

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

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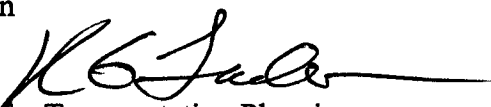


D.C. OFFICE OF ZONING

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Transportation Policy and Planning Administration

To: Sharon S. Schellin
Secretary
Zoning Commission

From: Kenneth G. Laden 
Associate Director for Transportation Planning

Date: October 17, 2006

Subject: ZC 06-13 – Consolidate Planned Unit Development (PUD)
1000 Connecticut Avenue, NW, Square 163, Lot 847

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 provided the applicant complies with the modification requested below.

The project consists of removing two existing thirteen-story office buildings and constructing a new thirteen-story office building with ground floor retail and a parking garage on the site. The project site is located on the northwest corner of the intersection of K Street and Connecticut Avenue, NW and is bordered by a fifteen-foot wide alley to the west and an alley network to the north that has twenty-foot wide and thirty-foot wide sections. K Street, NW is a four-lane roadway, with limited access service lanes with curbside parking separated from the main roadway by raised medians. The applicant seeks to close a portion of the alley to the north, 244 square feet of land, adding it to the building footprint. The project will total 362,292 square feet with 15,737 square feet of ground-floor retail and 353,656 square feet of office space.

The project satisfies the parking and loading requirements. Loading facilities are located at the rear of the building adjacent to the thirty-foot wide section of alley. The applicant will improve access through the alley system by widening the fifteen-foot wide alley to the west to seventeen and a half feet. Access to the five-story parking garage will be from a new driveway entrance off the service lane for K Street, NW. A total of 229 parking spaces are required for the project, the applicant will provide between 229 and 260 parking spaces. Bicycle parking is located on the first level of the garage.

The applicant retained a traffic consultant who prepared a traffic impact analysis to compare the existing traffic conditions with the expected traffic impacts created by the project. The study determined that all of the signalized intersections in the vicinity of the project.

ZONING COMMISSION
District of Columbia

06-13

2000 14th Street, N.W., Washington, DC 20009 (202) 671-2730 CASE NO.

EXHIBIT NO.

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currently operate at Level-of-Service C (LOS-C) or better during both the AM and PM, and will operate at LOS-C or better after project completion. DDOT is conducting a study, titled the *K Street Transit-way Study*, to determine improvements for K Street, NW in the vicinity of the project site that will change the current lane configuration to encourage mass transit circulation. DDOT raised concerns with the traffic consultant regarding the placement of the parking garage entrance on the K Street, NW service road in light of the study, and requested the consultant analyze the impacts of moving the parking garage entrance to the alley system behind the new building.

The alley provides access to several loading berths for the building to the north and a parking garage entrance for the building to the west. If the parking garage was moved to the rear of the building, the total number of vehicle trips for the alley system would increase substantially and would create congestion during peak hours, exceeding the capacity of the alley. The traffic consultant also raised concerns of pedestrian safety, noting that having an entrance off of a main roadway with a sidewalk and streetlights is safer than an alley, as the parking garage will be used for commercial purposes and is expected to operate beyond the hours of the office tenant.

DDOT has a concern with the design of the parking entrance driveway and opening at the building. On the submitted site plans, the width of the driveway curb-cut and garage entrance is eighteen-feet wide. The driveway will serve two-way traffic and should be designed to be a minimum width of twenty-feet and should not exceed twenty five-feet. The width of the driveway in public space must satisfy these design standards, even if the drive aisle within the building cannot meet the minimum width due to the location of building columns or other restraints.

DDOT has no objections to the project provided the applicant modify the entrance to the parking garage and work with DDOT staff on proposed streetscape improvements for the public space abutting the project along Connecticut Avenue, NW and K Street, NW.

KL:lb