



**symmetra** design

# The Heights on Georgia Avenue

3232 Georgia Avenue, NW

Washington, DC

## Traffic Impact Study

October 3, 2008

1152 15th Street, NW  
Suite 935  
Washington, D.C 20005

Phone: 202 370 6000  
Fax: 202 370 6001  
[www.symmetradesign.com](http://www.symmetradesign.com)

**ZONING COMMISSION**  
**District of Columbia**

CASE NO. OE-26

EXHIBIT NO. 5

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## INTRODUCTION

The following report is a Traffic Impact Study (TIS) for the proposed Heights on Georgia Avenue Project at 3232 Georgia Avenue, Northwest Washington DC. This document is supplemental to the Planned Unit Development (PUD) application.

The Heights on Georgia Avenue project is planned at the southwest corner of Georgia Avenue and Lamont Street. The development is planned to include 69 apartment units, 10,506 square feet of ground floor retail and 29 parking spaces. The project will replace lots 903 and 908 (existing asphalt parking lots) and lots 98, 904 and 911 (store front commercial shops and a vacant building). The project will also close a section of an alley, accessible via Lamont Street, in square 2892. The applicant proposes to dedicate by easement a 20 foot alley for public use.

The analyses presented in this study indicate that the Heights on Georgia Avenue project will have no adverse impact due to traffic and transportation.

### Scope of Study

This study includes an assessment (Level of Service) of Existing and Future traffic conditions for AM and PM peak hours. The study area for this project was confirmed by the District Department of Transportation (DDOT) and includes the following intersections:

- Georgia Avenue / Park Road
- Georgia Avenue / Lamont Street
- Georgia Avenue/ Kenyon Street
- Georgia Avenue / Irving Street
- Georgia Avenue / Columbia Road

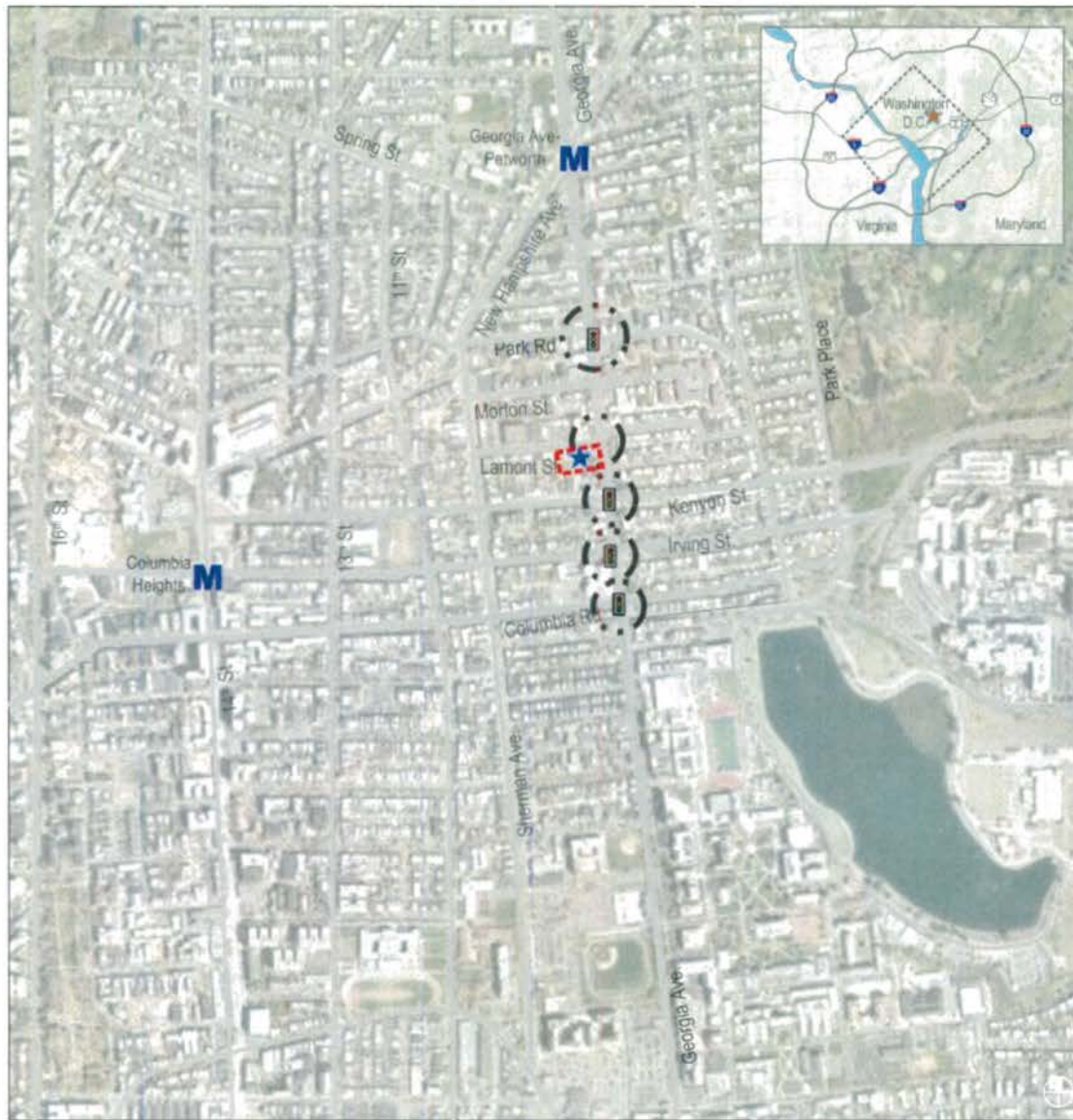
This Traffic Impact Study also includes report sections on pedestrian/bicycle facilities, transit, parking, site access and circulation, loading, proposed alley closure and re-alignment, and transportation management.

## EXISTING CONDITIONS

The proposed Heights on Georgia Avenue Project is situated in one of the District's planned revitalized communities and is served by a broad transportation network including Metrorail, Metrobus, principal and minor arterials, local streets and sidewalks. The Georgia Avenue corridor has been designated by DDOT as a "Great Street".

Regional access to the site is provided by Georgia Avenue, from the north and south, Irving Street, from the west and Kenyon Street and Columbia Street, from the east. The roadway network is illustrated in Figure 1 and described below:





