

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

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Transportation Policy and Planning Administration

To: Jerrily R. Kress, FAIA
Director
Office of Zoning

From: Kenneth G. Laden *KG Laden*
Associate Director for Transportation Planning

Date: July 11, 2006

Subject: ZC No. 05-23 - Consolidated PUD and Related Zoning Map
Amendment for Square 3576, Lot 815

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT has no objections to the project.

The applicants, CSX Realty and FF Realty, LLC, seeks Zoning Commission approval to develop a mixed-use project on the subject site, bordered by Harry Thomas Way, NE to the east and south, Eckington Place, NE to the west, and commercial uses to the north. The proposal includes the construction and public dedication of an extension of Q Street, NE, through the site. The proposed maximum build-out of the site would include approximately 636 condominium units, 32 townhouse units and 59,000 square feet of retail. The applicant has also agreed to design and construct a pedestrian/bicycle connection to the Metropolitan Branch Trail on a District owned parcel located across Harry Thomas Way, NE.

Three large mixed-use condominium buildings anchor the project, each with separate loading facilities and parking garages. Located at the southern portion of the site are the first two buildings which face Q Street, NE and are characterized by their front lawns and circular driveways for tenant drop-off and pick-up, the third building is placed along Harry Thomas Way, NE at the northeast corner of the parcel. A row of townhouses will be placed on the northern side of Q Street, NE, with an additional five units on Eckington Place, NE, with individual unit garage parking and a surface parking lot to the rear.

The project satisfies the parking and loading requirements. A total of 875 underground parking spaces are proposed with 830 reserved for residential use, a parking ratio of more than one space per condominium unit. Each townhouse unit will have a garage parking

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space with additional surface parking to the rear totaling 32 spaces. Each condominium has a separate loading facility, adjacent to the parking garage entry. On-street parking will also be provided on Q Street, NE within the site and along the perimeter roads. DDOT recommends that the applicant consider reserving several underground or surface parking spaces for car-sharing vehicles as a means of reducing demand for car ownership within the project.

The applicant retained a transportation consultant to prepare a transportation impact study analyzing the potential future traffic impact of this and other planned development projects in the area related to traffic generation, peak-hour trips and impacts on nearby signalized intersections. The study concluded that the study intersections currently operates at levels-of-service LOS-D, and would continue to after project completion, except for the northbound approach of 3rd and Rhode Island Avenue, NE which has an LOS-F.

DDOT is concerned that the applicant did not study the nearby signalized intersections of Florida Avenue and Eckington Place, and North Capitol Street and R Street, NE; these two intersections were "observed" for their operations. The latter was identified by the community as a concern and field observations showed that the queue for westbound traffic during the AM peak extended all the way to Eckington Place, NE. As listed on Page 11 of in the traffic study, *"The observations show that the Eckington Place/Florida Avenue operated acceptably in the AM Peak."* According to the trip distribution chart on Page 31, 30% of all site-generated trips enter from, and exit onto, Eckington Place, NE to the south.

DDOT staff met with the traffic consultant and shared the concerns listed above and requested additional analysis. The traffic consultant agreed to investigate the following:

- 1) Trip assignments/ADT numbers for the Florida Avenue and Eckington Place intersection,
- 2) An analysis of the traffic stream and intersection at Eckington Place and Q Street, NE,
- 3) A traffic signal study at 3rd Street and Rhode Island Avenue; and
- 4) An analysis of traffic flow and project impacts at North Capitol, R Street and Lincoln Road.

In conclusion, DDOT has no objections to the project provided the applicant continues to work with DDOT to ensure that the extension of Q Street, NE and the proposed connection to the Metropolitan Branch Trail is constructed to DDOT design standards. If the additional analysis demonstrates that a signal installation is warranted at 3rd and Rhode Island Avenue, N.E., DDOT expects the developer to participate in the cost of design and construction. Overall, DDOT expects the transportation consultant to conduct further analysis of the intersections listed above and address the traffic related concerns and coordinate their findings with DDOT prior to construction.

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