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: May 24, 2005

Subject: **ZC Case No. 04-30 – "The Citadel" Mixed Use PUD Located at 17th Street and Kalorama Road, NW, Lot 36, Square 2562, in the Reed-Cooke Overlay/C-2-B Zoning District**

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site.

The applicant proposes to construct a mixed-use project on the subject site anchored by a Harris Teeter grocery store, a national chain planning to open its first store in the District, with ground-floor retail of approximately 39,000 square feet, 24,000 square feet of office space located above and nearly 7,000 square feet of other retail. The project site is located on the northeast corner of 17th Street and Kalorama Road, NW near the Adams Morgan, Reed-Cooke and Columbia Heights communities. The dome-capped building, named *The Citadel,* is unique with a generally column free first-floor with two below-grade levels accessed of used for vehicle parking and material storage, and a loading dock off 17th Street. The unique structure was previously used as a public hall, armory, arcade, restaurant, and roller-skating rink, the last long-term tenant.

The existing building footprint and general design will be retained. The façade and exterior of the structure will be repaired as needed and completely refinished with new windows installed along the lower ring of the dome to provide light for tenants. The grocery store will occupy the entire ground floor. Retail space will be located at the intersection of 17th and Kalorama Road and will occupy both parking levels. Proposed [illegible] areas will be located above the grocery store on the mezzanine and first-floor

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The existing loading dock entrance and the parking entrance located on Kalorama Road will be retained. The two below-grade levels will be reorganized to accommodate a total of 126 parking spaces for the new uses, a parcel pick-up area, bicycle parking spaces and will provide below-grade space for the potential retail tenant. A total of 86 parking spaces are reserved for the grocery store patrons, with six (6) reserved for employees. The remaining 34 parking spaces will be for the retail and office uses. On weekends, all but six of the parking spaces will be available for grocery store patrons and staff.

The applicant retained a traffic consultant to conduct a Traffic Impact Analysis of the project. The report analyzed the existing (2004) and build-year (2006) traffic conditions and concluded that the Level Of Service (LOS) at intersections in the study area all operate at LOS-D or better using the existing street network, which is acceptable by DDOT. However, the increased traffic volume for the westbound approach to the intersection of 16th and Kalorama Road increased the expected delay beyond acceptable conditions and will warrant installation of a traffic signal. DDOT recommends that the applicant design and contribute to the costs of installing a traffic signal at the intersection of 16th and Kalorama Road, NW, design plans to be reviewed and approved by DDOT.

Parking supply in the area is in high demand with 82% to 92% of the available Zone-1 Residential Parking Permit (RPP) spaces occupied during the study, surpassing capacity during peak-periods. The applicant has requested installing additional RPP parking adjacent to the site to minimize the parking impact on neighbors and offset the loss of curbside parking spaces for loading areas, the grocery entrance and loading dock truck access. Overall, the planned curbside parking for the site and adjacent streets will result in a loss of two parking spaces from the existing 41 spaces.

DDOT has concerns about potential impact of customer traffic and truck traffic on neighborhood residential streets. To reduce congestion and promote transportation safety we propose implementing several one-way street designations, listed as (Option 1-B) from the HNTB report titled "One-Way Street System – Citadel Site". The proposed changes include converting Kalorama Road one way westbound from 16th Street NW to 17th Street NW, and 17th Street NW one-way northbound from Kalorama Road to Columbia Road, NW. Euclid and Columbia Roads would remain two-way.

Loading activities must be closely monitored. The applicant will restrict all Harris Teeter delivery trucks to a maximum of 40' in length and will inform suppliers of the site constraints. The applicant is to instruct all trucks making deliveries to use 16th Street to Kalorama westbound then turn northbound on 17th Street to the loading docks. Trucks leaving the site would take northbound 17th Street to Columbia Road, NW.

DDOT will install signage on residential streets south and west of the Citadel site to prohibit through truck traffic. DDOT will also designate a 60-foot long "No Parking - Loading Zone" along the east curb of 17th Street NW, north of Kalorama Road that would provide 40-feet for loading and unloading and 20-feet for service delivery vehicles. A 30-foot long "No Parking - Loading Zone" will be provided along the north curb of Kalorama Road NW just east of the parking garage access to the Citadel site.

The developer is in negotiations with ANC-1C to finalize an MOU regarding operations of the proposed project. The two groups have agreed on nearly 100 separate issues, only a few items have not been finalized. DDOT concurs with the proposed MOU conditions negotiated between the developer and the ANC that relate to parking and transportation and requests review and concurrence of the final MOU.

In addition, construction staging area and parking for construction personnel should be contained onsite to the greatest extent possible.

In conclusion, DDOT requests that the developer design and contribute to the installation of a traffic signal at the intersection of 16th and Kalorama Road, NW, finalize a truck management plan for delivery vehicles, and restrict construction staging and construction personnel parking to the site. Provided the developer meets these requests and continues coordination with DDOT and the community, DDOT supports the project.

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