Transportation Study Area

The Heights on Georgia Avenue

LEGEND  The Heights on Georgia Avenue  Study Intersection  Metro

**Figure 1: Roadway Network and Traffic Control Measures**

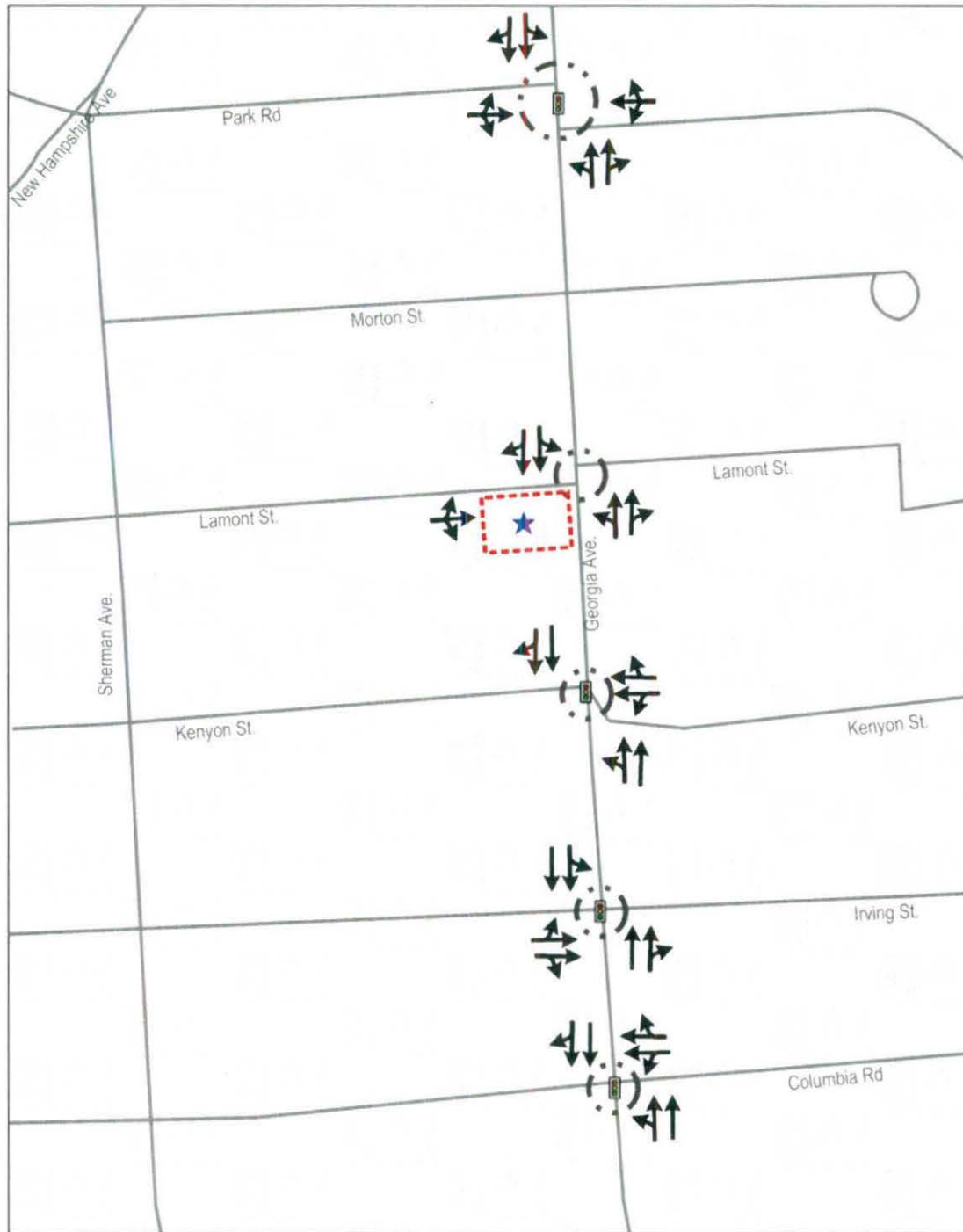
- Georgia Avenue is a four-lane north-south principal arterial that extends from the Maryland State line in Silver Spring to Florida Avenue, NW. Daily traffic through the study area is 13,700 vehicles per day. Curbside parking is permitted along the corridor with exception for designated Bus loading zones. Bus loading zones prohibit parking at the intersection of Georgia Avenue and Lamont on the northbound leg (approaching the intersection). The speed limit along Georgia Avenue is 30 miles per hour.
- Lamont Street is a two-lane local street that extends from 13<sup>th</sup> Street from the west to Park Place to the east. The Lamont Street/Georgia Avenue intersection is not aligned. The east leg of the intersection is furthest north and provides one-way eastbound travel. Curbside parking is permitted on both sides of the street. The intersection of Georgia Avenue and Lamont Street is unsignalized.
- Kenyon Street is a two-lane one-way westbound minor arterial that connects from Irving Street from the east and runs to 14<sup>th</sup> Street to the west. East of the Kenyon/Irving Street merge point the roadway serves 17,600 vehicles per day. West of the merge (approaching Georgia Avenue) 5,100 vehicles travel on the roadway per day. This arterial serves heavy volumes of traffic routed from the Washington Hospital Center and commuters from Michigan Avenue. The Speed limit is 25 MPH near the study area.
- Irving Street is an eastbound minor arterial with a posted speed limit of 25 mph. The one-way two-lane arterial extends from Michigan Avenue from the east to the intersection with Adams Mills Road to the west. Curbside parking is permitted on the west side of the street approaching Georgia Avenue. Irving Street and Kenyon Street serve as a major east-west travel pair. The Average Annual Weekday Volume<sup>1</sup> in 2002 was 25,100 vehicles.
- Columbia Road is a one-way two-lane minor arterial that runs westbound and extends from the Michigan Avenue merge from the west to Adams Morgan to the east. Curbside parking at various sections on the roadway.
- Park Road is a two-lane east-west collector that extends from Park Place from the east and runs to Sherman Avenue to the west. Average Daily Traffic on Park Road is less than 5,000 vehicles. The speed limit is 25 mph.

Figure 2 illustrates the lane configuration for the study area intersections.

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<sup>1</sup> Source: District of Columbia Department of Transportation





Lane Configuration  
Draft September 2008

The Heights on Georgia Avenue  
Neighborhood Development Corporation

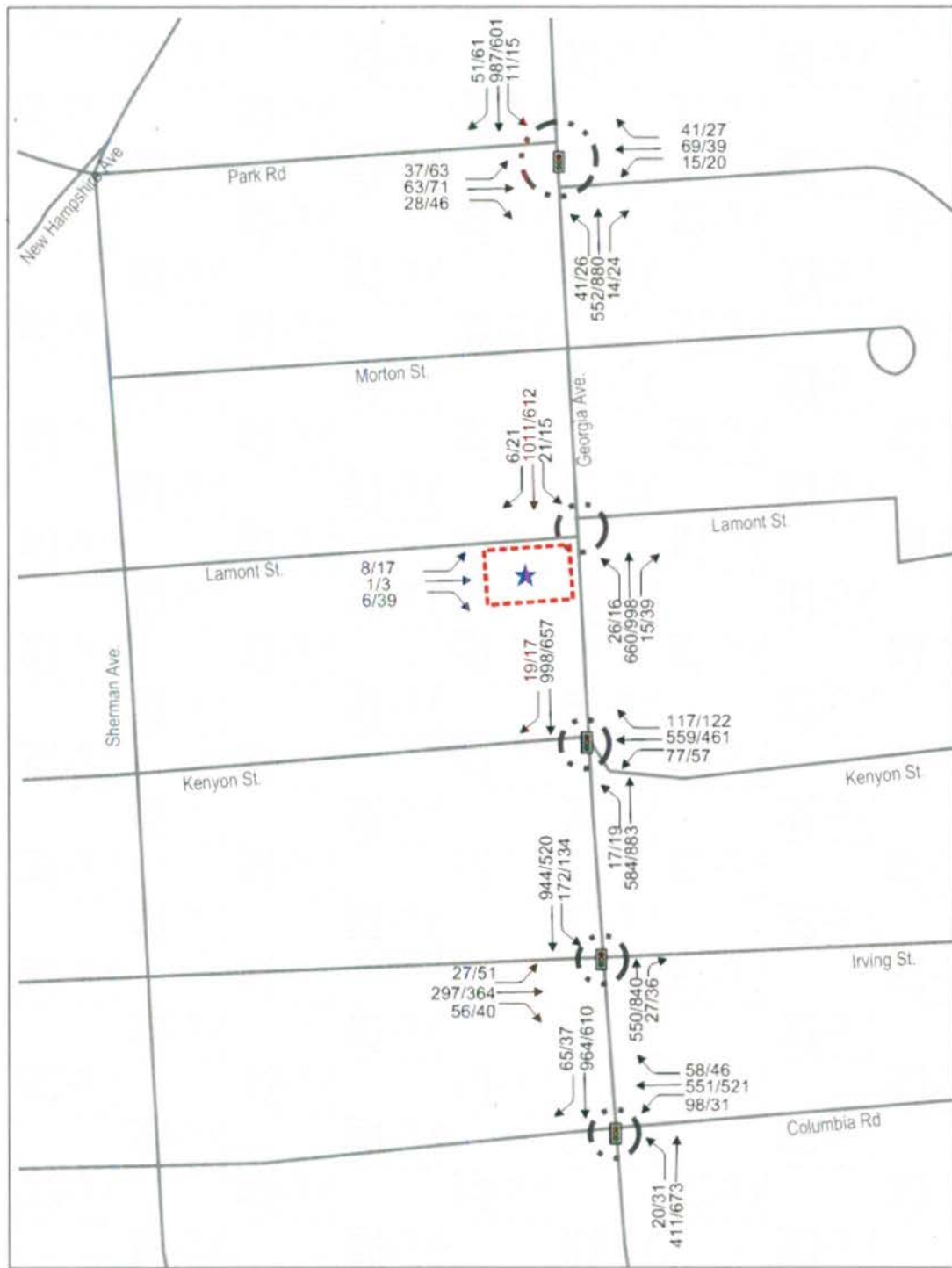
LEGEND  The Heights on Georgia Avenue  Study Intersection  Lane Geometry

