

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Memorandum

TO: Zoning Commission (ZC)

FROM: Karina Ricks, Associate Director
District Department of Transportation

DATE: December 8, 2008

SUBJECT: Zoning Commission Case # 08-14 (Kelsey Gardens)
1500 block of 7th Street, N.W.

Phil Dybeck for KR

This memo is to follow up on the responses to DDOT comments from October 17, 2008 and October 29, 2008. DDOT supports this project as important to bring residents and businesses to the Shaw neighborhood. The applicant is proposing a Consolidated Planned Unit Development (PUD) to construct a new mixed-use building in the 1500 block of 7th Street, NW, between P and Q Streets. The development will consist of 272 apartments, 7 rowhouses, and 10,122 square feet of retail. The developer proposes to build 231 parking spaces, of which 25 would be reserved for retail use.

DDOT ANALYSIS

The applicant has promptly responded to DDOT's request to provide a Transportation Impact Statement (TIS), submitted on November 20, 2008. The applicant has followed the DDOT curbcut policy and moved the loading area and parking garage entrance to the alley. DDOT also supports the aspects of the applicant's proposed Transportation Management Plan (TMP), which consists of a Resident Transportation Coordinator, preferred parking allocation for carpooling, two (2) reserved spaces for car-sharing vehicles, and residential parking permit program exclusion.

However, DDOT is still convinced that a more aggressive TMP would benefit the District. This would consist of the developer paying for the initial carsharing application fee and annual fee for one year for all residents or proprietors inside of the residential and retail development to encourage carsharing use. Additionally, DDOT also encourages SmartBikes memberships for 1 year (\$40 annually) to be included for residents and proprietors by the developer.

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EXHIBIT NO. 55

The TIS states that people are increasingly using other modes besides driving, which was also published in the Washington Post (December 8, 2008). For this reason, DDOT encourages the developer to also provide Smarttrip cards to all residents and business owners upon move-in to the new property. The TIS states that a Smartbike kiosk would be infeasible based on sidewalk geometry. DDOT would like to continue this discussion, because the applicant other options, such as placing the kiosk in the parking lane.

Finally, the TIS outlines the extensive transportation options in the area, including the bicycle network, buses, and proximity to the Shaw/Howard Metro Station. It also shows an excess of on-street parking in the area (at maximum 64% occupied). This does not support the assumption that there is a parking shortage or a need to exceed the minimum parking requirements by 141 spaces (157%). Such parking excess encourages vehicle ownership, and consequently driving. Therefore DDOT urges the developer to reduce the number of parking spaces to an amount closer to the minimum parking requirement of 90 spaces. This will encourage residents not only to take advantage of the surrounding transportation investments and options, but to stay in the community and frequent neighborhood retail.

SUMMARY AND RECOMMENDATION

The District Department of Transportation recommends the new development for approval if the applicant provides the described steps for increased multi-modal transportation uses.