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**MEMORANDUM**

**To:** Abdoulaye Bah  
Lewis Booker  
Brook Hailemariam

**From:** Paul Tummonds *(TAT)*

**Date:** August 3, 2007

**Re:** Zoning Commission Case No. 05-35 - Stanton Square Residential Project  
Notes from August 2, 2007 Meeting

Thank you once again for meeting with us on August 2, 2007, to review the issues raised in DDOT's memo (dated July 17, 2007) to the Zoning Commission in the above-mentioned case. The purpose of this memo and the attached documents is to review the issues that we discussed at our meeting and provide the additional information that you requested.

Enclosed please find a memo from O.R. George & Associates that provides their analysis regarding whether flashing/warning pedestrian lights are warranted according to MUTCD criteria, as well as their professional judgment. As noted in that memo, and discussed at our meeting, O.R. George & Associates does not believe that flashing/warning pedestrian lights are warranted currently, or as a result of the Stanton Square project.

In regard to the other issues raised at our meeting, Horning Brothers (the "Applicant") has agreed to re-paint the crosswalks, in accordance with DDOT standards, at the intersections of Stanton and Elvans Roads; Elvans Road at Gainesville Street; and Pomeroy and Stanton Roads. The attached O.R. George & Associates memo addresses additional information that has been obtained regarding the existence of sidewalks adjacent to the property next to the Applicant's property (the "Church property"). The Applicant is eager to create a safe and attractive public realm in the entire area surrounding its property, and therefore the Applicant agrees to work with DDOT to make sure that the sidewalk on the Applicant's property and the Church's property create a continuous and safe sidewalk system.

As we discussed, the Zoning Commission is scheduled to take final action to approve this application at the September 10, 2007, Zoning Commission Public Meeting. It would be very helpful to the Zoning Commission and to the Applicant if DDOT will submit a final memo to the Zoning Commission noting that all of its recommendations have been addressed by August 31, 2007, so that DDOT's memo will be included in the package of materials that are presented to the Zoning Commissioners.



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If you have any questions or comments regarding the issues addressed in this memo or the attached materials, please feel free to call me at (202-663-8873) or Osborne George at (301 794-7700).

Enclosures

cc: David Roodberg  
Robert Love  
Osborne George  
Iain Banks

**O. R. GEORGE & ASSOCIATES, INC.**  
*Traffic Engineers – Transportation Planners*

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**MEMORANDUM**

**DATE:** August 3, 2007

**TO:** Mr. Kenneth G. Laden, Associate Director for Transportation Planning  
DDOT – Transportation Policy & Planning Administration

Attn: Mr. Abdoulaye Bah, Senior Transportation Planner

Mr. Lewis Booker, Transportation Planner

cc: Mr. Brook Hailemariam, DDOT – Traffic Services Administration

**FROM:** Osborne R. George/Iain J. Banks

**RE:** ZC 05-35 – Consolidated PUD and Zoning Map Amendment Stanton  
Square – Stanton and Pomeroy Roads, SE Traffic Signal Warrant Analysis

Please refer to your memorandum dated July 17, 2007, addressed to the Director of the Office of Zoning dealing with the subject matter. This is to confirm that we requested and scheduled a meeting with the underlisted staff, in order to review various data and planning criteria which our firm had collected during the process of conducting the signal warrant analyses requested by the Zoning Commission. We wish to highlight the following:

- 1) DDOT and the Applicant's consultants fully concur that the two (2) intersections do not warrant signalization. [None of the eight (8) warrants was satisfied at either location.]
- 2) In order to address DDOT's concern for pedestrian safety, we presented the following data and attachments:
  - a) Attachment 1 presents an aerial photograph showing the key land-uses roadways and traffic control devices within the immediate area of the site. [Note: All intersections are controlled by All-Way Stop Signs, which reflect the City's policies and recent actions regarding traffic calming.]
  - b) The locations of the two (2) elementary schools are shown on Attachment 1. Furthermore, our field surveys and discussions with the D.C. Public School staff confirms that school crossing guards/police officers are stationed at the four (4) intersections within the area, which are utilized by school children and other pedestrians during morning and afternoon peak activity periods.
  - c) The peak pedestrian volumes crossing at the Stanton Road and Elvans Road intersection, and the Elvans Road and Gainesville Street intersection are shown in Attachment 1.
  - d) Attachment 2 shows the computed accident rates for the two (2) intersections compared with the planning standard/criteria typically considered as warranting further safety evaluation and corrective measures.

