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MEMORANDUM

TO: Kenton Drury E & G Group (E&G)

FROM: Samantha Williams Symmetra Design
Nicole White, PE, PTOE Symmetra Design

DATE: March 22, 2013

RE: 2321 4th Street Supplemental Memorandum

INTRODUCTION

The following memorandum outlines changes to the 2321 4th Street Transportation Impact Study (TIS), dated June 5, 2012, as a result of reducing the number of residential units and parking spaces for the approved project. The total unit count is proposed to be reduced from a range of 155-160 units, to a range of 116-121 units. The project will maintain the 0.25 space per unit parking ratio and there are no proposed changes to site access or loading. As a result the primary conclusions outlined in the previous TIS remain. The project as revised will not result in any adverse conditions related to transportation and parking.

BACKGROUND

The property is located at 2321 4th Street in Northeast Washington, DC in the Ward 5 Edgewood Community. The property is located less than 0.5 miles from the Rhode Island Avenue Metrorail Station (within a nine minute walk) and is also served by several Metrobus lines. In addition, there are bike lanes along either side of 4th Street, NE from T Street (to the south) past the site north to Lincoln Road.

The project is planned to include a residential component (formerly a range of 155-160 units which will now include a range of 116-121 units) and a retail component with approximately 5,096 square feet of neighborhood serving retail. Vehicular access will be provided via the proposed site driveway along 4th Street (located in the northwestern end of the property). This driveway is 23 feet wide and would provide direct access to the at-grade parking garage. The site driveway would also provide access to the loading area. The proposed enclosed loading area will provide one 30-foot loading berth.

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18567

EXHIBIT NO. 10

Board of Zoning Adjustment
District of Columbia
CASE NO.18567
EXHIBIT NO.10

TIS MODIFICATIONS

Traffic Projections and Analysis

As outlined in the June 5, 2012 TIS, the project was projected to generate 19 AM and 23 PM peak hour trips. Future traffic analysis results (including the addition of the project's traffic) indicated the study area intersections would all operate at acceptable Levels of Service (LOS) and intersection delay would increase by no more than 0.2 seconds per vehicle at any one study area intersection. This is a negligible increase. With the reduction in residential units the total traffic generated by the project would be reduced and future Intersection operations would remain within acceptable thresholds.

In addition, DDOT's report dated June 15, 2012 and submitted in BZA Case # 18372 indicated that DDOT concurred that the project would have minimal impact on the vehicle level of service and queue lengths, because the project is located near transit and because the project is providing limited parking.

Parking spaces

The applicant is proposing a net reduction of 11 parking spaces from 43 to 32. The parking ratio will remain at 0.25 spaces per residential unit and 3 retail parking spaces will continue to be provided. The current proposed parking supply is projected to be adequate to serve the needs of the project. In addition, residents will not be eligible to receive a Residential Parking Permit (RPP) and will consequently have minimal impact on Zone 5 residential parking spaces.

DDOT's June 15, 2012 report in response to the June 5th TIS stated that the agency had no objection to the parking variance request due to the relative proximity of the property to nearby transit and due to the project's inclusion of affordable housing (which lowers vehicle demand at the property).

Bicycle Parking

The project will provide storage in the parking garage to accommodate 39 bicycles. This is a reduction of 14 from the 53 bike spaces originally planned, due to the reduction in unit count. However, the ratio of bike spaces to unit count has not been reduced. In addition, the project will maintain the planned inverted-u bicycle racks (two) at grade level for four bicycle parking space in front of the building.

Transportation Demand Management

The applicant will maintain TDM measures such as providing each initial tenant a welcome package that promote website links such as CommuterConnections.com, goDCgo.com, Capital BikeShare, ZipCar, WMATA Metrobus route and DC Bicycle maps.

SUMMARY

The proposed reduction in residential units and the associated reduction in parking spaces will not change the conclusions outlined in the June 5 TIS. Therefore, the project as revised will not create any adverse conditions related to transportation and parking.