

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Memorandum

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

FROM: Karina Ricks *KR*
Associate Director, TPPA

DATE: February 4, 2008

SUBJECT: Zoning Commission Case No. 07-02 Request for Consolidated Approval of a Planned Unit Development (PUD) and related Amendment from R-5-B to C-3-A in Square 2672 at 1444 Irving Street, NW

2008 FEB - 8 AM 11:53

D.C. OFFICE OF ZONING

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

The applicant requests a consolidated review and approval of a Planned Unit Development (PUD) to construct an apartment building containing approximately 69 residential units and 104 Community Based Residential Facility (CBRF) rooms. The project is located on the south side of Irving Street, NW, a half block west of the Columbia Heights Metro Rail Station on the Green Line. The property is currently zoned R-5-B and C-3-A. The applicant seeks a Zoning Map Amendment to rezone the entire site to C-3-A. The proposed development will provide 84 underground parking spaces compared to 75 spaces required by the Zoning Regulations.

As stated previously, the property is located in the south side of Irving Street in the Columbia Heights Neighborhood. The project fronts on Irving Street, a one-way minor arterial street in the vicinity of the site. This facility has an average daily traffic volume of 12,000 vehicles near the site. Other streets in the vicinity of the site are Fourteenth

ZONING COMMISSION
District of Columbia

CASE NO. 07-02
EXHIBIT NO. 35 (ORIGINAL)

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Street, a minor arterial with an average daily traffic volume of 21,400 vehicles and 16th Street, a principal arterial carrying significant regional commuter traffic with an average daily traffic volume of 37,000 vehicles. We conclude that the site is well served by the existing street system in the area.

To determine the potential impact of the site development, we have examined the proposal with regard to trip generation level, the availability of public transportation to service the development and parking loading and loading access and circulation

With regard to trip generation, the applicant estimates that the residential development will generate approximately 15 vehicle trips during the a.m. peak hour and 16 vehicle trips during the p.m. peak hours. DDOT concurs with the applicant conclusion that the Community Based Residential Facility will have negligible vehicular trips during both the a.m. and the p.m. hours. DDOT has reviewed the traffic study provided by the applicant. In our judgment traffic generated by this project will have no significant impact in terms of capacity and level of service on the surrounding intersections.

With regard to mass transit, we note that several Metro bus routes serve the site with a bus stop adjacent to the site. These routes operate along Irving Street, and 14th Street less than half a block from the development. In addition, the Columbia Heights Metro Rail Station on the Green Line is located a half block from the development. DDOT concludes that the development is well served by the existing public transportation system.

The applicant will provide 84 garage parking spaces for residential development and no parking for the CBRF. The below grade parking garage is accessed via a public alley off 14th Street, which is shared by the adjacent Highland development. DDOT supports the arrangement if there is a binding agreement between the developers.

DDOT observes that the development is well served by the Metrobus system and is less than one block from the Columbia Heights Metro Rail Station on the Green Line. Accordingly, **DDOT recommends that the applicant develops a strong Transportation Management Plan (TDM) for DDOT review and approval.** The TDM will encourage alternate modes of travel for residents promoting walking, cycling, car sharing and transit use and other sustainable options. Physical improvements include reserving a minimum of five (5) bicycle parking spaces in the garage totaling 5% of the automobile spaces and reserving a garage parking space or nearby curbside space for a car-sharing service. Other TDM measures include providing complimentary SmartTrip cards with, for example, \$20 Metro fare media per person to residential tenants upon

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move-in, alternative transit subsidies, providing website hotlinks to goDCgo.com and CommuterConnections.com and on developer and property management websites and distributing alternative transportation information and brochures via lobby kiosks, welcome packets and bulletin boards.

The proposed development will provide a 12' X 30' loading berth with a 100 square foot loading platform compared to a 12' X 55' berth required by the Zoning Regulations. In consideration of the size of the development and the small size of the site, DDOT would not oppose the relief sought by the applicant. Access to the loading in the rear of the building is via a public alley off Irving Street. DDOT has no objection to the proposed access and circulation plan.

In summary, the Department's support of the proposed development is contingent on the applicant preparing a Transportation Demand Management for DDOT review and approval.

Ab:KR

cc: Cochran, OP

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D.C. OFFICE OF ZONING

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION


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Transportation Policy and Planning Administration

ZONING COMMISSION
District of Columbia**Memorandum**CASE NO. 07-02
EXHIBIT NO. 25

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Director
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FROM: Karina Ricks 
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NOTES/COMMENTS: