

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 *KR*
District Department of Transportation
DATE: November 20, 2008
SUBJECT: Zoning Commission Case #08-21 (Canal Parc)
4460 MacArthur Boulevard, N.W.

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D.C. OFFICE OF ZONING

APPLICATION

Athena Group, LLC (applicant) requests a planned unit development to build a 37 townhouse community in the Palisades neighborhood of Washington, D.C.

RECOMMENDATION IN BRIEF

DDOT does not agree with the applicant's request for the planned unit development. DDOT has met with the applicant and provided recommendations including Lingan Road that will have no vehicular access to the proposed development. DDOT earlier believed limiting access on Lingan Road would have no impact on the connectivity to MacArthur Boulevard. However, the November 10, 2008 memorandum submitted by the District of Columbia Fire and Emergency Medical Services Department demonstrates that the Lingan Road connectivity is needed and additional changes need to be made to accommodate DC Fire/EMS vehicles and equipment.

ZONING COMMISSION
District of Columbia

CASE NO. OP-21
EXHIBIT NO. 26 (fox)

DDOT ANALYSIS

The applicant's transportation impact study duly notes the lengthy vehicle queues on MacArthur Boulevard in the direct vicinity of the proposed development. The Palisades neighborhood has undergone a significant growth in traffic volume in the last 5-7 years due greatly in part to regional commuting and private school enrollment. MacArthur Boulevard, in the vicinity of the proposed development, is especially congested as it is used by a significant commuter population. Additionally, there is no reliable mass transit in the area causing additional road crowdedness.

MacArthur Boulevard is listed as a minor arterial in the functional classification system of streets maintained by DDOT. The 2006 traffic volumes on MacArthur Boulevard show a daily count of about 25,000 vehicles. DDOT views this amount of vehicular traffic in a neighborhood setting as serious and contributes to rather significant delays as the applicant states in its transportation impact study. The traffic burdens are caused largely by the significant commuter population that uses MacArthur Boulevard to access Whitehurst Freeway and travel on to K Street and the Central Business District.

DDOT has reviewed the parking inventory inside of the proposed development. We believe the projected parking inventory is acceptable as long as the development maintains a limited number of visitors' vehicles to the address. Since the development has a limited on-site parking inventory, there may be additional parking in the neighborhood that already has an existing limited curbside inventory.

DDOT requests the applicant to enroll each resident for an initial carsharing application fee (\$25) and pay for one year of carsharing membership (\$50). We believe there should be further communication, from the applicant to Zipcar, that will allow Canal Parc residents access to a guaranteed revenue car.

The developer shall provide a 24 hour publicly accessible Smartbikes station (requires a 6' by 30' pad) in the vicinity of the development project. The actual placement of the Smartbike station can be negotiated with DDOT upon project approval. SmartBikes memberships for 1 year (\$40 annually) will be included for residents by the developer. DDOT believes the memberships will encourage use of alternative modes of transportation for travel.

The development site is less than 1/10th of a mile from the Washington Metropolitan Area Transit Authority (WMATA) 'D' series bus route that travels on MacArthur Boulevard. However, the bus service is inconsistent since its travel route is through downtown Washington, D.C. and the neighborhood of

Georgetown. Although the applicant has suggested the residents inside of Canal Parc may take WMATA buses in lieu of using a personal vehicle, DDOT knows otherwise. In spite of the projected use of personal vehicles by new residents, DDOT believes the developer should provide SmartTrip cards, one time only, to all new residents upon move-in to the new property. The SmartTrip cards will have \$60.00 WMATA fare per card for each new resident.

DDOT believes the development address should be excluded from the residential permit parking (RPP) system in the District of Columbia. The residents of the building will have the opportunity to park personal vehicles in the private facilities and therefore should not additionally burden the neighborhood curbside parking inventory.

CONCLUSION

DDOT has relied heavily on the DC/Fire review of the application and firmly believes the applicant will need to work with DC/Fire to make the necessary adjustments to allow for emergency service vehicles.

However, if the Commission votes to approve the application, DDOT strongly recommends the Commission require the above noted measures, approved by DDOT, for the applicant to receive the planned unit development.