**Figure 2: Lane Configuration**

### **Traffic and Pedestrian Counts with Field Observations**

Traffic data (turning movement counts), pedestrian counts, and field observations were conducted on Wednesday September 3, 2008 from 6:45 AM to 9:30 AM and 3:30 PM to 6:45 PM for the Georgia Avenue/Lamont Street and Georgia Avenue/Park Road intersections. Traffic data (turning movement counts), pedestrian counts, and field observations were conducted on Thursday September 4, 2008 from 6:45 AM to 9:30 AM and 3:30 PM to 6:45 PM for the Georgia Avenue/Kenyon Street, Georgia Avenue/Irving Street and Georgia Avenue/Columbia Road intersections. Based on data collected during these time periods, the system peak hours were determined to be 7:30 AM to 8:30 AM and 5:00 PM to 6:00 PM. Peak hour traffic data is shown in Figure 3 and is included in the technical appendix. Field observations revealed traffic traveling through the study intersections flowed well during both the AM and PM peak periods.





Existing Traffic Volumes  
Draft September 2008

The Heights on Georgia Avenue  
Neighborhood Development Corporation

LEGEND  The Heights on Georgia Avenue  Study Intersection  1150/360 AM/PM Peak Hour Volume

**Figure 3: Existing Traffic Data**



## Capacity Analysis

Existing conditions Level of Service (LOS) capacity analyses were conducted for the study area intersections using SYNCHRO 6 software. Capacity analyses results can range from LOS "A" (best) to LOS "F" (worst) based on the average delay experienced by motorists. LOS "D" and "E" are typically accepted by (DDOT) as the minimum delay threshold limit for intersections.

**Table 1**  
**Existing Conditions Level of Service**

|                             | AM Peak |                      | PM Peak |                      |
|-----------------------------|---------|----------------------|---------|----------------------|
|                             | LOS     | Delay (sec/vehicles) | LOS     | Delay (sec/vehicles) |
| Georgia Avenue/ Park Rd     | A       | 9.9                  | B       | 10.2                 |
| Georgia Avenue/ Lamont St*  | D       | 31.3                 | D       | 27.1                 |
| Georgia Avenue/ Kenyon St   | B       | 15.6                 | B       | 17.9                 |
| Georgia Avenue/ Irving St   | B       | 13.6                 | C       | 22.7                 |
| Georgia Avenue/ Columbia Rd | B       | 15.7                 | B       | 18.8                 |

\* Unsignalized intersection - LOS reflects worst minor approach

As Table 1 indicates, all study area intersections operate at acceptable Levels of Service during both the AM and PM peak hours for existing conditions. Since the Georgia Avenue/ Lamont Street intersection is unsignalized, LOS reflects the delay on the minor approach (on Lamont Street approaching Georgia). Field observations show good operating conditions at the Georgia Avenue/ Lamont intersection for both AM and PM peak conditions, particularly, due to adjacent traffic signals.

## Pedestrians and Bicycles

Pedestrian access to the Heights on Georgia Avenue is provided via sidewalks. There are sidewalks at each of the study area intersections providing access to the site. Existing sidewalk widths are five feet on Lamont Street and typically five feet on Georgia Avenue (sidewalk widths vary up to nine feet in one location). Pedestrian crosswalks and signs are located at intersections along the Georgia Avenue corridor.

There are no designated bicycle lanes in the study area. Bicycle lanes are present in the immediate vicinity on Park Place, Warder Street and on 11th street. The 2008 District of Columbia Bicycle Map notes Irving Street, Kenyon Street and Columbia Road (west of 11th Street) as signed bike routes. The plan rates traffic conditions for bicycling on Georgia Avenue and Park Road as fair. Traffic conditions for bicycling on Irving Street and Columbia Road are rated as poor throughout the study area.

