


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   
Associate Director, TPPA

**DATE:** March 5, 2008

**SUBJECT:** Z.C. No. 07-26 – 1400 7<sup>th</sup> Street, NW, O Street Market  
Planned Unit Development (PUD) and Map Amendment

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2008 MAR 13 AM 10:24

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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.

O Street Roadside, LLC seeks approval of a consolidated PUD and related zoning map amendment from C-2-A to C-3-C for the project site bounded by Seventh Street to the east, P Street to the north, Ninth Street to the west and O Street, NW to the south. Seventh Street is a designated truck route and major north-south roadway that connects the Southwest Waterfront Neighborhood to the District border with Silver Spring, MD. Seventh Street, NW is classified as a major arterial and Ninth Street, NW a minor arterial; both streets carry on average 13,000 vehicles per day. O Street and P Street, NW are two-lane roadways designated collector and local streets, respectively.

The site is currently occupied by the historic O Street Market on the southeast corner of the square, a vacant building originally constructed in 1881, a grocery store on the

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2000 14<sup>th</sup> Street, N.W., Washington, DC 20009 (202) 671-2730

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western edge of the property and a large surface parking lot that occupies the remainder of the site. Redevelopment plans call for a public easement that will reestablish the Eight Street, NW right-of-way bisecting the square into two separate parcels that mirror the standard city blocks. The existing grocery store will be relocated to the eastern portion of the site, occupying the entire ground floor of the new building with a mixture of residential uses on the floors above, including market-rate and senior citizen rental apartments. The O Street Market will be retained and incorporated into the grocery store design but there will be no exterior alterations or roof additions.

The western portion of the site will be occupied by a large building containing a condominium and apartment building to the north and a hotel to the south. Ground floor retail will be placed along the 8<sup>th</sup> Street façade as well as the proposed retail parking entrance. The residential parking garage entrance and a separate truck loading entrance are accessed from Ninth Street, NW. In total the proposed project will contain approximately 770,000 ft<sup>2</sup> of gross floor with the overall residential uses totaling 545,800 ft<sup>2</sup>, 115,100 ft<sup>2</sup> of hotel space and 69,000 ft<sup>2</sup> of retail served by a below grade parking garage with 600 parking spaces. The residential uses include 300 condominiums 227 apartment units, 100 units of affordable senior rental housing and 11 townhouses.

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. Vehicular access is restricted to Ninth Street, NW and the Eight Street, NW easement, closing two existing curb-cuts on O Street, NW and one curb-cut on Seventh Street, NW. The design of the loading facility is noteworthy as they are located underground and were designed for vehicles to make turning movements within the loading area enabling them to head-in and head-out onto Ninth Street, NW.

DDOT has reviewed the traffic study provided by the applicant. With regard to trip generation, the applicant estimates that the residential portion of the development will generate approximately 127 vehicle trips during the a.m. peak hour and 149 vehicle trips during the p.m. peak hour, the hotel will generate 77 AM peak-hour trips and 81 PM peak-hour trip and the grocery store will add an additional 145 AM peak-hour trips and 292 PM peak-hour trips when compared to the existing grocery store.

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The traffic study determined that the intersections in the study area currently operate at Level of Service - C (LOS-C) or better and will continue to operate at an overall LOS-C or better after complete project build-out targeted for 2011. This LOS is maintained without any intersection design improvements or traffic signal modifications. 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. DDOT concurs with the applicant conclusion that the Community Based Residential Facility will have negligible vehicular trip impacts during both the a.m. and the p.m. hours com.

The site is well served by mass transit including several major Metro bus routes operating along Seventh, Ninth and P Streets, NW. This site is only two blocks to the north of the Mt. Vernon Square/Convention Center Metrorail Station, and two blocks to the south of the Shaw/Howard University Metrorail Station. Major bus routes access the site including the North-South route of the Circulator Bus that links Shaw with Downtown, the National Mall and the Southwest Waterfront neighborhood; a future circulator line connecting the Convention Center area with U Street and Adams Morgan; the Metro Extra Rapid Bus Service which connects Silver Spring to the National Archives via Georgia Avenue; two standard Metrobus lines servicing Seventh Street and Georgia Avenue with short headways; and the G2 line which provides cross-town service along P Street between Howard University and Georgetown University. Besides transit, the site will also have exclusive bike lanes along Seventh Street between Florida Avenue and the Mall, and along O Street. Some portion of these bike lanes already exists along Seventh Street, NW. The whole Shaw neighborhood enjoys a very high quality pedestrian network. Good sidewalks, short blocks, ground-level retail and numerous signalized intersections make walking a safe and important mode choice for residents and customers.

The number of parking spaces exceeds the minimum zoning requirement and is excessive given the site location near mass transit facilities. The proposed zoning map change from C-2-A to C-3-C reduces the parking requirement for all uses. The residential and hotel parking requirements are reduced from one parking space per two units to one parking space per every four units. The retail parking requirement is reduced from one parking space per every 300 ft<sup>2</sup> of gross floor area to 750 ft<sup>2</sup> of gross floor area after a reduction

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of 3000 ft<sup>2</sup>. The total minimum parking requirement for the site using the C-3-C standards is 311 parking spaces; 170 residential parking spaces, 91 retail spaces and 50 hotel spaces. The project proposal calls for a total of 580 parking spaces; 290 for the residents, 250 for retail and 40 for the hotel use. The project has an opportunity to reduce the parking requirement by up to 25% given the sites proximity to a mass transit. DDOT is concerned with the increase of traffic, congestion, and pollutants including greenhouse gases that excessive parking can cause, particularly on neighborhood streets where traffic calming is not an option. Therefore DDOT recommends the applicant modify the overall parking number by reducing the number of retail and residential parking spaces to be more consistent with the minimum parking ratio for the C-3-C zone in close proximity to two Metrorail stations.

DDOT observes that the development is well served by mass transit and **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 number of bicycle parking spaces in the garage totaling at least 5% (preferably 10%) 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 move-in or to hotel guests upon check-in and alternative transit subsidies or providing website hotlinks to goDCgo.com and CommuterConnections.com. The hotel could promote transit use on its website and distribute transportation information and brochures via lobby kiosks and welcome packets. DDOT has a full-time TDM coordinator that who is receptive and eager to working with the applicant and future tenants on developing a comprehensive TDM program.

One issue that requires additional coordination is the proposed reestablishment of Eight Street, NW within the project site. The applicant proposes to retain it by means of a private street with a public easement. Eighth Street, NW falls within the boundaries of the Historic City within the L'Enfant Plan, extending from the Convention Center to the south to Howard University to the north. This project provides an opportunity to reintroduce this segment of Eight Street, NW into the historic street grid.

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DDOT prefers developers design roads to DDOT/AASHTO standards in particular areas where public access is necessary to ensure the geometry allows for safe movement of pedestrian, bicycles and vehicles and the materials are adequate to support public use and to minimize future maintenance issues. Eighth Street, NW will have a publicly accessible sidewalk and roadway however the nature of the project requires that it be constructed as a bridge over the parking and loading structures below. DDOT would like to coordinate with the developer to determine if the roadway can be designed and dedicated to DDOT standards and dedicated as a public roadway instead of a private road with a public easement.

DDOT supports the overall project however a few items require our continued coordination with the applicant including the design of public space improvements for all of the streets abutting the site, developing a TDM plan and making a determination on the ownership, use and future maintenance of Eighth Street, NW. DDOT would like to work with the developer on the parking plan and determine a parking ratio that is appropriate given the sites proximity to mass transit services and the adjacent bicycle and pedestrian facilities, reducing the number of parking space to a ratio consistent with the parking requirements of the C-3-C Zoning District. Accordingly, DDOT has no objections.

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2000 14<sup>th</sup> Street, N. W., 7<sup>th</sup> Floor  
Washington, D. C. 20009

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### FAX SHEET

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**COMMENTS**

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