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- Traffic Engineering Studies • Transportation Planning • Site Impact Studies
- Expert Witness Testimony • Data Collection: Traffic and Parking Studies

- e) Attachments 3a and 3b show the hourly pedestrian volumes crossing Stanton Road (at Elvans Road) and Elvans Road (at Gainesville Street). These attachments compare the pedestrian volumes with the MUTCD criteria for signalization or other safety improvements.
- f) Attachment 4 shows the peak hour vehicular volumes along the adjacent roadway links.

3) The meeting also discussed the fact that DDOT had performed a Ward 8 Traffic Calming Study (by Parsons Brinckerhoff Quade and Douglas, Inc, Oct. 2004). The study specifically considered sensitive land-uses such as schools and areas in the vicinity of Metrorail stations, and made recommendations for traffic calming measures along Pomeroy Road and Morris Road. The study made no recommendation for signalization at any location within the vicinity. The study area and targeted roadway sections are shown in Attachment 5.

4) Attachment 6 shows the existing WMATA bus routes within the general area. One of DDOT's concerns was the potential expansion of WMATA bus routes, specifically along Elvans Road to the east of Stanton Road. Based on telephone discussions with Mr. David Erion, of the WMATA Planning Department, it was learned that WMATA does not plan or envision any route expansion for the local area in the foreseeable future.

In conclusion, we note that general concurrence was reached on the following:

- i) The crosswalks at the intersections of: Stanton Road at Elvans Road; Elvans Road at Gainesville Street; and Pomeroy Road at Stanton Road will be re-painted, fully in accordance with DDOT standards, by the Developer/Applicant.
- ii) The Developer/Applicant will construct sidewalks in public space along the entirety of its frontage on Stanton, Elvans and Pomeroy Roads. As noted at our meeting, there is property adjacent to the Developer/Applicant's property that is not part of the Stanton Square project. Subsequent to our meeting, we have determined that there is an existing sidewalk adjacent to this property for a majority of the property's frontage along Elvans Road. The Developer/Applicant is eager to work with DDOT to create a continuous, safe, and attractive sidewalk along the entirety of Elvans Road adjacent to and near its property.
- iii) DDOT and the Applicant's representatives are in concurrence that, considering the specifically cited traffic and pedestrian volumes, the recent independent studies done by DDOT, and the information on the bus routes provided by WMATA, the flashing/warning pedestrian lights suggested in the July 17, 2007 DDOT memo are not warranted. Furthermore, such signage could constitute "visual pollution" particularly considering the existing traffic control and traffic calming measures within the immediate area.