## Transit

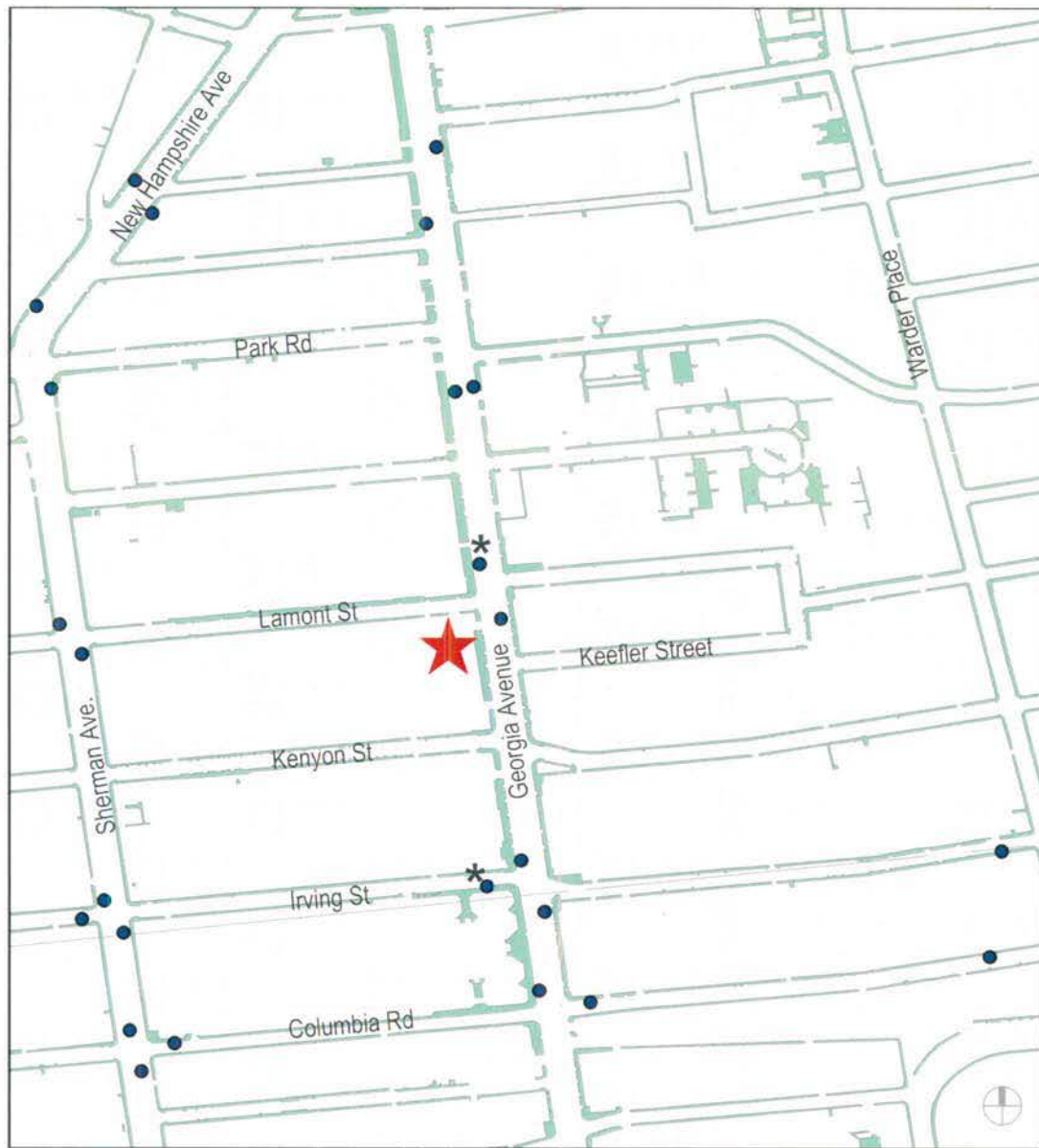
Washington Metropolitan Area Transit Authority (WMATA) and the District Department of Transportation (DDOT) have developed a new express transit service – Metro Extra-- for Georgia Avenue/7<sup>th</sup> Street NW with limited stops and unique buses. The service provides 10 to 12 minute headways weekdays from 6 am to 7 pm. The new service is part of a key component of the Great Streets Initiative to provide enhanced transit facilities that will improve accessibility to and from the corridor. This new service compliments existing Metrobus routes 70 and 71. All routes provide direct service to the study area and origin – destination information is shown in Table 2.

**Table 2**  
**Bus Routes**

| Bus#    | Service     | Origin              | Destination                                             |
|---------|-------------|---------------------|---------------------------------------------------------|
| 70 / 71 | Metrobus    | Silver Spring Metro | Half & Water St ( Buzzard Point)                        |
| 79      | Metro Extra | Silver Spring Metro | 9 <sup>th</sup> Street / Constitution Avenue (Archives) |

Bus stops are distributed liberally along Georgia Avenue. As shown in Figure 4, there are several bus stop locations within the study area. Bus stops are provided at the Georgia Avenue/Lamont Street intersection as well as the Georgia Avenue/ Park Road, Georgia Avenue/ Irving Street and the Georgia Avenue/ Columbia Road intersections. Bus stops are also located on Irving Street and Columbia Road (approaching Georgia Avenue). Bus shelters are provided at the Georgia Avenue/ Lamont Street bus stop, just north of Lamont, and the Irving Street bus stop (located on the eastbound leg of Irving Street approaching Georgia Avenue). Figure 4 also shows other bus stop locations in the local vicinity on Sherman Avenue and New Hampshire Avenue.





Bus Stops

The Heights on Georgia Avenue

LEGEND



The Heights on Georgia Avenue



Bus Stops

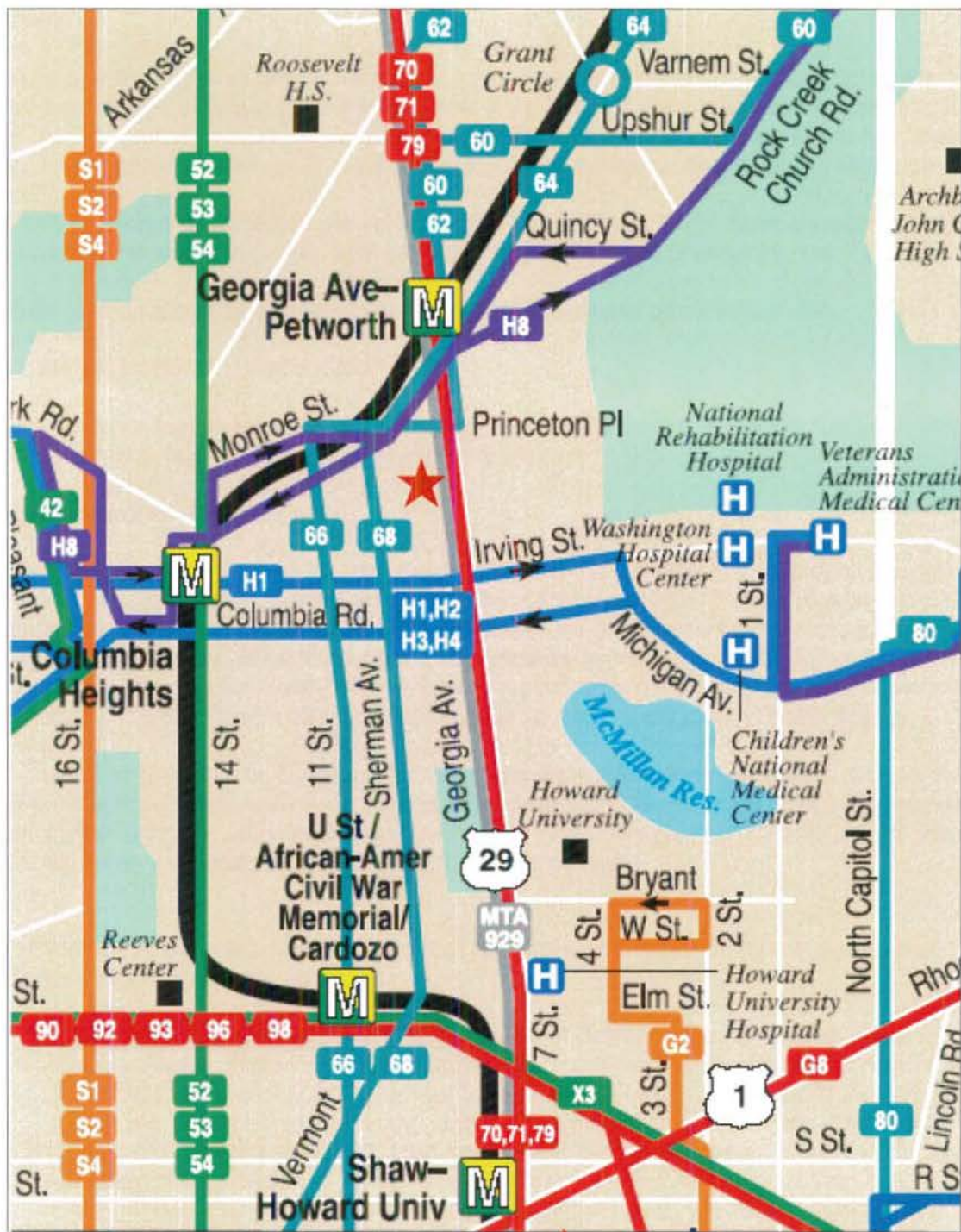


Bus Stops w/ shelter

**Figure 4: Bus Stops**

The proposed Heights on Georgia Avenue Project is within 0.5 miles of the Georgia Avenue – Petworth Metrorail Station. The Columbia Heights Metrorail Station is 0.6 miles west of the site. Figure 5 shows the bus routes and Metrorail Stations that service the study area.





