



## WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

### MEMORANDUM

**TO:** DC Zoning Commission

**FROM:** Jami L. Milanovich, P.E.

**DATE:** January 19, 2007

**CC:** Will Collins  
Cellerino Bernardino  
Paul Tummonds

**RE:** Case No. 06-08  
Fort Lincoln/Gateway Village LLC – Consolidated Planned Unit Development

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As requested by the Zoning Commission at the public hearing for the above referenced case on December 18, 2006, Wells & Associates has prepared this synopsis which identifies the parties responsible for each of the transportation improvements recommended in the transportation impact study for the Village at Washington Gateway.

The subject site is part of the 360-acre residential neighborhood originally planned in the 1960s as a federally funded urban renewal community. Known as the Fort Lincoln Urban Renewal Area, the surrounding community, including the 22.97-acre subject site, is guided by the Fort Lincoln Urban Renewal Plan.

According to the Fort Lincoln Renewal Area Plan, the 360-acre Fort Lincoln Renewal Area is developed via the joint efforts of the District Government, and Fort Lincoln New Town Corporation, which competed for and won the exclusive right to develop the site. The nature of this public-private partnership and the relative roles and responsibilities of the parties are spelled out in the "Land Disposition Agreement (LDA)" dated June 13, 1975, between the District of Columbia Redevelopment Land Agency (RLA), succeeded by the Redevelopment Land Agency Revitalization Corporation. When the National Capital Revitalization Corporation (NCRC) was created in 2001 it assumed the responsibility for the Fort Lincoln property and the LDA.

The LDA distinguishes between two types of improvements: public improvements and private improvements. According to the LDA, public improvements "...shall mean those Improvements constructed by the Federal government, the District of Columbia government, or some agency or department thereof, with funds of such a governmental entity."

The LDA document gives examples of the types of public improvements you would expect – roadways, sewers, etc. It requires completion of a master plan that covers both public and private improvements, and lists specific improvements to be made. Some of the specific improvements have been made over the years, and others (e.g., a lake) have not because the master plan itself has changed several times. Private improvements the LDA says “...shall mean all Improvements constructed within Parcels conveyed to the Redeveloper (i.e., Fort Lincoln New Town Corp.), but excluding any publicly funded construction of Pedestrian ways...on easements within such Parcels.” The LDA also describes the interrelationship of public and private improvements, which is the agreement “...that the timing of the design and construction of the Private Improvements and Public Improvements are mutually dependent and therefore if completion of any Improvement is delayed, such delay shall constitute excusable delay for a comparable period of time with respect to each affected or related Public or Private Improvement.”

Over the years since the LDA was signed, all of the development at Fort Lincoln has followed the formula set out by the LDA. Accordingly, and as requested by the Zoning Commission, the improvements recommended in the transportation impact study are outlined below with respect to each party’s responsibility.

The following **public** roadway improvements are recommended for the Village at Washington Gateway and would be the responsibility of DDOT:

- Install a southbound advance left-turn phase at the South Dakota Avenue/33<sup>rd</sup> Place intersection.
- Optimize signal timings at the South Dakota Avenue/Bladensburg Road intersection during the AM peak hour.
- Optimize signal timings at the Bladensburg Road/Fort Lincoln Drive/Eastern Avenue intersection during the AM and PM peak hours.
- Resurface Commodore Joshua Barney Drive, including the clearing of vegetation bordering the sidewalks in order to provide a clear walking path.
- Stripe on-street parking along both sides of Commodore Joshua Barney Drive, which currently is 38 feet wide.
- Install bulb-outs on Commodore Joshua Barney Drive at its intersections with Fort Lincoln Drive, the residential neighborhood driveway adjacent to the school, the proposed site accesses, and Fort Lincoln Drive North. In addition, install two speed humps along Commodore Joshua Barney Drive: one between the bulb-outs for the residential neighborhood driveway adjacent to the school and the westernmost site access and the other between the bulb-outs for the site accesses.

The following *private* roadway improvements are proposed for the Village at Washington Gateway and would be constructed by the Applicant:

- Close the existing median break located along 33<sup>rd</sup> Place between South Dakota Avenue and Fort Lincoln Drive and construct median improvements to provide additional storage for the left-turn lane onto South Dakota Avenue from 33<sup>rd</sup> Place.
- 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 westernmost (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 33<sup>rd</sup> Place and Fort Lincoln Drive North, along Commodore Joshua Barney Drive, and along Fort Lincoln Drive North, pending DDOT approval.

There are several improvements that would be required as a result of all development that is occurring in the Fort Lincoln area. Specifically, these developments include the Village at Washington Gateway (357 townhouses and condominiums), Dakota Crossing (209 townhouses), the Washington Gateway retail development (425,000 SF of retail uses), and the Wesley House (127 active-adult apartments).

The following **public** roadway improvements would be required as a result of **all** development proposed in the Fort Lincoln area and would be the responsibility of DDOT:

- Install a traffic signal at the South Dakota Avenue/New York Avenue off-ramp/V Street intersection.
- Optimize signal timings at the South Dakota Avenue/31<sup>st</sup> Place intersection during the AM peak hour.
- Restripe the westbound, Fort Lincoln Drive approach of the Bladensburg Road/Fort Lincoln Drive/Eastern Avenue intersection to include only one receiving lane and exclusive left-turn, through, and right-turn lanes.
- Install a traffic signal at the Fort Lincoln Drive/33<sup>rd</sup> Place intersection.

Based on the LDA and more than 30 years of precedent in implementing it, and our recent discussions with District officials, the 209 town homes currently under construction, and the planned shopping center and additional town homes and apartments will follow the LDA formula. This approach was again reinforced on November 6, 2006 when the District's Deputy Mayor for Economic Development signed an MOU with Fort Lincoln committing the District to maintain current and planned stormwater infrastructure to serve the property, and granting the developer permission to use one or more of the stormwater ponds in the interim for construction purposes.

Should you require any additional information, please do not hesitate to contact me at [jmilanovich@mjwells.com](mailto:jmilanovich@mjwells.com) or at (724) 933-9010. For questions related to the LDA please contact Cell Bernardino directly at (202) 437-7972.