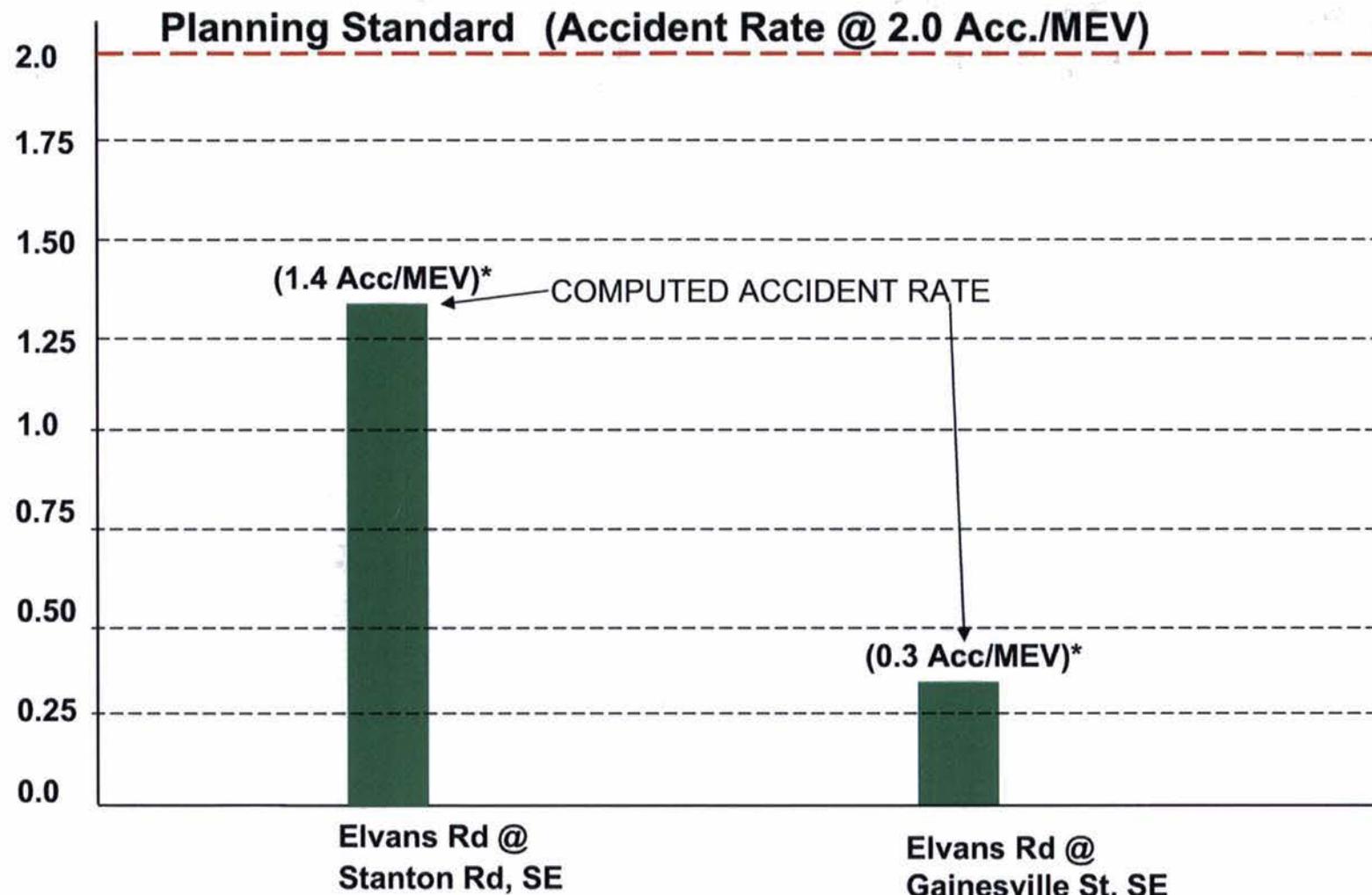
We believe the meeting enabled informative and specific discussions about the Stanton Square project. We believe that the information provided at our meeting and in this memorandum fully addresses DDOT's recommendations for approval of this project. Should you have any further any questions or further requirements regarding the matter, please let us know. Thank you.



**O. R. GEORGE & ASSOCIATES, INC.**  
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**Attachment 1: Stanton Square PUD ZC #05-35**

Existing Land-Use, Signage and Pedestrian Volumes  
Southeast, Washington D.C.