Source: Washington Metropolitan Transit Authority Metrobus Maps

★ The Heights on Georgia Avenue

Figure 5: Bus Lines and Metrorail Stations

## Parking

Parking near the Heights on Georgia Avenue site is predominately on-street, supplemented by a number of small lots. Metered parking is permitted along most of the length of Georgia Avenue. Bus loading zones limit on-street parking in some locations near the project site. There are approximately 16 one hour and two hour metered parking spaces on Georgia Avenue within the immediate vicinity of the project site location.

On Lamont Street, two hour Zone 1 parking is permitted from 7 AM to 8:30 PM. There are approximately 57 on-street parking spaces on Lamont Street between Georgia Avenue and Sherman Avenue.

Internal parking lots near the Heights on Georgia Avenue are signed for permit parking only.

## FUTURE BACKGROUND CONDITIONS

Future conditions traffic analyses include traffic generated from The Heights on Georgia Avenue Project as well as planned projects that have not yet been constructed.

### Planned Background Projects

Background Conditions analysis for the proposed Heights on Georgia Avenue project includes an assessment of planned projects within a 0.5 mile radius of the proposed site. Planned projects located just outside of the 0.5 mile radius were considered dependent on the development's potential impact on the site study area. For instance, development plans for the proposed Howard Town Center were included in this assessment. The proposed Town Center is located approximately 0.9 miles from the site however the introduction of this development will impact traffic through the project study area on Georgia Avenue.

The Institute of Transportation Engineers' Trip Generation Manual, 7<sup>th</sup> Edition was used to generate traffic associated with planned projects. Table 3 shows traffic generated by each planned project. Trip reductions were applied using the 2005 Washington Metropolitan Area Transit Authority Development- Related Ridership Survey II according to the developments proximity to transit.

The following planned projects, within the year 2011 build out horizon, were included in this assessment (See figure 5 for planned project locations):

- Park Place at Georgia Avenue-Petworth - Located at Georgia Avenue and Quincy Street (at the Georgia Avenue Petworth Metrorail Station), this mixed-use development will consist of 148 condominium units and 17,000 square feet of retail space. Traffic associated with the Park Place mixed- use developed was generated using ITE Land Use Code 232 – High Rise Residential Condominium/Townhouse and ITE Land Use Code 814- Specialty Retail Center. Construction is underway on this project.
- Residences at Georgia Avenue – Situated at the corner of Georgia Avenue and Taylor Street. This residential/retail development includes 72 apartment units and 11,020 square feet of retail space. ITE Land Use Code 232 – High Rise Residential Condominium/ Townhouse and ITE Land Use Code 814- Specialty Retail Center was used to account for traffic generated by this project. Construction on The Residences at Georgia Avenue is near completion.



- Park Morton – Located just north of the project site at Georgia Avenue and Morton Street. The Park Morton preliminary Master Plan notes Scheme 4A, a development of 477 apartment units. Traffic associated with Park Morton, based on the Master Plan Scheme 4A, was generated using ITE Land Use Code 223 – Mid-Rise Apartment and Code 230 – Residential Condominium/Townhouse. No build-out year has been confirmed but the project would likely occur after 2011.
- Senior Wellness Center – A 10,000 square foot comprehensive holistic health and wellness educational facility for Ward 1 Senior residents. The project is planned by the District Office of Aging. The ITE Trip Generation Manual 7th edition does not include a Land Use Code for generating traffic for this type of facility. The most applicable Land Use Code 630 – Clinic was applied. Note: The Code does not generate traffic during AM peak hour. Ground breaking for the project was held in mid 2007.
- 3422 Georgia Avenue – Residential development of 12 loft condos located near the Georgia Avenue/ Park Rd intersection. Land Use Code 230 – Residential Condominium/ Town home was used to generate trips attributed to this project. The project was initially expected by 2006.
- Howard Town Center – A mixed-use development planned for 73,095 square feet of retail space and 325 apartment units located along Georgia Avenue and V Street. Preliminary plans include store front retail and a grocery store. Traffic associated with Howard Town Center was generated using ITE Land Use Code 820 – Shopping Center and Land Use Code 220 - Apartment. The project is planned for completion in 2012.
- Georgia Commons – Located at the corner of Georgia Avenue and Randolph Street, this residential development is planned to include 130 rental units with 23,000 square feet of community servicing retail. Traffic associated with Georgia Commons was generated using ITE Land Use Code 220 - Apartment. Ground breaking was recently done on the project.



**Table 3**  
**Trips Generated by Planned Development Projects**

| Development Project                   | AM PEAK HOUR |            |            | PM Peak HOUR |            |            |
|---------------------------------------|--------------|------------|------------|--------------|------------|------------|
|                                       | IN           | OUT        | TOTAL      | IN           | OUT        | TOTAL      |
| Park Place at Georgia Avenue-Petworth | 28           | 48         | 76         | 30           | 27         | 57         |
| Residencies at Georgia Avenue         | 11           | 12         | 23         | 25           | 23         | 48         |
| Park Morton                           | 13           | 38         | 51         | 42           | 27         | 69         |
| Senior Wellness Center                | 0            | 0          | 0          | 14           | 14         | 28         |
| 3422 Georgia Avenue                   | 1            | 4          | 5          | 4            | 2          | 6          |
| Howard Town Center                    | 67           | 90         | 157        | 114          | 94         | 208        |
| Georgia Commons                       | 43           | 54         | 97         | 31           | 32         | 63         |
| <b>Total</b>                          | <b>163</b>   | <b>246</b> | <b>409</b> | <b>260</b>   | <b>218</b> | <b>478</b> |

*Appropriate transit reductions have been included.*

As shown in table 3, the listed planned projects are projected to generate 409 AM peak hour trips and 478 PM peak hour trips. Planned development projects are illustrated in Figure 6.





**Figure 6: Planned Background Projects**

Background trips were distributed among the existing transportation study area, based on established directional distribution patterns, to develop 2011 background conditions. A one percent (1%) annual growth rate was also applied to existing peak hour traffic volumes as part of the background analysis. Traffic volumes are projected to increase slightly for through traffic traveling north-south on Georgia Avenue. Table 4 shows background level of service and delays.

**Table 4**  
**Background Level of Service**

| I.D |                              | AM Peak |                        | PM Peak |                        |
|-----|------------------------------|---------|------------------------|---------|------------------------|
|     |                              | LOS     | Delay<br>(sec/vehicle) | LOS     | Delay<br>(sec/vehicle) |
| 1   | Georgia Avenue/ Park Rd      | B       | 10.5                   | B       | 10.5                   |
| 2   | Georgia Avenue / Lamont St*  | D       | 35.0                   | D       | 30.3                   |
| 3   | Georgia Avenue / Kenyon St.  | B       | 16.4                   | B       | 12.4                   |
| 4   | Georgia Avenue / Irving St   | B       | 12.1                   | B       | 13.8                   |
| 5   | Georgia Avenue / Columbia Rd | B       | 15.0                   | B       | 16.2                   |

\* Unsignalized intersection - LOS reflects worst minor approach

As Table 4 indicates, all study area intersections will operate at acceptable Levels of Service during both the AM and PM peak hours for background conditions. Traffic signal operations were optimized and resulted in a slight improvement in average vehicle delay as compared to existing conditions. The Georgia Avenue/ Lamont Street LOS reflect the delay on the minor approach (on Lamont Street approaching Georgia).



