level 2 Development, LLC, proposes to construct a nine-story, mixed-use 171 – unit condominium building with underground parking on the subject site, with approximately 16,600 square feet of ground floor retail designed to serve residents and the surrounding neighborhood. The development parcel is currently improved with a multi-use building and is occupied by an automobile repair garage, used car sales, storage facility for vending carts and supplies, and Comcast cable facilities on the southeastern portion of the square.

Fourteenth Street, NW bounds the site to the east, Belmont Street, NW to the north, Florida Avenue, NW to the south and a fifteen-foot alley to the east. The site is well served by a number of Metrobus routes and is within walking distance of the U Street/Carodoza Metro Rail Station located at 13th and U Street, NW. The public alley abutting the project will be widened to twenty-feet, with the portion adjacent to a Comcast service building remaining fifteen-feet wide; the building houses satellite receiving equipment serving communities throughout the District and will remain after project completion. The alley provides access to parking and loading facilities with service trucks restricted to one-way travel entering from the north.

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The southeastern portion of the site is occupied by Comcast cable equipment including several satellite dishes, a 140-foot tower and the one-story service building. The applicant and Comcast are negotiating an agreement in which Comcast would retain ownership of the equipment building and tower; the area containing the satellite dishes would be included in the development proposal. Upon completion of the condominium building, the tower could be removed and replaced with a microwave dish placed on the roof of the penthouse.

The main lobby and retail entrances are located on 14th Street, NW. Loading berths and service delivery areas are placed parallel to the alley to allow for pull in - pullout maneuvers able to accommodate a fifty-five foot long truck. Parking garage access is immediately south of the loading/service area. The applicant will also seek to provide an on-street loading zone at the main building entrance on 14th Street, NW. The applicant is required to provide 18 retail and 57 residential parking spaces based on the Zoning requirements. The two-level parking garage will provide a total of 150 parking spaces, 132 for residents and 18 for retail use. The applicant has committed to reserve at least two parking spaces for "Zip-Car" or "Flex Car", area car-sharing firms.

The applicant retained a traffic consultant to conduct a traffic impact analysis of the project. The consultant compared vehicular traffic generated from the existing uses with traffic to be generated from the proposed development. The analysis determined the proposed new development would add two net additional AM peak-hour trips and thirty-seven net trips in the PM peak-hour, a negligible increase to the existing traffic volume. Signalized intersections in the study area currently operate at acceptable levels of service during the AM and PM peak-hours and would continue in the future. The traffic consultant notes that the eastbound movement at the intersections of Florida Avenue at 13th Street and 14th Street, NW during the PM peak-hour is near capacity and recommends modifications to the signal timing to provide more time for eastbound traffic.

The transportation network can accommodate the proposed project without creating dangerous or objectionable traffic conditions. Accordingly, DDOT has no objections to the project.

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