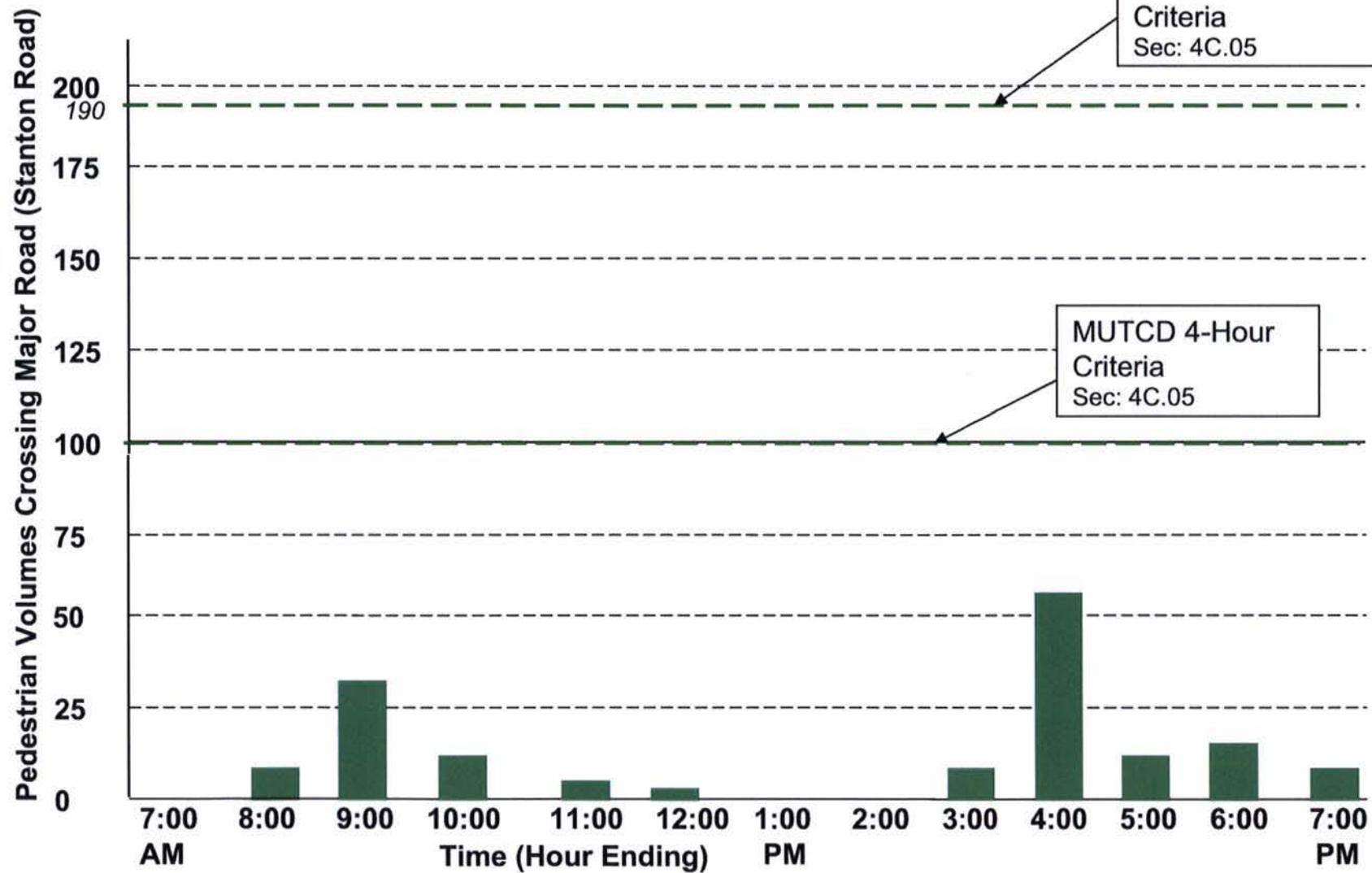
\* Note: No accidents involving pedestrians were recorded during the period 2003 – 2005 (Accident data was provided by DDOT)

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**Attachment 2: Stanton Square PUD ZC #05-35**

Accident Rate/Summary Evaluation  
Southeast, Washington D.C.

