

ZONING COMMISSION
District of ColumbiaGOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATIONCASE NO. 05-26 FAXEXHIBIT NO. 85

Transportation Policy and Planning Administration

To: Board of Zoning Adjustment (BZA)

From: Kenneth G. Laden 
Associate Director for Transportation Planning
Transportation Policy and Planning Administration

Date: June 1, 2006

Re: Zoning Commission Case No. 05-26
2950 Tilden Street, NW, Lot 800, Square 2234

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D.C. OFFICE OF ZONING

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The District Department of Transportation (DDOT) has reviewed the application and attached materials for the subject site. This report addresses the transportation impacts of the proposal. DDOT has no objections to the project.

The applicant, Clark Realty, LLC, seeks to redevelop the subject site, which is presently a vacant parcel of land. The project includes constructing a below grade 100-120 parking space garage and a new 49-unit condominium building. The site is located in the Forest Hills/Van Ness community and is situated east of Connecticut Avenue, NW with Tilden Street, NW to the north and 29th Street, NW to the east.

The applicant retained a traffic consultant to conduct a traffic study of the adjacent road network and the future traffic impacts expected to be created by the project. The study covered all of the significant signalized and un-signalized intersections near the project and identified the intersection of Tilden Street and Connecticut Avenue, NW as failing with an unacceptable overall Level-of-Service (LOS) "F" in the AM peak-hour and LOS "F" in the PM peak hour. DDOT agrees with the applicant's traffic study assessment that the proposed traffic to be generated by the project will have a negligible impact on peak-hour trip totals and nearby intersections would operate at similar levels of service with or without the proposed redevelopment.

The applicant's original traffic report is dated October 2004 and analyzed the impact of 60 condominium units on the local roadway network. The applicant modified the traffic impact study since the proposal now consists of 49 condominium units. DDOT received the addendum and agrees with the assessment that 49 condominium units will generate 19 AM peak hour trips and 22 PM peak hour trips. The weekday, daily trip count is factored at 231.

The applicant's study has determined that the walkability to the nearest Metro-rail station from the proposed building will enable use of public transit. The building will be located

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approximately ¼ of a mile away from the Van Ness/UDC Metro-rail Station located at 4200 Connecticut Avenue, NW. They assume that approximately 34% of the generated trips to and from the site would use public transit.

Due to the position of the median in front of the proposed driveway, residents of the new condominium can only make right turns onto Tilden Street, eastbound. Those vehicles wishing to head westbound on Tilden would be required to make U turns at 29th Street. Traffic Services Administration (TSA) conducted a field visit and also counted the through and turning movements for three 15-minute segments during the AM rush hour. The highest volumes occurred from 7:30 AM to 7:45AM. During this time period fifteen vehicles turned left onto southbound Connecticut Avenue from Tilden Street, 61 vehicles continued straight on Tilden Street, westbound, and 33 vehicles turned right onto northbound Connecticut Avenue. TSA personnel observed that the green cycle does not clear all vehicles from Tilden Street. It appears approximately 10 vehicles are not cleared and which queue on Tilden Street at the end of the green cycle. A vehicular backup results on Tilden Street during the AM peak hours that extends to about 30 feet west of 29th Street intersection. However, since the applicant is providing a below grade 100-120 parking space garage, DDOT does not expect more than approximately one car to be making a left turn every other minute. Therefore we do not see any problem from these low numbers of additional vehicles.

DDOT personnel have additionally met with Tilden Street residents who reside along the north side of the street. The residents feel the traffic impact may affect the quality of life on Tilden Street and surrounding roads. Among their recommendations related to the proposed condominium development is to scale the project back and build 8 single-family town homes in similar architectural style to the 2900 block of Tilden. DDOT believes that recommendations regarding building density and conformity with existing structures are best addressed by the Office of Planning.

They also expressed concern that residents to the newly proposed condominium housing will have to perform the previously mentioned turn at 29th Street, around the median, on Tilden Street to access Connecticut Avenue in their vehicles. Again, DDOT feels the AM and PM trips generated will not result in a substantial change to the current traffic volume in an eastbound direction on Tilden Street to access Connecticut Avenue.

We recognize the concerns of Tilden Street residents that this new building could cause additional neighborhood trips and congestion. DDOT agrees to monitor traffic conditions in the neighborhood after construction of the condominium building, to determine if improvements are required.

Parking in this neighborhood is at a premium since apartment building residents consume many of the curbside spaces. The Tilden Street residents provided data noting there are over 1000 apartment units in the direct vicinity of the proposed housing. The various apartment building addresses in the data provide 336 on-site parking spaces for their residents. DDOT feels the applicant is addressing this concern in their proposal by constructing a below grade 100-120 parking space garage. Additionally, the applicant has proposed a lay by directly in front of the proposed building. The lay by entails 1 curb cut for the exit in addition to the 20-foot curb cut dedicated to the underground parking garage access from Tilden Street. The applicant's intention with the lay by is to provide a drop-off area for residents to exit vehicles. It will also serve as a temporary parking

area for deliveries to the building.

The applicant has provided site dimensions demonstrating there is a 32-foot width from the existing building located at 3883 Connecticut Ave. At the time of this writing, the applicant has not provided DC Fire/EMS written review of the proposal in spite of DDOT requests. DDOT has requested the review since the 32-foot width may not provide ample access for emergency vehicles.

We believe that vehicular traffic generated by the proposed development can be accommodated within the existing street system, without significant further deterioration of traffic safety, and believe that proximity of the building to Metro-rail and bus service along Connecticut Avenue will reduce vehicular traffic demand during peak hours.

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**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION**



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District Department of Transportation

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