## FUTURE CONDITIONS

Traffic associated with the proposed Heights on Georgia Avenue Planned Unit Development (PUD) was generated using the Institute of Transportation Engineers' Trip Generation Manual, 7th Edition Land Use Code 270 – Residential Planned Unit Development. This Land Use Code accounts for both the residential and retail component of a PUD. Use of this Land Use Code is plausible since the retail component, 10,000 square feet, is relatively small and would primarily support local residents. Since the Heights on Georgia Avenue project will be located within half a mile radius from the Georgia Ave-Petworth Metrorail Station on the green line a 40% transit (Metrorail and Metrobus) reduction was used to reduce vehicular trips. The transit reduction factor is based on percentage calculations presented in the Washington Metropolitan Area Transit Authority's (WMATA) Development Related Ridership Survey II for residential developments. Table 5 shows the number of trips expected to be generated by the proposed Heights on Georgia Avenue Project.

**Table 5: Vehicular Trip Generation**

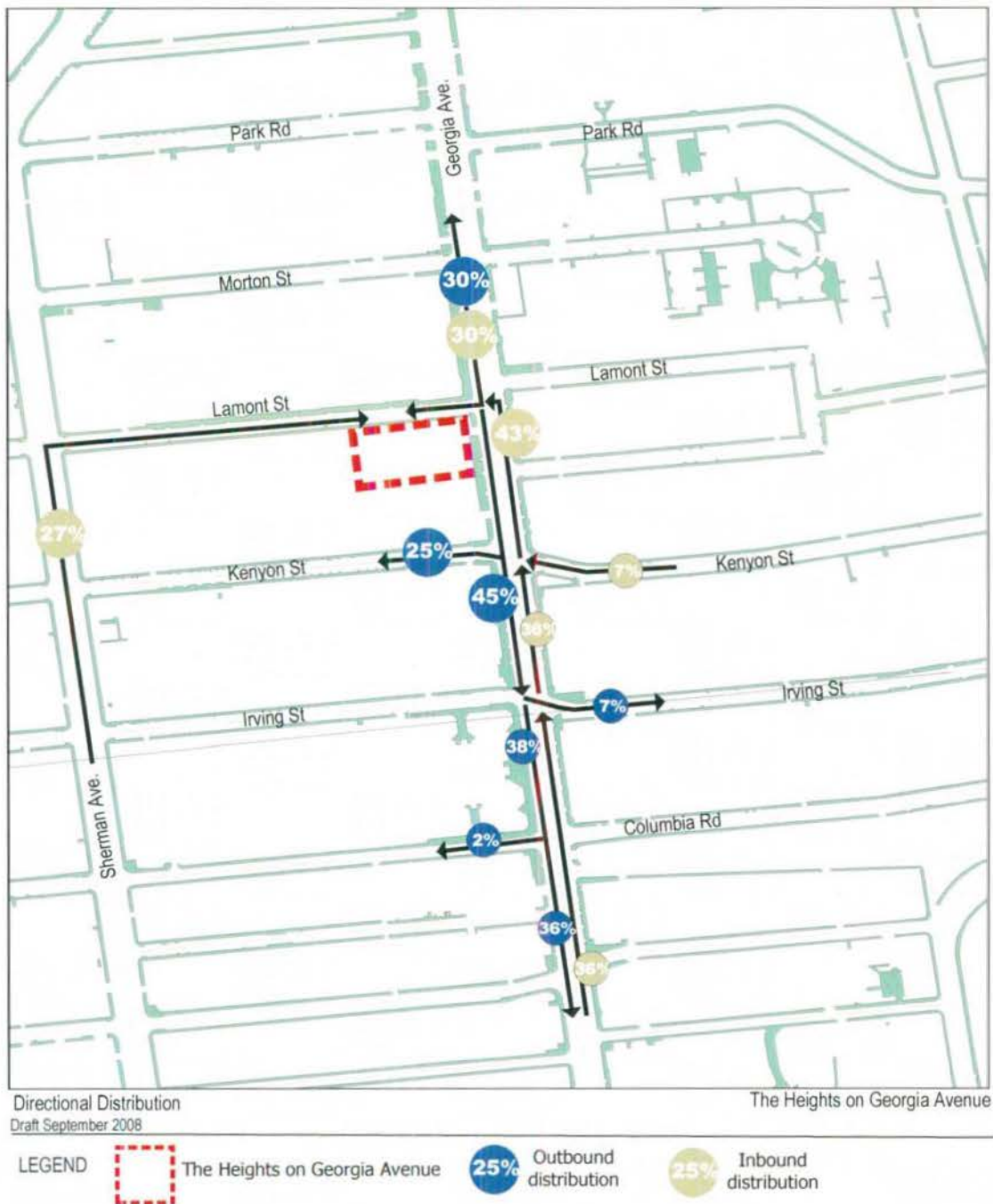
|                                                                                  | AM Peak |     |       | PM Peak |     |       |
|----------------------------------------------------------------------------------|---------|-----|-------|---------|-----|-------|
|                                                                                  | IN      | OUT | TOTAL | IN      | OUT | TOTAL |
| Residential Planned Unit Development<br>69 Apartment units & 10,000 sq ft retail | 9       | 33  | 42    | 38      | 21  | 59    |
| <b>Deduct 40% Transit Reduction</b>                                              | -5      | -20 | -25   | -23     | -12 | -35   |
| <b>Total w/reduction</b>                                                         | 4       | 13  | 17    | 15      | 9   | 24    |

Table 5 indicates the project will generate 17 AM peak hour trips and 24 PM peak hour trips.