## Elvans Rd @ Stanton Road, SE

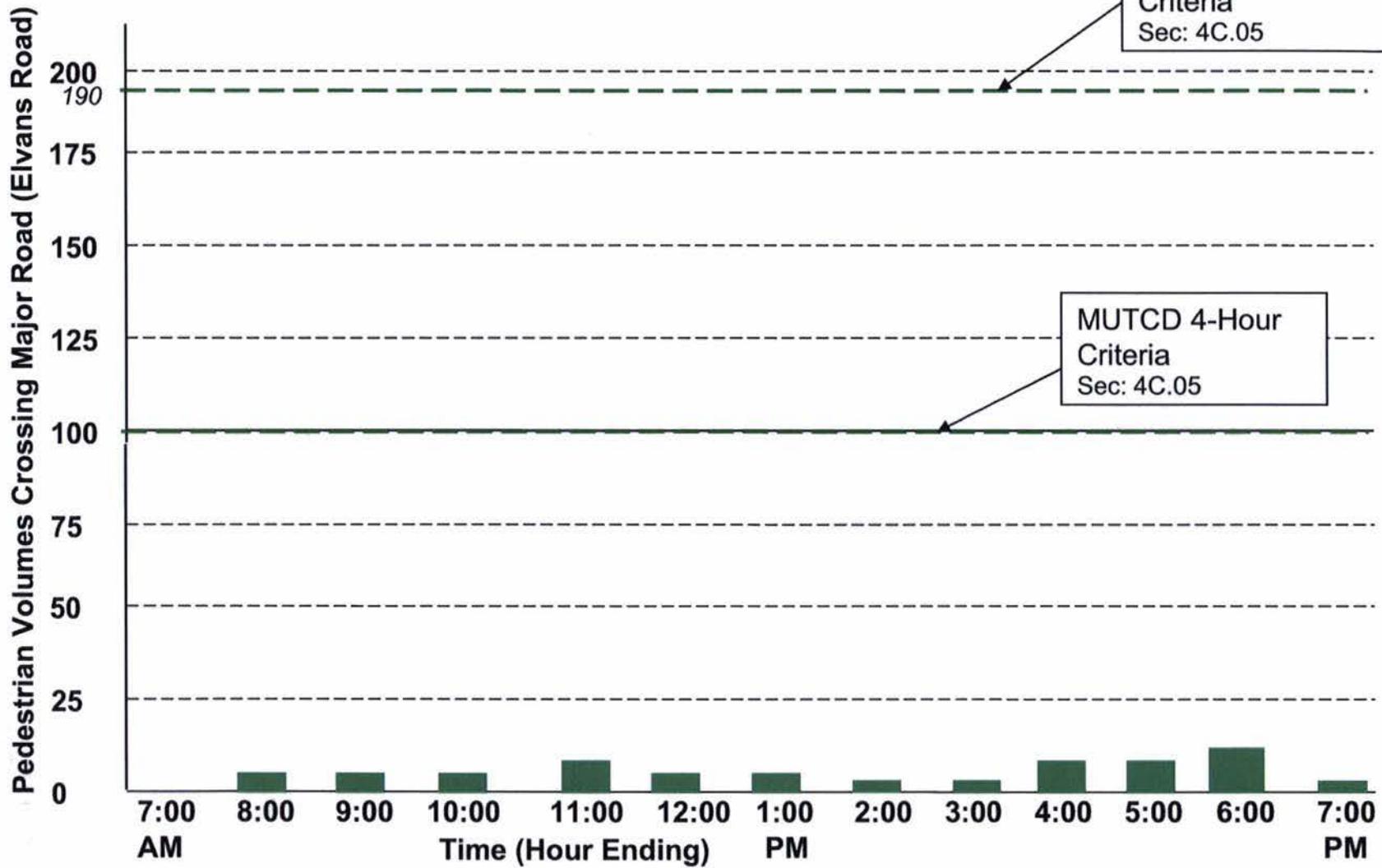


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**Attachment 3a: Stanton Square PUD ZC #05-35**

Pedestrian Volume Signal Warrant/Safety Evaluation  
Southeast, Washington D.C.

