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DISTRICT DEPARTMENT OF TRANSPORTATION

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Transportation Policy and Planning Administration

**Memorandum**

**TO:** Jamison L. Weinbaum, Director  
DC Office of Zoning

**FROM:** Karina Ricks *KR*  
District Department of Transportation

**DATE:** October 1, 2009

**SUBJECT:** ZC # 08-24 (Application of Abdo Development & Catholic University)

**APPLICATION**

Abdo Development, LLC and the Trustees of the Catholic University of America (the "Applicant") are seeking review and approval of a consolidated planned unit development ("PUD"). The Property that is the subject of this application is located generally south of Michigan Avenue, N.E., north of Kearny Street, N.E., east of the Dominican House of Studies and west of the railroad tracks. The Property is located in the Brookland neighborhood of Ward 5 and has an approximate land area of 8.9 acres. The Applicant requests a Zoning Map amendment to the C-2-B Zone District for the portions of the Property along Michigan Avenue and Monroe Street. The properties that are located in the southwest corner of the Property are proposed to be rezoned to the R-5-B Zone District. The small property at the southeast corner of 8th and Monroe Streets, N.E. is proposed to remain in the C-M-1 Zone District. The Applicant proposes the construction of 725-825 residential units and approximately 75,000-85,000 square feet of retail space.

ZONING COMMISSION  
District of Columbia  
CASE NO. 08-24  
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## ZC 08-24 - Application of Abdo Development & Catholic University

### RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) recommends conditional support of the Applicant's request for a PUD. DDOT believes the Applicant has provided enough information for the proposed site not to have significant transportation impacts. The Applicant will need to follow DDOT's policy for a Transportation Demand Management (TDM) program for a development of this size. DDOT wishes to address the loading associated with the building located in Block C and the number of proposed parking spaces for a site that is Transit Oriented Development (TOD).

### DDOT ANALYSIS

The Applicant has provided DDOT a transportation impact study associated with the proposed development. The study provides some information for DDOT to make a determination of potential effects to the surrounding right of way.

DDOT recommends the Applicant reduce the loading berth size for the building in Block C. The Applicant should plan for a berth to accommodate 30 foot delivery vehicles instead of 55 foot vehicles, as seen in current plans. The Block C building does not have single family dwellings that may warrant 55 foot delivery vehicles. Instead, the proposed housing consists of smaller residences that will not require large vehicles.

The Applicant proposes 904 parking spaces while the current DC Zoning regulations require 475 on-site parking spaces. DDOT firmly recommends the Applicant reduce the overall number of parking spaces to ensure that parking is not overbuilt and that the development takes advantage of its prime location to the Brookland / CUA Washington Metropolitan Area Transit Authority (WMATA) rail station located at 801 Michigan Avenue, N.E. DDOT strongly believes this development project should heavily rely on the use of mass transit.

The Applicant's July 8, 2009 Transportation Impact Study declares, "The increase in traffic at the study intersections is expected to have some impact on traffic operations and could be offset by the following additional improvements: Timing improvements at Michigan/Harewood Road, Michigan Avenue/4<sup>th</sup> Street, Michigan Avenue/10<sup>th</sup> Street, Monroe Street/7<sup>th</sup> Street and Franklin Street/7<sup>th</sup> Street intersections." The timing adjustments will need additional review by the DDOT Traffic Signal Engineer staff members. An aggressive TDM strategy will help to avoid some of the suggested signal timing improvements. The Applicant proposes a TDM program that provides some alternatives to contributing additional vehicle trips through the proposed development. Any TDM program will need to follow DDOT's TDM policy.

Although all proposed use of the public space will undergo further review by the DDOT Public Space Division staff, the Applicant's plans demonstrate vehicle points of

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access on 7<sup>th</sup> Street (Block A-1) and 8<sup>th</sup> Street (Block E). The access points for each of the buildings will reduce the amount of convenient on-street parking inventory for residential and retail visitors.

**SUMMARY AND RECOMMENDATION**

DDOT supports the Applicant's proposal with the conditions as previously stated. DDOT believes the Zoning Commission should require a meaningful reduction in the number of parking spaces for the project and require 30' loading berths where the Applicant proposes 55' loading berths.

KR:jj