

Wisconsin-Newark Neighborhood Coalition

Zoning Commission Case 08-15

ZONING COMMISSION
CASE No. 08-15
EXHIBIT No. 226



*View of Newark/Wisconsin Avenue Intersection
from Cleveland Park Historic District Perspective*

Testimony on Traffic Impact

ZONING COMMISSION
District of Columbia
CASE NO.08-15
EXHIBIT NO.226

Surrounding Neighborhoods Are Bisected by Several Arterials and Have High Cut-Through Traffic on Residential Streets



PUD Area Includes Many Schools and National Cathedral, With Resulting Traffic on Local Streets



Hearst PES
Sidwell MS
Sidwell US
Nat'l Child Rsrch Ctr Pre-School
Eaton PES
Washington Intl School
Beauvoir School
Nat'l Cathedral School
St Albans School
Maret School
Washington Latin PCS
Wash Hebrew Cong. Pre-School
Washington National Cathedral

Substantial Additional Traffic Impact of PUD on Neighborhood

- Even by Applicant's traffic study and projections, the traffic impact is substantial. By Giant's own estimates, the PUD will add an *additional 539* (or *119 percent*) more weekday PM peak hour trips, and **550** (or *118 percent*) more Saturday mid-day peak hour vehicle-trips than the existing uses.
- A peer review of Applicant's traffic study by Precision Systems, Inc. concluded that trips generated by the PUD site will increase from 4630 vehicles per day to 8687 vehicles per day, *an increase of approximately 4050 additional vehicles per day on neighborhood streets.*
- *What is the **impact of 4050 additional vehicles** ?*

Independent Data Show Higher Vehicle Count Than Applicant's Traffic Study

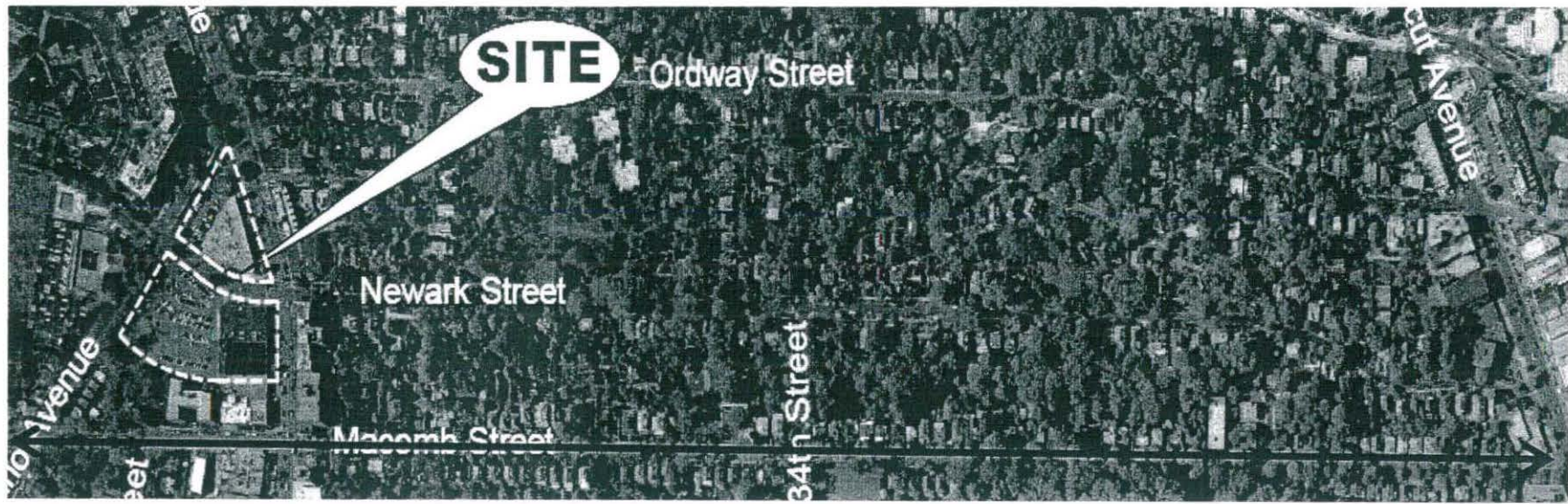
	Thurs, Sept 25	Fri., Sept. 26	Sat., Sept. 27	Average
Wells & Assoc. ADT - 2008				
"Newark Street, west of 34 th Street"	1308	1319	1279	1302