## Elvans Rd @ Gainesville Street, SE

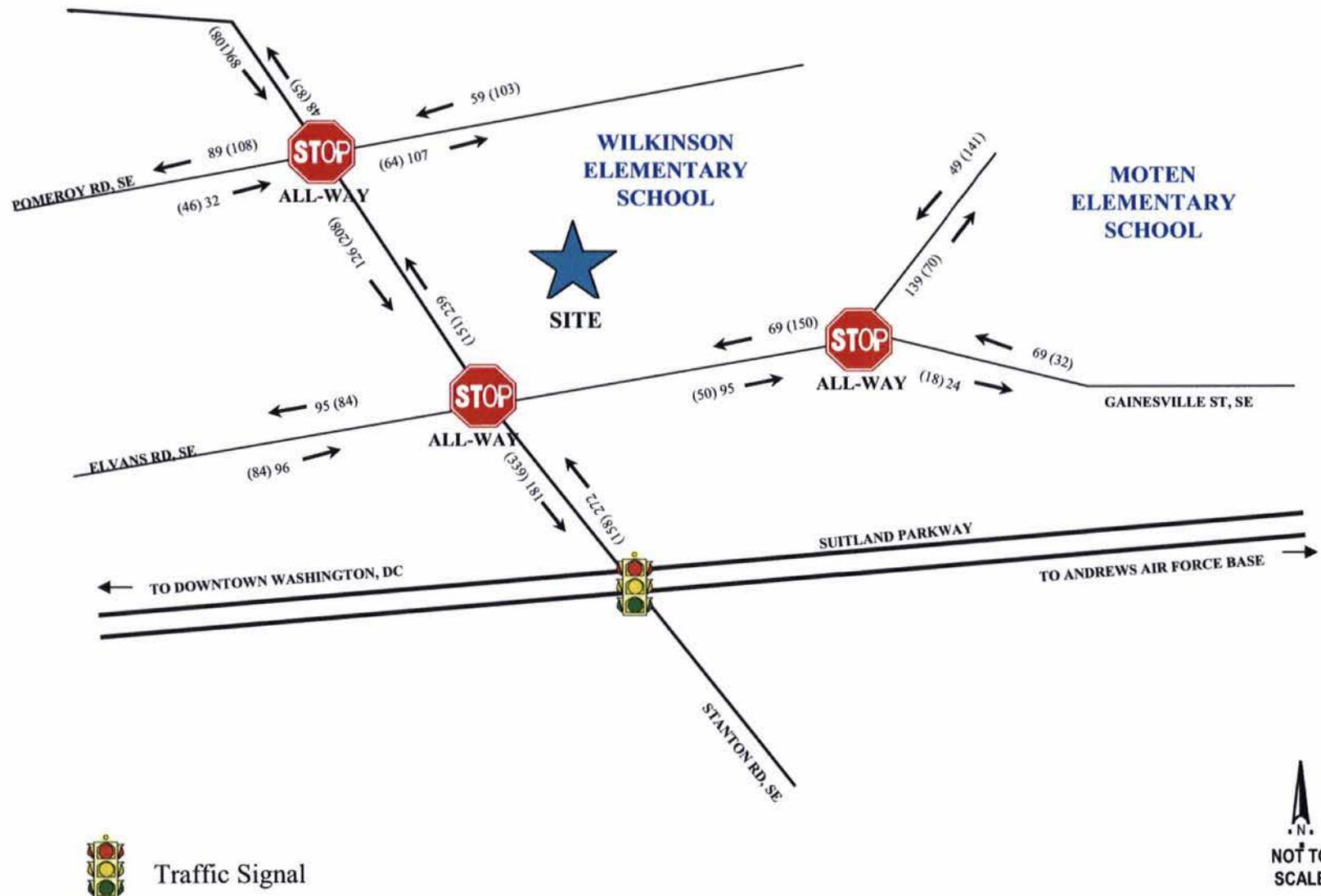


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**Attachment 3b: Stanton Square PUD ZC #05-35**

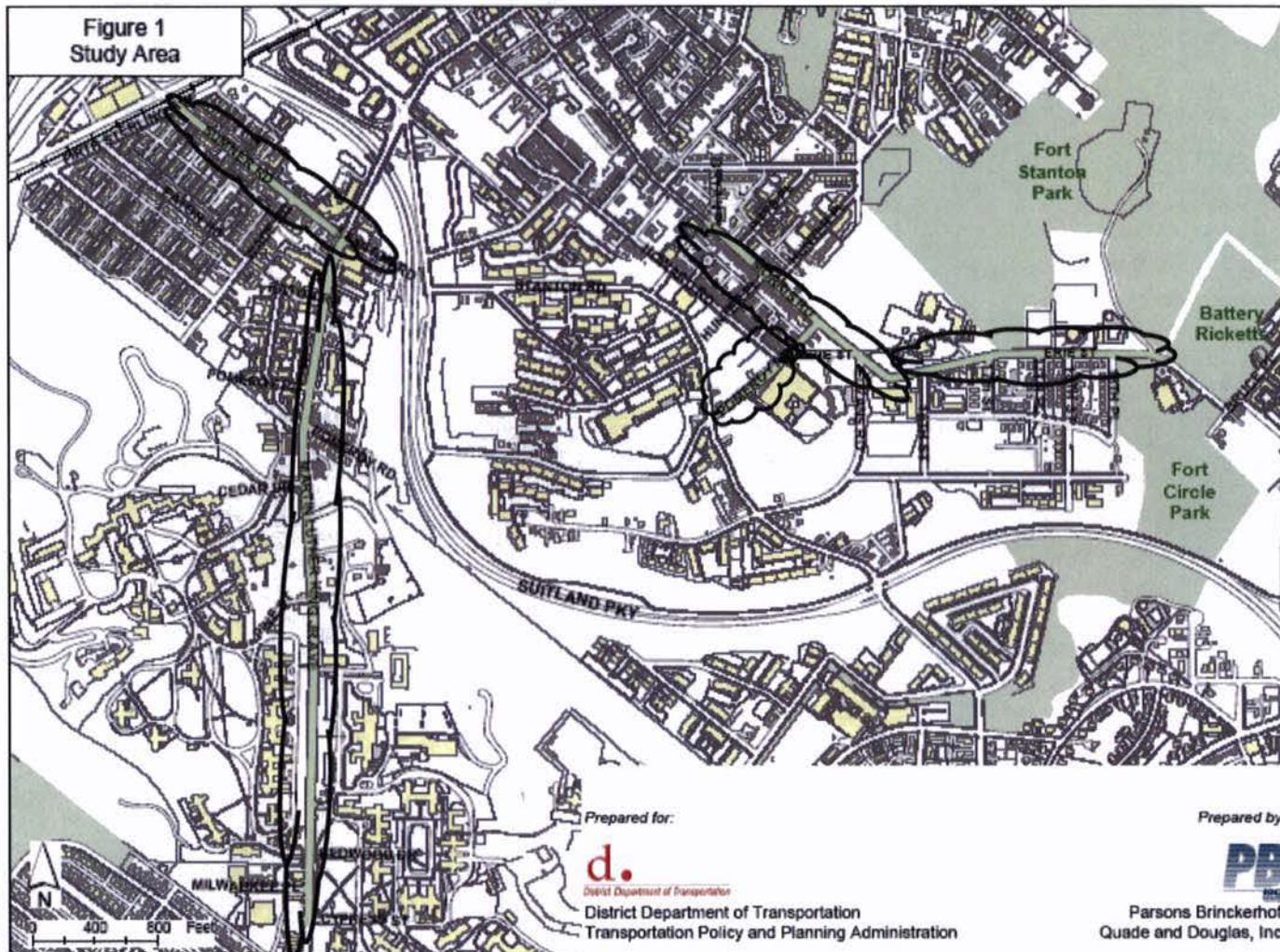
Pedestrian Volume Signal Warrant/Safety Evaluation  
Southeast, Washington D.C.