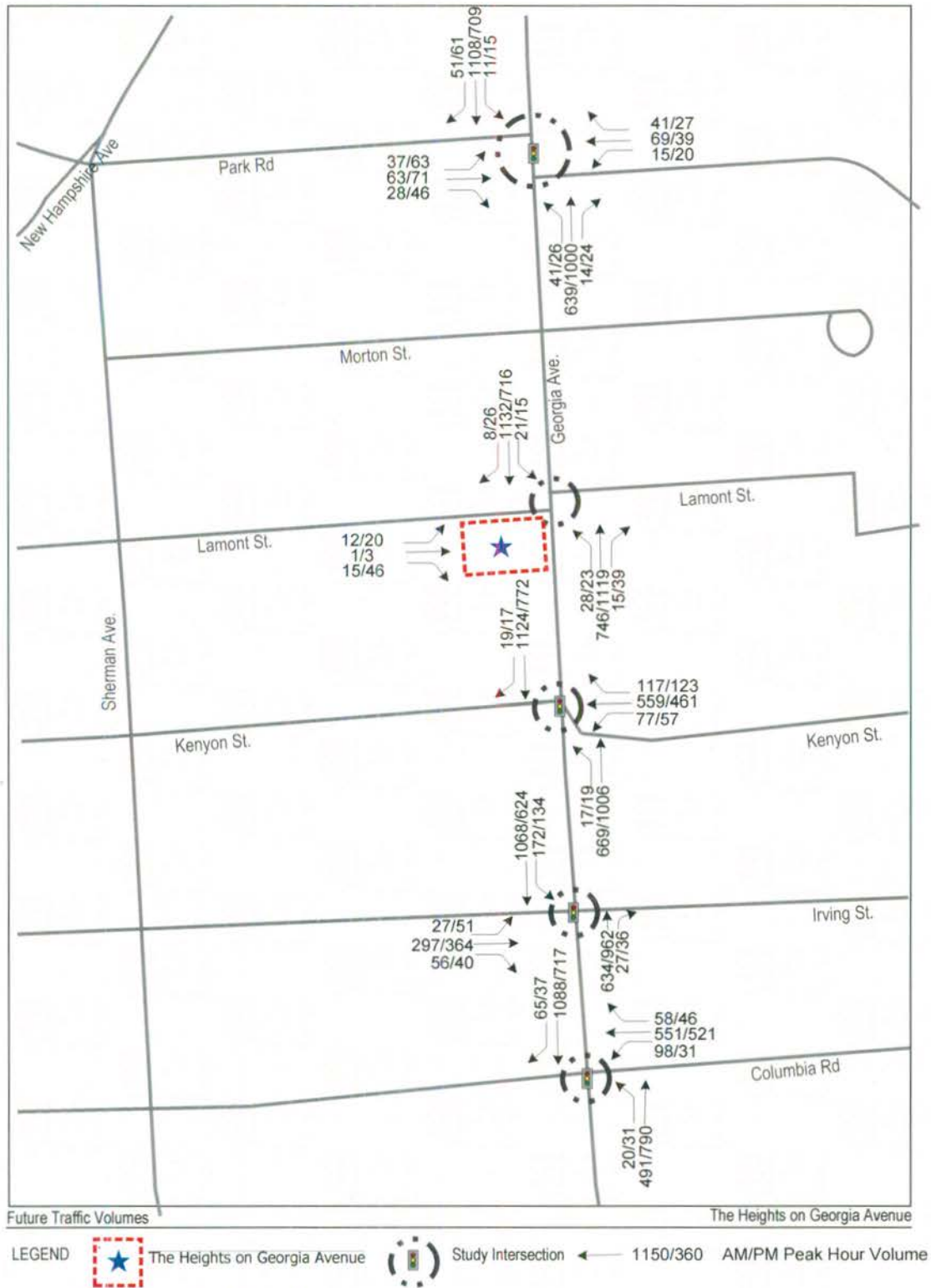
## Future Traffic Projections

Traffic projected by the proposed project (Table 5) was distributed throughout the roadway network using the directional distribution shown in Figure 7. This directional distribution is based on existing traffic patterns in the area. Future traffic volumes including projected regional growth, traffic projections for the planned background projects as well as the proposed Heights on Georgia Avenue project were added to existing traffic data to obtain future traffic volumes (see Figure 8).





**Figure 7: Site Directional Distribution**



**Figure 8: Future Traffic Volumes**

## Capacity Analysis

The traffic volumes shown in Figure 8 were analyzed using SYNCHRO 6 software. The results of the analysis are summarized in Table 6.

**Table 6**  
**Future Conditions Level of Services**

| I.D |                                            | AM Peak |                         | PM Peak |                         |
|-----|--------------------------------------------|---------|-------------------------|---------|-------------------------|
|     |                                            | LOS     | Delay<br>(sec/vehicles) | LOS     | Delay<br>(sec/vehicles) |
| 1   | Georgia Avenue/ Park Rd                    | B       | 10.4                    | B       | 10.6                    |
| 2   | Georgia Avenue / Lamont St*                | E       | 36.9                    | D       | 32.3                    |
| 3   | Georgia Avenue / Kenyon St.                | B       | 16.7                    | B       | 12.4                    |
| 4   | Georgia Avenue / Irving St                 | B       | 14.3                    | B       | 13.9                    |
| 5   | Georgia Avenue / Columbia Rd               | B       | 14.7                    | B       | 16.3                    |
| 6   | Lamont Street / Site Entrance <sup>1</sup> | A       | 8.4                     | A       | 8.6                     |

\* Unsignalized intersection - LOS reflects worst minor approach

Analysis results indicate the study area intersections are projected to operate at LOS "D" and "E" or better. The minor approach at the Georgia Avenue/ Lamont Street intersection is expected to decrease to LOS E due to a 1.9 second increase in delay during the AM Peak hour.

Further assessment of the Georgia Avenue/ Lamont Street intersection was conducted to better understand future operating conditions on the minor approach. An analysis of the Critical Gap<sup>2</sup> Acceptance for vehicles turning from Lamont Street onto Georgia Avenue was conducted. The ITE Traffic Engineering Handbook (5th Edition) notes 7.5 seconds as the minimum critical gap for left turn movements from a minor street to a four-lane major road. This reference is applied to future conditions at the Georgia Avenue/ Lamont Street intersection. Therefore, an 8 second gap in the traffic flow on Georgia Avenue is acceptable to make a left turn from Lamont Street. Future conditions traffic volumes indicate 12 vehicles are expected to make a left turn from Lamont Street onto Georgia Avenue during the AM peak hour (See figure 7). Thus a minimum of twelve eight-second gaps would be required to accommodate left turning vehicles. Field reconnaissance indicates there were 61 eight-second gaps in traffic flow on Georgia Avenue during the AM peak hour. There would be sufficient gaps in traffic flow on Georgia to accommodate the projected volumes of left turning vehicles for future conditions.

<sup>1</sup> The proposed 20' foot easement will serve as the Site Entrance

<sup>2</sup> "Critical Gap" is the minimum gap size in traffic (accepted by a population of drivers) necessary to cross a roadway.



## ALLEY CLOSURE AND REALIGNMENT

As part of the proposed Heights on Georgia Avenue project, a section of the existing alley is planned to be closed. The applicant proposes to close the existing s-shaped section and dedicate by easement a new 20' foot wide ingress/egress access for public use.

Lamont Street and Kenyon Street currently provide access to the existing alley network. The Lamont Street access is currently s-shaped and has a width of 11 feet. This curved section of the alley network creates undesirable pedestrian/vehicular conditions due to limited sight distance and visibility.

Overall, the proposed access will improve pedestrian and vehicular accessibility and maneuverability traversing the alley and enhance a sense of safety for pedestrian users. The alley closing will result in slightly different travel patterns for vehicles accessing Lots 875, 879 and 114 from the Lamont Avenue alley easement. In the future vehicles accessing these lots would have to turn left at the east-west alley and then turn left from the east-west alley to the existing alley (see Figure 9). Access from Kenyon Street would remain as it is today. Figure 8 illustrates the existing and proposed alley network. Photographs of the existing access from Lamont (showing part of the current s-shaped section) are shown in Exhibits 1 and 2.



Primary users of the alley are local residents and pedestrians. Observations of alley usage were conducted on Wednesday September 3, 2008 during peak periods. Field observations show limited use of the alley by pedestrians. Vehicular activity indicates one vehicle per hour accessing the alley. The proposed easement will maintain pedestrian and vehicular access from Lamont Street to the alley network and will improve conditions for existing users. (Note: The developer owns both parcels of land on either side of the public alley)



