



F. Tavani and Associates, Inc.
Traffic Engineering and Planning

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1 July 2011

Harriet Tregoning
Office of Planning
1100 4th Street, SW, Suite E650
Washington, DC 20024

VIA FAX (202) 442-7638

RE: Large Tract Review No. 2011-03,
Curtis Chevrolet Site
5929 Georgia Ave, Lot 38, Parcel 101/46
FTA Job No. 211-006

Dear Ms. Tregoning:

F. Tavani and Associates, Inc. (FTA) has conducted a number of investigations relative to the proposed Wal*Mart situated on the former Curtis Chevrolet site. These investigations have included conduct of a traffic impact study, review of Applicant materials, and a review of DDOT's memorandum dated 24 June 2011. Though updated, some fundamental elements of the Large Tract application remain and appear to be very challenging to remedy. These include:

- 1) **Fundamental conflicts between Wal*Mart activity and Paul Charter School.** The proposed Wal*Mart is immediately adjacent to a charter junior high school with over 600 students. These students walk along 9th Street NW and Missouri Avenue NW several times per day during most weekdays. The proposed truck loading area along Missouri Avenue NW will result in activity which is in direct conflict with these pedestrian activities. This is a particular concern given that it appears the truck deliveries will need to be accomplished by having trucks back into the delivery driveway. The truck driver will find the reversing movement challenging alone, but when combined with Missouri Avenue traffic and young pedestrian activity, a clear safety concern is raised.
- 2) **Bus shelter impacts.** The proposed displacement of the Georgia Avenue bus shelter at Missouri Avenue will affect hundreds of mass transit patrons per day and could possibly result in disruption to pedestrian activity and pathways.
- 3) **Through lane alignment and driver expectancy.** The proposed left-turn lanes along Georgia Avenue at Peabody Street and at Missouri Avenue will be created by eliminating on street parking. This will result in a shift of through traffic along Georgia Avenue. Georgia Avenue features relatively high-volume and high-speed traffic and shifting through lanes along the corridor (to accommodate the proposed left-turn lanes) may surprise some motorists and could result in through motorists unknowingly driving through newly-

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designated left-turn lanes. Nowhere else along Georgia Avenue in the vicinity of the site are exclusive left-turn lanes provided.

- 4) **Loss of on-street parking.** As mentioned earlier, the Applicant proposes the elimination of several on-street parking spaces to accommodate the proposed left-turn lanes at Peabody Street and at Missouri Avenue. The elimination of on-street parking will affect the business viability of other retailers and businesses along the Georgia Avenue corridor. In addition, the elimination of on-street parking will result in moving lanes of traffic being shifted to the former parking lane, or immediately adjacent to sidewalk. Pedestrian activity along this corridor is significant and the on-street parking provides a buffer between pedestrians and moving traffic. Nowhere else along Georgia Avenue in the vicinity of the site is on-street parking *not* provided.

As mentioned at the beginning of this letter, these fundamental shortcomings of the Application appear to be very challenging to remedy and are indicative of an inconsistency between the proposed land use and the surrounding environs which no road improvements or measure(s) will be able to address. Thank you for your time.

Very truly yours,

F. TAVANI AND ASSOCIATES, INC.



FRANK TAVANI, P.E., PTOE
Principal

DC PE #906195