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**Attachment 4: Stanton Square PUD ZC #05-35**

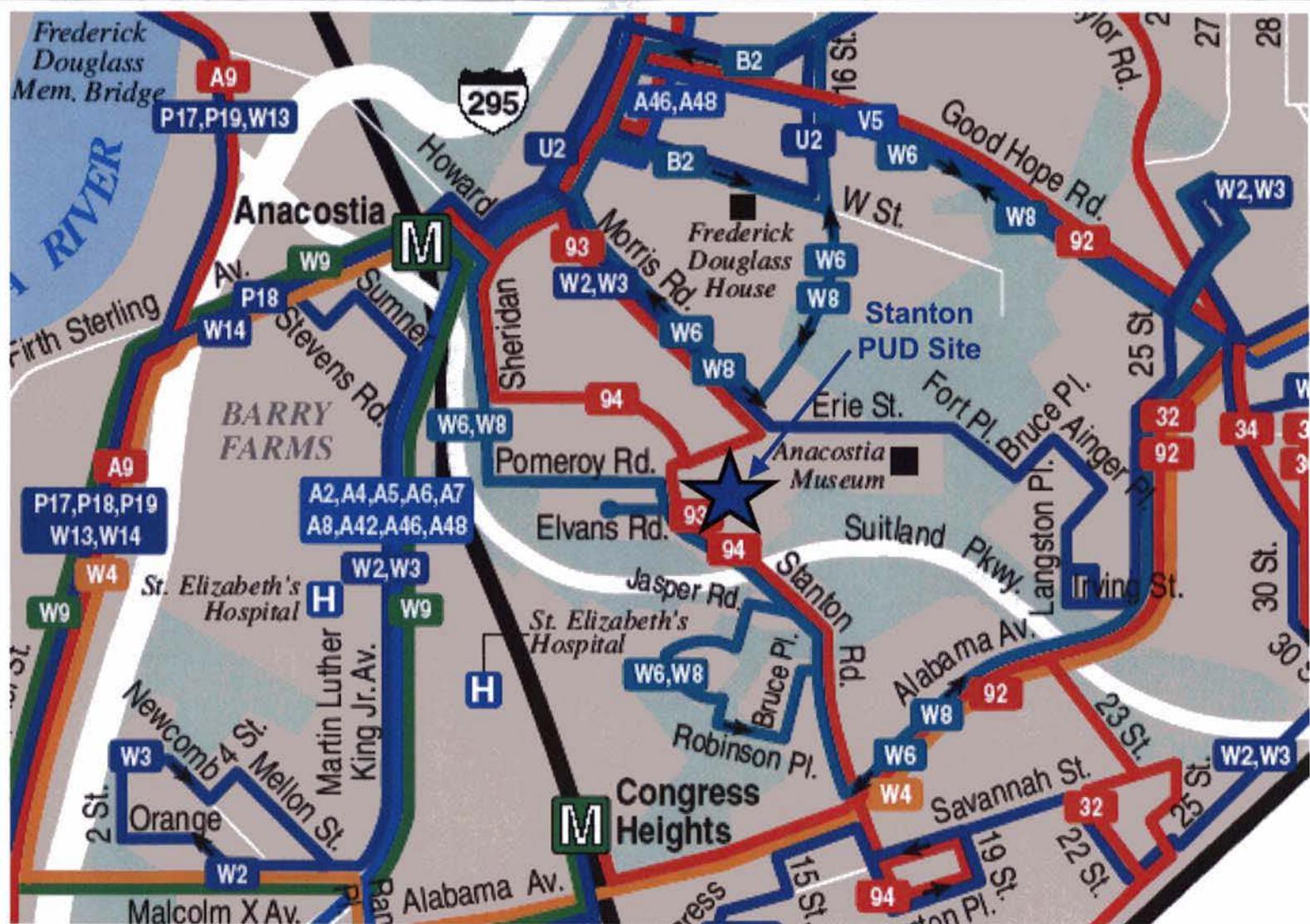
Existing Traffic Volumes – Roadway Links  
Southeast, Washington D.C.



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**Attachment 5: Stanton Square PUD ZC #05-35**

Ward 8 Traffic Calming Study Area  
Southeast, Washington D.C.



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**Attachment 6: Stanton Square PUD ZC #05-35**

## Existing WMATA Bus Routes Southeast, Washington D.C.