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DISTRICT DEPARTMENT OF TRANSPORTATION
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Transportation Policy and Planning Administration

MEMORANDUM

TO: Sharon Schellin
Secretary, Zoning Commission

FROM: Kenneth G. Laden
Associate Director

DATE: December 14, 2006

SUBJECT: Z. C. Case No. 06-08 Fort Lincoln Village at Washington Gateway

The developer is proposing to construct a residential community, known as the Village at Washington Gateway, consisting of 183 townhouses and 174 condominiums on a 22.97 acre tract of land. The site is bounded by Fort Lincoln Drive to the west, 33rd Place to the south, Commodore Joshua Barney Drive to the north, and Fort Lincoln Drive North to the east in Northeast Washington, DC.

We support the approval of the PUD in its present form and note that the current street layout is not inconsistent with future alternative connections to the street system of the area. The applicant in this PUD case has been very cooperative in coordinating the site plan with DDOT and has indicated that it will continue to so cooperate.

The Village at Washington Gateway residential development is projected to generate an estimated 133 AM peak hour external vehicular trips and 98 PM peak hour external vehicular trips. During both the AM and PM peak hours, site-generated traffic would contribute only a modest amount of traffic to the surrounding roadway network. At the Fort Lincoln Drive/33rd Place intersection, approximately seven percent of the 2009 projected AM peak hour traffic and 1.5 percent of the 2009 projected PM peak hour traffic would be attributable to the Village at Washington Gateway. In 2009, less than three percent of the total AM and PM peak hour traffic volumes at the remaining intersections would be attributable to the Village at Washington Gateway. DDOT concurs that the project will have a minimal impact on the surrounding intersections in the area.

Public Transportation

The site currently is served by two Metrobus lines: the Fort Lincoln Shuttle Line (Metrobus Routes B8 and B9) and the Brookland – Fort Lincoln Line (Metrobus Route H6). Bus stops

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are located on 33rd Place at its intersection with South Dakota Avenue and on Fort Lincoln Drive at its intersection with 33rd Place.

Pedestrian Access

Sidewalks are present along both sides of Fort Lincoln Drive from 31st Place to Fort Lincoln Drive North, along both sides of Fort Lincoln Drive North, along South Dakota Avenue, and along Bladensburg Road. Sidewalks also are present along Commodore Joshua Barney Drive; however, existing vegetation bordering the sidewalks needs to be cut back to provide a clear walking path. The proposed residential development will include sidewalks along all internal streets. Additionally, a pedestrian crossing is proposed between the subject site and the retail components at the easternmost site access on Fort Lincoln Drive.

Site Access

Vehicular access to the site would be provided via three full access entrances: one on Fort Lincoln Drive and two on Commodore Joshua Barney Drive. In addition, two right-in/right-out entrances are proposed on Fort Lincoln Drive. Direct access to each townhouse would be provided to/from the internal, private roadway network. None of the townhouses would directly access Fort Lincoln Drive or Commodore Joshua Barney Drive. DDOT supports the proposed access and circulation as it minimized curb cuts along Fort Lincoln Drive and Commodore Joshua Barney Drive.

Parking

According to the District of Columbia Municipal Regulations (DCMR), a total of 119 off-street parking spaces is required for the Village at Washington Gateway Community. The proposed development would provide a total of 714 off-street parking spaces (including driveway spaces). Additionally, 182 on-street parking spaces are proposed throughout the development. On-street parking also is proposed on the north side of Fort Lincoln Drive along the Village at Washington Gateway's frontage. This amount of parking provision is more than adequate to accommodate future residents and visitors and minimize parking spill over onto neighboring residential areas.

The developer agrees to the following roadway improvements proposed for the Village at Washington Gateway:

- Extend the median on Fort Lincoln Drive North to better define travel paths for vehicles coming out of Premium Driveway and Commodore Joshua Barney Drive
- Install traffic calming devices such as speed humps, speed tables, and/or raised crosswalks

along Fort Lincoln Drive, particularly in the vicinity of the proposed crosswalk between the Village at Washington Gateway and the Washington Gateway retail development

- Construct Commodore Joshua Barney Drive/Fort Lincoln Drive North/Premium Driveway as an all-way stop due to the unnatural configuration of the T-intersection (i.e. the major movement is not a through movement; it is a left-turn movement)
- Construct the Village at Washington Gateway middle (full access) site driveway on Fort Lincoln Drive as an all-way stop including a stamped-concrete, raised speed table in order to control pedestrian/vehicle conflicts that would occur as the result of the proposed pedestrian crossing between the Village at Washington Gateway and the Washington Gateway retail development
- Landscape the medians along Fort Lincoln Drive between 33rd Place and Fort Lincoln Drive North, along Commodore Joshua Barney Drive, and along Fort Lincoln Drive North, pending DDOT approval.

In summary, DDOT has no objections to the proposed Planned Unit Development provided that all proposed traffic improvements are implemented.