


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

To: Sharon S. Schellin, Secretary
Zoning Commission

From: Kenneth G. Laden 
Associate Director for Transportation Planning

Date: January 12, 2007

Subject: REVISED REPORT: ZC 06-24 – Planned Unit Development (PUD)
2400 14th Street, NW; Square 2661, Lot 219

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. This report replaces the previous DDOT report dated October 16, 2006. The only change is that DDOT agrees with the applicant's recommendation to modify a proposed 55' deep loading berth to a 30' deep loading berth.

The applicant, Level 2 Development, seeks approval of a PUD in order to develop a mixed-use condominium on the subject site that will include 200 to 250 dwelling units, 18,500 square feet of ground-floor retail and a two-level parking garage. The site is located on the west-side of Fourteenth Street, NW between Belmont Street, NW and Chapin Street, NW and is bordered by a 20' – wide public alley to the west. The site is currently occupied by a small shopping center and surface parking with 48 parking spaces that will be demolished prior to construction. The center has a total of 17,743 square feet of retail space, of which 11,767 square feet was leased and 5,976 square feet vacant at the date of the filing.

The new building will be oriented towards Fourteenth Street, NW where the main residential lobby and retail stores will be located; ground-floor entrances for individual condo units are placed along Chapin Street, NW. Access to the parking garage and loading facilities is provided by the public alley. To accommodate retail users, the applicant proposes constructing a surface parking lot towards the north end of the alley with 18 parking spaces with a walkway providing a link to the main retail entrances facing Fourteenth Street, NW. The loading docks are adjacent to the parking garage entrance placed towards the southern end of the alley. Delivery trucks will be instructed to enter the alley from Chapin Street, NW to the north and exit to the south onto Belmont Street, NW, allowing them to back into the loading bays adjacent to the alley. Two proposed car-sharing spaces are proposed to be located adjacent to the loading docks and bicycle parking spaces are placed in the garage.

ZONING COMMISSION
District of Columbia

2000 14th Street, N.W., Washington, DC 20009 (202) 671-2730

CASE NO.

06-24

EXHIBIT NO.

35

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A traffic impact study was prepared by a traffic consultant retained by the applicant, comparing the existing traffic conditions with the proposed future traffic conditions after project completion. DDOT supports the findings of the study that determined the proposed project will generate less AM peak-hour and PM peak-hour trips than currently generated by the existing shopping center.

The applicant seeks to modify the loading facilities serving the project by reducing a required 55' deep loading berth to a 30' berth. The original proposal had a total of three loading berths satisfying zoning requirements with the residential portion served by a 55' - deep loading berth, one 20'- deep loading berth and a 200 square-foot loading platform. The retail portion is serviced by a 30' - deep loading berth and a 100 square-foot loading platform, all loading facilities are accessed by a 20' wide public alley that runs along the western edge of the property.

The applicant supplied tracking diagrams of different vehicles accessing the loading docks from Belmont Road, NW to the south and exiting onto Chapin Street, NW to the north. Problems were observed when the large tractor trailer trucks attempts to access the site as the vehicle would have to use the entire width of both roads in order to make the turning movements as both roadways are only 30' wide with parking on both sides. This movement would create conflicts between the large trucks and parked vehicles, possibly requiring the removal of a minimum of four existing on-street parking spaces, two on each street.

DDOT supports the determination of the traffic consultant that the use of this size of truck would be infrequent based on the dwelling-unit size and expected retail tenants. Therefore DDOT recommends the applicant use the curb-face on 14th Street, NW to accommodate infrequent use of the larger tractor trailer trucks, if necessary, working with DDOT to obtain temporary no-parking signs. The project will have a negligible impact on the surrounding transportation network, thus DDOT has no objections to the project proposal.

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DISTRICT DEPARTMENT OF TRANSPORTATION★ ★ ★
[REDACTED]
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TO:

Sharon Schellin, Secretary

FROM:

Ken Laden

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Zoning Commission

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ZC 06-24 - Revised Report

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


NOTES/COMMENTS:

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