

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Memorandum

TO: Richard Nero, Acting Director
DC Office of Zoning

FROM: Karina Ricks
District Department of Transportation

DATE: April 22, 2009

SUBJECT: Zoning Commission Case # 08-15 (Friendship-Macomb SC Inc.)
3336 Wisconsin Avenue, N.W.
Supplemental Comments

ZONING COMMISSION
District of Columbia
CASE NO. 08-15
EXHIBIT NO. 184

2009 APR 23 11:10:08
OFFICE OF ZONING

In addition to the comments the District of Columbia, Department of Transportation (DDOT) has provided on February 12, 2009 and April 3, 2009, DDOT wishes to provide the additional following information requested or discussed during the April 6, 2009 testimony.

TRUCK VOLUMES

DDOT has independently reviewed, using our professional experience, the transportation analysis provided by the applicant for reasonableness, policy conformance and technical sufficiency. DDOT does not have the resources to conduct separate analysis for each zoning case.

The Applicant's Daily Delivery Truck Comparison table (Friendship Shopping Center PUD Traffic Impact Study Addendum, October 22, 2008; p. 15) shows the number of daily truck deliveries to the proposed site. We believe this chart is adequate and reasonable for the number of deliveries. The Applicant is proposing a 354,820 square foot project of which 136,484 square feet is new retail space. The Applicant has submitted an assumption of 40 weekday truck deliveries between 7AM and 9PM for the grocery store. DDOT has evaluated this figure against industry standards and comparative projects. Industry

2000 14th Street N.W. Washington, D.C. 20009

ZONING COMMISSION
District of Columbia
CASE NO.08-15
EXHIBIT NO.184

Zoning Commission Case 08-15

Page 2

standards are reported by the Institute of Traffic Engineers (ITE) and were used by Precision Systems, Inc. (PSI) in its April 3 peer report which estimated the south parcel would generate 83 daily truck trips (Friendship Shopping Center Traffic Study Peer Review, p. 10). This figure is consistent with the estimated 40 daily deliveries the Applicant has proposed for the south parcel.

The PSI report limited the ITE estimate for "Regional Retailing Center." The land use category sought by the Applicant is for neighborhood-serving retail. Regardless of category, ITE figures are estimates only based on national and frequently suburban, averages. ITE advises that traffic engineers should collect local data, or adjust the ITE average trip generation rate to account for local conditions and business practices.

We find the Idaho Avenue and Macomb Street truck unloading berths can accommodate the truck deliveries for all retail. DDOT has researched other comparable local developments and find that the estimated number retail sites and find that the estimated number of truck deliveries for a development of this size is comparable.

Retail site	Number of estimated daily truck deliveries	Retail square footage	Number of retail tenants receiving daily deliveries
DC USA 3100 14 th Street N.W.	20 - 25	500,000 square feet	15
Harris Teeter 1631 Kalorama Road N.W.	40 ¹	37,000 square feet	1
Fashion Centre at Pentagon City 1100 S. Hayes St. Arlington VA	90 ²	821,024 square feet (including restaurants)	170

1. The figure is provided in the Harris Teeter Citadel Truck Management Plan (7/16/07).

2. Represents the number of deliveries recorded by the security personnel at The Fashion Centre. The personnel may not witness deliveries that occur away from the truck unloading docks.

DDOT additionally received information on the number of truck deliveries to Washington, D.C. Giant grocery stores from Phyllis Moore, a Giant Foods Transportation Manager based in the Giant Jessup, Maryland warehouse facility.

Zoning Commission Case 08-15

Page 2

Ms. Moore submitted information to DDOT suggesting the grocery store will receive about 2 tractor trailer deliveries per day after the initial grand opening period that typically lasts about six weeks.

LOADING LOCATION

DDOT believes the grocery store loading on Idaho Avenue is more appropriate than Macomb Street for the following reasons:

- Truck turn radii at the intersections leading to the Idaho Avenue loading docks allow for safer turn movements.
- Currently, Idaho Avenue does not have other commercial establishments that require significant unloading. Therefore, the deliveries on Idaho will have fewer impediments approaching the unloading area for the Giant.

PUBLIC INTERACTION

The Zoning Commission requested the dates when DDOT and the community met about the project. They are the following:

- July 10, 2008 (10:30am-12pm) Attendees included ANC 3C
- September 29, 2008 (10am-12pm) Attendees included ANC 3C
- January 14, 2009 (6:30pm-10pm) Attendees included ANC 3C, Woodley Park Community Association members and Cleveland Park Citizens Association members

JJ:kr