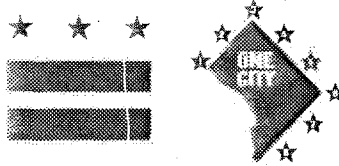


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



Policy, Planning and Sustainability Administration

RECEIVED
D.C. OFFICE OF ZONING
2011 AUG 31 PM 12:03

Memorandum

TO: Anthony Hood, Chairman
DC Zoning Commission

FROM: Maurice Keys
District Department of Transportation

DATE: August 31, 2011

SUBJECT: ZC Case 11-08 (Application of Il Palazzo LLC; 2700 16th Street, N.W.)

APPLICATION

The Applicant seeks review and approval of a consolidated Planned Unit Development ("PUD") and PUD-Related Map Amendment to rezone the portion of the Property located in the D/R-5-B Zone District to the R-5-D Zone District. The property that is the subject of this application consists of approximately 42,494 square feet of land area and is located at 2700 16th Street, N.W. (Square 2578, Lot 26). The subject property is currently zoned D/R-5-B and R-5-D. The Applicant proposes to rezone the entirety of the Property to the R-5-D Zone District through a PUD-related Map Amendment. The Property is improved with a three-story building that formerly served as the Embassy of Italy. The Applicant is proposing to renovate the existing building and convert it to residential use and to construct an addition to the west of the building, which will also be dedicated to residential use. The project will include up to 135 residential units, it will have a maximum floor area ratio of 2.8 and a maximum height of ninety (90) feet.

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) recommends approval of the Applicant's request for a consolidated Planned Unit Development in the D/R-5-B Zone District. The proposal shows access to and from the site will occur via four (4) curb cut driveway entrances.

55 M Street, S.E., Suite 400; Washington, D.C. 20003
202 671-2730, Fax: 202 671-0617

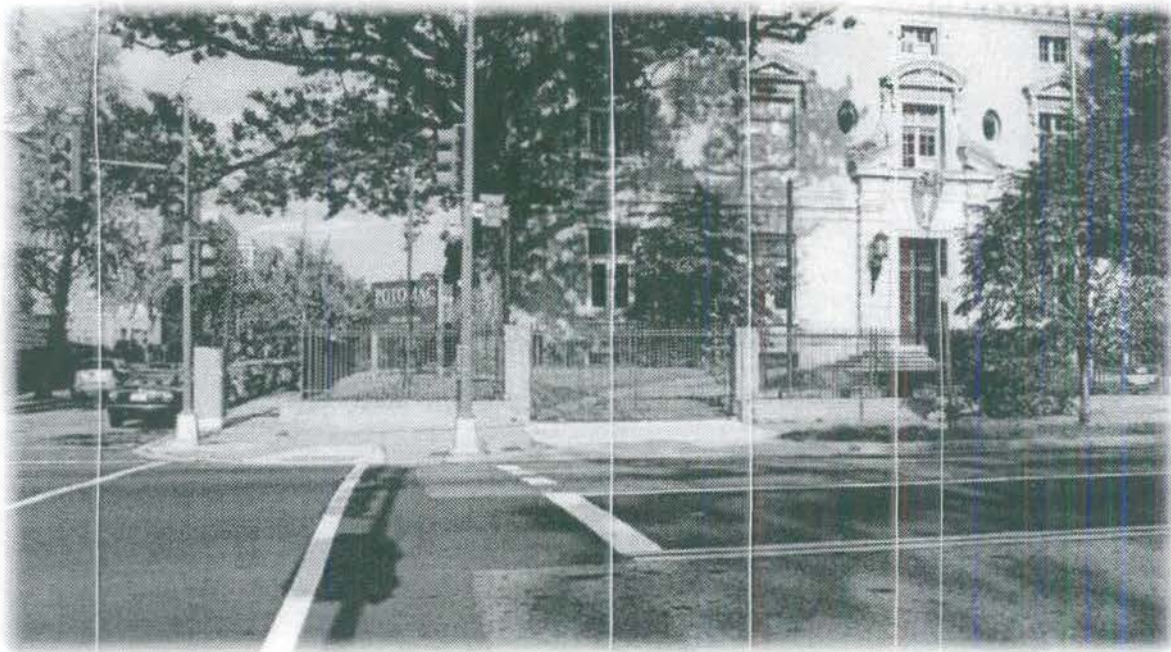
ZONING COMMISSION
District of Columbia
CASE NO. 11-08
EXHIBIT NO. 23

two on 16th Street N.W., one on Fuller Street and another on Mozart Place N.W. The Applicant has been informed the curb cut driveways on Mozart and 16th Street violate DDOT public space policy and DDOT Design and Engineering requirements.

DDOT ANALYSIS

The Applicant has provided DDOT a transportation study supporting redevelopment of the property located at 2700 16th Street, N.W.

There are two (2) existing curb cuts located in front of the subject property, on 16th Street. The Applicant proposes to re-use the existing curb cuts for passenger pick-up and drop-off. There is additional interest to maintain the circular driveway curb cuts because the Applicant believes the future residents will have groceries and parcel packages delivered to this area of the property. The requested curb cuts on 16th Street, N.W. of the proposal do not meet the DDOT Traffic Safety Division requirements which state, *"No driveway of any entrance or exit to an intersection shall be closer than 60 feet to a street intersection as measured from the intersection of the curb lines extended. On the approach direction to an intersection the driveway edge line must be located a minimum of 60 feet from the point of intersection of two streets."* The 16th Street curb cuts are located less than 60 feet away from the 16th Street / Fuller Street intersection.



Picture 1 – Intersection of 16th and Fuller Streets, NW. Circular driveway of subject property (2700 16th Street, N.W.). Existing curb cuts do not meet DDOT Design & Engineering guidelines.

Furthermore, the vehicle turn movements into the proposed 16th Street curb cuts will precariously conflict with the significant 16th Street pedestrian and bicyclist activity. The proposed curb cuts create new vehicle access points in the populated 16th Street, N.W. corridor where pedestrians and transit access currently have safe access. The curb cuts are redundant and DDOT recommended that the Fuller Street access to the property serve vehicles accessing the property. In this instance, the subject property has sufficient access to expand the existing Fuller Street curb cut.



Photograph 2 – Photograph of sidewalk at the intersection of 16th and Fuller Streets – southern curb cut of semi-circular driveway. The subject property is in very close proximity to bus stop (on the north) and Capital Bikeshare station (one block north).

The driver's left hand turning action (westbound), from 16th Street into either of the two (2) circular driveway curb cuts, means the vehicle driver will need to ensure the driveway is free of all oncoming pedestrians and cyclists on the sidewalk. The 16th Street curb cuts introduce yet more conflict points for pedestrians in an urban context and would result in twice as many potential pedestrian-vehicular conflicts along 16th Street. Although the 16th Street curb cuts are currently in place, they have not been used for a significant period of time because the property has been vacant. The circular driveway has been in existence since 1925, according to DC Historic Preservation Office staff.