Roadway Data Systems Corporation ADT - 2008				
Newark Street	Tues., Dec. 16	Wed., Dec. 17	Thurs, Dec. 18	Average
3400 block	1729	1866	2155	1917
3500 block	1950	1997	2177	2041
3600 block	2467	2586	2842	2632

	Thurs, Feb 12	Fri., Feb 13	Average
Precision Systems Inc. ADT - 2009			
"Newark Street, west of 34 th Street"	2141	1961	2051

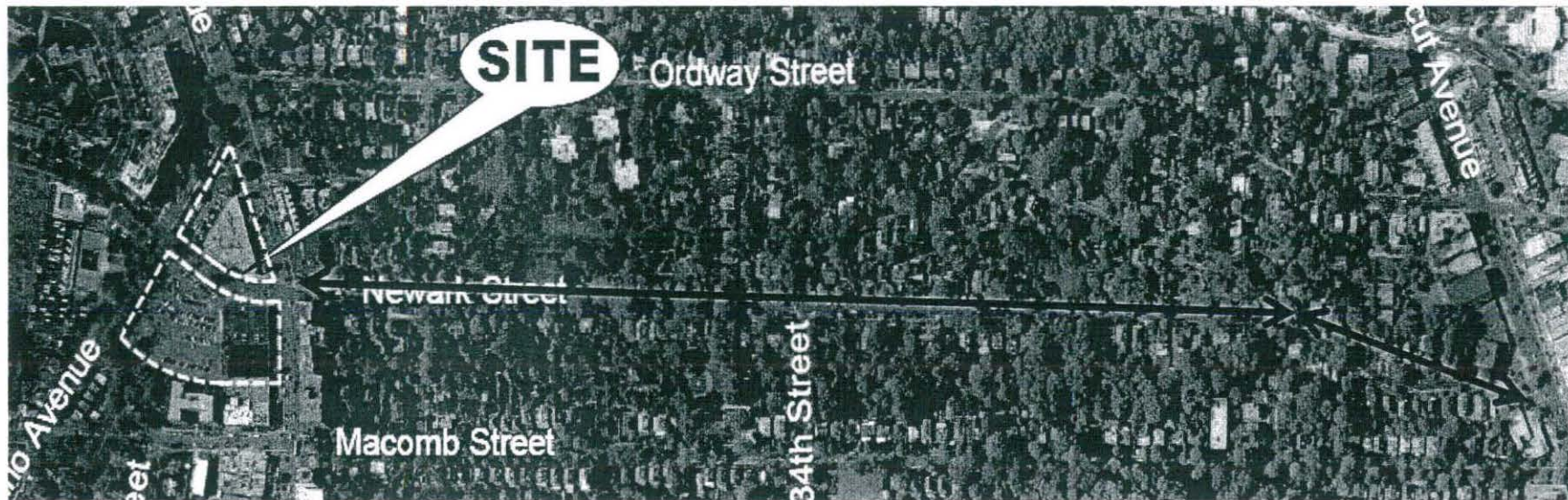
Macomb Street, N.W.

- already congested, as is only east-west link to Massachusetts, Wisconsin, 34th/Reno and Connecticut arterials
- Macomb east of Wisconsin, in Cleveland Park Historic District, is no wider than local-classified streets
- three schools located on Macomb
- more congestion from trucks using PUD loading dock access from Macomb
- will also carry traffic exiting 38th St. PUD garage entrance
- sections are only 30 feet wide south of the PUD
- more vehicles will make Macomb impassable, divert traffic onto local streets.



Newark Street, N.W.

- functional “local” classified street in the Cleveland Park Historic District
- eastward extension of central spine of PUD project
- Applicant envisions Newark as “zipper” connection and E-W access to PUD site
- intersects Wisconsin, 34th/Reno and Connecticut Avenue corridors
- already has serious cut-through traffic problem, *and currently exceeds DC guidelines for traffic calming on local street – even before PUD impact factored in*
- DDOT study made no reference to Newark residents’ petition for traffic calming
- DDOT also ignored additional traffic impact of 100 new residences directly across from the PUD at 3333 Wisconsin