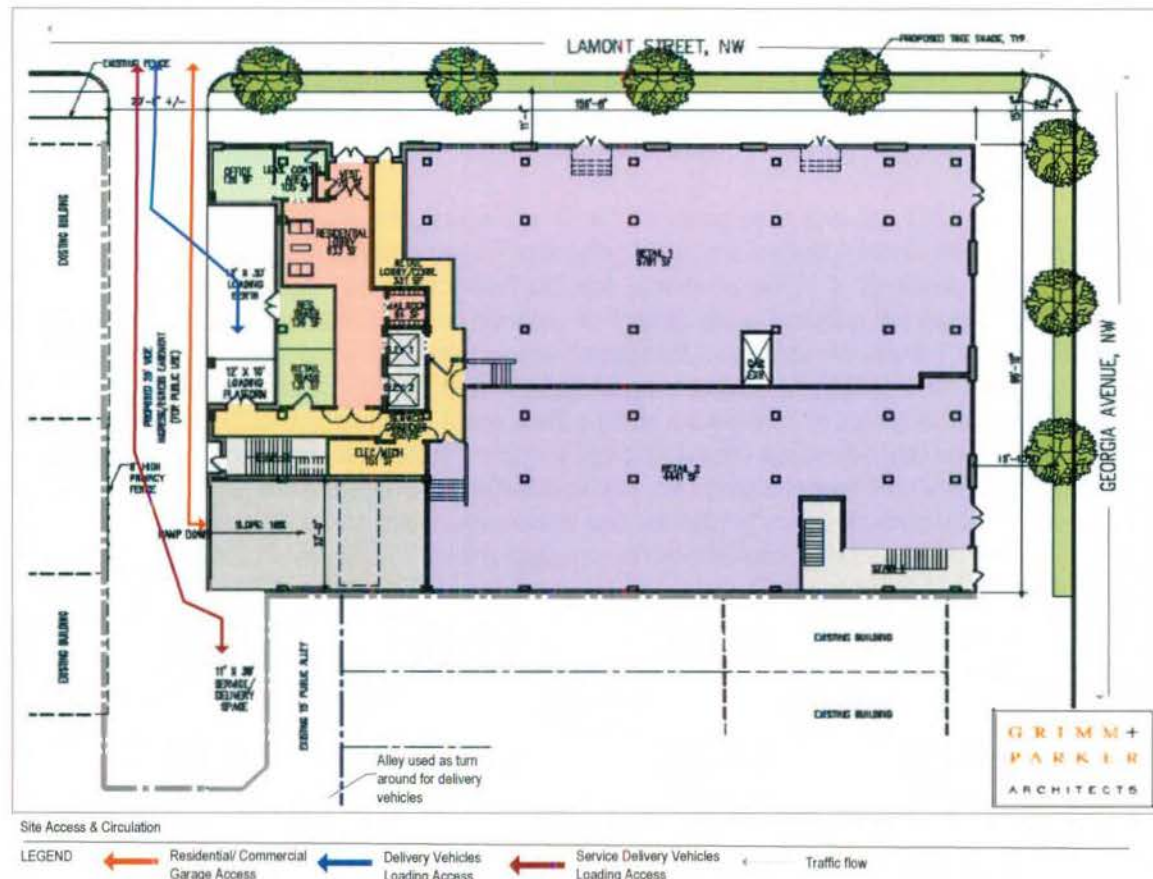
*Exhibit 1: Alley access from Lamont (Looking south- toward Kenyon Street)*



*Exhibit 2: Alley access from Lamont (Lamont looking south toward Kenyon)*

## SITE ACCESS & CIRCULATION

Primary vehicular access to the Heights on Georgia Avenue project will be provided via a new 20 ft wide easement to be dedicated on a portion of the applicant property. The access would provide two-way operations for all alley users. Figure 10 shows site access and circulation for residential/commercial garage access, delivery vehicle loading access and service/delivery vehicle loading access.



**Figure 10: Site Access & Circulation Plan**

## FUTURE PARKING

The project will provide for 29 off-street parking spaces. Zoning regulations require the development provide for 33 off-street parking spaces. The DC Comprehensive Plan, under residential parking requirements, calls for ensuring that parking requirements for residential buildings are responsive to the varying levels of demand associated with different unit types, unit sizes, and unit locations, including proximity to transit. This policy also recognizes that parking reductions should be considered where a reduction in demand can be clearly demonstrated.

Field observations indicate approximately 35 on-street parking spaces are available for residential parking on Lamont Street, between Georgia Avenue and Sherman Avenue, during the evening.

## LOADING OPERATIONS

The Heights on Georgia Avenue will provide one 12' x 30' loading berth and one 120 square foot loading platform for both retail and residential uses. The loading berth and loading platform will be located in the northwest corner of the site. The development will also provide for an 11' x 30' service/ delivery loading facility situated in the southwest corner of the site. All loading areas including the loading berth, platform and service/delivery loading will face the proposed easement. (See Site Access & Circulation figure for illustration of loading facilities). The proposed loading does not include an additional 12' x 55' loading berth and a 200 square foot loading platform. Those loading areas are required by zoning for residential use. The applicant proposes to consolidate loading areas and establish shared residential/retail uses for the provided loading facilities. This consideration is *in accordance with the Comprehensive Plan's recommendations to consolidate loading areas within new developments and minimizing curb cuts on streets to the greatest extent possible, and to provide shared loading spaces in mixed-use buildings.*

*The size of the provided loading berth would be appropriate for move-in operations with 30 foot trucks.<sup>1</sup>The development/property manager will manage the use of the shared residential/retail loading areas.*

---

<sup>1</sup>U-Haul, a commonly utilized truck rental company, offers various truck model sizes appropriate for residential moving. A 30 foot truck is adequate for four plus bedrooms. Thus the 30 foot loading area would be adequate for trucks considering apartment units would have less than four bedrooms.



## FUTURE TRANSPORTATION IMPROVEMENTS

The project is consistent with the District's Great Streets plan for Georgia Avenue. The Great Streets plan for Georgia Avenue – 7<sup>th</sup> Street corridor is programmed for upgrades with significant amenities and features affecting its urban design character and its vehicular and pedestrian service function. The development provides for the following transportation improvements:

- Bicycle racks for residents in the parking facility.
- Widening of existing sidewalk widths on Lamont Street from 6 feet 4 inches to 11 feet 10 inches. Sidewalks on Georgia Avenue will also be widened by 6 feet 10 inches for a sidewalk width of 15 feet 10 inches. The project will also provide for a 4 foot 6 inch planter curb.
- Eliminate two existing curb cuts on Georgia Avenue and one curb cut on Lamont Street that currently serve the existing uses. The development will reduce overall number of curb cuts adjacent to the site from three to one. This will be an advantageous safety improvement by eliminating the number of pedestrian vehicle conflicts areas.



## CONCLUSIONS

The primary conclusions that were presented in this study are as follows:

- All study area intersections will operate at acceptable Levels of Service during the AM and PM peak hour for existing and background conditions
- All study area intersections are projected to operate at LOS "D" and "E" or better for future conditions. Further assessment of allowable Gap acceptance at the Georgia Avenue / Lamont Street intersection concludes there are adequate gaps in traffic flow on Georgia Avenue to accommodate minor turn movements during the AM peak hour.
- The proposed easement will improve pedestrian and vehicular accessibility and overall maneuverability (by eliminating the s-shaped section and providing a new 20' foot wide ingress/egress easement for public use) traversing the alley and enhance a sense of safety for pedestrian users. The easement will maintain pedestrian and vehicular access from Lamont Street to the alley network. The proposed easement will slightly alter access for existing users at lots 875, 879, and 114.
- The project will provide for 29 below grade parking spaces. Zoning regulations require the development provide for 33 parking spaces. Field observations indicate approximately 35 on-street parking spaces are available for residential parking on Lamont Street, between Georgia Avenue and Sherman Avenue, during evening hours.
- The project will provide shared retail/residential loading areas. Proposed loading area is inline with the District's Comprehensive plan to consolidate loading areas within new developments and provide shared loading spaces in mixed-use buildings.
- The project is consistent with the District's Great Streets plan and will provide transportation improvements to the study area.
- The project will generate insignificant traffic levels (17 AM and 24 PM trips) during peak periods and will have no adverse impact with respect to traffic and transportation.