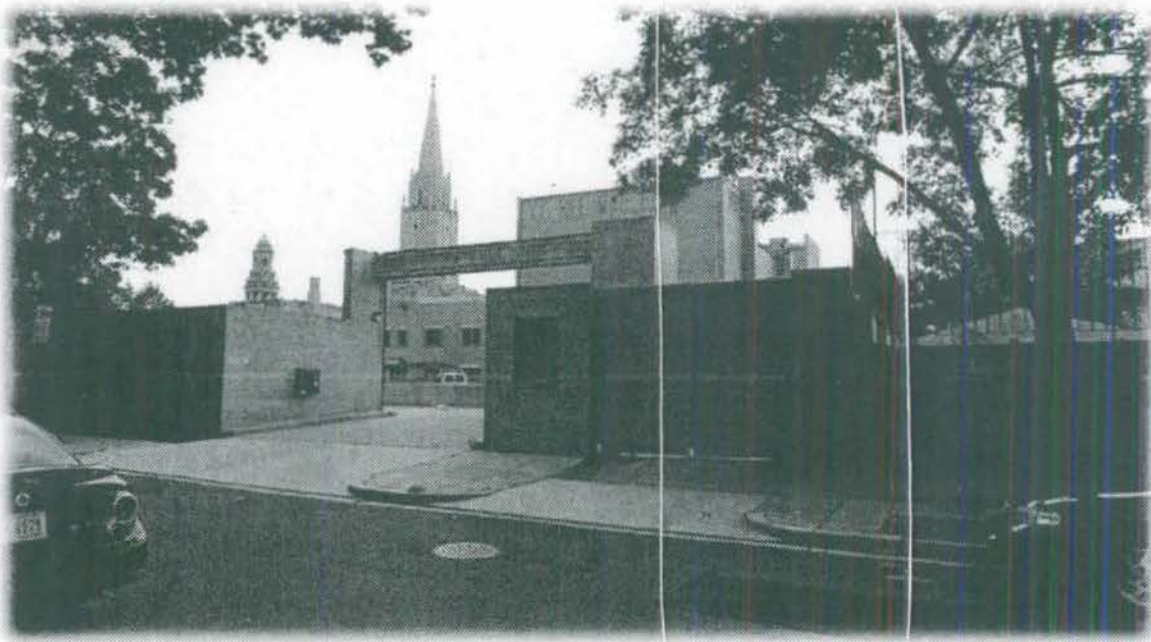
Photograph 3 – Pedestrian activity in front of subject property, along 16th Street. The northern curb cut, at the subject property, was used as access to existing semi-circular driveway along 16th Street.

The Applicant's proposed Mozart Place curb cut poses a number of transportation and public space challenges. Mozart Place is a narrow one-way local street in the Adams Morgan neighborhood. DDOT staff measured the length of the existing curb cut driveways on Mozart Place and these driveways total (48) feet of public space. The Applicant is proposing a twenty six (26) foot driveway on Mozart Place to accommodate vehicles exiting from the subject property. This means there will be a total of 72 feet of private curb cut space on Mozart Place which would account for approximately one third of the residential block. The significant allowance of public space does not align with the City's use of public space.

The proposed driveway will further reduce the Adams Morgan curbside parking inventory by approximately four (4) vehicles. Based on the proposed plans, the Applicant's Mozart Place driveway warrants the removal of three (3) healthy street trees.

DDOT has encouraged the Applicant to further investigate widening the Fuller Street curb cut as an option to remedy the noted public space concerns associated with Mozart Place and 16th Street. Presently, there is a fifteen foot curb cut associated with the subject property. Vehicle access to the property can occur from Fuller Street and DDOT has agreed that widening the existing Fuller Street curb cut would allow for personal passenger vehicles and commercial vehicles to use it. Furthermore, the Applicant would not need to remove any street trees from Fuller Street.

The Applicant is aware that *all* building associated utilities will need to be located inside of the building property line. There will be no utility grates located in public space, adjacent to the subject address. Utility grates in public space, especially along pedestrian paths, lead to an uninviting and hazardous pedestrian environment.



Photograph 3 – Parking and loading to Scottish Rite Temple on Mozart Street. Scottish Rite Temple, adjacent property to the subject address, has two curb cuts. Photograph shows one of the trees that would be affected by proposed curb cut to Applicant's property.

PARKING

The Applicant has informed DDOT it plans to build 60-90 below-grade parking spaces. DDOT does not object to this number of parking spaces. DDOT commends the Applicant for reducing the number of planned parking spaces as the site is transit oriented development (TOD) and there are a number of transit options for the new residents. However, the parking spaces inside of the new project may remain open to non-resident lease opportunities as has happened at neighboring buildings. It is these outside vehicle parking space lease offers that will lead to worse vehicle traffic concerns in the neighborhood. DDOT firmly recommends the Zoning Commission limit the use of the residential parking garage to those residents living inside of the proposed building. DDOT opposes any use of the parking spaces inside of the residential parking garage for non-resident leases.

SUMMARY AND RECOMMENDATION

DDOT supports the Applicant's proposal for a PUD in the DC/R-5-B Zone District at premises 2700 16th Street, N.W. However, it is clear the proposed curb cuts on Mozart Place and 16th Street will cause longstanding transportation impact problems.

MK:jj