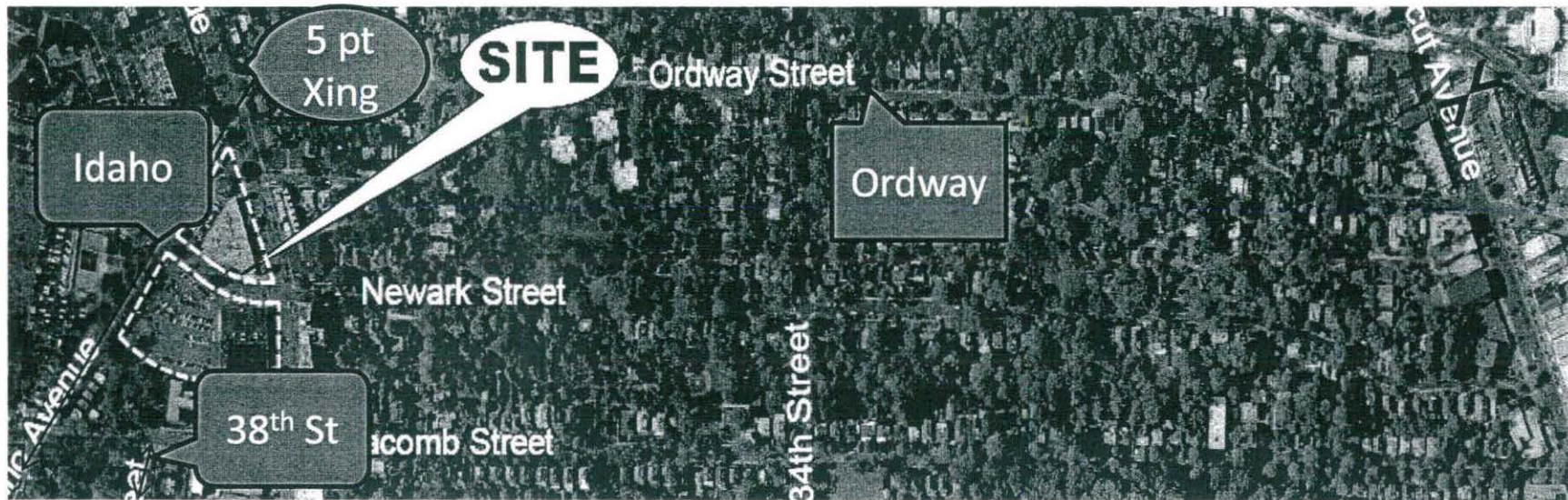
Ordway Street, N.W.

- dangerous 5-point intersection at Wisconsin and Idaho
 - new signal will direct PUD traffic onto residential, "local" classified street street
- Idaho Avenue, N.W.

- adverse impact of Giant loading dock in residential zone
- 600 feet of truck travel on "local" classified street to reach arterial
- Idaho too narrow for 2 lanes of trucks, buses and street parking

38th Street, N.W.

- residential, "local" classified street inappropriate connector between south garage and Massachusetts Avenue



Applicant Used Low Per Year Growth Rate to Estimate Future Traffic Volume

GIANT (Wells & Assoc.)	0.25 percent
(except 1.0 % at Connecticut /Porter Intersection)	

Washington Area Council of Governments	0.7 percent
(2000-2010)	

PSI (3d Party Peer Review)	1.0 percent
<i>Lower growth rate used by Giant “not reasonable”</i>	

Giant's Pre-Application Traffic Review Showed Newark/34th Intersection at E & F LOS *Later Changed Without Explanation to C & D LOS*



The Comprehensive Plan is clear:

“Destination retail uses are not appropriate in smaller-scale commercial areas, especially those without Metrorail access. Regardless of scale, retail development must be planned and designed to mitigate traffic, parking, and other impacts on adjacent residential areas.”

DC Comprehensive Plan, Ch. 23, Rock Creek West 1.1.5

*. . .traffic calming measures are **required** to reduce development impacts. This policy is essential to protect and improve the quality of life and the residential character of the area.*

DC Comprehensive Plan, Ch. 23, Rock Creek West 1.1.11

*. . . when PUDs are proposed, required **traffic studies must identify the mitigation measures** . . . to maintain acceptable transportation service **levels—and secure a commitment to implement these measures** through transportation management plans.*

DC Comprehensive Plan, Ch 23, Rock Creek West 1.1.12

Traffic studies and mitigation plans should ***consider not only the impacts of the project under consideration but the cumulative impact of other projects which also may impact the community....***

*D.C. Comprehensive Plan Ch. 23, Rock Creek West*1.1.12

*Neither Applicant Nor Agencies
Considered Impact of 100 Additional
Units at Wisconsin and Newark. . .*

3333 Wisconsin Avenue

**100 LUXURY APARTMENTS
SPRING 2010**

**WCS Development Corporation
A William C. Smith Company**



William C. Smith + Co.

D.C. Office of Planning:

Where “commercial district is served by several bus routes but not a Metrorail station, therefore ... *driving more likely than in some other communities.*”

Glover Park Commercial District Analysis, Final Report (October 2006).